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## **APPENDIX D**

### **GOALS, POLICIES AND OBJECTIVES**



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# **MONTEREY COUNTY 2010 GOALS & POLICIES**



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# MONTEREY COUNTY

## 1. Mobility and Accessibility

*Develop and maintain a multi-modal transportation system that preserves and/or enhances mobility and access of the regional transportation network.*

### Goal 1.1: Road and Highway Transportation

*Provide a network of road and highway facilities that provides for the safe, efficient movement of people and goods within Monterey County.*

~~**Objective 1:** Approve and secure funding for TAMC's 14 year transportation expenditure plan program of projects by 2010.~~

**Objective 21:** Design facilities included in TAMC's expenditure plan program of regional transportation projects to operate at LOS C, achieve at least LOS D on the regional roadway network by 2020, and maintain at least LOS D on regional roadways thereafter.

**Objective 31:** ~~Continue to U~~update the regional Intelligent Transportation System (ITS) plan ~~for Monterey County by 2007, and continue to update the plan~~ in concert with regular updates of the Regional Transportation Plan.

### Policies:

**Policy 1.** Prioritize maintenance, improvement and implementation of safety and operational improvements on existing road and highway corridors to maximize the efficient use of existing transportation infrastructure.

~~**Policy 2.** To facilitate the identification of regional road and highway travel needs, undertake traffic and LOS monitoring on regional and local streets and highways designated as part of the CMP network for Monterey County at a maximum interval of two years between counts, using the most recent version of the Highway Capacity Manual methodology.~~

**Policy 32.** Coordinate with the cities, County, Caltrans, and AMBAG to ~~develop~~ implement a regional traffic count program to assure that all information gaps are filled and no duplicative counting occurs, and support development of a statewide interregional traffic count program.

**Policy 43.** Where appropriate and feasible, apply new technologies, such as Intelligent Transportation System (ITS), to enhance the efficiency and safety of the existing facilities.

**Policy 54.** Consider "complete streets" multi-modal, demand management, and alternative transportation improvement options in the selection and design of regional road and highway improvements.

**Policy 5.** Consider installation of roundabouts in lieu of signalization for intersection improvement projects.

**Policy 6.** Implement road and highway capacity improvements needed to address the projected traffic impacts of future growth on the most congested road and highway corridors where multi-modal transportation options or transportation demand management measures alone will not foreseeably improve travel times or Levels of Service on existing road and highway infrastructure.

### **Goal 1.2: Bicycle and Pedestrian Transportation**

*Expand, improve, and maintain facilities for pedestrians and bicyclists that accommodate safe, convenient, and accessible bicycle and pedestrian transportation across Monterey County.*

#### **Objectives:**

**Objective 1:** Increase the number of bicycle facility miles in Monterey County by 10% from 246 miles to 271 miles by the year 2015.

**Objective 2:** Increase the number of bicycle facility miles on the Monterey Bay Sanctuary Scenic Trail from the existing 14 miles to 30 miles, completing the trail by the year 2025.

**Objective 3:** Increase the number of trips made by bicycle from the existing .8% to 3% by the year 2015.

**Objective 4:** Update and distribute a revised copy of the Monterey County Bike Map by 200810.

**Objective 5:** Annually administer Monterey County Bike Week, and preserve or increase public and private sponsorships for Bike Week activities.

#### **Policies:**

**Policy 1.** Identify gaps in the countywide bicycle facilities network, and needed improvements to and within key pedestrian activity centers and county community areas, and define priorities for eliminating these gaps and making needed improvements.

**Policy 2.** Determine funding needs for expanding and improving bicycle and pedestrian facilities, and seek funding for those needs.

**Policy 3.** Update the TAMC Monterey County General Bikeways plan and Monterey County Bicycle Map in concert with the 4-year update schedule for the Regional Transportation Plan to document gaps on the regional bicycle facilities network and set priorities for funding projects.

**Policy 4.** Encourage routine maintenance of bikeway and walkway network facilities, as funding and priorities allow, including regular sweeping of bikeways and shared-use pathways. Programs to support these maintenance efforts could include:

- Sidewalk repair programs, including incentives to property owners to improve adjoining sidewalks beyond any required maintenance,

- Continued administration of the Bicycle Service Request Form Program to alert public works departments to bicycle-related hazards,
- “Adopt a Trail” programs that involve volunteers for trail clean-up and other maintenance, [and](#)
- Enforcement of sweeping requirements of towing companies following automobile accidents.

**Policy 5.** Continue to administer the Bike Protection Program to subsidize the cost of bike racks and lockers in locations most heavily used by bicyclists.

**Policy 6.** Support the development and implementation of effective programs to educate drivers, bicyclists, and pedestrians as to their rights and responsibilities, and adult and youth pedestrian and bicycle education and safety programs, including:

- Enforcement of pedestrian- and bicycle-related laws by local police departments,
- Teaching of bicycle and pedestrian safety to school children and drivers, [and](#)
- Informing interested agencies and organizations about available education materials and assistance such as those programs included within the National Bicycle Safety Network.

**Policy 7.** Support programs being developed, or in place in Monterey County, that encourage and promote bicycle and pedestrian travel. These programs could include:

- Producing and distributing TAMC’s Monterey County Bicycle Map as resources allow,
- Supporting programs that would encourage more students to walk or bicycle to school,
- Continuing the encouragement of bicycling and walking as part of transportation demand management and commute alternatives programs, and
- Continuing to work with local jurisdictions and partner agencies to sponsor Monterey County Bike Week as an increasingly effective mechanism for promoting bicycle travel and bicycle safety.

**Policy 8.** Work with local agencies to develop a coordinated approach to bicycle signage, the system for which could include:

- Directional and destination signs along bikeways and shared use trails,
- Location maps in downtown areas and other major pedestrian districts, [and](#)
- A route identification system and common set of signs for the regional bicycle network identified in TAMC’s General Bikeways Plan.

**Policy 9.** The TAMC Pedestrian and Bicycle Facilities Advisory Committee (BPC) will continue to review development proposals from local agencies and provide comments to public works staff to help resolve bicycle and pedestrian issues of concern and to make sure that proposed facilities are practical, safe and usable. The BPC will develop countywide or sub-regional approaches that could help overcome obstacles standing in the way of achieving TAMC’s goal for planning pedestrian and bicycle transportation.

**Policy 10.** Support and encourage local efforts to require the construction of bicycle and pedestrian facilities and amenities, where warranted, as a condition of approval of new development

and major redevelopment projects as part of TAMC's goal to coordinate land use decision-making with regional transportation planning.

**Policy 11.** Accommodate, and encourage other agencies to accommodate, the needs for mobility, accessibility, and safety of bicyclists and pedestrians when planning, designing, and developing transportation improvements. Such accommodation could include:

- Reviewing capital improvement projects to make sure that needs of non-motorized travel are considered in programming, planning, maintenance, construction, operations, and project development activities and products.
- ~~Incorporating~~ Accommodating the needs of all travelers through a “complete streets” approach to designing new transportation improvements that includes sidewalks, bike lanes, crosswalks, pedestrian cut-throughs, or other bicycle and pedestrian improvements ~~into new projects.~~
- Designation of low-traffic bicycle boulevards incorporating traffic calming features to facilitate safe, direct, and convenient bicycle travel within jurisdictions.

**Policy 12.** In order to facilitate regional travel by bicycle, TAMC encourages its member agencies to construct bicycle facilities on new roadways as follows:

- In coordination with regional and local bikeways plans;
- According to the specifications in Chapter 1000 of the Caltrans Highway Design Manual;
- With consideration of bicycle lanes (Class 2 facilities) on all new major arterials and on new collectors with an Average Daily Traffic (ADT) greater than 3,000, or with a speed limit in excess of 30 miles per hour; and
- With special attention to safe design where bicycle paths intersect with streets.

### **Goal 1.3: Public Transit Services**

*Provide public transportation that increases mobility and improves quality of life in Monterey County*

#### **Objectives:**

**Objective 1:** Increase ridership on Monterey-Salinas Transit (MST) service routes at a rate as fast or faster than the growth in county licensed drivers.

**Objective 2:** Work with Monterey-Salinas Transit to secure increased funding to support the growth in transit ridership and green transportation goals.

#### **Policies**

**Policy 1.** Continue to work with the Social Service Transportation Advisory Council (SSTAC) to identify the transportation needs of populations that may be disadvantaged in terms of existing mobility options (low income, minority, persons with disabilities, older adults) and assess the adequacy of transit services available to meet those needs in accordance with the Transportation Development Act (TDA).

- Policy 2.** Review and provide input as the opportunity arises in the development of MST's periodic service adjustments to support MST's efforts to deliver safe, efficient, and cost-effective transit service while increasing ridership, reducing overcrowding, and minimizing schedule delays.
- Policy 3.** Provide technical assistance to transit operators and assist transit operators in meeting recommendations from triennial performance audits.
- ~~**Policy 4.** Administer Transportation for Livable Communities (TLC) Transit-Oriented Development Incentive Program to encourage land use jurisdictions that support Transit-Oriented Development, and reward jurisdictions that approve new housing and other development near transit hubs.~~
- Policy 5.** Encourage the consideration and incorporation of transit facilities and amenities in transportation improvements that meet the needs of transit customers and operations and that serve new land use development according to Monterey-Salinas Transit's *Designing for Transit* guidelines manual.
- Policy 6.** Where appropriate and feasible, apply new technologies, such as Intelligent Transportation Systems (ITS), on existing transportation facilities to enhance the efficiency of transit service.
- Policy 7.** Develop and conduct a legislative program to support and promote transit.
- Policy 8.** Support ~~Monterey-Salinas Transit's~~ [MST's](#) marketing initiatives to promote public transit and increase ridership.
- Policy 9.** Work with local agencies and jurisdictions to maintain and expand transit services for South Monterey County residents.
- Policy 10.** Ensure the safety and security of passengers, employees and physical infrastructure through the use of technology and other measures.

#### **Goal 1.4: Rail Transportation**

*Provide viable rail facilities for commuters and travelers that accommodate convenient, reliable and accessible rail transportation to and from Monterey County, enhancing mobility and access of the transportation network.*

#### **Objectives:**

- Objective 1.** Extend ~~Caltrain~~ commuter [rail](#) service ~~from Gilroy~~ to Salinas by ~~2009~~[2012](#).
- Objective 2.** Implement fixed-guideway vehicle service on the Monterey Branch Line by ~~2010-2014~~ between ~~Castroville and~~ the former Fort Ord ~~and the City of Monterey~~ while preserving the potential to extend service ~~directly to the City of Monterey~~ [Castroville](#).
- Objective 3.** Support Amtrak and the Coast Rail Coordinating Council in the implementation of new intercity service between San Francisco and Los Angeles called the Coast Daylight.

**Objective 4.** Encourage safe, efficient and economical transportation of people and commodities by upgrading, consolidating, separating or removing at-grade railroad crossings in Monterey County.

**Policies:**

**Policy 1.** Maintain and promote the State of California rail goals as found in the California State Rail Plan ~~adopted in January 2002:~~

- Provide relief to highway and airway congestion,
- Provide a rail transportation alternative to other travel modes, and
- Improve air quality, conserve fuel and contribute to efficient and environmentally superior land use.

**Policy 2.** Promote grade crossing safety by conforming to safety standards outlined by the Federal Highway Administration (FHWA) and the California Public Utilities Commission (PUC) as stated in the Monterey County Grade Crossing Capital Improvement Program (CIP).

**Policy 3.** Maintain and preserve existing rail corridors in Monterey County for future rail use.

**Policy 4.** Nurture relationships with state and federal entities to retain programs relating to rail transportation and to obtain state and federal funds for ~~TAMC's~~ [the Agency's](#) rail projects.

**Policy 5.** Keep the public and Monterey County officials informed and involved in the planning process while stressing the importance of the rail component to an integrated intermodal transportation system.

**Policy 6.** ~~Continue monthly meetings of the~~ [Maintain a](#) Rail Policy Committee, [a subcommittee to the Board of Directors,](#) ~~a TAMC Board subcommittee that formulates policies related to the rail program.~~ [to formulate policies](#)

**Policy 7.** Consider the incorporation of multiple transportation uses within the Monterey Branch Line right-of-way.

**Policy 8.** Encourage mixed use/higher density transit oriented development within ¼ mile of rail stations.

**Policy 9.** Use the cleanest technologies possible in any new rail services.

**Goal 1.5: Transportation Demand Management**

*Maximize use of existing infrastructure and resources by administering, implementing, or encouraging the employment of measures that reduce peak-hour demand on regional transportation infrastructure.*

**Objective:** Increase vehicle occupancy on major regional roadways by 2% by 2015 and 5% by 2030.

**Policies:**

**Policy 1.** Encourage telecommuting in non-residential development as a traffic mitigation measure.

- Policy 2.** Encourage flexible work schedules for employees as a traffic mitigation measure.
- Policy 3.** Encourage employers to utilize available rideshare programs or create their own.
- Policy 4.** Encourage employers to offer transit incentives to employees to mitigate traffic impacts of non-residential development and reduce vehicle trips generated by existing land use.
- Policy 5.** Encourage employers, new development, and county jurisdictions to provide carpool or vanpool parking.
- Policy 6.** Encourage large employers to offer child care facilities as resources allow and encourage all employers to provide information on nearby child care resources.
- Policy 7.** Encourage the location of child care facilities in or near employment centers
- Policy 8.** Support [enhancement of](#) existing rideshare ~~programs administered by the Association of Monterey Bay Area Governments~~ [services](#).
- Policy 9.** [Support establishment and expansion of vanpool programs in Monterey County, particularly programs designed to serve the County's workforce.](#)
- Policy 10.** [Support establishment of a Regional Taxi Authority to streamline taxi regulations, provide for accessible taxi service for the elderly and persons with disabilities, and ensure safe, high quality taxi service for the residents and visitors.](#)

**Goal 1.6: Accessibility**

*Provide an integrated and Americans with Disabilities Act (ADA)-compliant transportation system that is responsive to the special needs of all seniors and Persons with disabilities.*

**Objective:** Increase the number of ADA-compliant transportation facilities, developments, and services through TAMC's project development, development review, and planning work.

**Policies**

- Policy 1.** Work with county transit providers and jurisdictions to incorporate the accessible transportation requirements established by the Americans with Disabilities Act of 1990 into new transportation and land use development projects.
- Policy 2.** Assure that the ADA transit and para-transit services of private and public transportation providers are coordinated. Integrate public and special purpose transportation services.
- Policy 3.** Work with county transit providers and jurisdictions to ensure that the public is informed about specialized transportation options.
- Policy 4.** [Support efforts to secure funding for transportation serving the elderly and persons with disabilities consistent with the Monterey Bay Coordinated Public Transit-Human Services Transportation Plan, including, but not limited to:](#)

- [Wheelchair-accessible taxi vehicles](#)
- [Shuttles serving area senior communities and facilities](#)
- [Expanded taxi scrip programs for seniors](#)
- [Mobility management training and services](#)
- [Enhancement of the 2-1-1 social services telephone directory for Monterey County.](#)

## 2. Environment and Community

*Provide transportation facilities and services that enhance the livability of communities within the region, and minimize impacts to the natural and built environment.*

### Goal 2.1: Environmental Preservation

*Develop a multi-modal regional transportation system that complements and enhances the natural and social environment of the Monterey Bay region.*

**Objective 1:** Ensure that the RTP meets all applicable state and federal requirements for conformity with the region’s adopted air quality plans, including expeditious implementation of transportation control measures.

**Objective 2:** As responsible agency, approve an environmental impact report to be prepared in cooperation with, and subsequently certified by, ~~AMBAG as the lead agency for the three county Metropolitan Transportation Plan, of which this RTP forms an integral part.~~ [the Association of Monterey Bay Area Governments, that also includes an analysis of the greenhouse gas emissions associated with implementation of the funding-constrained regional project list.](#)

### **Policies:**

**Policy 1.** In accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), avoid or substantially lessen environmental impacts of new transportation facilities on existing land use and environmentally sensitive areas.

**Policy 2.** Ensure that project-level impacts are addressed and mitigated prior to TAMC approval of state and federal funding for transportation projects in Monterey County.

**Policy 3.** Ensure that ~~TAMC’s~~ [the Agency’s](#) plans and programs conform to state and federal air quality standards for the region.

~~**Policy 4.** Assure compliance with federal policies that transportation projects do not disproportionately affect ethnic minority and low income communities.~~

**Policy 4.** [Analyze the estimated greenhouse gas emissions associated with implementation of the Regional Transportation Plan’s funding-constrained projects against state-defined targets for the region, and support greenhouse gas reduction measures that may include modification of existing facilities or services, construction of new facilities, and incentive or funding programs.](#)

**Policy 5.** Coordinate with Caltrans and resource agencies to support and expand advance acquisition of important habitat prior to construction of transportation projects.

## **Goal 2.2: Safety**

*Implement and encourage projects that enhance safety and increase the security of the transportation system for motorized and non-motorized users.*

**Objective:** Reduce the number of traffic collisions (injury, fatal and property damage) on streets, roads, and highways in the County from 6,582 (1993 to 1997 average) by a minimum of 5% by year ~~2010~~2012.

### **Policies:**

**Policy 1.** Identify roadway segments and locations with higher than statewide average accident rates and fund safety measures as appropriate

**Policy 2.** Support safety enforcement and educational programs to improve overall travel safety.

**Policy 3.** Maintain safety programs, such as the SAFE Call Box Program, SPECTER radar trailer, and Freeway Service Patrol.

**Policy 4.** Recommend creation of task forces for corridors with an accident history higher than statewide averages.

**Policy 5.** Refer local agencies and developers to MST's *Designing for Transit* document, a transit safety guideline, for pedestrian and bicycle users as part of approval process for redevelopment and new development projects in local jurisdictions.

**Policy 6.** Evaluate proposed transportation projects for bicycle and pedestrian safety elements.

**Policy 7.** Support the provision of safe and adequate truck facilities in areas of major truck traffic.

**Policy 8.** Work with state, regional and local planning and emergency response agencies as appropriate to ensure a timely and coordinated response to any regional emergency, through advanced planning and preparation such as:

- Developing regional emergency response coordination plans,
- Facilitating regional transportation emergency preparedness exercises, and
- Coordination of security training for transportation agency personnel.

**Policy 9.** Support federal legislation to promote adequate security funding for regional airports, roads, and ITS infrastructure.

**Policy 10.** Support federal legislation to ensure timely reimbursement of emergency funding used to repair damaged transportation infrastructure.

## **Goal 2.3: Coordinated Land Use and Transportation Planning**

*Achieve transit, bicycle, and pedestrian-supportive land use development through promotion and coordination with county land use jurisdictions.*

**Objectives:**

**Objective 1:** Increase the number of residential units within ¼ mile of fixed-route transit stops, stations, or multi-modal facilities through coordination with county land use jurisdictions through the CEQA development review and land use planning processes.

**Objective 2:** [Support regional Blueprint Planning efforts in Monterey County.](#)

**Policies:**

**Policy 1.** Work with local jurisdictions to develop land use policies that reduce vehicle trips and promote transit, bicycle travel, ridesharing, and walking in new residential and commercial developments, including policies that support:

- Mixed-use development, or higher residential densities in core urban areas or in close proximity to transit to accommodate short trips by non-auto modes of transportation
- Prioritized development in areas where transportation infrastructure exists or is most cost-effective to extend
- A balance of employment and housing to reduce regional commute demands

**Policy 2.** Work with county jurisdictions to provide for interconnected local street systems incorporating design features that facilitate travel by non-auto modes of transportation, including:

- Grid-based street design
- Short block lengths
- Discouragement of cul-de-sac or dead end streets where the environment allows unless such streets incorporate bike or pedestrian easements that reduce trip lengths
- Curb bulb-outs at intersections to reduce pedestrian crossing distances
- On-street parking in commercial areas to slow the flow of vehicular traffic and create a pedestrian/auto buffer
- Landscaped buffers between pedestrians and motorized traffic and pedestrian scale street lighting no more than 15 feet high

**Policy 3.** Work with county jurisdictions to design streets that accommodate all modes of transportation, including:

- Sidewalks and on-street bicycle lanes in new development and street construction
- Bus pullouts, transit stops, transit shelters, and other amenities to serve new development according to the MST Designing for Transit Handbook

**Policy 4.** Work with county jurisdictions to encourage site design features through the CEQA development review and planning processes that reduce trips and support non-auto modes of transportation, including:

- Buildings that face the street
- Residential uses over commercial uses in commercial areas
- Reduced building setbacks
- Location of on-site parking to the rear of structures or underground
- Pedestrian facilities or routes connecting building entrances with the street where parking is not provided to the rear of buildings
- On-site bicycle storage facilities

**Policy 5.** Encourage county jurisdictions to utilize the Caltrans Traffic Impact Studies Guide or develop traffic impact study guidelines of their own for use in analyzing the impacts of growth on the regional transportation system.

**Policy 6.** Support the use of alternative modes of transportation to recreational and visitor-oriented developments through the planning review process.

**Policy 7.** Review and comment on planning and environmental documents through the CEQA environmental review process for consistency with the RTP.

**Policy 8.** [Administer a Transportation for Livable Communities \(TLC\) Transit-Oriented Development Incentive Program to encourage land use jurisdictions that support Transit-Oriented Development, and reward jurisdictions that approve new housing and other development near transit hubs.](#)

**Policy 9.** [Assure compliance with federal policies that transportation projects do not disproportionately affect ethnic minority and low-income communities.](#)

#### **Goal 2.4: Public Outreach**

*Solicit broad public input in developing regional and local transportation plans, projects and funding.*

**Objective:** Promote and encourage public involvement in the planning process of all projects. Ensure that the public is properly informed of all projects and incorporated in the decision making process. Provide adequate opportunities for full public input in the evaluation and implementation of transportation system improvements.

#### **Policies:**

**Policy 1.** Notify the public of ongoing activities through the monthly meetings of TAMC and the member jurisdictions and/or through media reports/news releases.

**Policy 2.** Appoint ad hoc committees as required to address specific issues and programs with citizens representing appropriate interests. An ad hoc committee would have appropriate representation with knowledgeable individuals appointed by TAMC. Resolution of the action or completion of the project would result in the committee being dissolved.

**Policy 3.** Prepare targeted presentations on various TAMC projects to give periodic presentations to community organizations. The public outreach program could include annual visits to city councils, service organizations and town hall meetings.

- Policy 4.** Assure the inclusion and involvement of all segments of population, including those groups protected under Title VI of the Civil Rights act of 1964, Americans with Disabilities Act, and Executive Order 12898 Environmental Justice provisions.
- Policy 5.** Assure effective intergovernmental relations through agreed upon procedures to consult, cooperate and coordinate transportation related activities and decisions.
- Policy 6.** Consider appointing citizens as nonvoting members of existing TAMC committees; ~~including Rail, TAC, and perhaps Executive.~~
- Policy 7.** Encourage ~~TAMC~~-Agency Board members to play a more active role in disseminating information to their respective jurisdictions.
- ~~**Policy 8.** Continue periodic Transportation Information Group (TIG) luncheons with invited subject matter experts as speakers, open to the public.~~
- Policy 9.** Post TAMC activities, agendas, and programs on the TAMC website within 1 week of meeting date.

### 3. Financial Feasibility

*Ensure the financial feasibility of the Regional Transportation Plan, by assuring that revenues are available to achieve planned transportation improvements needed to serve Monterey County's transportation needs.*

#### Goal 3: Regional Transportation Financing

*Secure sufficient funding to meet the countywide regional transportation needs over the next twenty years.*

#### Objectives:

~~**Objective 1:** In coordination with Caltrans and the local land use authorities, adopt a countywide regional traffic impact fee program in 2005 to replace the current ad hoc mitigation system. Apply that program to all developments throughout the county based on their impact on the regional transportation system.~~

~~**Objective 2:** Submit to the voters a ballot measure in 2006 proposing for a local transportation sales tax.~~

**Objective 1:** Set priorities for delivery of projects, and seek and consolidate funding for those priorities.

**Objective 2:** Apply the Regional Development Impact Fee Program to all developments throughout the county based on their impact on the regional transportation system.

**Objective 3:** Work with agriculture and hospitality industry groups to create a method of contributing towards their industries' impact on the regional transportation system.

~~**Objective 4:** Implement TAMC's 14 year transportation expenditure plan that sets forth the projects and funding proposal for all existing and proposed revenue sources.~~

#### Policies:

**Policy 1.** ~~Raise new~~Secure local monies to gain local control over regional transportation improvements and better leverage state and federal funds.

**Policy 2.** Assure that all users of the regional transportation system contribute a share of funding towards improving the system.

~~**Policy 3.** Streamline the regional traffic mitigation process for implementing agencies and applicants.~~

**Policy 3.** Assure that the regional fee program is implemented in a manner that is fair and equitable in mitigating traffic impacts on the regional network.

**Policy 4.** Continue to evaluate the feasibility of a local transportation sales tax and support reduction of the voter threshold.



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# **SANTA CRUZ COUNTY 2010 GOALS & POLICIES**



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# SANTA CRUZ COUNTY

The 2010 Regional Transportation Plan identifies the SCCRTC's primary goals for the region's transportation system over the next 25 years, including more specific policies under each goal. This system provides a foundation for an integrated set of multi-modal goals and policies. Goals for the RTP, not in priority order:

1. *Preserve and maintain the existing transportation system, emphasizing safety, security and efficiency.*
2. *Increase mobility by providing an improved and integrated multi-modal transportation system.*
3. *Coordinate land use and transportation decisions to ensure that the region's social, cultural, and economic vitality is sustained for current and future generations.*
- ~~3.4.~~ *Ensure that the transportation system complements and enhances the natural environment of the Monterey Bay region and ~~that minimizes greenhouse gas emissions from transportation are reduced.~~*
- ~~4.5.~~ *Make the most efficient use of limited transportation financial resources.*
- ~~5.6.~~ *Solicit broad public input on all aspects of regional and local transportation plans, projects and funding.*

The goals, policies and sub-policies are used to prioritize projects included in the RTP's Investment Program. These policies are also used to provide input on new developments and projects proposed in the region.

## **Goal 1: PRESERVE AND MAINTAIN THE EXISTING TRANSPORTATION SYSTEM, EMPHASIZING SAFETY AND EFFICIENCY.**

- 1.1 Ensure that adequate support is provided to maintain and operate the existing transportation system.
  - 1.1.1 Support road rehabilitation projects based on local Pavement Management System priorities and average daily traffic.
- 1.2 Continue to provide facilities to accommodate automobile use in recognition that it is the current transportation mode for the majority of people in the county.
- 1.3 Improve road and transit efficiency by increasing vehicle occupancy and transit ridership, and by providing cost-effective specialized transportation services.
  - 1.3.1 Support all forms of transportation demand management strategies for school and work trips, including, but not limited to, flextime, carpooling, vanpooling, bus pass programs, preferential parking, ~~and~~ telecommuting, bike parking and bike support facilities.
  - 1.3.2 Encourage employers to participate in countywide or individual work site transportation demand management programs including joining Transportation Management Associations.
  - 1.3.3 Encourage multi-employer vanpooling
  - 1.3.4 Encourage coordination between school bus service and public transit.

1.3.5 Encourage coordination of Americans with Disabilities Act (ADA) and other specialized transportation services provided by the Consolidated Transportation Services Agency (CTSA), Santa Cruz Metropolitan Transit District (Metro), and private providers.

1.3.6 Consider redirecting underutilized transit service hours to areas experiencing overcrowding.

1.3.7 Encourage use of fixed-route transit rather than paratransit, where possible.

1.3.8 Encourage accessible taxi use where cost effective, especially in urban areas.

1.3.9 Encourage volunteer, friend and relative-provided transportation for the elderly and disabled, especially in rural areas.

1.3.10 Encourage school districts and other public agencies to plan and implement transportation demand management and alternative transportation strategies.

1.3.11 Encourage the diversion of goods movement from truck to rail.

1.3.12 Encourage bicycle delivery services.

1.3.13 Encourage employers to make bicycles and bike facilities available for business- related trips.

**1.4** Minimize vehicular delay and transit travel times through low cost/high benefit operational improvements, with highest priority given to improving transit travel times.

1.4.1 Encourage signal standardization and signal timing improvements, with respect for pedestrian mobility and bicycle access, and discourage unwarranted stops on arterial streets.

1.4.2 Improve freeway traffic flow through consideration of ramp metering on Highway 1 between Highway 17 and Freedom Boulevard.

1.4.3 Schedule construction to avoid peak commute or visitor periods.

1.4.4 Support bus turnouts and the Yield to Buses program.

**1.5** Preserve existing transportation corridors and facilities for current and future transportation uses.

1.5.1 Retain the Watsonville Municipal Airport as a general aviation facility.

1.5.2 Support the Monterey County airport as the only commercial air carrier airport in the region.

1.5.3 Prohibit use of existing railroad rights-of-way which would prevent their use for rail or transit purposes in the future.

1.5.4 Retain and/or enhance existing sidewalks, bikeways and bus turnouts in road improvement projects [incorporating “Complete Streets” concepts](#).

**1.6** Emphasize safety when making decisions about transportation priorities.

1.6.1 Give priority to safety improvements at locations with higher-than-average accident records.

1.6.2 Reduce bicycle and pedestrian collisions by reducing the potential for conflicts between bicycles and autos and between pedestrians and autos.

1.6.3 Minimize adverse impacts on bicyclists and pedestrians during construction and maintenance activities by prompt repair, sweeping, and avoiding longitudinal seams on all road edges and curb areas including bicycle lanes.

1.6.4 Encourage law enforcement agencies to take a more active role in the enforcement of laws governing the operation of bicycles and of motorists who are at fault in bicycle-motor vehicle accidents.

1.6.5 Encourage driver instruction about sharing the road with bicycles and encourage bicyclists to attend safety education programs.

1.6.6 Enhance safety and security around municipal and private airfields.

1.6.7 Oppose legislation which increases allowable truck size.

1.6.8 Encourage truck maneuvering on private property, rather than public streets, for the purpose of aligning vehicles at loading facilities.

1.6.9 Improve bicyclists' safety by eliminating impediments along bikeways, conducting regular street sweeping, bike lane repainting and implementing traffic signal detection of bicycles.

1.7 Increase the use of new technology, including information and telecommunication technology to improve traffic operations and traveler information, and to reduce travel demand.

## **Goal 2: INCREASE MOBILITY BY PROVIDING AN IMPROVED AND INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM.**

2.1 Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks.

2.1.1 Consider the needs of the non-motorized traveler in all programming, planning, maintenance, construction, operations, and project development activities and products. Whenever feasible, the incorporation of pedestrian, bicycle, and transit facilities should be incorporated in all capital projects.

2.2 Implement the 1999 Watsonville-Santa Cruz-UCSC Corridor *Major Transportation Investment Study* program of projects. (Funds shown in parenthesis reflect funding levels approved by the Commission of projected funds identified in the MTIS.)

- Widen Highway 1 with High Occupancy Vehicle (HOV) Lanes (~~\$46 million~~)
- Bus service improvements (~~\$124 million~~)
- Santa Cruz Branch Rail right-of-way acquisition (~~\$15 million~~)
- Bicycle/pedestrian path on rail right-of-way (~~\$12 million~~)
- Local road improvements (~~\$50 million~~)

- Local bicycle projects (~~\$12 million~~)
- Electric bicycle subsidy program (~~\$1 million~~)

**2.3** Reduce the automobile's impact on the region by increasing opportunities for transit use by residents, commuters, students, employees and visitors to the area, in a manner which best achieves a ~~the Commission's~~ transit ridership goal of 10 percent of all trips.

2.3.1 Encourage interagency coordination to anticipate and accommodate transit services changes.

2.3.2 Support consideration of new transit technology, including evaluation of bus rapid transit strategies.

2.3.3 Maximize transit ridership by supporting express and ~~Emphasize~~ commute transit services, including Bus Rapid Transit (BRT) on congested corridors.

2.3.4 Protect the potential for future commute transit service on existing rail lines.

2.3.5 Support allowing bicycles inside buses under specified conditions.

**2.4** Serve inter-county and intra-county travel needs, including consideration of travel links outside of the county.

2.4.1 Emphasize improvements within the county which reduce weekday peak-hour congestion.

2.4.2 Support services that maximize fare-box returns for inter-county commute trips.

2.4.3 Design road capacity improvements to meet local design and Level of Service standards.

2.4.4 Emphasize pedestrian and bicycle safety and direct access in urban area collector, arterial and intersection improvements.

2.4.5 Allow construction of new arterial or collector roads only when transit and/or existing facilities cannot accommodate demand and negative environmental impacts can be avoided, minimized or mitigated.

2.4.6 Retain the option of future in-county passenger rail service for when it is financially feasible, acceptable to the community, and only after completion of an environmental impact report.

2.4.7 Support a Watsonville Junction rail station to serve inter-county rail travel and Amtrak service.

2.4.8 Support expanded general and freight aviation at the Watsonville Municipal Airport consistent with the current Airport Master Plan if it will not adversely affect surrounding areas.

2.4.9 Support park-and-ride lot development where appropriate, including links with express bus service to key employment and education centers and other alternative transportation modes.

**2.5** Provide multi-modal access to recreational resources.

2.5.1 Encourage shuttle services in coastal areas.

2.5.2 Encourage private transit service for visitor-serving trips.

2.5.3 Use the existing rail line for recreational/coastal access to minimize visitor impact on local streets and highways.

~~2.5.4 Consider private ferry service on the Monterey Bay.~~

**2.6** Provide an integrated and Americans with Disabilities Act (ADA)-compliant transportation system that is responsive to the special needs of all seniors and persons with disabilities.

2.6.1 Increase ADA-compliant access for pedestrians

2.6.2 Encourage fully ADA-compliant intra- and inter-county transit services.

2.6.3 Encourage coordination of ADA transit and paratransit information and services with other specialized transportation services.

2.6.4 Ensure that the public is informed about specialized transportation options.

**2.7** To achieve ~~a~~ ~~the RTP's~~ goal of five percent of all trips and 20 percent of all work trips by bicycle, prioritize bikeway projects based on: 1) increased safety or access; 2) ~~to~~ complete gaps in the regional bicycle network; 3) ~~in~~ high-demand, high-density areas and commute routes; 4) along popular recreational routes.

2.7.1 Construct and mark bikeways on roads and bridges consistent with state standards.

2.7.2 Locate bikeways as bicycle lanes on roads unless a more direct bike path can be provided.

2.7.3 Maintain adequate outside travel lane width (14 feet) when no bicycle lane can be accommodated.

2.7.4 Support promotion and transportation safety programs to encourage safe and frequent use of alternative transportation modes.

2.7.5 Ensure that the public is informed about safe bicycling routes and options.

2.7.6 Support programs which deter bicycle thefts.

**2.8** Support efficient connections among all transportation modes.

2.8.1 Provide bicycle racks and/or lockers at park and ride lots, transit centers and bus stops; bicycles on transit and pedestrian connections to transit; and potential inter-connections with future uses of the rail line within Santa Cruz County.

2.8.2 Support public and private inter-modal transit and paratransit connections for inter-county trips.

**2.9** Provide additional east-west road capacity for mid-Santa Cruz County by increasing capacity on State Highway 1 ~~between Chestnut Street and Freedom Boulevard~~. Additional lanes shall be designated as high occupancy vehicle lanes. The high occupancy concept shall be incorporated into all elements of project development for Highway 1 freeway improvement projects.

**Goal 3: COORDINATE LAND USE AND TRANSPORTATION DECISIONS TO ENSURE THAT THE REGION'S SOCIAL, CULTURAL, AND ECONOMIC VITALITY ARE SUSTAINED FOR CURRENT AND FUTURE GENERATIONS.**

**3.1** Plan transportation improvements which are consistent with the needs and desires of residents and businesses of the region and which are closely coordinated with local land-use and transportation planning policies, including those of the Cities of Santa Cruz, Watsonville, Capitola and Scotts Valley, the County of Santa Cruz, UCSC, the Santa Cruz Metropolitan Transit District, the Association of Monterey Bay Area Governments, the Coastal Commission, Caltrans, other transportation agencies, and neighboring counties.

3.1.1 Regularly develop and update local pedestrian and bike plans of all local jurisdictions, UCSC, and Cabrillo College, and implement projects from those plans.

3.1.2 Regularly review the General Plans for Santa Cruz County and the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, Local Coastal Programs, as well as the UCSC Long Range Development Plans to support RTP goals and policies.

**3.2** Reduce auto-dependent development [and reduce vehicle miles traveled](#) by emphasizing opportunities to reuse underutilized urban land for housing and compact, mixed-use developments.

3.2.1 Encourage land-use policies which locate child care facilities at or near residential areas and around transit centers.

3.2.2 Support higher density and affordable housing opportunities in urban areas served by transit for families and individuals who prefer compact urban living due to their age, student status, family and marital situation, cultural amenities, transit preference or dependency, and/or desire for increased sense of community.

3.2.3 Support land-use patterns which discourage urban sprawl.

3.2.4 Encourage infill projects in urban areas along existing major transportation routes.

**3.3** Support established urban communities, residential neighborhoods, major activity and recreation centers, and commercial districts with a broad range of transportation options.

3.3.1 Use landscaping and lighting to encourage more pedestrian trips, including use of alleyways, arcades, sidewalks and paths.

3.3.2 Limit on-street parking on arterial and collector streets to accommodate bike lanes.

3.3.3 Support shuttle service, express buses, and bus pools in urban areas.

3.3.4 Limit development unless transportation impacts can be mitigated or improvements funded by the project.

3.3.5 Support traffic-calming measures on local residential streets.

3.3.6 Protect the Watsonville municipal airport by limiting nearby incompatible land uses.

3.3.7 Emphasize specialized transportation services in urban areas.

**3.4** Encourage transit-oriented development and provide alternatives to automobile commutes by linking land-use decisions with transit, bikeway, pedestrian, and park-and-ride investments.

3.4.1 Include transit alternatives in all circulation/traffic studies.

3.4.2 Encourage showers/lockers in new [commercial and industrial](#) development.

3.4.3 ~~Require~~[Encourage](#) new recreation/visitor-serving development to include transit and bicycle improvements.

3.4.4 Provide alternative transportation information as well as adequate and secure bicycle parking at special events, and at public, private, commercial and educational facilities.

3.4.5 In new development adjacent to existing rail lines and bus routes, reserve areas to accommodate potential future rail and bus facilities, and mitigate potential noise and visual impacts.

3.4.6 Limit the number of driveways in new commercial developments to reduce auto/bike conflicts.

3.4.7 Work with local jurisdictions to implement land-use policies that promote jobs/housing balance along existing and future transit routes.

**3.5** Support parking management principles which reduce transportation demand at employer sites and commercial areas without negatively impacting neighborhoods.

3.5.1 Support revisions to local parking requirements to ensure consistency with transportation demand management objectives.

3.5.2 Consider region-wide parking management policies.

**3.6** Promote social equity with all transportation decisions, including consideration of income, gender, race, age, physical and mental ability, and transit dependency.

3.6.1 Support self-sufficiency by providing [transit and](#) specialized transportation services.

3.6.2 Ensure that transportation projects do not subject any particular demographic groups, such as seniors, low-income individuals, or children to inequitable environmental or financial impacts.

3.6.3 Support programs that address the transportation needs of low-income people.

**3.7** Allow for and anticipate future mobility needs, taking into account projected future demographics.

3.7.1 Locate new senior, youth and other potential transit-dependent use facilities along transit routes.

3.7.2 Encourage safe routes to schools by providing improved bicycle and pedestrian facilities, improved transit service traffic-calming measures, and bicycle rider training programs for elementary students.

3.7.3 Ensure that senior, youth, medical, low-income and other transit dependent oriented facilities are served by bicycle, pedestrian and transit services/facilities.

**Goal 4: ENSURE THAT THE TRANSPORTATION SYSTEM COMPLEMENTS AND ENHANCES THE NATURAL ENVIRONMENT OF THE MONTEREY BAY REGION AND MINIMIZES GREENHOUSE GAS EMISSIONS**

4.1 Emphasize sustainable transportation modes consistent with regional environmental policies.

4.2 Ensure that transportation projects ~~either~~ contribute to improved regional air quality, reduce energy consumption or reduce vehicle miles traveled, or, at a minimum, do not worsen existing conditions.

4.2.1 Support legislation to increase vehicle fuel efficiency, develop alternative fuels and reduce use of petroleum fuels.

4.2.2 Encourage alternate/clean fuel technology for trucks, transit, and school buses operated in the region.

4.2.3 Support investments that reduce vehicle miles traveled using smart growth strategies, such as infill and mixed used development and other strategies that increase connectivity.

4.2.4 Support a variety of strategies, including but not limited to, increased transit ridership, bicycling, walking, carpooling, vanpooling, telecommuting/teleconferencing, that reduce vehicle miles traveled.

4.2.5 Support greenhouse gas emission reduction measures that may include modification of existing facilities or services, construction of new facilities, and incentive or funding programs and pricing strategies

~~4.2.5-6~~ Encourage transportation model enhancements that generate quality information useful for educating decision makers and the public about the impacts of land use and transportation investments.

4.3 Ensure that transportation projects contribute to the protection of biological and scenic resources, open space, and agricultural land.

4.3.1 Encourage the development of designated recreational trails for pedestrian, bicyclist, and equestrian use.

4.3.2 Limit off-road vehicle use to designated areas.

4.3.3 Avoid, minimize or mitigate the impact of transportation improvements on parks, recreation areas, historic sites, and cultural resources.

4.3.4 Avoid, minimize or mitigate noise, vibration, and visual impacts from transportation improvements in sensitive areas.

4.3.5 Include landscaping in transportation projects, where feasible.

4.4 Ensure that all transportation project specific environmental review incorporates appropriate avoidance, minimization or mitigation measures, such as Transportation Control Measures.

**Goal 5: MAKE THE MOST EFFICIENT USE OF LIMITED TRANSPORTATION FINANCIAL RESOURCES.**

**5.1** Utilize limited capital resources to maximize the efficiency of the existing transportation system, and as an alternative to constructing new facilities.

**5.2** Finance the development and maintenance of the transportation system in a way which shares the costs equitably among responsible jurisdictions and/or users.

5.2.1 Ensure that proposed improvements to the transportation system are within the community's ability to finance and operate.

5.2.2 Support new assessment districts and local [or regional](#) traffic impact fees on new development.

5.2.3 Encourage private development proposals to include transit, bike, [car sharing](#) and pedestrian service improvements and financial support of transit service, consistent with transit improvement plans.

5.2.4 Encourage increased parking rates for employees and visitors at municipal and private parking facilities. Encourage reductions in parking requirements in conjunction with required subsidized bus pass programs and other transportation demand management measures.

5.2.5 Support funding sources that assess those who benefit directly from improvements, including consideration of premium transit service.

5.2.6 Enlist visitor-serving businesses to help pay for transit service to that market consistent with transit improvement plans.

5.2.7 Encourage private businesses and agencies/programs which receive regular paratransit services to contract for those services.

5.2.8 Support funding flexibility to purchase energy-efficient transit and school buses.

5.2.9 Ensure that improvements meet regional, state and federal requirements for cost effectiveness, operating efficiencies, and mobility improvements.

**5.3** Support increased and/or new transportation revenues for essential improvements.

5.3.1 Support increased federal, state or local gas taxes to be used for a variety of transportation improvements, including road maintenance.

5.3.2 Support projects which include feasible market and value pricing strategies.

5.3.3 As a high priority, aggressively pursue new and additional funding sources for needed transportation improvements, and programs including transit needs, elderly and disabled transportation, and rail demonstration projects.

5.3.4 Seek additional funding sources to support and expand alternative transportation mode facilities and services.

5.3.4 Consider the extension of State Scenic Highway Status and support National Scenic Byway designation where appropriate.

5.4 Set funding priorities, keeping in mind that the Commission affirms its ongoing commitment to the current formula allocation of Transportation Development funds and support for funding specifically dedicated to bus service. In the case of discretionary and new funds, the Commission affirms that its highest priority is to ensure the ~~rapid~~ progress towards widening Highway 1 in a manner that promotes carpools and buses. ~~Discretionary funds shall be allocated to other projects only when such use is determined by the Commission not to be inconsistent with the timely fulfillment of this highest priority.~~ Other funding priorities shall be set in the following way (not in priority order):

5.4.1 High priority shall be given to transportation improvements within the county that reduce weekday peak-hour congestion and/or improve safety.

5.4.2 Give high funding priority to pedestrian, bicycle, and other alternative transportation mode improvements that serve students.

5.4.3 Assign high priority to maintenance of the existing street system.

5.4.4 Assign high priority to development of sidewalks and bike lanes on collectors and arterials in urban areas.

5.4.5 Assign high priority to projects approved during the *1999 Major Transportation Investment Study* decision-making process.

5.4.6 Give high priority to currently unmet needs for essential (medical or medically related) transportation for expansion of Transportation Development Act (TDA)-funded paratransit service.

5.4.7 Give priority for TDA-funded elderly and disabled transportation service to low-income residents who have no other options.

5.4.8 Give priority to projects that balance capital and operating costs with community benefits.

5.4.9 Support projects which can compete favorably for discretionary federal funds.

5.4.10 Support projects which can be delivered in a timely manner.

5.4.11 Support transportation investments that encourage sustainable land-use practices.

5.4.12 Give priority to any long-term measures that reduce dependence on single occupant vehicles.

5.4.13 Give priority to pedestrian improvements, especially near fixed route transit

## **Goal 6: SOLICIT BROAD PUBLIC INPUT ON ALL ASPECTS OF REGIONAL AND LOCAL TRANSPORTATION PLANS, PROJECTS AND FUNDING.**

6.1 Ensure that all transportation-related decisions by the Commission, Metro, Caltrans, local jurisdictions, and others are preceded by adequate public information activities.

6.1.1 Employ a variety of cost-effective information strategies to ~~reach the broadest~~ maximize participation from all possible audiences, including various income strata and minority groups.

6.2 Ensure that regional, state and federal public-participation goals are being met, [including those in the region's Public Participation Plan](#).



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# **SAN BENITO COUNTY 2010 GOALS & POLICIES**



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# SAN BENITO COUNTY

**Goal 1** To support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency. San Benito County jurisdictions:

Policy 1.1 Shall promote improvements in all modes of transportation to respond to growing demand for commuter and commodity travel. They shall give funding priority to major road improvements that address critical safety concerns and provide increased capacity for commuter and commodity travel. They shall also give funding priority to commuter transit improvements that facilitate movement between Hollister and the San Francisco Bay Area.

**Goal 2** To increase the safety and security of the transportation system for motorized and non-motorized users. San Benito County jurisdictions:

Policy 2.1 (In conjunction with the safety improvements specified in Policy 1.1 above) shall give next funding priority to minor road improvements that affect the safety of the greatest number of users.

Policy 2.2 Shall ensure that the integrity of inter-regional transportation facilities, including road, rail, and aviation facilities, can be maintained during and after major natural disasters.

**Goal 3** To increase the accessibility and mobility options available to people and freight. San Benito County jurisdictions:

Policy 3.1 Shall promote alternative modes of transportation, including: bus transit, rail, pedestrian, and bicyclist travel.

Policy 3.2 Shall ensure that pedestrian and public transit facilities are accessible to all persons, regardless of physical capabilities.

**Goal 4** To protect and enhance the environment, promote energy conservation, and improve quality of life. San Benito County jurisdictions:

Policy 4.1 Shall develop a street and highway system that promotes compact urban development and preserves prime agricultural land.

Policy 4.2 Shall design transportation improvements to conserve protected habitats and species.

Policy 4.3 Shall operate transportation facilities in a way that provides a high level of air quality and energy efficiency.

Policy 4.4 Shall design urban streets and public transit systems to protect residential and business districts from degradation due to large traffic volumes and or speeding vehicles.

**Goal 5** To enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. San Benito County jurisdictions:

~~Policy 5.1~~ ~~Shall construct an intermodal station facility connecting the future commuter rail system to bus transit systems, pedestrian, bicycle facilities, and park-and-ride lots.~~

~~Policy 5.2~~ Policy 5.1 Shall accommodate connections between truck and/or rail freight.

~~Policy 5.3~~ Policy 5.2 Shall promote park-and-ride lots and bicycle parking facilities at key locations to facilitate ridesharing and public transit use.

**Goal 6** To promote efficient system management and operation. San Benito County jurisdictions:

Policy 6.1 Shall promote and incorporate intelligent transportation system (ITS) technology into the regional transportation improvement program as new systems become available.

Policy 6.2 Shall actively promote ridesharing and public transit to increase the average persons per vehicle during peak hour periods.

**Goal 7** To ~~maintain~~ emphasize the preservation of the existing transportation systems ~~shall be a priority~~. San Benito County jurisdictions:

Policy 7.1 Shall conduct regular maintenance of all transportation facilities.

Policy 7.2 Shall support state and federal policy to increase the level of funding available for preservation of the existing system, including pavement preservation and maintenance. ~~Shall work to secure the Hollister Branch Rail Line for use as a commuter rail and/or freight rail facility.~~

### *Streets and Highways*

**Goal 8** To construct and maintain a street and highway system that is safe, accommodates well-managed demand from existing and future development, and is well maintained. San Benito County jurisdictions:

Policy 8.1 Shall give priority, among all street and highway projects, to the improvement of roadways and intersections that experience the worst safety records. The next highest priority shall be given to projects that reduce weekday congestion and that serve to maintain the existing roadway system.

Policy 8.2 Shall give priority, among all street and highway maintenance projects, to maintenance projects that improve safety for the greatest number of persons; also to maintenance projects required for fire and police equipment to respond quickly and safely to emergencies throughout the county.

**Goal 9** To design, construct, and maintain the integrity of streets and highways to serve their designated purpose and be compatible with the land use to which they are adjacent. San Benito County jurisdictions:

Policy 9.1 Shall construct (or cause to be constructed if private), roads, highways, and selected urban arterial streets for regional or interregional travel. Such facilities shall be designed to the minimum standard of the local jurisdiction within which they are located. Such standards shall emphasize safe and efficient automobile, motorcycle, truck, and transit operations. Where appropriate, the jurisdiction shall accommodate the safe movement of agricultural equipment on the facility.

Policy 9.2 Shall construct (or cause to be constructed if private), urban collector and local streets primarily for intra-city travel. Shall accommodate vehicular travel but shall emphasize safe and efficient pedestrian and bicycle travel.

Policy 9.3 Shall construct (or cause to be constructed, if private), streets in downtown areas primarily to serve business activity. Shall include wide sidewalks and encourage diagonal parking where feasible to increase the number of parking spaces close to businesses and to facilitate the calming of traffic on major downtown streets.

**Goal 10** To plan new transportation facilities to promote compact urban development, prevent urban sprawl, and prevent conversion of prime farmland. San Benito County jurisdictions:

Policy 10.1 Shall provide transportation incentives to developers of compact, infill development in existing urbanized areas to minimize the premature construction of new streets and highways.

Policy 10.2 Shall locate and design new transportation facilities to minimize the conversion of prime agricultural land outside existing urban/rural boundaries.

**Goal 11** To promote the development of "livable" streets in urbanized areas that accommodates multiple modes of transportation. San Benito County jurisdictions:

Policy 11.1 Shall include bike lanes on arterial and collector streets where feasible, and sidewalks on all streets in developed areas. They should also require street trees designed to form canopies over streets and green strips between sidewalks and streets in new development.

Policy 11.2 Shall protect urban streets from through traffic by constructing bypass routes around Hollister.

Policy 11.3 Shall designate appropriate routes for large trucks and establish ordinances that prohibit large trucks from traveling on non-designated streets.

Policy 11.4 Shall adopt alternative street standards, consistent with standards for fire protection that accommodate traffic-calming measures for existing urban streets. Where appropriate, jurisdictions should install traffic-calming devices to protect local residential streets from speeding traffic.

### ***Rail and Bus Transit***

**Goal 12** To provide an alternative mode of transportation to commuters traveling from San Benito County to Santa Clara County. San Benito County jurisdictions:

Policy 12.1 Shall give priority, among all transit operations, to ~~intercity commuter rail service and/or~~ improved express bus service connecting Hollister with Gilroy. The next priority shall be the provision of intra-city bus service in Hollister.

**Goal 13** To provide a transportation system that is responsive to the needs of the elderly, disabled, and transit dependent. San Benito County jurisdictions:

Policy 13.1 Shall continue to provide ~~on-demand~~ general public demand response and paratransit services.

Policy 13.2 Shall manage the demand for, and cost of, transit services by accommodating the development of housing for the elderly and disabled in existing urban areas close to stores and health services.

**Goal 14** To promote transit-oriented development and encourage the use of public transportation to reduce energy consumption and congestion. San Benito County jurisdictions:

Policy 14.1 Shall give priority to development projects that construct residential and commercial projects in proximity to existing and planned rail and bus transit stations. Jurisdictions shall review these projects and possibly require the provision of transit facilities in conjunction with and financed by the developer.

Policy 14.2 Shall encourage automobile and bicycle parking facilities at major rail and bus transit stations.

### ***Non-Motorized (Pedestrian and Bicycle) Travel***

**Goal 15** To encourage pedestrian and bicycle travel within urbanized areas. San Benito County jurisdictions:

Policy 15.1 Shall require bicycle-parking facilities at major rail and bus transit stations and in downtown business districts.

Policy 15.2 Shall ensure that urban streets are safe for bicyclists through regular cleaning and maintenance.

Policy 15.3 Shall ensure that existing sidewalks are safe, free of obstruction, and accessible to all persons.

Policy 15.4 Shall plan, design, and construct bicycle facilities in conformance with state standards, as outlined in “Planning and Design Criteria for Bikeways in California” (Caltrans).

Policy 15.5 Shall construct pedestrian walkways in high-density areas that currently lack adequate pedestrian facilities.

**Goal 16** To facilitate pedestrian and bicycle travel within new development and between new development and existing urban areas. San Benito County jurisdictions:

Policy 16.1 Shall require sidewalk facilities in all new development in or adjacent to urban areas.

Policy 16.2 Shall require all new multi-family residential and large commercial development to provide easily identified pedestrian facilities connecting all parts of the development and providing access through parking areas and across driveways.

Policy 16.3 Shall design and construct all new bridge structures with sufficient width to accommodate pedestrians and bicyclists.

**Goal 17** To create a new pedestrian and bicyclist facility connecting urban areas with major recreational areas. San Benito County jurisdictions:

Policy 17.1 Shall plan and construct a combined pedestrian and bicycle path along the San Benito River.

**Goal 18** To promote pedestrian and bicycle safety. San Benito County jurisdictions:

Policy 18.1 Shall work with school districts to identify and make improvements as necessary to provide safe routes to school.

### ***Aviation***

**Goal 19** To promote a safe and efficient air transportation system that serves general aviation and air commerce needs. San Benito County jurisdictions:

Policy 19.1 (City of Hollister and County of San Benito) shall protect airport operations at Hollister Municipal Airport and Frazier Lake Airpark from incompatible land uses and maintain the facilities for general aviation and airfreight purposes.

Policy 19.2 (City of Hollister and County of San Benito) shall plan for facility expansions at Hollister Municipal Airport, including additional hangar space as demand presents itself, a runway expansion to 7,000 feet, and Instrument Landing System (ILS).

Policy 19.3 (City of Hollister and County of San Benito) shall plan for new industrial uses in designated areas of the airport property as demand for space presents itself.

Policy 19.4 Shall support the continued operation of a general aviation airport at Frazier Lake Airpark.

***Goods Movement***

**Goal 20** To facilitate the safe and efficient movement of commodities in ways that are compatible with existing and planned land uses. San Benito County jurisdictions:

- Policy 20.1 Shall accommodate large truck traffic on designated routes throughout San Benito County.
- Policy 20.2 Shall, where viable alternatives exist, direct large truck traffic away from narrow rural roads, residential districts, and pedestrian-oriented streets in downtown business districts.
- Policy 20.3 Shall accommodate the development of connections between truck and rail transportation facilities.

**OBJECTIVES AND PERFORMANCE MEASURES**

The Council of San Benito County Governments has adopted short- and long-term objectives that are designed to guide the agency’s work program until the next update of the Regional Transportation Plan. Also, in accordance with the new Regional Transportation Guidelines, the Council of San Benito County Governments has also adopted performance measures by which the Regional Transportation Improvement Plan will be judged during adoption of that document.

***Short-Term Objectives***

- Objective S.1 To accommodate short term growth by improving the street and highway system so that it operates at a better level of service during peak travel periods.
- Objective S.2 To serve 200 ~~350~~ commuter round trips per weekday of service with express bus service connecting Hollister to Gilroy.
- Objective S.3 To reduce the rate of fatal vehicular accidents throughout San Benito County
- Objective S.4 To develop a recreational trail for pedestrians and bicyclists along the San Benito River from San Juan Bautista to Hollister.
- Objective S.5 To develop a transportation emergency preparedness and response plan that identifies emergency transportation systems, including emergency corridors and reliever routes.
- Objective S.6 To convert the old Highway 25 corridor in Hollister from use as a state highway to use as a business-oriented main street that includes increased parking, pedestrian, and bicyclist opportunities.
- Objective S.7 To develop a plan for commodities transportation that designates appropriate routes for large trucks throughout San Benito County and protects rural and residential roads and downtown business districts from degradation caused by large trucks.
- Objective S.8 To increase rideshare and intra-county transit operations by 10 percent over current (2005) levels.

Objective S.9 To improve Hollister Municipal Airport operations by lengthening the main runway, installing an Instrument Landing System, and constructing additional hangars for general aviation use.

***Long-Term Objectives***

Objective L.1 To increase the capacity of the street and highway system to accommodate projected long-term growth.

Objective L.2 To serve [500](#) ~~1,000~~ commuter round trips per weekday of service with commuter rail and express bus service connecting Hollister to Gilroy.

Objective L.3 To reduce the rate of fatal vehicular accidents throughout San Benito County.

Objective L.4 To extend the recreational trail for pedestrians and bicyclists along the San Benito River from Hollister to the Pinnacles National Monument.

Objective L.5 To increase rideshare and intra-county transit operations by 10 percent over (2010) levels.



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# APPENDIX E

## CONSISTENCY ANALYSIS



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## 2010 MTP CONSISTENCY ANALYSIS

AMBAG, as the designated Metropolitan Planning Organization (MPO), must prepare a triennially updated long-range (at least twenty-year) transportation plan for the Monterey Bay metropolitan region (Code of Federal Regulations, Part 450, Subpart C, Section 450.322). This transportation plan, referred to as the Metropolitan Transportation Plan (MTP), once adopted, serves as the principal federal planning document guiding investment in improvements to roadways, transit, multi-modal and intermodal facilities and services that, together, constitute the Monterey Bay region's transportation system.

Each of the Regional Transportation Planning Agencies (RTPAs) within the Monterey Bay metropolitan region, including the Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), has prepared a Regional Transportation Plan (RTP) for their respective area. Each RTP is intended to establish a framework for providing an efficient multi-modal transportation system for the respective area which reduces energy consumption and air pollution.

Transportation projects and programs as proposed, evaluated and selected at the county-wide level through the RTPs, serve as the basis for the MTP. In receipt of each county's project list, AMBAG has been assured by the each RTPA that their RTP was developed taking into account local agency goals and transportation needs and that the plan selected represent the optimum option to satisfy transportation need. The Monterey Bay MTP combines the individual RTPs for Monterey, San Benito and Santa Cruz counties. In doing so, the MTP serves as a coordination document, which will enable the proposed transportation system improvement programs and projects to be viewed by local decision-makers within a regional context.

The 2010 MTP is a minor update to the 2005 MTP that will refresh the region's vision for the transportation projects, programs, and initiatives. The 2010 MTP is a compilation of the individual updates of the 2005 RTPs of the three RTPAs. The certified EIR prepared for the 2005 MTP/RTPs determined that the Plan was consistent with other adopted regional plans and policies (Draft Environmental Impact Report 2005 Monterey Bay Area Metropolitan Transportation Plan, AMBAG; Monterey County RTP, TAMC; 2005 Santa Cruz County RTP; SCCRTC Lamphier-Gregory February 15, 2005). Although some minor wording changes, textual edits and current dates have been incorporated into the 2010 MTP, the intent and direction of the Goals and Policies remain essentially unchanged from the 2005 version. Therefore, the 2010 MTP remains consistent with the goals, objectives and policies of adopted plans evaluated in the 2005 EIR.

The financially constrained Action Element of the 2010 MTP updates several individual transportation projects based on the lists provided by the individual RTPAS; however, these project updates are intended to better implement the stated goals of the MTP as well as reflect adopted regional plans and polices.

The following plans and programs have been evaluated in this analysis:

Plan/Program	Checked for Consistency
<b>Federal</b>	
Federal Transportation Improvement Programs (FTIPs)	√
<b>State</b>	
California Coastal Act	√
California Clean Air Act	√
<b>Regional/Area Plans</b>	
Airport Master Plans	√
Air Quality Management Plan	√
Congestion Management Programs (CMPs)	√
Fort Ord Reuse Plan	√
Local Coastal Programs	√
Regional Transportation Improvement Programs (RTIPs)	√
Short-Range Transit Plans (SRTPs)	√
<b>Local (County)</b>	
Monterey County General Plan (1982 and 2007 versions)	√
San Benito County General Plan	√
Santa Cruz County General Plan	√
<b>Local (City)</b>	
Monterey County Cities	√
City of Carmel-by-the-Sea General Plan	√
City of Del Rey Oaks General Plan	√
Fort Ord Reuse Plan	√
City of Gonzales General Plan	√
City of Greenfield General Plan	√
City of King City General Plan	√
City of Marina General Plan	√
City of Monterey General Plan	√
City of Pacific Grove General Plan	√
City of Salinas General Plan	√
City of Sand City General Plan	√
City of Seaside General Plan	√
City of Soledad General Plan	√
San Benito County Cities	√
City of Hollister General Plan	√
City of San Juan Bautista General Plan	√
Santa Cruz County Cities	√
City of Capitola General Plan	√
City of Santa Cruz General Plan	√
City of Scotts Valley General Plan	√
City of Watsonville General Plan	√

The following provides a brief discussion of the relationship between the 2010 MTP with other plans and programs currently in force within the region. The evaluation indicates that the 2010 MTP is generally consistent with the goals, objectives and policies of these other plans. However, as individual transportation system improvement projects listed in the financially constrained Action Element are ultimately defined and brought forward for project-specific environmental review in the future, each project will also need to be evaluated for consistency with the applicable plans and programs that may be in force at that time.

## **FEDERAL PLANS**

### **Federal Transportation Improvement Programs (FTIPs)**

Federal Transportation Improvement Programs (FTIPs) represent a three-year program of federally funded transportation system improvement projects developed by each of the three counties in the Monterey Bay region. Projects identified in each FTIP must be consistent with the appropriate RTP in order to be programmed into the STIP. Because of this requirement, each of the three FTIPs will ultimately be consistent with the 2010 MTP.

## **STATE PLANS**

### **California Coastal Act (CCA)**

In 1976, the California Coastal Act (California Public Resources Code Sections 30000 et seq) was enacted by the State Legislature to provide long-term protection of the California coastline. Coastal Act policies constitute the standards used by the California Coastal Commission (CCC) in its coastal development permit decisions, requiring:

- Protection and expansion of public access to the shoreline and recreational opportunities and resources;
- Protection, enhancement and restoration of environmentally sensitive habitats;
- Protection of productive agricultural lands, commercial fisheries and archaeological resources;
- Protection of the scenic beauty of coastal landscapes and seascapes;
- Establishment of urban-rural boundaries and directing new housing and other development into areas with adequate services to avoid wasteful urban sprawl and leapfrog development;
- Provision for the expansion of existing ports and electricity-generating power plants, as well as for the siting of coastal-dependent industrial uses; and
- Protection against loss of life and property from coastal hazards.

As individual transportation system improvement projects, identified in the financially constrained Action Element of the 2010 MTP, are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the Coastal Act, and the CCC will be

responsible for reviewing such projects within its jurisdiction prior to issuing any required coastal development permit.

Where the CCC has original coastal development permit jurisdiction, the policies of the Coastal Act will provide the standard for the Commission’s review of specific transportation system improvement projects proposed in these areas. In some instances, the Coastal Act specifically limits future improvements to roadways within the coastal zone. For example, in §30254, the Coastal Act states that “it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road.” This provision could limit future improvements along Highway 1 in rural areas (e.g., the widening of Highway 1 between Salinas Road and Castroville, which is not a project currently identified in the financially constrained Action Elements of the 2010 MTP). Other provisions of the Coastal Act that could affect permitting for future transportation system improvement projects within the Coastal Commission’s jurisdiction include §30230 (which requires the maintenance, enhancement and restoration of marine resources), §30231 (which requires the maintenance and restoration of the biological productivity and the quality of coastal waters, streams, wetlands, estuaries and lakes), §30240 (which requires the protection of environmentally sensitive habitat areas), §30241 (which requires the maintenance of the maximum amount of prime agricultural land in agricultural production), and §30251 (which requires the protection of the scenic and visual qualities of coastal areas).

Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the Coastal Act. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the Coastal Act, and the CCC will be responsible for reviewing such projects within its jurisdiction prior to issuing any required coastal development permit.

**California Clean Air Act (CCAA)**

The California Clean Air Act (CCAA 1988) requires that all air districts in the State endeavor to achieve and maintain California Ambient Air Quality Standards (CAAQS) for O3, CO, SO2 and NO2 by the earliest practical date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with new authority to regulate indirect sources. Each district plan is to achieve a 5 percent annual reduction, averaged over consecutive three-year periods, in district-wide emissions of each nonattainment pollutant or its precursors.

Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the CCAA. However, as individual transportation

system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the CCAA.

### **State Greenhouse Gas (GHG) Regulations**

To date, no state agencies in California have identified a significance threshold for GHG emissions or a consistent methodology for analyzing increased GHG emissions related to climate change. However, 2006's California Assembly Bill (AB) 32 calls for the California Air Resources Board (ARB) to adopt regulations requiring statewide GHG emissions reporting and set statewide GHG emissions limit equivalent to 1990 levels by 2020. On October 24, 2008, the ARB released its *Preliminary Draft Staff Proposal, Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*. ARB's objective is to develop a threshold of significance that will result in the vast majority (approximately 90 percent statewide) of the GHG emissions from new industrial projects being subject to CEQA's requirement to impose feasible mitigation. In addition, California's Governor has issued two Executive Orders regarding this issue: S-3-05 (June 1, 2005) that calls for a coordinated approach to address the detrimental air quality effects of GHGs and S-20-06 (October 18, 2006) that requires State agencies to continue their cooperation to reduce GHG and to have the Climate Action Team develop a plan by June 1, 2008, to outline a number of actions to reduce GHG.

As identified in Section 3.3 of the Draft SEIR, Air Quality, the 2010 MTP is consistent with existing regulations governing GHG emissions. As individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with any future GHG emissions guidelines or regulations in place at that time.

## **REGIONAL PLANS**

### **Airport Master Plans**

Airport Master Plans in the region include the following:

- Hollister Municipal Airport Master Plan, 2005
- Marina Municipal Airport Comprehensive Land Use Plan, 1996
- Mesa Del Rey Airport Layout Plan, 1976
- Monterey Peninsula Airport Master Plan, 1993
- Salinas Municipal Airport Master Plan 1990-2010, 1990
- Watsonville Municipal Airport Master Plan 2001-2020, 2002

Master Plans for public airports within the region generally identify existing aviation facilities, aviation demand forecasts, and the facilities needed to meet the projected demand for aviation

services and facilities. The financially constrained Action Element of the 2010 MTP includes numerous projects that would fund a wide range of improvements at airports within the region. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the Airport Master Plans. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the Airport Master Plans.

### **Air Quality Management Plan (AQMP)**

The *Air Quality Management Plan (AQMP) for the Monterey Bay Area* was recently updated and adopted by the Monterey Bay Unified Air Pollution Control District (MBUAPCD) in 2008. The AQMP is based on AMBAG's projected population and employment forecasts. If the potential growth represented by the proposed project is within the envelope of growth envisioned for the jurisdiction by AMBAG, then it is consistent with the AQMP. There would be no population increase resulting from transportation-related projects included in the financially constrained Action Element of the 2010 MTP as they are transportation projects and would be growth accommodating. For this reason, the 2010 MTP is consistent with the AQMP.

### **Congestion Management Programs (CMPs)**

Congestion Management Programs (CMPs) addresses a state mandated effort to reduce congestion through a balanced program of capacity enhancements, careful land use planning and promotion of alternative transportation modes. The CMP identifies a network of state highways and principal arterials where Levels of Service (LOS) are to be monitored and compared to adopted standards. The CMP also includes the Regional Transportation Improvement Program (RTIP) and other Capital Improvement Projects. The CMP is updated annually. California Government Code statutes link the required Congestion Management Program (CMP) with the Regional Transportation Plan (RTP).

The County RTPAs must evaluate the consistency between the CMP and the RTP, and upon finding the CMP to be consistent with the RTP, the County shall incorporate certain projects from the CMP Capital Improvement Program (CIP) into the Regional Transportation Improvement Program (RTIP). In addition, adopted CMPs found in compliance with the RTPs will be incorporated into the associated RTP financially constrained Action Element. The RTPAs are tasked with evaluating its approved CMPs periodically as part of the RTP review process, and are responsible for incorporating relevant sections of their CMPs into their associated RTP Update. For this reason, the 2010 MTP is consistent with the CMPs for Monterey, San Benito and Santa Cruz Counties.

### **Fort Ord Reuse Plan (FORP)**

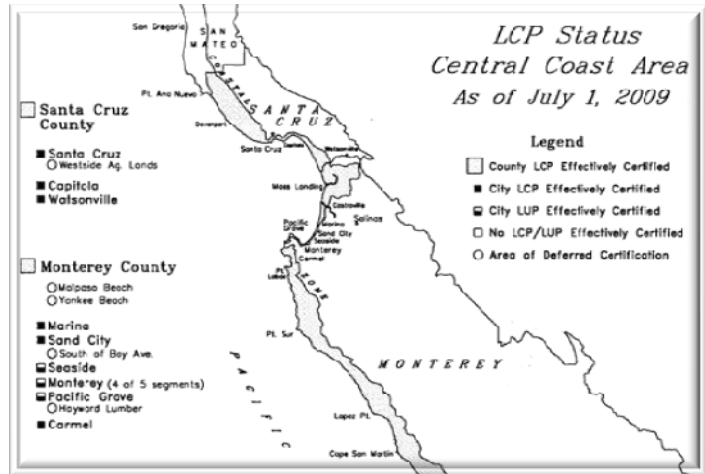
The Fort Ord Reuse Plan (FORP) was adopted in 1997. The financially constrained Action Element of the 2010 MTP includes a number of transportation system improvement projects

within the boundaries of the former Fort Ord, including roadway improvements/realignments, the construction of bike lanes, installation of traffic signals and development of transit centers. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, it would be consistent with the FORP. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP and within areas covered by the FORP are formally submitted to the appropriate responsible agency, the Fort Ord Reuse Authority (FORA), for environmental review, FORA will be required to determine whether such projects are consistent with the policies of the FORP.

**Local Coastal Programs (LCPs)**

LCPs in the region include the following:

- Santa Cruz County, 1983
- City of Capitola, 1990
- City of Santa Cruz, 1985
- City of Watsonville, 1988
- Monterey County, 1988
- City of Carmel, 2004
- City of Marina, 1982
- City of Sand City, 1984



Source: CCC, 2009.

The Cities of Seaside, Monterey and Pacific Grove have certified Land Use Plans (LUPs), but not LCPs. The California Coastal Commission oversees the incorporation of coastal issues and policies into all local general plans in the Coastal Zone (within the Monterey Bay region, this includes the jurisdictions of Monterey County, Santa Cruz County and all communities within those counties with land located within the Coastal Zone) in the form of a Local Coastal Program (LCP). An LCP is comprised of an LUP and a set of ordinances (CIP) that implement the policies of the California Coastal Act. Once the Coastal Commission has certified the LCP, a local agency’s general plan is considered to be consistent with the purposes and intent of the Coastal Act, including all transportation-related capital improvement proposals identified in the local general plan.

Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, the 2010 MTP would be consistent with the provisions of the Coastal Act. However, as individual transportation system improvement projects within an area covered by an LCP are formally submitted for environmental review, each responsible agency will be required to determine whether such projects are consistent with the policies any applicable LCP.

**Regional Transportation Improvement Programs (RTIPs)**

Regional Transportation Improvement Programs (RTIPs) represent a four- to five-year program of transportation system improvement projects developed by each of the three counties in the

Monterey Bay region that include 1) federally funded transportation projects; and 2) projects nominated for inclusion in the State Transportation Improvement Program (STIP). Projects identified in each RTIP must be consistent with the appropriate RTP in order to be programmed into the STIP. Because of this requirement, each of the three RTIPs will be consistent with the 2010 MTP.

**Short-Range Transit Plans (SRTPs)**

The SRTP is a five-year plan that evaluates existing transit service and performance in terms of adopted goals, objectives and policies. These documents also identify planned operational and capital improvements, as well as planning activities. In the Monterey Bay Area, SRTPs are developed by Monterey-Salinas Transit, the Santa Cruz Metropolitan Transit District, San Benito County Transit, and the Association of Monterey Bay Area Governments. The financially constrained Action Element of the 2010 MTP includes numerous projects that would fund on-going transit operations, provide maintenance funds, enable the purchase of new transit vehicles and the expansion of transit service within the region, and provide for the construction of new transit stations. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the STRPs. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the STRPs.

**LOCAL GENERAL PLANS (COUNTY)**

**Monterey County General Plan**

The current Monterey County General Plan was last fully updated in 1982. The 2010 MTP identifies transportation system improvements projects within unincorporated portions of Monterey County, and these projects are would help implement the transportation-related goals, policies and objectives identified in the Monterey County General Plan.

A comprehensive General Plan Update (Draft 2007 General Plan [GPU5]) has been in progress for several years and has gone through several iterations. Although this major effort to update the 1982 General Plan has been in progress for some time, there is still uncertainty regarding the timing of future efforts to continue developing and ultimately adopt the General Plan Update. As this update will eventually be implemented, this analysis is including the goals outlined in GPU5. Several of the 1982 goals remain the same in GPU5 with minor technical edits and updates, including the following:

- Goal C-1:** Achieve an acceptable level of service by 2027.
- Goal C-2:** Optimize the use of the County’s Transportation Facilities.
- Goal C-3:** Minimize the negative impacts of transportation in the County. *[GP82 Goal 38]*

**Goal C-4:** Provide a public road and highway network for the efficient and safe movements of people and commodities. *[GP82 Goal 39]*

**Goal C-6:** Promote viable transportation alternatives. *[GP82 Goal 41]*

**Goal C-10:** Promote a safe, convenient bicycle transportation system integrated as part of the public roadway system. *[GP82 Goal 44]*

Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the Monterey County General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the Monterey County General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **San Benito County General Plan**

The San Benito County General Plan consists of several elements that were adopted between 1980 and 2008. The financially constrained Action Element of the 2010 MTP includes several transportation system improvement projects within the jurisdiction of the County of San Benito, including the widening of Highways 156 and 25 and Fairview Road, transit vehicle replacement and bikeway, street and highway repair and maintenance. These projects would generally be consistent with the goals, objectives and policies of the County of San Benito General Plan. Relevant policies outlined in the San Benito County General Plan Transportation Element include the following:

**Policy 2:** The County should support the preparation of a Transportation Master Plan to identify needed improvements to transportation systems in the County.

**Policy 13:** The County shall encourage transit activities that are consistent with the COG definitions of unmet needs and that are reasonable to the market.

**Policy 14:** Promote opportunities for shopping, employment, education, health care, and recreation through public and/or private transit use.

**Policy 16:** All new development proposals/subdivisions shall be consistent with and implement policies regarding transit in the San Benito County Regional Transportation Plan.

**Policy 21:** The Transportation Element of the General Plan shall be updated as needed to be consistent with the San Benito County Regional Transportation Plan.

Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents

would be consistent with the provisions of the San Benito County General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the San Benito County General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

**Santa Cruz County General Plan**

The Santa Cruz County General Plan was adopted in 1994. The financially constrained Action Element of the 2010 MTP includes numerous projects that would further the goals identified in the Santa Cruz County General Plan, and the 2010 MTP is generally consistent with the goals, policies and objectives of the General Plan. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the Santa Cruz County General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the Santa Cruz County General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

**LOCAL GENERAL PLANS (CITY)**

*Monterey County Cities*

**City of Carmel-by-the-Sea General Plan**

The City of Carmel-by-the-Sea General Plan as a whole was last revised in 2003 and several elements were updated in September 2009, including the Circulation Element. The financially constrained Action Element of the 2010 MTP includes several transportation system improvement projects within the jurisdiction of Carmel-by-the-Sea, including the installation of streetscaping along San Carlos Street, the construction of off-street parking on Rio Road and the installation of bike kiosks and the construction of a Class I or Class II bike facility along North San Antonio Road. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Carmel-by-the-Sea General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Carmel-by-the-Sea

General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **City of Del Rey Oaks General Plan**

The City of Del Rey Oaks General Plan was updated in 1997. The financially constrained Action Element of the 2010 MTP includes an upgrade project to South Boundary Road and two resurfacing projects within the jurisdiction of Del Rey Oaks: Work Avenue and Carleton Drive. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Del Rey Oaks General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Del Rey Oaks General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **City of Gonzales General Plan**

The City of Gonzales General Plan was updated in 1996. The financially constrained Action Element of the 2010 MTP includes several transportation system improvement projects within the jurisdiction of the City of Gonzales, including the installation of traffic signals on 5<sup>th</sup> Street, the installation of bike racks and lockers, the modification of the Highway 101 interchange at Gloria Road, the widening of 5<sup>th</sup> Street over Highway 101, the construction of a park-and-ride lot and the signing of Class III bike route along Winery to Alta Street. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Gonzales General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Gonzales General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **City of Greenfield General Plan**

The City of Greenfield General Plan was adopted in 2005. The financially constrained Action Element of the 2010 MTP includes several transportation system improvement projects within the jurisdiction of the City of Greenfield, including the construction of Class II bike lanes, construction of bike/pedestrian bridges over Highway 101 at Apple Avenue and Thorne Avenue, roadway improvements on El Camino Real, installation of traffic signals and the widening of the

Walnut Avenue bridge over Highway 101. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Greenfield General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Greenfield General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **City of King City General Plan**

The City of King City General Plan was updated in 1998. The financially constrained Action Element of the 2010 MTP includes several transportation system improvement projects within the jurisdiction of the City of King City, including the reconstruction of South Second Street, the construction of a railroad grade separation, the rehabilitation of First Street and Bridge, and signage of bike lanes along Airport and Metz Roads. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of King City General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of King City General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **City of Marina General Plan**

The City of Marina General Plan was updated in 2007. The financially constrained Action Element of the 2010 MTP includes several transportation system improvement projects within the jurisdiction of the City of Marina, including installation of new traffic signals, widening of Del Monte Boulevard and Imjin Parkway, construction of new sidewalks along Abdy Way and California Avenue and construction of new roadways. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Marina General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Marina General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and

3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **City of Monterey General Plan**

The City of Monterey adopted a new General Plan on January 4, 2005. The financially constrained Action Element of the 2010 MTP includes a number of transportation system improvement projects within the jurisdiction of the City of Monterey, including improvements to Del Monte Avenue, Munras Avenue, York Road, and Pacific and Fremont Streets, overlays and reconstruction of streets citywide, installation of ITS signals downtown, recreation trail improvements and new bikeway and pedestrian facilities at the Windows on the Bay. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Monterey General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Monterey General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **City of Pacific Grove General Plan**

The City of Pacific Grove General Plan was updated in 1994. The financially constrained Action Element of the 2010 MTP includes several transportation system improvement projects within the jurisdiction of the City of Pacific Grove, including mobility improvements along SR 68 from Bishop to Sunset Drives, installation of a traffic signal at the Eardley Avenue/Central Avenue intersection, resurfacing of Lighthouse Avenue, and the installation of curb, gutter and sidewalks along Congress Avenue and Patterson Lane. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Greenfield General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Greenfield General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **City of Salinas General Plan**

The City of Salinas General Plan was updated in 2002. The financially constrained Action Element of the 2010 MTP includes numerous transportation system improvement projects within the jurisdiction of the City of Salinas, including the construction of new roadways, the extension/widening/improvement of existing roadways, installation of bike lanes, installation of

traffic signals and installation of ADA access ramps. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Salinas General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Salinas General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **City of Sand City General Plan**

The City of Sand City General Plan was revised in 2002. The financially constrained Action Element of the 2010 MTP includes several transportation system improvement projects within the jurisdiction of the City of Sand City, including the installation of bike racks, bike path lighting and bikeway signage, the realignment of Contra Costa and widening of Tioga and the installation of a traffic signal at the California Ave/Playa Ave intersection. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Sand City General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Sand City General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **City of Seaside General Plan**

The City of Seaside General Plan was updated in 2004. The financially constrained Action Element of the 2010 MTP includes several transportation system improvement projects within the jurisdiction of the City of Seaside, including widening of General Jim Moore Boulevard from Normandy to South Boundary Road and upgrades to Eucalyptus Road. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Seaside General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Seaside General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation

Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **City of Soledad General Plan**

The City of Soledad General Plan was updated in 2005. The financially constrained Action Element of the 2010 MTP includes several transportation system improvement projects within the jurisdiction of the City of Soledad, including the extension of Front, West and Market Streets, San Vicente and Camphora Gloria Roads and Gabilan Drive, construction of the Soledad Multi-Modal Rail Station and Park and Ride Lot along Coast Rain line, installation of traffic signals, intersection improvements and installation of bicycle racks and lockers. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Soledad General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Soledad General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### *San Benito County Cities*

#### **City of Hollister General Plan**

The City of Hollister General Plan was updated in 2005. The financially constrained Action Element of the 2010 MTP includes several transportation system improvement projects within the jurisdiction of the City of Hollister, including the construction of Buena Vista Road, Memorial Drive, Union Road and the Westside Boulevard Extension, the widening of SR 25 between Sunnyslope and Sunset, and the installation of traffic signals. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Hollister General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Hollister General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

#### **City of San Juan Bautista General Plan**

The City of San Juan Bautista adopted a new General Plan in 1998. Although improvements to Highway 156 in the vicinity of San Juan Bautista and construction of bike lanes along San Juan

Highway are included within the projects listed in the financially constrained Action Element of the 2010 MTP, no transportation system improvement projects within the jurisdiction of the City of San Juan Bautista are identified in the financially constrained Action Element of the 2010 MTP. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of San Juan Bautista General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of San Juan Bautista General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### *Santa Cruz County Cities*

#### **City of Capitola General Plan**

The City of Capitola General Plan was adopted in 1989. The financially constrained Action Element of the 2010 MTP includes several transportation system improvement projects that would address these problem areas. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Capitola General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Capitola General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

#### **City of Santa Cruz General Plan**

The City of Santa Cruz is in the process of preparing a comprehensive update to its General Plan/Local Coastal Plan and an Administrative Draft was release for revised February 27, 2009. The existing 1990-2005 General Plan was adopted in 1992. The City of Santa Cruz Bicycle Transportation Plan was updated in 2008, and identifies gaps in the existing bike lane system on several streets, including Soquel Avenue, King Street and other high activity corridors. The 2008 Bicycle Transportation Plan was incorporated into the City's 2009 Administrative Draft General Plan/Local Coastal Plan. The financially constrained Action Element of the 2010 MTP includes numerous projects that would accomplish many of the transportation system improvements identified in the 2009 Administrative Draft General Plan/Local Coastal Plan. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Santa Cruz General Plan. However, as individual

transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Santa Cruz General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **City of Scotts Valley General Plan**

The City of Scotts Valley General Plan was adopted in 1994. The financially constrained Action Element of the 2010 MTP includes numerous projects that would accomplish many of the transportation system improvements identified in the City of Scotts Valley General Plan. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the City of Scotts Valley General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the City of Scotts Valley General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

### **City of Watsonville General Plan**

The Watsonville VISTA 2030 General Plan was adopted in 2006. The financially constrained Action Element of the 2010 MTP includes numerous projects that would accomplish many of the transportation system improvements previously identified in the Watsonville VISTA 2030 General Plan. Since the 2010 MTP provides a program identifying future transportation system improvement projects, rather than specific plans for the construction of any such projects, these documents would be consistent with the provisions of the Watsonville VISTA 2030 General Plan. However, as individual transportation system improvement projects identified in the financially constrained Action Element of the 2010 MTP are formally submitted to the appropriate lead agencies for environmental review, each responsible agency will be required to determine whether such projects are consistent with policies of the Watsonville VISTA 2030 General Plan. Should the implementation of a specific project result in a land use plan and/or program inconsistency, the 2010 MTP SEIR includes Mitigation Measures 3.9.1 and 3.9.2, see Exhibit A, to minimize conflicts and maintain consistency with land use plans and/or programs.

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## **Exhibit A: 2010 MTP SEIR Applicable Mitigation Measures**

### **Mitigation Measure 3.9.1: Enhancing Land Use Compatibility**

A. In order to minimize safety hazards, implementing agencies shall, where appropriate, require adequate traffic controls such as signs, striping, crosswalks and warning lights to slow traffic on

streets in residential, school or park areas where new roadways are proposed, or where projected traffic volumes will substantially increase, to reduce safety and noise impacts.

B. Implementing agencies shall, where appropriate, ensure that roadways and other transportation system improvements are designed to minimize potential impacts to pedestrians and bicyclists, particularly those living in adjacent residential areas, or attending schools.

C. Street lighting, where necessary, shall, where appropriate, be minimized to the extent possible in areas adjacent to sensitive land uses. Street lights shall be shielded, and oriented away from residential development. No street light shall exceed the maximum height limit established by Caltrans or local ordinance, as applicable.

D. Implementing agencies shall, where appropriate, require that all transportation system improvement projects provide appropriate setbacks, barriers, fences or other appropriate means of buffering proposed improvements with the potential to generate land use conflicts from adjacent sensitive land uses.

**Mitigation Measure 3.9.2: Design Modifications to Achieve Consistency**

Where it is clear that the implementation of a specific project could result in a conflict with the applicable land use plans, policies, or regulations of an agency with jurisdiction over the project which have been adopted for the purpose of avoiding or mitigating an environmental impact, the implementing agency should modify the design of the project to achieve consistency with the applicable plans, policies or regulations.

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# APPENDIX F

## GREENHOUSE GAS ANALYSIS



2010

Monterey Bay Area  
Metropolitan Transportation Plan  
Programmatic Greenhouse Gas  
Analysis



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## EXECUTIVE SUMMARY

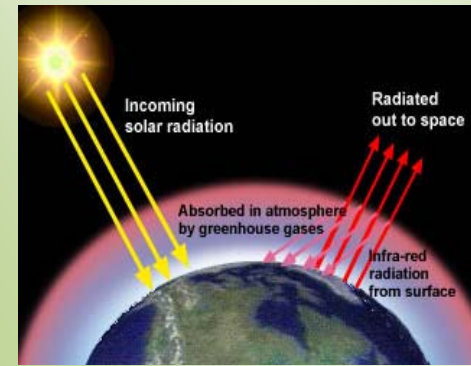
Scientists are finding that due to increased levels of greenhouse gas (GHG) emissions, including carbon dioxide, methane and nitrous oxide, warming of the global climate system is unequivocal (IPCC, 2007a). While many of the GHGs occur naturally in the atmosphere, scientists believe that it is "very likely" that human activities, including the combustion of fossil fuels for power generation, transportation and manufacturing, have resulted in significantly increased concentrations of heat-trapping gases in the atmosphere (IPCC, 2007a). Collectively, these gases intensify the natural greenhouse effect, thus causing global average surface temperatures to rise, which in turn affects global climate patterns – the phenomenon known as "Global Warming." Direct observations of increases in global average are evidenced in air and ocean temperatures, widespread melting of snow and ice, and rising global average sea levels. At the same time, there is some controversy even among experts as to the severity and the cause of global warming, and a full understanding of climate change and its long term impacts is still emerging.

As scientists work on the details there is no doubt that policy makers, particularly in California, have made climate change a high priority. The state has declared, through the *California Global Warming Solutions Act of 2006 (AB 32)*, that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse affects of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snow-pack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems, and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems." Subsequent legislation including SB97 and SB375 highlight the State's ongoing commitment to address climate change in California.

The Association of Monterey Bay Area Governments (AMBAG) developed and adopted its first Regional Energy Plan in 2006. Since that time, a broad consensus has been reached on the need to address climate change impacts due to GHG emissions through the enactment of AB 32 and subsequently through SB97 and SB375. As such, a consideration of climate change has been an important component in AMBAG's preparation of the *2010 Monterey Bay Area Metropolitan Transportation Plan (2010 MTP)* and the associated environmental impact report (EIR).

### What are Greenhouse Gases and how do they relate to global warming?

Certain atmospheric gases trap energy from the sun and regulate the earth's temperature, known the "greenhouse effect." Without these gases, heat would escape back into space and the earth's surface would be about 60 °F (34°C) cooler. Because of their warming effect on the planet, gases that trap heat in the earth's atmosphere are referred to as "greenhouse gases" or GHGs.



This GHG analysis has been prepared to evaluate the potential climate change impacts associated with the 2010 MTP. Specifically, this GHG analysis:

- Quantifies the six GHGs from the region's motor vehicle fleet over time and assesses the significance of any changes in the region's existing carbon footprint.
- Provides a discussion of requirements under climate change legislation.
- Qualitatively (programmatically) analyzes the impacts of climate change on the proposed new capital improvements in the 2010 MTP and reviews how impacts to existing infrastructure as a result of climate change may affect implementation of the 2010 MTP.

To date, no state agencies in California have identified a significance threshold for GHG emissions or a consistent methodology for analyzing increased GHG emissions and their effect on global climate change. Accordingly, this GHG Analysis evaluates the impacts of climate change associated with the 2010 MTP in a manner that compares existing (2010) emissions to future (2035) levels. The analysis is being conducted by AMBAG to respond to, and to be in conformance with, recent California legislation and CEQA. It also represents AMBAG's commitment to identify and mitigate global climate change impacts, as feasible, that may be associated with the 2010 MTP.

### 2010 MTP - Project Characteristics

The 2010 MTP is a long-range, multimodal transportation plan for the Monterey Bay region. This is a minor update to the 2005 MTP that will refresh the region's vision for the transportation projects, programs, and initiatives. As such, it updates the 2005 Regional Transportation Plans (RTP) of the three Regional Transportation Planning Agencies' (RTPAs), including the Council of San Benito County Governments (SBCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC) and the Transportation Agency for Monterey County (TAMC).

The purpose of the 2010 MTP is to coordinate and facilitate the programming and budgeting for all transportation facilities and services through 2035 in accordance with Federal or State regulations.

### Where do GHGs come from?

Some GHGs such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes. Other GHGs such as fluorinated gases are created and emitted solely through human activities: The principal GHGs that enter the atmosphere primarily because of human activities are:

- **Carbon Dioxide (CO<sub>2</sub>):** Carbon dioxide enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH<sub>4</sub>):** Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- **Nitrous Oxide (N<sub>2</sub>O):** Nitrous oxide is emitted during agricultural and industrial activities, combustion of fossil fuels and solid waste.
- **Fluorinated Gases:** Perfluorocarbons, Hydrofluorocarbons, and sulfur hexafluoride are synthetic, powerful GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances (i.e., CFCs, HCFCs, and halons). These gases are typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes referred to as High Global Warming Potential gases ("High GWP gases").

Source: U.S. EPA, 2010a.

The purpose of the Policy Element of the 2010 MTP is to ensure that the transportation system planned for the three-county region accomplishes the following:

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

The 2010 MTP includes a full range of programs and projects intended to improve roadway capacity/vehicular flow, enhance transit operations, improve safety, support transportation planning and travel demand management, promote high occupancy vehicle use, protect visual resources associated with scenic routes and improve multimodal and intermodal facilities. The 2010 MTP does not provide specific project designs or a construction schedule, and adoption of the 2010 MTP would not represent an approval action for any of the individual transportation programs or projects.

**Summary of GHG Analysis Results**

**Table ES-1: AMBAG Region GHG Summary**

Year / Scenario	Daily VMT	Daily Metric Tons					
		CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e	CO <sub>2</sub> e with Pavley and Low Carbon Fuels	CO <sub>2</sub> e with Pavley I and II & Low Carbon Fuels
1990	13,829,725	5,799.90	2.10	1.20	6,203.80	6,203.80	6,203.80
2005	16,073,487	6,147.61	0.92	0.52	6,322.38	6,322.38	6,322.38
2010	17,565,221	6,600.76	0.67	0.38	6,729.13	6,729.13	6,729.13
2020	20,876,159	7,787.85	0.38	0.22	7,861.67	5,660.40	5,660.40
2035 Project	25,678,830	9,394.58	0.29	0.17	9,450.64	6,804.46	6,615.45

*Reductions from Pavley and Low Carbon Fuels per California Air Resources Board AB 32 Climate Change Scoping Plan (December 2008)*

*Reductions from Pavley II has not officially been adopted by the California Air Resources Board; a conservation 2% additional reduction beyond Pavley I is assumed for this analysis*

*2005 and 2035 VMT data from AMBAG Travel Demand Model; 1990 data from 1991 AQMP; all other years extrapolated*

The “2035 Project” scenario represents the total projected Vehicle Miles Traveled (VMT) and associated GHG production illustrated in terms of CO<sub>2</sub> equivalents, or CO<sub>2</sub>e. This table represents the total emissions from Monterey, Santa Cruz and San Benito Counties. When adjusted for higher mileage vehicles and lower carbon fuels into the future, the transportation system, as envisioned by the 2010 MTP, would result in GHG emissions in 2035 that are similar to existing, 2010 conditions.

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# 1.0 - INTRODUCTION

The section outlines the purpose of the greenhouse gas (GHG) analysis, provides an overview of climate change science and regulation in California, and describes the proposed project in relation to climate change. Throughout this section, key terms used to describe climate change and evaluate GHGs are defined.

## 1.1 Purpose of the Greenhouse Gas Analysis

The primary purpose of this GHG analysis is to respond to, and to be in conformance with, recent California legislation. It also represents AMBAG's commitment to identify and mitigate global climate change impacts, if significant, that may be associated with the 2010 MTP in accordance with the California Environmental Quality Act (CEQA).

The intent of the analysis is to supplement the Air Quality section of the Environmental Impact Report (EIR) being prepared for the 2010 MTP, focusing on the impacts of the MTP update on climate change, as well as the potential impacts of climate change on the region's future transportation infrastructure.

## 1.2 Climate Change - Legislative Background

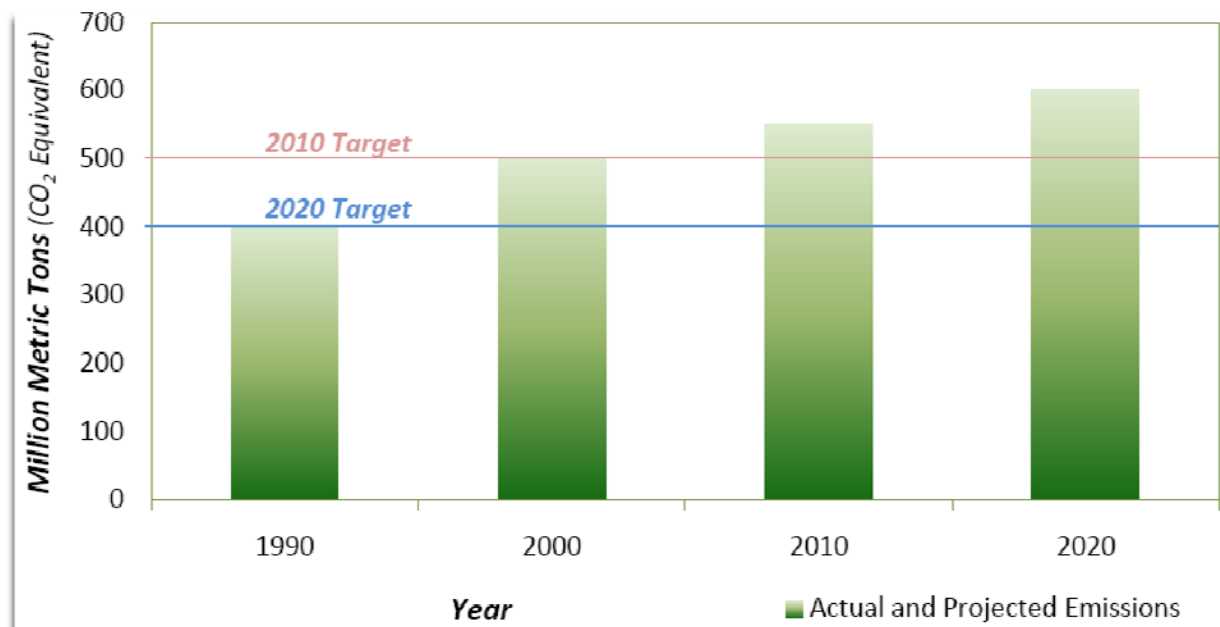
California has long been a leader in addressing climate change. Below is a summary of relevant enacted legislation.

### Executive Order (EO) S-3-05

In June of 2005, Governor Schwarzenegger issued a landmark Executive Order establishing progressive GHG emissions targets for the entire state. Executive Order (EO) S-3-05 makes the following goals:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

To put the magnitude of this challenge into perspective: a reduction of GHG emissions to 1990 levels is equivalent to about 30 percent less than "business-as-usual" emissions projected for 2020, and 15 percent lower than today's level as illustrated below.



Source (of data): Climate Action Team Report, March 2006; (of chart): PMC, 2009.

### Assembly Bill (AB) 32: the California Global Warming Solutions Act of 2006

To support these reduction targets, the California legislature adopted AB 32: the California Global Warming Solutions Act of 2006. The law requires the California Air Resources Board (California ARB) to develop regulatory and market mechanisms that will achieve the targets outlined in EO S-3-05. The ARB approved a scoping plan in January 2009 outlining preliminary mechanisms for emissions reductions, including a cap-and-trade program and regional reduction targets.

AB 32 has caused a ripple effect among cities, counties, and environment groups throughout the State. In 2007, the California Attorney General’s office argued that the Environmental Impact Report (EIR) prepared under the California Environmental Quality Act (CEQA) for San Bernardino County’s General Plan update did not conform to the overall goals of AB 32 because it did not adequately analyze or mitigate the effects of development on global warming (State of California Attorney General v. San Bernardino County). The County settled with the State by agreeing to produce a GHG emissions reduction plan. Three weeks later, the Attorney General announced that his office reached a pre-litigation settlement with ConocoPhillips Company, requiring the oil company to offset certain GHG emissions from the expansion of its oil refinery in Contra Costa County.

Relying on AB 32, CEQA analysis and mitigation requirements, the Attorney General continued to argue that EIRs prepared under CEQA for certain large projects are required to assess the project’s cumulative contributions to global climate change impacts by estimating their GHG (principally carbon dioxide) emissions and adopt mitigation measures to effect immediate GHG emission reductions. The Stockton Settlement Agreement and “other letters to local governments,” Metropolitan Transportation Organizations (MPOs) and Caltrans all indicate the State is taking a strong position on addressing climate change in programmatic CEQA documents.

**Senate Bill (SB) 97**

The State of California passed SB 97 in August 2007. This law formally acknowledges that climate change is an important environmental issue that requires analysis under CEQA. The bill charges the Governor's Office of Planning and Research (OPR) with the responsibility of developing guidelines for addressing climate change in CEQA documents by 2009. The guidelines are to be adopted by the State Resources Agency in 2010.

**Senate Bill (SB) 375**

The State is working to form regional approaches to reducing GHGs. On September 30th, 2008 the Governor signed SB 375 (Steinberg). SB 375 aims to reduce GHG emissions by linking transportation funding to land use planning. It enhances the ARB's ability to reach AB 32 goals by directing ARB to develop regional GHG reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. It requires MPOs and Regional Transportation Authorities (RTPAs) to include a Sustainable Communities Strategy (SCS) in their Metropolitan Transportation Plans (MTPs) and Regional Transportation Plans (RTPs) to reduce the amount of vehicle miles traveled in their respective regions and demonstrate the region's ability to attain its GHG reduction targets. Although these requirements are currently in effect, regional targets will not be set until September 2010, and the associated SCS – the major tool in implementing SB 375 - will not be feasible until the region's SCS is adopted for the Monterey Bay Region in 2012.

**Executive Order (EO) S-13-08**

In November of 2008, Governor Schwarzenegger issued Executive Order S-13-08, which specifically asked the California Natural Resources Agency to identify how state agencies can respond (adapt) to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings. This is a first-of-its-kind multi-sector strategy to help guide California's efforts in adapting to climate change impacts. In cooperation and partnership with multiple state agencies, the *2009 California Climate Adaptation Strategy (CAS)* summarizes the best known science on climate change impacts in seven specific sectors and provides recommendations on how to manage against those threats. The sectors include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. The release of the draft document set in motion a 45-day public comment period, which closed September 17, 2009.

**Clean Car Standards - "Pavley Regulations"**

Additional efforts are underway to affect the overall transportation sector by mandating fewer emissions from vehicles. Since 2000, the Legislature has approved several bills to ensure the reduction of GHG emissions from mobile sources including AB 1493 (Pavley, 2002) which will require carmakers to reduce emissions from new passenger cars and light trucks beginning in 2009 and AB 1007 (Pavley, 2005) which mandates California Energy Commission, in partnership with relevant state agencies, to develop a plan to evaluate the environmental and health impacts of alternative fuel use including vehicle operations. The California ARB has adopted amendments to the "Pavley" regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments, approved by the Board on September 24, 2009, are part of California's commitment toward a nation-wide program to reduce new passenger vehicle GHGs from 2012

through 2016. ARB's September amendments will cement California's enforcement of the Pavley rule starting in 2009 while providing vehicle manufacturers with new compliance flexibility. The amendments will also prepare California to harmonize its rules with the federal rules for passenger vehicles. The GHG emissions estimates in this report reflect the beneficial influence of the "Pavley I" and "Pavley II" for the year 2020 and beyond.

### **1.3 Climate Change Evaluations and CEQA**

CEQA requires that Lead Agencies within California, in this case AMBAG, to inform decision-makers and the public regarding the following: potential significant environmental effects of proposed projects; feasible ways that environmental damage can be avoided or reduced through the use of feasible mitigation measures and/or project alternatives; and disclose the reasons why the Lead Agency approved a project if significant environmental effects are involved (CEQA Guidelines §15002). CEQA also requires Lead Agencies to evaluate potential environmental effects based to the fullest extent possible on scientific and factual data (CEQA Guidelines §15064[b]). Significance conclusions must be based on substantial evidence, which includes facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts (CEQA Guidelines §15064(f)[5]).

In evaluating impacts in accordance with CEQA, it is important to note that while it is possible to predict and quantify the six GHGs from the region's motor vehicle fleet over time and assess the significance of any changes in the existing carbon footprint, to date state agency has identified a significance threshold for GHG emissions or a consistent methodology for analyzing air quality impacts related to GHGs<sup>1</sup>. AB 32 identifies an emission target of 1990 levels by 2020 but no standards have been adopted to quantify the target (per SB 97, the State Resources Agency is mandated to adopt guidelines for addressing this climate change in CEQA documents this year). Similarly, the regional GHG emission targets to be set by the California ARB under SB 375 are not yet in place and will not be until 2012. Nonetheless, based on CEQA court cases and the position taken by the Attorney General's office, impacts are still required to be assessed and evaluated within CEQA documents.

The December 2009 update to the CEQA Guidelines Appendix G provides additional guidance in the evaluation of GHGs. The CEQA checklist now requires lead agencies to determine if: a) a project will generate GHGs, either directly or indirectly, that may have a significant impact on the environment; or b) a project will conflict with an applicable plan, policy or regulation (law) adopted for the purpose of reducing GHG emissions.

### **1.4 The 2010 MTP and GHG Analysis**

The scale and pace at which the State of California is addressing climate change necessitates that regional programs, policies and projects within Monterey, San Benito and Santa Cruz counties accelerate efforts to identify and to combat impacts associated with climate change.

The 2010 MTP is an update the 2005 MTP, consisting of updates the 2005 RTPs of the three Regional Transportation Planning Agencies (SBCOG, SCCRTC and TAMC). The update provides the transportation planning agencies with an opportunity to refresh the region's vision for the transportation projects, programs, and initiatives with a greater awareness and understanding of the potential impacts of climate change.

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<sup>1</sup> As noted earlier, the BAAQMD anticipates adopting standards this year.

GHG emissions associated with the implementation of the 2010 MTP are primarily associated with energy consumption for motor vehicles and construction equipment traveling to, from, and moving around the region. Therefore, the updated plan contains goals and policies aimed at reducing vehicle miles traveled (VMTs) and policies aimed at energy reduction and the use of alternative forms of energy, which are as follows:

- |                      |   |
|----------------------|---|
| SBCOG Goal 4         | To protect and enhance the environment, promote energy conservation, and improve quality of life.   |
| SBCOG Goal 14        | To promote transit-oriented development and encourage the use of public transportation to reduce energy consumption and congestion.   |
| SCCRTC Goal 4        | Ensure that the transportation system complements and enhances the natural environment of the Monterey Bay region and that minimizes greenhouse gas emissions from transportation are reduced.  |
| TAMC Objective 2.1.2 | As responsible agency, approve an environmental impact report to be prepared in cooperation with, and subsequently certified by the Association of Monterey Bay Area Governments, that also includes an analysis of the greenhouse gas emissions associated with implementation of the funding-constrained regional project list.   |
| TAMC Policy 2.1.4    | Analyze the estimated greenhouse gas emissions associated with implementation of the Regional Transportation Plan's funding-constrained projects against state-defined targets for the region, and support greenhouse gas reduction measures that may include modification of existing facilities or services, construction of new facilities, and incentive or funding programs. |

The GHG analysis is intended to evaluate the impacts of implementation of the MTP update on climate change, as well as the impacts of climate change on the region's transportation infrastructure. A legislative framework for evaluating compliance with policy direction is also provided. The analysis is based on accepted emission factors, the most recent scientific evidence, and policy direction through State and Federal agencies.

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## 2.0 GHG EMISSIONS MODELING

### 2.1 Baseline and Forecast Years

The State of California uses 1990 as a reference year to remain consistent with the Kyoto Protocol, and also because it has well-kept records of transportation trends and energy consumption in that year (see *Discussion: 1990 Greenhouse Gas Emissions*, below). However, cities and counties throughout California typically elect to use 2005 as a baseline year due to its consistency with the recommendations of the AB32 scoping plan, consistency with other GHG inventories that have been recently completed, and the availability of more reliable recordkeeping.

The GHG inventories currently being completed by cities and counties throughout the AMBAG region are using 2005 as a baseline year to ensure consistency between documentation and comparability between cities and counties. For this reason, this analysis uses a baseline of 2005 to be consistent with the GHG inventories and to create a standard baseline year for ongoing coordination efforts. 2005 was also selected in order to best evaluate the significance of impacts using accurate and reliable data. Nevertheless, this analysis also provides emission estimates for the year/scenario 1990 to be consistent with the Kyoto Protocol baseline year.



The **Kyoto Protocol** is an international agreement linked to the United Nations Framework Convention on Climate Change. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions. This amounts to an average of 5 percent against 1990 levels over the five-year period 2008-2012.

Source: UNFCCC, 2009

**Discussion: 1990 Greenhouse Gas Emissions**

State, Federal, and international targets for greenhouse gas emissions frequently use the year 1990 as a reference point in order to make it comparable to the Kyoto Protocol of 1992, which commits member nations to reducing emissions by 5.2 percent below their 1990 baseline by 2012.

Although 1990 is a common reference point for greenhouse gas reductions, it is difficult to calculate a level of CO<sub>2</sub> equivalent from that time when no previous analysis has been made. The current methodology for estimating 1990 levels, called “back-casting,” calculates 1990 emissions levels based on current levels of CO<sub>2</sub>e and adjusted for population and job statistics from 1990. Back-casting is a very indefinite science; not only does it not take into account changes in consumption, but it relies heavily upon finding reliable data from two decades ago.

While it would be beneficial to have parallel reference points for all emissions reductions goals, it is better to use an accurate baseline rather than an estimate of 1990 levels. This decision is supported by ICLEI, which has stated that back-casting to 1990 is too unreliable to base any sort of reduction target upon.

For this reason, and because the 2010 MTP focuses on mobile source (rather than stationary source) emissions, historic traffic forecast model data was used for 1990 estimates. Because each analysis scenario focuses upon mobile source emissions, 1990 emissions were estimated from 1991 VMT data on file with AMBAG. This estimate does not take into account increases in energy generation or vehicle efficiency, nor changes in consumer behavior.

This GHG evaluation uses a forecast year of 2020 to be consistent with the State of California GHG Inventory forecast year and AB 32 target, both of which reference 2020. To predict GHG over time, the analysis also looks at 1990 (Kyoto); 2005 (baseline); 2010 (existing condition) and 2035 (MTP buildout scenario). It is recognized that the longer the forecast horizon, the higher margin for error is experienced due to unknown population growth rates and introduction of new technology.

**2.2 Methodology**

The following is a summary of the steps for establishing GHG emissions from vehicles for the 2010 MTP. It is important to note that these steps are applicable to all analysis years, including 1990, 2005, and any forecast years (e.g., 2010 and 2020) and ultimate horizon year (e.g., 2035):

Step 1: VMT data was provided from the AMBAG Travel Demand Model (TDM) for 2005 and 2035 for Monterey, San Benito and Santa Cruz counties; 2010 and 2020 VMT data was extrapolated based on the data provided by AMBAG. The estimate of 1990 VMT was arrived at by utilizing 1991 VMT data from the AQMP. By doing so, all analysis scenarios are based on VMT data and focused on mobile source emissions. For measuring transportation system impacts, mobile source emissions are the most relevant GHG contributor.

Step 2: Using the parameters from the AMBAG TDM, ARB’s EMFAC2007 was used to determine specific emission rates for each analysis year. EMFAC2007 provided emission rates for carbon dioxide (CO<sub>2</sub>) and methane (CH<sub>4</sub>). Emission rates for nitrous

**What is 1 MMT of CO<sub>2</sub>e?**

One MMT of CO<sub>2</sub>e is equivalent to emissions released during 100,000 round trips around the world by one typical passenger car (traveling at the equator). The same amount could also fill around 200,000 hot air balloons or about 500 Empire State Buildings!

*Source: California ARB, 2007a.*

oxide (N<sub>2</sub>O) were determined from the California Climate Action Registry General Reporting Protocol. These three gases represent the primary GHGs resulting from vehicle emissions, the remaining three GHGs (i.e., hydrofluorocarbons, sulphur hexafluoride, and perfluorocarbons) are not produced from vehicle emissions and; therefore, were not included in this analysis.

Step 3: CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions were determined based on the VMT provided by AMBAG and the applicable emission rates determined from EMFAC2007 and the California Climate Action Registry General Reporting Protocol. The emissions are presented in million metric tons (MMTs). GHGs are often quantified in terms of CO<sub>2</sub> equivalent, or CO<sub>2</sub>e, a unit of measurement that equalizes the potency of GHGs (IPCC, 2007). Therefore, as part of this step, conversion to CO<sub>2</sub>e was determined based on the global warming potential for each of the gases as shown below:

**Table 1: Global Warming Potentials for Greenhouse Gases**

Greenhouse Gas	Global Warming Potential
Carbon Dioxide (CO <sub>2</sub> )	1
Methane (CH <sub>4</sub> )	25
Nitrous Dioxide (N <sub>2</sub> O)	298
Hydrofluorocarbons (HFCs)	2,432
Perfluorocarbons (PFCs)	3,476
Sulfur Hexafluoride (SF <sub>6</sub> )	22,800

Source: IPCC. 2007b.

Step 4: EMFAC2007 was not updated by the time of the analysis to include the GHG emission reductions resulting from adoption of AB 1493 and the low carbon fuel standard included in California ARB's AB 32 Scoping Plan. Therefore, the appropriate emission reductions were done "off-model" consistent with the adjustments that will occur to EMFAC to ensure GHGs are adequately addressed.

AB 1493 (Pavley) is expected to reduce GHG emissions from passenger vehicles by 11 percent by 2016. According to the Scoping Plan, AB 1493 (Pavley I) would reduce GHG emissions from passenger vehicles by 18 percent in 2020. By 2030, a conservative additional two percent was assumed (Pavley II). The low carbon fuel standard would reduce GHG emissions from passenger vehicles by an additional 10 percent. After taking into account these reductions, the future GHG emissions are presented in MMTs.

### 2.3 Estimated Transportation Emissions

The following tables quantify the estimated VMT and CO<sub>2</sub>e emissions for the AMBAG MTP tri-county region:

**Table 2: Daily VMT and CO<sub>2</sub>e Emissions Estimates for the Tri-County Region**

Year / Scenario	Daily VMT	Daily Metric Tons					
		CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e	CO <sub>2</sub> e with Pavley and Low Carbon Fuels	CO <sub>2</sub> e with Pavley I and II & Low Carbon Fuels
<b>Monterey County</b>							
1990	8,181,439	3,379.81	1.24	0.71	3,618.60	3,618.60	3,618.60
2005	9,228,371	3,453.17	0.51	0.29	3,551.87	3,551.87	3,551.87
2010	10,136,115	3,718.64	0.37	0.21	3,790.31	3,790.31	3,790.31
2020	12,113,468	4,345.17	0.21	0.12	4,385.23	3,157.37	3,157.37
2035 No Build	14,674,835	5,253.58	0.15	0.09	5,282.96	3,803.73	3,803.73
2035 Project	14,998,565	5,351.99	0.16	0.09	5,381.91	3,874.97	3,767.34
<b>San Benito County</b>							
1990	918,000	426.56	0.15	0.08	454.96	454.96	454.96
2005	1,552,681	650.68	0.09	0.05	667.60	667.60	667.60
2010	1,827,580	757.18	0.07	0.04	771.12	771.12	771.12
2020	2,390,877	1,013.53	0.05	0.03	1,023.72	737.08	737.08
2035 No Build	3,202,078	1,345.17	0.05	0.03	1,355.23	975.77	975.77
2035 Project	3,229,073	1,251.61	0.05	0.03	1,261.67	908.40	883.17
<b>Santa Cruz County</b>							
1990	4,730,286	1,993.54	0.72	0.41	2,130.23	2,130.23	2,130.23
2005	5,292,435	2,043.77	0.31	0.18	2,102.92	2,102.92	2,102.92
2010	5,601,525	2,124.94	0.22	0.13	2,167.70	2,167.70	2,167.70
2020	6,371,813	2,429.15	0.12	0.07	2,452.72	1,765.96	1,765.96
2035 No Build	7,146,977	2,743.18	0.08	0.05	2,759.11	1,986.56	1,986.56
2035 Project	7,451,192	2,790.98	0.08	0.05	2,807.07	2,021.09	1,964.95
<b>Totals for AMBAG Region</b>							
1990	13,829,725	5,799.90	2.10	1.20	6,203.80	6,203.80	6,203.80
2005	16,073,487	6,147.61	0.92	0.52	6,322.38	6,322.38	6,322.38
2010	17,565,221	6,600.76	0.67	0.38	6,729.13	6,729.13	6,729.13
2020	20,876,159	7,787.85	0.38	0.22	7,861.67	5,660.40	5,660.40
2035 No Build	25,023,889	9,341.93	0.29	0.16	9,397.30	6,766.05	6,766.05
2035 Project	25,678,830	9,394.58	0.29	0.17	9,450.64	6,804.46	6,615.45
<i>Reductions from Pavley and Low Carbon Fuels per California Air Resources Board AB 32 Climate Change Scoping Plan (December 2008)</i> <i>Reductions from Pavley II has not officially been adopted by the California Air Resources Board; a conservation 2% additional reduction beyond Pavley I is assumed for this analysis</i> <i>2005 and 2035 VMT data from AMBAG Travel Demand Model; 1990 data from 1991 AQMP; all other years extrapolated</i>							

**Table 3: Annual Million VMT and CO<sub>2</sub>e Emissions Estimates (MMT) for the Tri-County Region**

Year / Scenario	Annual Million VMT	Annual Million Metric Tons		
		CO <sub>2</sub> e	CO <sub>2</sub> e with Pavley and Low Carbon Fuels	CO <sub>2</sub> e with Pavley I and II and Low Carbon Fuels
<b>Monterey County</b>				
1990	2,986	1.32	1.32	1.32
2005	3,368	1.30	1.30	1.30
2010	3,700	1.38	1.38	1.38
2020	4,421	1.60	1.15	1.15
2035 No Build	5,356	1.93	1.39	1.39
2035 Project	5,474	1.96	1.41	1.38
<b>San Benito County</b>				
1990	335	0.17	0.17	0.17
2005	567	0.24	0.24	0.24
2010	667	0.28	0.28	0.28
2020	873	0.37	0.27	0.27
2035 No Build	1,169	0.49	0.36	0.36
2035 Project	1,179	0.46	0.33	0.32
<b>Santa Cruz County</b>				
1990	1,727	0.78	0.78	0.78
2005	1,932	0.77	0.77	0.77
2010	2,045	0.79	0.79	0.79
2020	2,326	0.90	0.64	0.64
2035 No Build	2,609	1.01	0.73	0.73
2035 Project	2,720	1.02	0.74	0.72
<b>Totals for AMBAG Region</b>				
1990	5,048	2.26	2.26	2.26
2005	5,867	2.31	2.31	2.31
2010	6,411	2.46	2.46	2.46
2020	7,620	2.87	2.07	2.07
2035 No Build	9,134	3.43	2.47	2.47
2035 Project	9,373	3.45	2.48	2.41
<i>Reductions from Pavley and Low Carbon Fuels per California Air Resources Board AB 32 Climate Change Scoping Plan (December 2008)</i> <i>Reductions from Pavley II has not officially been adopted by the California Air Resources Board; a conservation 2% additional reduction beyond Pavley I is assumed for this analysis</i> <i>2005 and 2035 VMT data from AMBAG Travel Demand Model; 1990 data from 1991 AQMP; all other years extrapolated</i>				

As shown in the **Tables 2 and 3** above, daily VMT and annual million VMT for all counties rises steadily from 1990 through 2035, increasing approximately 46 percent. On a regional level, CO<sub>2</sub>e emissions during the same period rise by only 34 percent. When adjusted for Pavley fuel efficiencies and low carbon fuels, CO<sub>2</sub>e rises by only 6 percent in 2035, and actually experiences a decrease from 1990 levels in year 2020. Compared to the steady increase in VMT over time, this analysis demonstrates that GHG emissions do not keep pace, and in fact level off significantly over time.

Efforts currently underway to mandate fewer emissions from vehicles are projected to affect the overall transportation sector. These efforts were included in the analysis of emissions to ensure an adequate representation of GHG emissions in 2020 and 2035. AB 1493 (Pavley 2002, or “Pavley I”) requires carmakers to reduce emissions from new passenger cars and light trucks beginning in 2009. Pavley 2005 (Pavley II) mandates the California Energy Commission (CEC), in partnership

with relevant state agencies, to develop a plan to evaluate the environmental and health impacts of alternative fuel use including vehicle operations.

These bills and low carbon fuels as identified in the California ARB *AB 32 Scoping Plan* (2008) are estimated to reduce emissions associated with MTP implementation to a regional total of 2.07 MMTs of CO<sub>2</sub>e in 2020 and 2.41 MMTs of CO<sub>2</sub>e in 2035.

In January 2009 Senate Bill (SB) 375 became law, requiring coordinated planning between regional land use and transportation plans in order to increase efficiency and reduce GHG emissions. Although currently in effect, implementation of the provisions of SB 375 will not be feasible until regional targets are established for the Monterey Bay region in 2012. As such, future updates to the MTP (next in 2015) will be required to comply with any regulations, targets, thresholds and/or guidelines that may be adopted as a result of SB 375. Hence, the GHG emissions modeling estimates identified above would likely be reduced further.

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## 3.0 EFFECTS OF CLIMATE CHANGE ON TRANSPORTATION FACILITIES

The cumulative effects of increasing global temperature are far reaching and extremely difficult to quantify, and the scientific community continues to study the effects of global climate change. In general, increases in the ambient global temperature as a result of increased GHGs is anticipated to result in rising sea levels which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems and disruption to coastal wetlands and habitat.

If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the state. According to a California Energy Commission report, the snowpack portion of the supply could potentially decline by 70 to 90 percent by the end of the 21st century (CEC, 2006a). This phenomenon could lead to significant challenges securing an adequate water supply for a growing state population. Further, the increased ocean temperature could result in increased moisture flux into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system.

Sea level has risen approximately seven inches during the last century and, according to the recently released Climate Adaptation Strategy (CAS) (CNRA, 2009a) the seas will continue to rise an additional 21-55 inches over the next century, depending on the future GHG emissions levels. A rise of this level would result in dramatic changes along the California coast including: increased coastal flooding, saltwater intrusion, threats to coastal infrastructure and capital improvements, and impacts to wetlands. As the existing climate throughout California changes over time, mass migration of species, or worse, failure of species to migrate in time to adapt to the perturbations in climate, could also result.

Potential impacts of global climate change on transportation are summarized in **Table 4**, below, which is adapted from a Transportation Research Board special report (NRC, 2008a).

The MTP region is particularly susceptible to sea level rise impacts as much of the key infrastructure lies wither near the coast or in low lying areas susceptible to flooding. The placement or improvement of public infrastructure near lower lying coastal areas is generating additional scrutiny as coastal agencies continue to study the long term effects of climate change and its relationship to predicted rises in sea level.

**Table 4: Potential Climate Changes and Impacts on Transportation**

Potential Climate Change	Impacts on Transportation	
	Operations and Interruptions	Infrastructure
Increases in very hot days and heat waves.	<ul style="list-style-type: none"> <li>• Limits on periods of construction activity due to health and safety concerns</li> <li>• Vehicle overheating and tire deterioration.</li> </ul>	<ul style="list-style-type: none"> <li>• Impacts on pavement and concrete construction practices.</li> <li>• Thermal expansion on bridge expansion joints and paved surfaces.</li> <li>• Impacts on landscaping in highway and street rights-of-way.</li> <li>• Concerns regarding pavement integrity, e.g., softening, traffic-related rutting, migration of liquid asphalt.</li> <li>• Rail-track deformities; high air temperatures can lead to equipment failure.</li> </ul>
Decreases in very cold days.	<ul style="list-style-type: none"> <li>• Fewer cold-related restrictions for maintenance workers.</li> </ul>	
Sea level rise, added to storm surge.	<ul style="list-style-type: none"> <li>• More frequent interruptions in travel on coastal and low-lying roadways and rail service due to storm surges.</li> <li>• More severe storm surges, requiring evacuation.</li> </ul>	<ul style="list-style-type: none"> <li>• Inundation of roads and rail lines in coastal areas.</li> <li>• More frequent or severe flooding of underground tunnels and low-lying infrastructure.</li> <li>• Erosion of road base and bridge supports.</li> <li>• Bridge scour.</li> <li>• Reduced clearance under bridges.</li> <li>• Loss of coastal wetlands and barrier shoreline.</li> <li>• Land subsidence.</li> </ul>
Increase in intense precipitation events.	<ul style="list-style-type: none"> <li>• Increases in weather-related delays.</li> <li>• Increases in traffic disruptions.</li> <li>• Increased flooding of evacuation routes.</li> <li>• Disruption of construction activities.</li> <li>• Changes in rain, snowfall, and seasonal flooding that affect safety and maintenance operations.</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in flooding of roadways, rail lines, and subterranean tunnels.</li> <li>• Overloading of drainage systems, causing backups and street flooding.</li> <li>• Increases in road scouring, road washout, damages to railbed support structures, and landslides and mudslides that damage roadways and tracks.</li> <li>• Impacts on soil moisture levels, affecting structural integrity of roads, bridges, and tunnels.</li> <li>• Adverse impacts of standing water on road bases.</li> <li>• Increases in scouring of pipeline roadbeds and damages to pipelines.</li> </ul>
Increases in drought conditions for some regions.	<ul style="list-style-type: none"> <li>• Increased susceptibility to wildfires, causing road closures due to fire threat or reduced visibility.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased susceptibility to wildfires that threaten transportation infrastructure directly.</li> <li>• Increased susceptibility to mudslides in areas deforested by wildfires.</li> </ul>
Changes in seasonal precipitation and river flow patterns.	<ul style="list-style-type: none"> <li>• Benefits for safety and reduced interruptions if frozen precipitation shifts to rainfall, depending on terrain.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased risk of floods from runoff, landslides, slope failures, and damage to roads if precipitation changes from snow to rain in winter and spring thaws.</li> </ul>

Source: NRC, 2008a.

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## 4.0 CONCLUSION AND NEXT STEPS

### GHG Modeling

Based on the modeling conducted, implementation of the 2010 MTP is estimated to result in approximately 2.87 MMTs of CO<sub>2</sub>e in 2020 and 3.45 MMTs of CO<sub>2</sub>e in 2035 assuming current fuels and vehicle fuel efficiency. With anticipated emissions reductions mandated by AB 1493 (Pavley, 2002), AB 1007 (Pavley, 2005) and low carbon fuels (identified in the ARB Scoping Plan), implementation of the 2010 MTP estimates can be adjusted to result in approximately 2.07 MMTs of CO<sub>2</sub>e in 2020 and 2.41 MMTs, as shown previously in **Tables 2** and **3**. Compared to existing (2010) conditions used for CEQA purposes, the 2035 levels are estimated to be lower than 2010 levels, and therefore do not represent a “significant increase”.

In January 2009 Senate Bill (SB) 375 became law, requiring coordinated planning between regional land use and transportation plans in order to increase efficiency and reduce GHG emissions. Although currently in effect, implementation of the provisions of SB 375 will not be feasible until emission thresholds are established for the Monterey Bay region in 2012. As such, future updates to the MTP (next in 2015) will be required to comply with any regulations, thresholds and/or guidelines that may be adopted as a result of SB 375. Hence, the GHG emissions modeling estimates identified above would likely be reduced further, as land use planning and related regulations yield greater efficiencies between land use, circulation and resulting reductions in emissions. Modeling efforts should become increasingly standardized state-wide as more and more MPOs and land use entities conform to analysis requirements.

Based on the modeling conducted, the tri-county estimate for 1990 emission levels were 2.26 MMTs of CO<sub>2</sub>e. Implementation of the 2010 MTP would result in 2.07 MMTs of CO<sub>2</sub>e in 2020. The 2010 MTP would therefore be consistent with EO S-03-05 and AB 32's goal to reduce GHG emissions to below 1990 levels by 2020.

It is important to note that calculating region-wide GHG transportation emissions with precision is a complicated task. The model relies on numerous assumptions and is limited by the quantity and quality of available data. Because of these limitations it is useful to think of any specific number generated by the model as an approximation of reality, rather than an exact value.

In addition, this GHG analysis is focused specifically on transportation emissions, and does not take into account other GHG emissions from sources such as commercial, industrial, and residential land use, aircraft, off-road vehicles, and other sources.

### Climate Change Impacts on the 2010 MTP

As identified in **Section 3.0**, climate change could have serious impacts on regional transportation operations and infrastructure in coastal areas into the future. These impacts may be far reaching, are extremely difficult to quantify and may include rising sea levels (resulting in accelerated coastal erosion and flooding); extreme weather (hot and cold); severe storm events, and increased drought or precipitation.

Understanding the connection between increased GHGs emission and climate change impacts have spurred efforts to reduce GHG emissions on the federal, state and local level. GHG emissions

associated with the implementation of the 2010 MTP are primarily associated with energy consumption for construction equipment and motor vehicles traveling to, from, and moving around the County. As such, the 2010 MTP contains goals and policies aimed at energy reduction, VMT reduction and the use of alternative forms of energy.

### **Recommended Strategies to Further Reduce GHG Emissions**

Long term reductions in GHG emissions requires the participation and cooperation of local and regional land use agencies to identify and apply effective mitigation strategies to individual transportation projects over time. To be effective regionally, GHG mitigation strategies must be applied to transportation projects within multiple jurisdictions, and monitored for implementation and effectiveness. Equally important, emission reduction strategies must also be a component of and incorporated within local land use and transportation planning documents as they evolve over time.

In addition, the following programmatic GHG reduction strategies have been designed to provide guidance in the review and mitigation of individual projects, with an ultimate goal of reducing GHG emissions consistent with all adopted plans and current laws. The following is not enforceable mitigation for any identified significant impact. Rather, it provides common sense recommendations consistent with policies of the individual RTPAs, and is drawn from similar strategies used by other MPOs.

### **Reduction in GHG Emissions – Regional Review of Individual Projects**

AMBAG, as the MTP, regional planning agency and a responsible agency under CEQA, should review and comment on individual projects to ensure that project-specific measures, programs and strategies are applied consistently and to the maximum extent feasible within the region. Projects shall be reviewed to ensure that each project or transportation program, by design or as mitigated, addresses the following (as applicable by project type or mode):

- Incorporate and maximize non-motorized transportation features, such as bicycle and pedestrian facilities, into transportation projects of all modes.
- Recognize and adapt to changing fleet mix, vehicle performance, ridesharing, alternative fuel and high occupancy vehicles in the design and planning of transportation projects.
- Quantify and document project relationship to nearby land uses to demonstrate reductions in vehicle miles traveled (VTM) consistent with SB375.
- Quantify transportation efficiency created by the project (improvements in levels of service, reduction in VTM, reductions in idling, etc.) to demonstrate resulting reductions in GHGs.
- Identify how energy efficient technologies and materials will be used and incorporated into project features and construction methods, including construction management techniques and use of recycled materials and low-carbon products.
- Quantify GHG reductions gained by inclusion and incorporation of specific carbon off-sets.

### **Reduction in GHG Emissions – Implementation of Regional Programs**

In addition to reviewing design components of individual projects, long terms reductions in GHG emissions also requires the implementation of regional programs and interagency cooperation. To that end AMBAG should:

- Work in partnership with MBUAPCD to develop and promote demonstration projects that reduce GHG emissions.
- Assist local agencies to support and prioritize projects that reduce GHGs the most.
- Work in partnership with appropriate stake holders to develop public information campaigns to educate residents, merchants, developers and the traveling public about transportation strategies that can help reduce GHG emissions.
- Work in partnership with MBUAPCD and other appropriate stakeholders to develop guidelines and/or requirements for low carbon emission equipment and construction techniques associated with capital improvement and transportation projects.
- Encourage project sponsors, land use, and transportation agencies to design transportation related land use improvements, such as transit facilities, transit-dependent land improvements and related facilities to be certified by the Leadership in Energy and Environmental Design program (LEED), or meet LEED standards if not certified.

It should be understood that mitigation strategies related to reducing GHG emissions are evolving and frequently updated as new information and technologies become available, and will change in the coming years. For this reason, as individual transportation system improvement projects are implemented, additional review by the project-specific lead agency shall be required to ensure that the most current and applicable measures have been incorporated as applicable.

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