

**DEPARTMENT OF TRANSPORTATION**

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February 5, 2018

Ms. Debbie Hale, Executive Director  
Transportation Agency for Monterey County  
55-B Plaza Circle  
Salinas, CA 93901

**DRAFT 2018 MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN**

Dear Ms. Hale:

Thank you for the opportunity to review your agency's draft 2018 Monterey County Regional Transportation Plan (RTP). We highly regard our partnership with the Transportation Agency for Monterey County (TAMC) in strategically planning, financing, and achieving long-term goals for the region. Caltrans supports an RTP that is consistent with state and federal planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety.

Caltrans values the continuing, cooperative, and comprehensive partnership with TAMC in integrating regional and state processes for planning the region's transportation system. The RTP comes at a major milestone for transportation in Monterey County. It outlines the significant benefits that will come to fruition due to the voter-approved Measure X revenues. These transportation projects include: local road maintenance, regional road safety, congestion improvements, and pedestrian and bike safety and mobility projects, all of which align with top Caltrans priorities.

Lastly, we commend TAMC for producing an excellent plan addressing existing and future transportation needs, supporting multi-modal options and greenhouse gas emission reduction. Please note our additional detailed comments are included in a separate attachment. If you have any questions, please contact me at (805)-549-3510 or [kelly.mcclendon@dot.ca.gov](mailto:kelly.mcclendon@dot.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Kelly McClendon".

Kelly McClendon  
Senior Transportation Planner

## Attachment

### Detailed Comments by Caltrans Draft TAMC (RTP) 2018

#### *Overall Comments:*

- Caltrans commends the work of TAMC staff on developing its draft TAMC RTP 2018. The document appears comprehensive, thorough, and well organized. The high level of involvement that staff has coordinated with the public and stakeholder agencies, including Caltrans, is appreciated.

#### *General Comments:*

- TAMC executed a robust and successful public involvement program in the development of the RTP. This is evidenced in several sections in the document that provide a detailed discussion of public outreach completed. TAMC also developed the RTP with ample stakeholder coordination with transportation stakeholders and planning partners from throughout the county.
- TAMC establishes a framework for meeting long-term mobility needs that is consistent with the statewide California Transportation Plan and the D5 District System Management Plan. The RTP provides a comprehensive discussion on the existing mass transportation system as well as long-range outlook for mass transportation in the county.
- The RTP discusses specific future highway improvements that are made possible by the passage of the county sales tax. We look forward to our continuing cooperation with TAMC in the delivery of these important projects.
- TAMC is commended for: coordinating with the Association of Monterey Bay Area Governments (AMBAG) to develop a comprehensive plan and Environmental Impact Report (EIR); using the *Smart Mobility Framework* developed by Caltrans to inform the policy element of the plan; recommending the utilization of *Intersection Control Evaluation*, available through Caltrans, when considering intersection improvements; and including a discussion on bike lanes that provides information on the Class IV designation.
- We appreciate the expanded narratives for Monterey County airports, which comply with the 2017 updated Regional Transportation Plan Guidelines.

*Specific Comments:*

*Chapter 4:*

- Page 25, “D. State Route 156/Blackie Road” – this project should be renamed as it suggests Blackie Road connects directly to SR 156. That is not the project; this project will connect Blackie Road to Castroville Boulevard. The Castroville Boulevard interchange with SR 156 is also a stand-alone project.
- Page 28, “D. US 101 Harris Road Interchange” –change from “Project D below” to “Project E below”.
- Page 52 - Please revise the first bullet to state the following: “In coordination with state, regional, and local bikeways plans;”
- Please reference the California State Bicycle and Pedestrian Plan, *Toward an Active California*, and link (<http://www.goactiveca.org/>) somewhere in the “Active Transportation” section of the RTP, if possible. This document is California’s first statewide plan that lays out the policies and actions that Caltrans and its partner agencies will take to achieve the department’s ambitious statewide goals to double walking and triple bicycling trips by 2020. This is pertinent to bicycle and pedestrian issues and needs on, across, and adjacent to the State Highway System that are relevant to the Monterey Region.
- Significant to the airport planning process is an Airport Master Plan, Airport Land Use Plan and an Airport Layout Plan. The last update of the Comprehensive Land Use Plan for the Monterey Peninsula Airport influence area was in 1987, thirty one (31) years ago, and the Mesa Del Rey and Salinas Municipal Airports haven't had an updated plan in 42 years. Certainly by 2018, the state of these airports and surrounding areas have changed dramatically and really should be considered for updated plans. However, staff would like to recognize the completion of the new Airport Master Plan, and Airport Layout Plan that were initiated in 2014 and completed in 2016. Additionally we are pleased to recognize the completion of the Master Plan for the Marina Municipal Airport in 2016. Caltrans would appreciate receiving a copy of these plans once the environmental review is completed in 2018.

**Appendices:**

**Appendix D Regional Transportation Plan Checklist:**

- Several page numbers referenced in the checklist are not accurate. Please revise the page numbering in the document and checklist to accurately reflect where information referenced in the checklist can be found.
- Provide more specific reference to the short-range strategies and actions on Page 11 in the RTP checklist.

**General**

- Item 2: Pursuant to 23 CFR 450.324(b), the RTP shall, include both long-range and short-range strategies/actions. Pages 12-13 provide good information on the long-term objectives and goals, but could improve by detailing specific strategies in this section. Please provide more detail for the short-range strategies that will be used to help meet the long-range goals and requirements of this plan by 2040.

**Consultation/Cooperation**

- Item 1: Public participation efforts should be detailed in the body of the document and not just referenced in Appendix A.
- Item 2: Please provide more detail on how freight stakeholders and the airports were consulted in the preparation of the RTP. The document mentions that all modes of transport were consulted but do not mention specifics on the involvement of the freight industry and airports. We recommend including details on the specific State and Federal Resource Agencies that were involved in the process as well.
- Item 8: Please provide more detail on how the private sector was involved.

**Financial**

- Items 2, 7, and 8: There is no explicit mention of consistency with STIP, ITIP, and FTIP. Please include a consistency statement regarding these requirements.
- Item 5: Please include more detail on how inflation rates were calculated for the year of expenditure estimates.

**Environmental**

- Item 5: Mitigation activities are not mentioned in the Executive Summary that the checklist references. Please include a discussion on mitigation activities in the body of the RTP.

February 5, 2018

Heather Adamson  
AMBAG  
24580 Silver Cloud Ct.  
Monterey, CA 93940

Email: [hadamson@ambag.org](mailto:hadamson@ambag.org)

Re: Draft EIR for the 2040 MTP/SCS and RTPs for Monterey, San Benito and Santa Cruz Counties

Dear Ms. Adamson:

Thank you for providing the Monterey Bay Air Resources District (Air District) with the opportunity to comment on the Draft EIR for the 2040 MTP/SCS. We found that the document adequately addressed the issues identified in the comments the Air District submitted during the comment period for the NOP. However, we do have some additional comments:

**Mitigation Measure AQ-3, Project-Level PM10 Emissions Reduction, Page 153**

One of the mitigation measures for excessive PM10 emissions is to provide funding through the Air District's Carl Moyer Memorial Grant Program. While this program does reduce quantifiable emissions, a specific program could be developed to provide emissions offsets specific to transportation and land use projects. The Air District requests that AMBAG work with the Air District to initiate an offset emission reduction program. Please contact David Frisbey, Planning and Air Monitoring Manager, at the Air District office at (831) 647-9411 or [dfrisbey@mbard.org](mailto:dfrisbey@mbard.org) for assistance in developing an offset program.

**Mitigation Measure GHG-1, Construction GHG Reduction Measures, Page 280**

This section suggests the use of diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy duty diesel engines. Please make this measure consistent with Mitigation Measure AQ-2(b) Diesel Equipment Emissions Standards on page 151 which recommends the use of Tier 4 certified engines to the maximum extent feasible.

In addition to the comments on the Draft EIR, the Air District has the following general comments on the MTP and the Counties' RTPs:

- A major hurdle to completing transportation projects is inadequate funding. In the long term, the limited completion of projects will result in more congestion and increased emissions. Unfortunately, many of the transportation projects are focused on maintaining and expanding existing road networks and not enough on active transportation. The Air District suggests that active transportation projects have a higher priority in scheduling and funding.
- Prioritize the use of roundabouts at new intersections and adaptive signal control at existing intersections.
- Since much of the areas' congestion is due to people traveling in single occupancy vehicles, a higher priority needs to be given to transportation projects that focus on the reduction of vehicle miles traveled.
- Expand the development of projects electrifying the medium to heavy-duty truck fleets as they are a significant source of regional emissions.
- Emphasize a transition away from fossil fuels for bus and para-transit fleets in the region.

- Promote guidelines for developing regional, County and municipal and codes to support the development of electric vehicle infrastructure.
- Consider development around emerging technologies such as connectivity, autonomous vehicles, carsharing programs and fleet modernization. Discuss the expansion of these technologies and their impact on traffic congestion.

Please let me know if you have any questions. I can be reached at (831) 647-9418 ext. 234 or [dfrisbey@mbard.org](mailto:dfrisbey@mbard.org).

Best Regards,



David Frisbey  
Planning and Air Monitoring Manager

cc: Alan Romero, Hanna Muegge, Chris Duymich

Debbie -  
 Some edits  
 to correct the  
 draft.  
 Best -  
 Mike

## Airports

Airports in Monterey County provide interregional connectivity through projects from the adopted capital improvement programs and Publicly-owned civil aviation airports are discussed below.

### Regional Airport System Plan

Aviation forecasts in this plan are based on the *Regional Airport System Plan* prepared by AMBAG most recently in 2006, which provides a basis for assessing communities with general aviation, commercial aviation, and military airports.

**Table 4-1** below describes airport forecasts for Monterey County. The *Regional Airport System Plan* provides forecasts to the year 2025. Both the number of total based aircraft in the county and annual operations are projected to increase over this forecast period. No major deficiencies to aviation services are identified in the *Regional Airport System Plan*.

Table 4-1: Aviation Forecasts - Based Aircraft and General Aviation Operations

Total Based Aircraft	2005	2020	2025
Marina Municipal	74	98	108
Salinas Municipal	224	258	273
Monterey Peninsula	143	172	184
Mesa Del Rey (King City)	33	50	55
Monterey County Total	474	578	620
Annual Aviation Operations	2005	2010	2015
Marina Municipal	31,800	47,530	55,080
Salinas Municipal	78,400	94,170	101,010
Monterey Peninsula	78,565	92,890	98,850
Mesa Del Rey (King City)	13,860	24,000	27,000
Monterey County Total	202,625	258,590	281,940

Based on the airport service areas, population growth, aviation trends, and the character and nature of aviation facilities within the Monterey County and Santa Cruz County region, the plan forecasts the following developments:

- **Moderate increase in demand:** The growth of population in the region will moderately increase commercial and general aviation demand;
- **Capital Upgrades Needed:** Facilities are needed to support increased business travel demand. Runway extensions, minor land acquisition, additions of navigational aids, and development of new aircraft hangars are necessary to meet forecast demand.
- **No new commercial airport development required:** The quality of commercial passenger service at the Monterey Peninsula airport, and the proximity of San Jose International Airport will allow for airline service without the need for new commercial airport development. With availability for increased operations, the existing general public airports in the region could absorb aircraft from other regions if facilities are closed in those regions.

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 Why highlight  
 SJC in our  
 County report?

The roles and configuration of the system in Monterey County is expected to remain the same. Monterey Peninsula Airport will remain the sole commercial facility. Salinas and King City Municipal Airports will continue to provide agricultural operations.

Future airport development depends on the ability of an airport to cover development costs. The primary responsibility for financing rests with each airport. There are many sources of airport development funds, including FAA’s Airport Improvement Program (AIP), the California Department of Transportation, passenger facility charges, private donations, leasebacks, direct revenue loans, certificates of participation, and revenue and general obligation bonds. Capital improvements can also be financed from annual operating and tax revenues.

The county’s publicly owned airports are described in the sections that follow.

### Monterey County Airports

There are four publicly-owned airports located in Monterey County:

- **Monterey Peninsula Airport (MPA)** *Monterey Regional Airport (MRV)*
- **Mesa Del Rey Airport in King City**
- **Marina Municipal Airport**
- **Salinas Municipal Airport**

Passenger and general aviation air services are provided at Monterey Peninsula Airport. The airports at Salinas, King City (Mesa Del Rey), and Marina Municipal Airports are limited to general aviation. Public Airports in Monterey County are described in **Table 4-2** below.

Table 4-2: **Description of Public Airports in Monterey County**

Data	Airport			
	Monterey Regional	Salinas	Marina	King City
Number of Runways	2	4	1	1
Longest Runway (in feet)	7,598	6,000	3,000	4,485
Instrument Landing	yes	yes	no	no
Control Tower	yes	yes	no	no
Scheduled passenger service	yes	no	no	no
Regional airport surveillance radar	no	no	yes	no
Owner/operator	Airport District	City	City	City
Functional Classification	Primary Commercial Service Non-Hub Regional/Business/Corporate	Regional-General Aviation Business/Corporate	Community-General Aviation	Community – General Aviation



## Monterey Regional Airport

The Monterey Peninsula Airport is located in the central coastal area of Monterey County, three miles east of Monterey. The airport is owned and operated by the Monterey Peninsula Airport District, and is the only airport served by certified air carriers in Monterey County. The California Aviation System Plan classifies the Monterey Peninsula Airport as a primary commercial service airport of regional significance. The airport operates from 6:00 AM to 11:00 PM on a daily basis. The airport has its own independently elected board of directors.

### Facilities and Services

The airport site consists of approximately 498 acres. The airfield operating area occupies the center of the airport and contains two runways; one for commercial jet operations and the other is a general aviation runway. The airport's south area contains the passenger terminal, with related access and parking facilities, and three fixed based operators, serving commercial private jets. The Monterey Regional Airport is currently served by five airlines providing scheduled passenger service to San Francisco, Los Angeles, Las Vegas, Salt Lake City, Phoenix and Denver.

*We do not close. 24 hour operation*

*four*

### Ground Access Network

The regional transportation network that provides access to the Monterey Regional Airport includes US 101, State Route 68 and State Route 1, as well as the Blanco, Davis, Reservation and Imjin Parkway corridor between Salinas and State Route 1 in Marina. Regional access is also provided by Monterey-Salinas Transit. An airport limousine service and taxicabs also serve the airport. Much of the local hospitality industry provides its own shuttle services for guests. Transportation services at the airport are currently sufficient to accommodate demand.

### Ground Access Improvement Program

The 2018 Monterey County Regional Transportation Plan supports development of the Monterey Regional Airport by expanding regional access. Strategies for enhancing ground access to this airport as part of the Ground Access Improvement Program include implementation of projects on the regional ground access network, with a focus on State Route 68 between Salinas and Monterey, as well as development of transit service providing airport connections and continual evaluation of transit routes serving the airport.

Specific regional projects to be implemented as part of the Ground Access Improvement Program include the following:

- State Route 68 Commuter Improvements
- US 101 South County Freeway Upgrade
- US 101 Harris Road Interchange
- Marina-Salinas Corridor Widening
- Marina-Salinas Multimodal Corridor

### Planning Activities

The Monterey County Airport Land Use Commission adopted a comprehensive land use plan for the Monterey Peninsula Airport influence area in 1987. The Plan serves to alert land use agencies to potential future incompatible land uses in the areas adjacent to the airport.

name change

The most recent master plan for the Monterey Peninsula Airport was updated in 1993. A new Master Plan and Airport Layout Plan were initiated in 2014 and completed in 2016. The master plan is currently in environmental review, which is expected to be completed in 2018.

### **Noise Mitigation**

The Airport District has adopted the FAR Part 150 Airport Noise Compatibility Program that mitigates noise intrusion into surrounding communities. The noise program, like the land use plan, is designed to consider future incompatible land uses in the areas adjacent to the airport.

## **Salinas Municipal Airport**

### **Facilities and Services**

The Salinas Municipal Airport, owned by the City of Salinas, is located on the southeastern boundary of Salinas. This general aviation facility occupies 763 acres and has three runways serving single and twin-engine aircraft and helicopters, as well as an increasing number of turboprops and turbine-powered business jets. The airport has an air traffic control tower and a precision instrument approach system serving one of the runways. More than 40 individual buildings serve airport users, including a terminal building with a flight service station.

### **Planning Activities**

An *Airport Master Plan* was prepared for the Salinas Municipal Airport in 1976, and has not been updated since that time.

## **Mesa Del Rey (King City) Airport**

### **Facilities and Services**

Mesa Del Rey Airport is owned and operated by the City of King City, and covers 214 acres on King City's north boundary within the city limits. There is no control tower, so incoming and outgoing flights operate under visual flight rules. Terminal facilities include a service and maintenance hangar for the FBO (Fixed Based Operator), two storage hangars with a capacity for 18 aircraft, and uncovered tie-downs for an additional 58 aircraft. A radio station is used for homing. The airport meets general aviation requirements for the areas extending generally from the town of Greenfield on the north to town of San Lucas on the south.

### **Planning Activities**

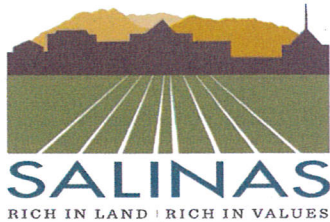
An *Airport Master Plan* was prepared for Mesa Del Rey Airport in 1976, and has not been updated since that time.

## **Marina Municipal Airport**

The former Fritzsche Army Airfield was part of the military operations at Fort Ord from the 1950s until the base's closure in 1994. As an army airfield, it was primarily used by rotary-wing aircraft (helicopters). There were some fixed-wing operations by aircraft under 12,500 pounds gross landing weight and the airfield was used for approach training by U.S. Air Force tactical aircraft and U.S. Navy Aircraft.

### **Facilities and Services**

Marina Municipal Airport occupies 845.5 acres of the former Fritzsche Army Airfield within the City limits of Marina. The facility includes approximately 100,000 square feet of hangar space,



# City of Salinas

COMMUNITY DEVELOPMENT DEPARTMENT

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February 5, 2018

Ms. Heather Adamson  
 Director of Planning  
 AMBAG  
 24580 Silver Cloud Court  
 Monterey, CA 93940

RE: 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy

Dear Ms. Adamson:

Thank you for the opportunity to review and comment on the 2040 Metropolitan Transportation Plan/Sustainable Community Strategy. The City has the following comments:

Page	Topic	Comment/Question
iii	Photo Credits	We would recommend adding photo credits to the document.
I-6	Table 1-1a: Employment	Please add a definition of “ <i>Self-Employed</i> ” to page I-6 and wherever else applicable.
2-4	Highways and Local Arterials	Please revise as follows: “At a minimum, this includes all principal arterial highways and all fixed guideway <b><i>rail</i></b> transit facilities that offer a significant alternative to regional highway travel.”
2-4	Highways: examples of regionally significant highway projects included in the 2040 MTP/SCS	Please add “ <b><i>State Route 183</i></b> ” to the bullet list.
2-7	Figure 2-2. 2040 Regional Transit Network	Please change the color, denoting “rail” to a different color, as it is difficult to read. In addition, the map does not seem to reflect the extension of service from the Bay Area to Monterey County – TAMC project Capitol Corridor Extension.
2-7	Figure 2-2: 2040 Regional Transit Network	The following routes/service should be included: MST Express bus 55/Salinas-Gilroy-San Jose and San Benito County Express service from Hollister to Caltrain. Also, please clarify why the ITCs Commuter Express buses from Santa Cruz to San Jose over Highway 17 were not included.
2-10	Expanded local Service	The discussion of “regionally significant local transit service” does not mention CHOMP employee shuttles from Marina to CHOMP, CSUMB shuttles or UCSC shuttles.

2-10	Demand Responsive Service	“A full list of providers is included in the coordinated Plan, described below.” This list was not included. PEC/Employer buses including IT companies from Santa Cruz to Silicon Valley and Ag vanpools should be mentioned. TNCs were not discussed until page 2-16. The above-mentioned providers and the list should be included.
2-10	Transit service	Monterey AirBus provides shuttle service from two stops in the region to the San Jose and San Francisco airports. The shuttles carry significant daily volumes on fixed schedules. As such, they should be discussed in the document.
2-11	Rail freight	It was unclear why rail freight was not discussed.
2-12	Bus Shelters	Bus shelters should be included in list of the “examples of bicycle and pedestrian projects around the region.” Note that Salinas has used CDBG funds from US Department of Housing and Urban Development (HUD) to pay for shelters in low income neighborhoods.
2-12	Bicycle and Pedestrian Facilities	Not sure about the definition of “bicycle kiosk“. Suggest using “shared bike program”.
2-12	Bicycle and Pedestrian Facilities	Does “sidewalk enhancements” include intersections/ADA curb cuts?
2-12	Bicycle Network	Please revise as follows: “ <u>Bikeways</u> lanes in the region are classified in <b>four</b> categories:” Please include description of Class IV facilities, which are included in the DEIR.
2-19	Airports Economic Impact Study	Please revise as follows: “The Monterey Bay Area’s airports play an important role in the total regional economy, providing service to agriculture, tourism, government, <b>emergency services</b> , and other business interests throughout the region.”
2-20	Goods Movement	Please revise as follows: “Therefore, it is necessary for the health of the region that all the major roads, highways and railways carrying goods to and from crop production locations (such as US 101, SR 46, SR 129, <b>SR 183</b> , SR 152 and SR 156) are maintained to support efficient delivery and shipment of goods.”
2-21	Fig 2-4: Map – Goods Movement Systems	In legend, “rail” – please clarify if this term refers to freight lines.
2-22	Commercial Flows Study	Please add the following: “...a continued expansion of the region’s agricultural <b>and industrial</b> production.”

2-20	Goods Movement	There is no mention of the link from Highway 101 to the I-5 Freeway via SR 156 and the need/planned project to widen this highway.
2-25	Future Transportation Technologies	No mention of apps like Waze, which people are currently using to decrease congestion and improve traffic flow.
2-26	Shared Mobility – TNCs	“Several transit agencies across the state have begun partnering with these TNCs as a way to augment non-urban corridor services” Are there any case studies or recommendations for local agencies?
3-7	Figs 3-1 and 3-2: Total Revenue by Source and Total Expenditures by Project Type	Are these Cumulative 2018-2040?
4-8	SCS Toolkits	Recommend including a link for Toolkits in the Appendices.
4-18	Transit	What is the status of light rail in Monterey County? In the past, we understood that light rail was planned for Monterey County.
4-19	Fig 4-4. Regional Transit Network	Hard to read the map. It is unclear whether the Express Bus Hollister to Gilroy and MST Line 55 to Gilroy/San Jose are included.
4-22	TDM	“Expanding traveler information systems” – please define these terms.
4-26	Photo caption	Please revise as follows: “Agriculture is the economic engine of the region and is an important asset to preserve <b><i>for the country’s food supply.</i></b> ”
4-28	Construction Aggregate	“of the non-metallic minerals, construction – grade aggregate is the most abundant and commonly used mineral resource in Monterey County. Should Santa Cruz or San Benito County also be included given the aggregate operation near Aromas?”
4-40	Table 4-3: Implementation Strategies	Please add “ <b><i>community colleges</i></b> ” to responsible parties regarding workforce-training facilities.
4-43	Table 4-3: Implementation Strategies	1 <sup>st</sup> bullet: “Facilitate local jurisdiction adoption and implementation of a complete streets policy by recommending adoption of the region’s guidelines. Encourage local jurisdictions to implement design principles consistent with the regional complete streets guidelines <b><i>where feasible,</i></b> whenever completing local streets and road projects. Initiate a technical assistance program to help local agencies develop street designs or implement complete streets that are sensitive to their surroundings and contexts.”

4-43	Table 4-3: Implementation Strategies	“Work with Caltrans to incorporate multimodal design into highway projects such that transit can be accommodated on the highway.” Please confirm that this would be feasible on state highways in this region.
4-43	Table 4-3: Implementation Strategies	“Plan for and improve infrastructure for electric vehicles.” Should responsible “Parties” include PG&E or others?
5-4	Table 5-1: Performance Measures	Percentages are unclear. It looks as if “Drive Alone” and “Carpool” are the same category. Are the remaining percentage of trips “Active Transportation”?
5-5	Farmland Preservation	This section states: “All of the farmland being consumed in the Plan is within existing spheres of influence or is within Community Plan Areas as designated by the General Plans in the region.” The Sphere of Influence shown on the Salinas 2040 map is proposed and not existing. We need to work with AMBAG staff to clarify the correct Sphere of Influence boundaries for the 2040 Salinas map in order to craft an accurate performance measure.
5-7	Equitable Transit Access	Was the North of Boronda FGA affordable housing included in the calculation of the percent of low income and minority populations within ½ mile of transit stop (as part of the performance measure)? Figure 5-2 (page 5-9) seems to show the whole North of Boronda FGA as “transit accessible” so does document assume all of North of Boronda FGA is low income/minority?
5-11	Fig 5-2: Transit Access	Difficult to understand the distinction of the transit routes ½-mile buffer and the definition of the “transit accessible” area as it is difficult to read on the map.
7-6	Glossary	Please add “ <i>CFR</i> ” (from page 6-7) to the glossary.
7-12	Glossary: HUD	“U.S. Department of Housing and Urban Development: Federal agency charged with increasing homeownership, supporting community development, and increasing access to affordable housing free from discrimination.” Please add, “ <b><i>Funding supports transit and pedestrian safety in low income neighborhoods.</i></b> ” Note: (Salinas has previously used CDBG for bus shelters, curb cuts and sidewalk improvements.)

7-13	Glossary: Mode	“A particular form of travel (e.g. walking, <b>bicycling</b> , traveling by automobile, traveling by bus, or traveling by train).
7-14	Glossary	Please add a definition of “ <b>Low Income</b> ”.
7-16	Glossary	Please add a definition of “ <b>PTA</b> ” (mentioned in STA definition on page 7-19).
7-17	Glossary: RHNA	Please clarify if it is “Regional Housing Needs Assessment <u>or Allocation?</u> Quantifies the need for housing within each jurisdiction of the AMBAG region based on population growth projections <b>and fair share allocations.</b> ”
7-17	Glossary	Please add a definition of “ <b>RTIP</b> ” (mentioned in STIP definition on page 7-19)
Appendix A, pages 48-9	Annexations in the AMBAG region, 1990 and 2010	“Between 1990 and 2010 there was one <b>populated</b> annexation in the AMBAG region – Watsonville.” In 2008, the City of Salinas annexed 2,388 gross acres, the North of Boronda Future Growth Area, for 12,000 housing units and 3.92 million square feet of non-residential uses. If populated is defined as 12 or more registered voters, we believe the North of Boronda FGA should be included.
C-7	Table C-1a: MON-SNS 141-SL	Please add the following: Sidewalk <b>and</b> lighting.
C-10	Table C-1d: MON-SNS035-SL	Should be “ <b>Gabilan</b> Street” not “ <del>Gavilan</del> .”
C-16	Table C-1e: MON-SNS111-SL	Please add the following: “Install signal <b>or roundabout.</b> ”
C-16	Table C-1e: MON-SNS112-SL	Please add the following: “Install signal <b>or roundabout.</b> ”
C-16	Table C-1e: MON-SNS158-SL	Traffic signal installation completed 2017.
C-16	Table C-1e: MON-SNS159-SL	Traffic signal installation completed 2017.
Appendix D, page D-4	Public Participation	“Copies of the flyers are included as attachments at the end of this Appendix.” Please attach the flyer.
Appendix D, page D-4	Public Participation	“A complete list of stakeholder groups (not individuals who signed up as part of a workshop or the survey) is attached to this appendix.” Please attach.
Appendix E, page E-5	Transportation	The two bullets (listing service), do not identify the County/Transit Agency: for Line 23 and the “Coast Daylight/Starlight Express”.
Appendix F, page F-8	Trip Distribution: Destination Choice Model	“The AMBAG RTDM deployed two primary models, a destination choice model and a gravity model for this model component.” In the text that follows, it is not clear what a gravity model is and

		we did not find it defined elsewhere in the document.
Appendix I	Place Types, no page number, 2015 Baseline Salinas Place Types	Red line for the City's Existing SOI is intermittent as currently shown on map; need to show complete circumference encompassing the City.
Appendix I	Place Types, no page number, Salinas 2040 Scenario Map	<ul style="list-style-type: none"> <li>• Retail designation area for Target Areas K and L do not match City of Salinas Economic Development Element (EDE) Target Areas (larger) – see EDE Target Areas map attached.</li> <li>• Target Area K should be an Employment Center vs. Industrial based on Place Type definitions</li> <li>• Retail area in Target Area V (Carr Lake) has shifted location and use with EDE adoption in December 2017. See EDE Target Areas map attached. Request that it be designated S-6: Neighborhood Mixed use</li> <li>• SOI shown is not the City's existing SOI. Need to clarify that it is the future SOI boundary by stating "Proposed SOI". This proposed boundary needs to be based on the City's recently adopted EDE (refined Economic Opportunity Areas). This issue was also discussed in 5-5 above. As previously mentioned, we would like to discuss the boundaries of the "Proposed SOI" with AMBAG staff to ensure it is correctly reflected on this exhibit and elsewhere in the subject document.</li> <li>• Is S-6: Neighborhood Mixed-Use proposed in the North of Boronda FGA? The color on the map is difficult to distinguish from Town Mixed-Use.</li> </ul>
Appendix I, Fehr & Peers Memo of 3/6/17	Pages 10-11, Figure 24, Salinas Opportunity Areas Map	Does not include Target Area L-2, See EDE Target Areas map below.
Appendix I, Fehr & Peers Memo of 3/6/17	Pages 10-11, Table 4	Why was Gross Employment Density not considered for SA-1 and SA-3 (Regional Retail (SA-1) and second highest sales tax generation (SA-3))?



Letter to AMBAG  
MTP/SCS  
February 5, 2018  
Page 7

Appendix I, Fehr & Peers Memo of 3/6/17	Pages 17, Opportunity Area SA-1 (Narrative)	Why was Gross Employment Density not considered? Regional retail.
Appendix I, Fehr & Peers Memo of 3/6/17	Page 18, Opportunity Area SA-3 (narrative)	Why was Gross Employment Density not considered? Second highest sales tax generation area.

Again, thank you for the opportunity to review and comment on this document. We look forward to discussing several of the items noted above with you (and any other questions you may have) at your earliest convenience.

Sincerely,

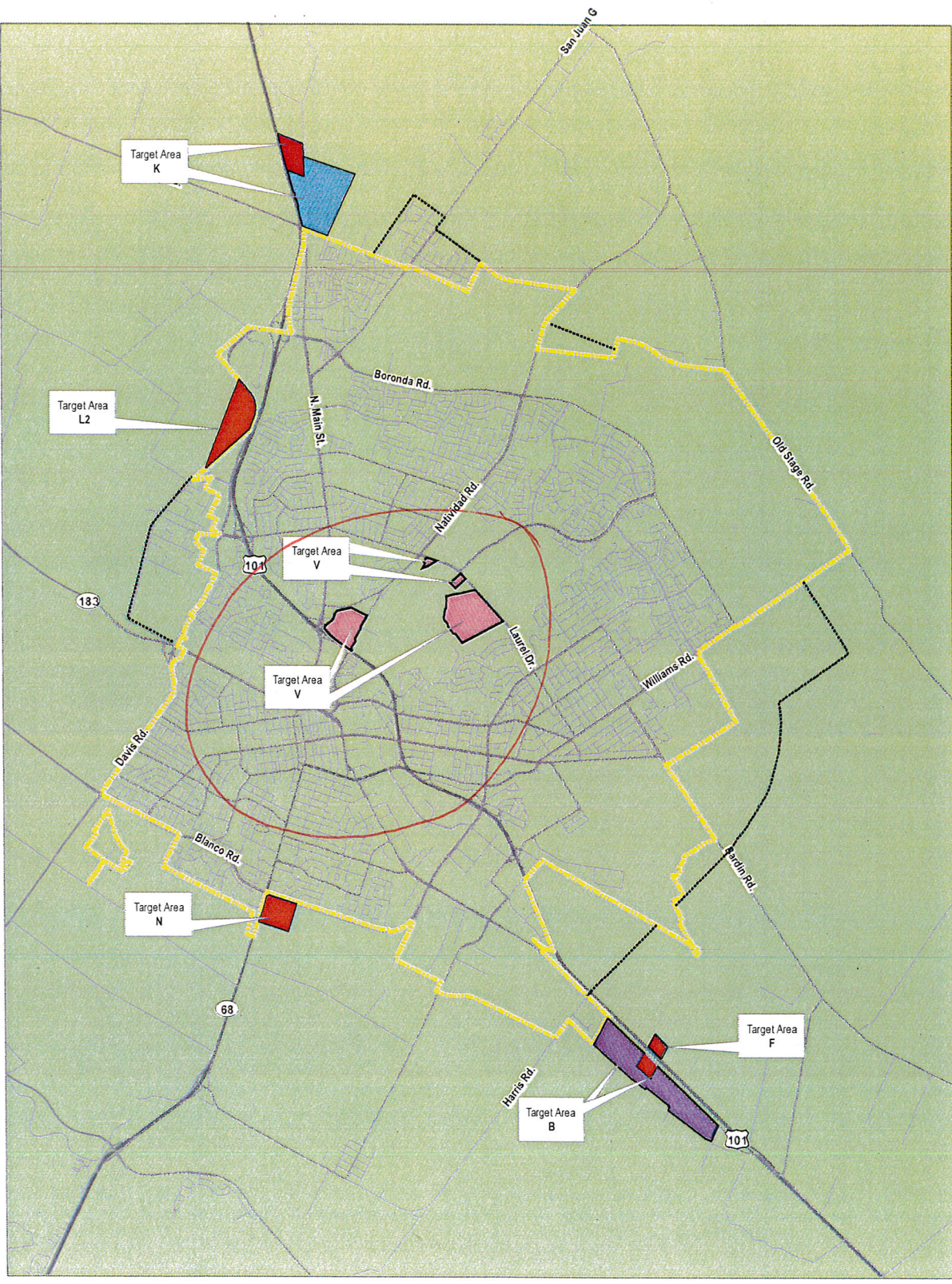


Tara Hullinger  
Advanced Planning Manager

Cc: Megan Hunter

Enclosures

- Map: Figure LU-3A, Land Use & Circulation Policy Map, Economic Development Element Amendments Alt 4 - Carr Lake (referred to as Target Areas Map in discussion above)
- Map: Portion of adopted EDE Refined Economic Opportunity Areas Map

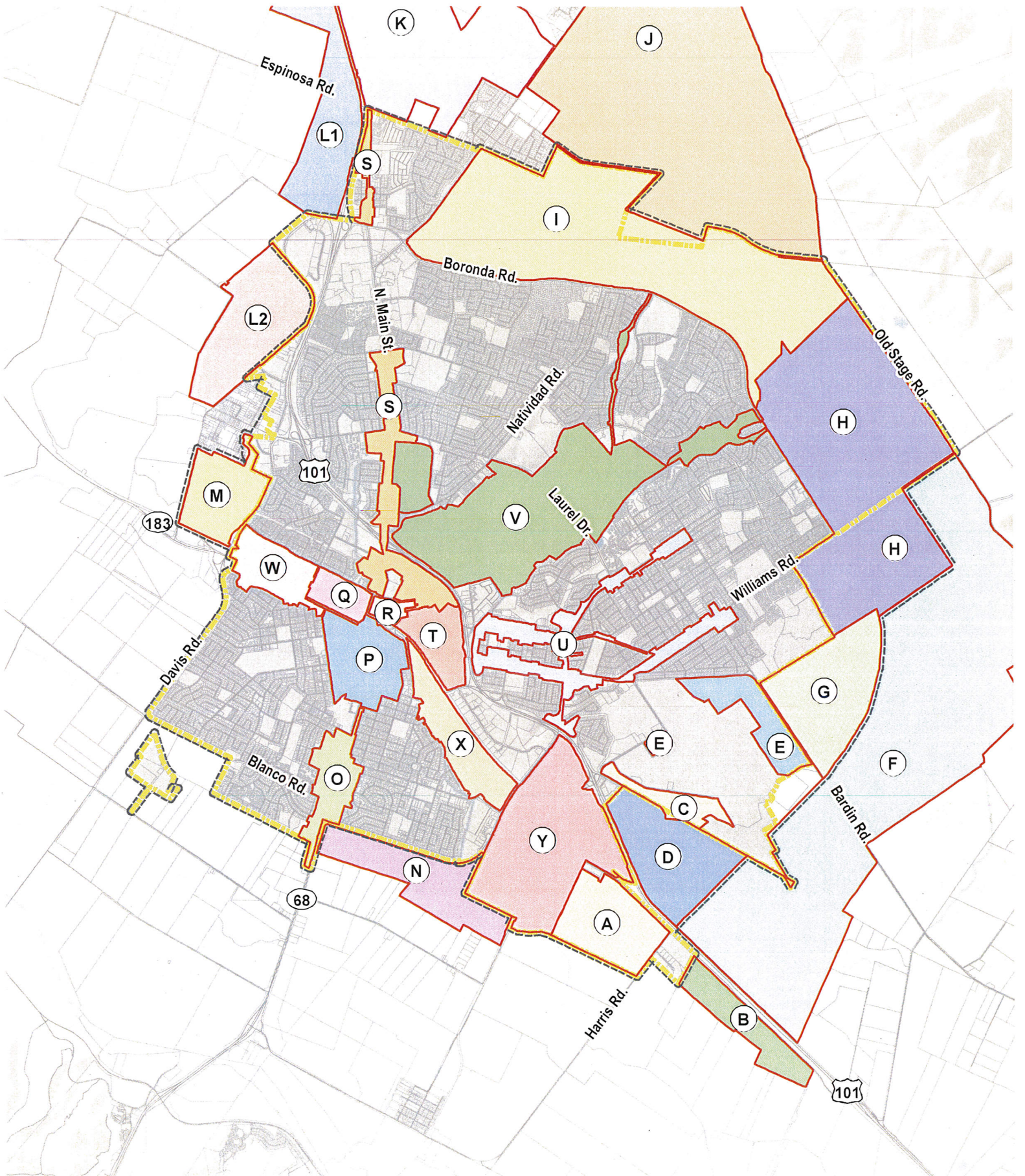


Source: City of Salinas 2002 and 2014, P&D Consultants 2002, Monterey County GIS Database 2010, Esri 2015

Figure LU-3A  
 Land Use and Circulation Policy Map – Economic Development Element Amendments  
 Alternative 4 - Carr Lake



Economic Development Element General Plan Amendments



Areas	West & Central Future Growth Area (I)	TOD Rail Infill (Q)
West (A)	North Future Growth Area (J)	Chinatown (R)
Street Extension (B)	North Entrance (K)	North Main Street (S)
Industrial Park (C)	Westside Expressway (L1)	Alisal Market Place (T)
West (D)	Westside Expressway (L2)	East Alisal/East Market (U)