SBCOG
Council of San Benito County Governments

AGENDA
REGULAR MEETING
COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

DATE: **Thursday, June 18, 2026**
4:00 p.m.

LOCATIONS: **County Board of Supervisors Chambers**
481 Fourth Street
Hollister, CA 95023

DIRECTORS: Ignacio Velazquez (County of San Benito)
Roxanne Stephens (City of Hollister)
Jackie Morris-Lopez (City of San Juan Bautista)
Rolan Resendiz (City of Hollister)
Kollin Kosmicki (County of San Benito)
Ex Officio: Caltrans District 5

ALTERNATES: San Benito County: Dom Zanger
City of San Juan Bautista: Scott Freels
City of Hollister: Rudy Picha

NOTICE OF PROCEDURES FOR COUNCIL OF GOVERNMENTS BOARD MEETINGS

The meeting will be available through Zoom, for those who wish to join or require accommodations.

Members of the public may participate remotely via Zoom at the following link: https://zoom.us/join with the following: Webinar ID: 875-5282-3120 and Webinar Passcode: 681583

*Those participating by phone who would like to make a comment can use the "raise hand" feature by dialing "*9" (star-nine) . In order to receive full Zoom experience, please make sure your application is up to date.*

Remote Zoom participation for members of the public is provided for convenience only. In the event that the Zoom connection malfunctions for any reason, the COG Board of Directors reserves the right to conduct the meeting without remote access.

Persons who wish to address the Board of Directors must complete a Speaker Card and give it to the Clerk prior to addressing the Board. Those who wish to address the Board on an agenda item will be heard when the Chairperson calls for comments from the audience. Following recognition, persons desiring to speak are requested to advance to the podium and state their name. After hearing audience comments, the Public Comment portion of the agenda item will be closed. ***The Opportunity to address the Board of Directors on items of interest not appearing on the agenda will be provided during Section 5. Public Comment.***

1. CALL TO ORDER 4:00 P.M.
2. Pledge of Allegiance
3. Roll Call

4. Verification of Certificate of Posting

5. Public Comment: *(Opportunity to address the Board on items of interest on a subject matter within the jurisdiction of the Council of Governments and not appearing on the agenda. No action may be taken unless provided by Govt. Code Sec. 54954.2 Speakers are limited to 3 minutes.)*

CONSENT AGENDA:

(These matters shall be considered as a whole and without discussion unless a particular item is removed from the Consent Agenda. Members of the public who wish to speak on a Consent Agenda item must submit a Speaker Card to the Clerk and wait for recognition from the Chairperson. Approval of a consent item means approval as recommended on the Staff Report.)

6. APPROVE Council of Governments Meeting Action Minutes Dated May 21, 2026 – Gomez

7. APPOINT Clark Stone to the Measure G Citizens Oversight Committee to Represent the "District 4" Category – Borick

8. APPROVE Amendment No. 3 to the Consulting Services Agreement with Matthew Carpenter, Increasing the Contract Budget by $130,000 and Extending the Term through June 30, 2028 – Aceves

ACTION ITEMS:

9. 2050 Regional Transportation Plan – Borick
    a. CONSIDER the Final Environmental Impact Report for the 2050 San Benito County Regional Transportation Plan; and
    b. ADOPT Resolution 2026-06, Adopting the CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program Related to the Final Environmental Impact Report Certified by the Association of Monterey Bay Area Governments, as the Lead Agency under CEQA, for the 2050 San Benito County Regional Transportation Plan; and
    c. ADOPT Resolution 2026-07, Adopting the Final 2050 San Benito County Regional Transportation Plan.

10. DISCUSS and APPROVE Second Amendment to SBCOG Executive Director Agreement with Binu Abraham – Mufti

INFORMATION ITEMS:

11. RECEIVE Presentation on the Travel Behavior Analysis for San Benito County Final Report – Arreola

12. RECEIVE Information on the Final Outcomes of the SR 25 High-Level Screening Process – Borick/ Caltrans

13. RECEIVE Monthly Caltrans District 5 Construction Projects Report/ Correspondence – Caltrans Ex-Officio

14. Executive Director's Report (Verbal Report) – Abraham

15. Board of Directors' Reports – (Verbal Report)

Adjourn to COG Meeting on August 20, 2026. Agenda Deadline is August 4, 2026, at 12:00 p.m.

In compliance with the Americans with Disabilities Act (ADA), if requested, the Agenda can be made available in appropriate alternative formats to persons with a disability. If an individual wishes to request an alternative agenda format, please contact the Clerk of the Council four (4) days prior to the meeting at (831) 637-7665. The Council of Governments Board of Directors meeting facility is accessible to persons with disabilities. If you need special assistance to participate in this meeting, please contact the Clerk of the Council's office at (831) 637-7665 at least 48 hours before the meeting to enable the Council of Governments to make reasonable arrangements to ensure accessibility.

Written Comments & Email Public Comment

Members of the public may submit comments via email by 5:00 PM. on the Wednesday prior to the Board meeting to the Secretary at monica@sanbenitocog.org, regardless of whether the matter is on the agenda. Every effort will be made to provide Board Members with your comments before the agenda item is heard.

Public Comment Guidelines

1. If participating on Zoom: once you are selected, you will hear that you have been unmuted. At this time, state your first name, last name, for the record.
2. The Council of Governments Board welcomes your comments.
3. Each individual speaker will be limited to a presentation total of three (3) minutes.
4. Please keep your comments brief, to the point, and do not repeat prior testimony, so that as many people as possible can be heard. Your cooperation is appreciated.

If you have questions, contact the Council of Governments, and leave a message at (831) 637-7665 x. 201, or email monica@sanbenitocog.org.

Agenda Item: 4

CERTIFICATE OF POSTING

Pursuant to Government Code Section #54954.2(a) the Meeting Agenda for the Council of San Benito County Governments on June 18, 2026, at 4:00 P.M. was posted at the following locations freely accessible to the public:

The front entrance of the San Benito County Administration Building, 481 Fourth Street, Hollister, CA 95023, and the Council of Governments Office, 650 San Benito St., Ste. 120, Hollister, CA 95023 at the following date and time:

On the 12th day of June 2026, on or before 5:00 P.M.

The meeting agenda was also posted on the Council of San Benito County Governments website, www.sanbenitocog.org, under Meetings, COG Board, Meeting Schedule.

I, Monica Gomez, swear under penalty of perjury that the foregoing is true and correct.

BY: Monica Gomez

Monica Gomez, Secretary II
Council of San Benito County Governments

Agenda Item: _6_

COUNCIL OF SAN BENITO COUNTY GOVERNMENTS
REGULAR MEETING
Board of Supervisors Chambers, 481 Fourth Street, Hollister, CA 95023, Zoom Platform
May 21, 2026, at 4:00 P.M.

ACTION MINUTES

MEMBERS PRESENT:
Chair Ignacio Velazquez, Vice Chair Roxanne Stephens, Director Jackie Morris-Lopez, Director Rolan Resendiz, Alternate Director Dom Zanger, and Ex Officio Brandy Rider; Caltrans District 5(via-Zoom).

MEMBERS ABSENT:
Director Kollin Kosmicki

STAFF PRESENT:
Executive Director; Binu Abraham, Office Assistant; Griselda Arevalo, Secretary II; Monica Gomez, SBCOG Legal Counsel; Osman Mufti (via-Zoom).

OTHERS PRESENT:
Jill Leal-Andrade, Terry Thompson; Caltrans D5 (via-Zoom), Maura Twomey, Regina Valentine; AMBAG.

1. CALL TO ORDER:
Chair Velazquez called the meeting to order at 4:01 P.M.

2. PLEDGE OF ALLEGIANCE
Director Morris-Lopez led the pledge of allegiance.

3. ROLL CALL
Secretary Gomez called the roll call and confirmed a quorum of Directors were present.

4. CERTIFICATE OF POSTING
Motion made to acknowledge Certificate of Posting:

Motion: Director Stephens	Second: Director Zanger
Motion carried:	5/0
Yes:	Velazquez, Stephens, Morris-Lopez, Resendiz, Zanger
No:	None
Recused:	None
Abstention:	None

5. **PUBLIC COMMENT**: (Opportunity to address the Board on items of interest on a subject matter within the jurisdiction of the Council of Governments and not appearing on the agenda. No action may be taken unless provided by Govt. Code Sec. 54954.2)

Chair Velazquez stated for the record that SBCOG received Mr. Joe Thompson and Mr. Wrobel's public comment correspondence. The correspondence was entered into public record.

There was public comment received from Stephen Rosati.

CONSENT AGENDA:

(These matters shall be considered as a whole and without discussion unless a particular item is removed from the Consent Agenda. Members of the public who wish to speak on a Consent Agenda item must submit a Speaker Card to the Clerk and wait for recognition from the Chairperson. Approval of a consent item means approval as recommended on the Staff Report.)

6. APPROVE Council of Governments Regular Meeting Action Minutes Dated April 16, 2026 – Gomez

7. FY 25-26 Q3 Budget Report – Aceves
   a. RECEIVE FY 25-26 Q3 Budget Report
   b. APPROVE Budget Adjustments for 25-26-05 and 25-26-08

There was no public comment on the Consent Agenda.

Motion made to Approve Consent Agenda Item 6 and 7:

Motion: Director Resendiz Second: Director Zanger
Motion carried: 5/0
Yes: Velazquez, Stephens, Morris-Lopez, Resendiz, Zanger
No: None
Recused: None
Abstention: None

ACTION ITEMS:

4:00 P.M. Public Hearing (Or As Soon Thereafter As the Matter May be Heard)

8. FY 2026/2027 Overall Work Program – Aceves
   a. ADOPT Resolution No. 2026-03 Approving the Fiscal Year 2026/2027 Overall Work Program.
   b. AUTHORIZE the Executive Director to Sign, for and on Behalf of the Council of San Benito County Governments, the Overall Work Program Agreement and Annual List of Certifications and Assurances Confirming that all Funding Program Requirements have been met.

Administrative Services Specialist Norma Aceves presented the Fiscal Year 2026/2027 Overall Work Program (OWP). Following Board adoption, the OWP must be submitted to Caltrans for approval by June 1, 2026.

There was no public comment.

Motion made to Approve Agenda Item 8a,b, as noted above:

Motion: Director Morris-Lopez Second: Director Resendiz
Motion carried: 5/0
Yes: Velazquez, Stephens, Morris-Lopez, Resendiz, Zanger
No: None
Recused: None
Abstention: None

9. Fiscal Year 2026-2027 Budget for the Council of San Benito County Governments – Aceves

   a. RECEIVE Presentation on the Fiscal Year 2026-2027 Budget.
   b. HOLD Public Hearing on the Fiscal Year 2026-2027 Budget.
   c. ADOPT Resolution 2026-04 Adopting the Fiscal Year 2026-2027 Budget and Resolution 2026-05 Authorizing the Transportation Development Act (TDA) Claim for Allocation of TDA Funds.

Administrative Services Specialist Norma Aceves presented the Fiscal Year 2026-2027 Budget for the Council of San Benito County Governments. The budget is balanced.

The Board inquired whether staff had received an update from the County administration regarding the cost plan.

Ms. Aceves stated that the County cost plan is still pending and that staff will return to the Board with a budget adjustment, if necessary, once the final cost plan is received.

Chair Velazquez opened the public hearing at 4:09 p.m.

There was no public comment.

Chair Velazquez closed the public hearing at 4:09 p.m.

Motion made to Approve Agenda Item 9a,b,c, as noted above:

Motion: Director Morris-Lopez Second: Director Resendiz
Motion carried: 5/0
Yes: Velazquez, Stephens, Morris-Lopez, Resendiz, Zanger
No: None
Recused: None
Abstention: None

INFORMATION ITEMS:

10. RECEIVE Update on the Status and Development of the 2050 Regional Transportation Plan – Borick

Transportation Planner Samuel Borick provided an update on the 2050 Regional Transportation Plan (RTP). The final RTP and accompanying Environmental Impact Report will be presented to the Board for adoption and certification at the June 2026 meeting. Mr. Borick noted that adoption of the RTP is necessary to maintain the region's eligibility for transportation funding.

There was no public comment.

11. RECEIVE Monthly Caltrans District 5 Update/Correspondence – Caltrans Ex-Officio
   a. RECEIVE Update on State Route EIR Alternatives
   b. Construction Projects Report

Chair Velazquez clarified that the references to Items 11(a) and 11(b) on the agenda were a typographical error and that Item 11 should be listed solely as Receive Monthly Caltrans District 5 Update/Correspondence.

Deputy District Director of Transportation Planning, Local Assistance and Environmental Stewardship, Brandy Rider provided an update on Caltrans District 5 Construction Projects Report and major roadway projects and responded to questions from the Board. She noted that Caltrans District 5 staff is continuing to work with SBCOG staff and consultants on the high-level screening of alternatives for the State Route 25 project. The results of the screening process are anticipated to be presented to the Board in June, along with recommendations and a more detailed project update.

There was public comment received from Stephen Rosati.

12. Executive Director's Report (Verbal Report) – Abraham

Executive Director Abraham reported that staff supported Safe Kids San Benito County's "Bike to School Day," on May 13, in partnership with the Hollister Parks and Recreation Department and Hollister Police Department, providing safety information and giveaways at five participating schools: Hollister Dual Language Academy, Calaveras Elementary School, Sunnyslope Elementary School, and Ladd Lane Elementary School, and Rancho San Justo Middle School. The event was well attended.

Executive Director Abraham also attended the California Transportation Commission (CTC) meeting in San Jose on May 14 and the Mobility Partnership meeting on May 20.

There was no public comment.

13. Board of Director's Reports – (Verbal Report)

Vice Chair Stephens reported on updates from the Mobility Partnership meeting. The Highway 25/101 Interchange project is progressing as planned. An update was also provided on the California High-Speed Rail project; discussion included the proposed route through San Benito County via Pacheco Pass and plans for underground tunneling. Members noted the importance of monitoring potential local impacts. Executive Director Abraham noted that revisions to the environmental review process for the Merced-to-Gilroy segment is expected to be revisited, which will provide opportunities for San Benito County to participate in discussions regarding the project alignment and potential local impacts.

There was no public comment.

There was consensus from the Board to continue SBCOG Closed Session until the end of the SAFE meeting.

CLOSED SESSION:

SBCOG Legal Counsel, Osman Mufti reported that the Board would be convening into Closed Session regarding Item 14,15 at 4:30 p.m.

There was no public comment on Closed Session items.

14. Public Employee Performance Evaluation (Government Code, § 54957(b)(1))
    Employee: Executive Director

15. Conference with Labor Negotiator (Government Code, § 54957.6)
    Title: Executive Director
    Agency Designated Representative: Board Chair

    RETURN TO OPEN SESSION

The SBCOG reconvened from Closed Session at 4:55 p.m.

16. Report out of Closed Session.

SBCOG Legal Counsel, Osman Mufti stated that there was no reportable action taken under Closed Session.

ADJOURNMENT:
There being no further business to discuss, Director Resendiz motioned to adjourn at 4:56 p.m.
Motion seconded by Director Morris-Lopez.

Motion carried:	5/0
Yes:	Velazquez, Stephens, Morris-Lopez, Resendiz, Zanger
No:	None
Recused:	None
Abstention:	None

ADJOURN TO SBCOG MEETING JUNE 18, 2026, AT 4:00 P.M.

SBCOG
Council of San Benito County Governments

STAFF REPORT

Consent | **Agenda Item No. 7**

Prepared By: Samuel Borick, Transportation Planner | **Approved By:** Binu Abraham, Executive Director

Subject: Measure G Committee Appointment | **Meeting Date:** June 18, 2026

Recommendation:

APPOINT Clark Stone to the Measure G Citizens Oversight Committee to represent the "District 4" Category.

Summary:

Staff is recommending appointment of Clark Stone to fill the vacancy under the "District 4" category in the Measure G Citizens Oversight Committee.

Background/Discussion:

The purpose of the Measure G Citizens Oversight Committee is to oversee compliance with the Measure G Transportation Safety Investment Plan. The Committee consists of San Benito County residents that represent the geographical, social, cultural, and economic diversity of the county to ensure maximum benefit for transportation users. The Committee represents a diverse range of community interests to ensure that taxpayer safeguards are met as Measure G projects and programs are implemented.

Membership of the Measure G Committee consists of individuals that fulfill the following areas of expertise, as defined in SBCOG Resolution 19-03:

- Five (5) at-large members, representing each of the five San Benito County Supervisorial Districts.
- Six (6) members representing each of the following groups or interests:
    a. Agriculture / Farm Bureau
    b. Seniors and Persons with Disabilities
    c. Industry
    d. Trade / Labor
    e. Latino / Hispanic
    f. Education

Clark Stone is being recommended for the "District 4" Category. Clark currently resides within the District 4 area, making him an eligible candidate.

Each member of the Measure G Citizens Oversight Committee is to be appointed for a two-year term commencing in January and can be reappointed. Members whose terms have expired may continue to serve on the Measure G committee until a successor has been appointed.

Financial Impact:

Measure G administration and implementation is a planned activity, accounted for in SBCOG's Overall Work Program, and is fully budgeted.

Attachments:

1. Clark Stone "District-4" Membership Category Application

Application for Appointment

Measure G Citizens Oversight Committee

In order to be considered, all questions must be completed thoroughly. Please attach additional pages, if necessary.

Name of Applicant: Clark S. Stone

Residence Street Address: [redacted]

City: Paicines Zip: 95043 Telephone: [redacted] Email: [redacted]

Supervisorial District: 1 ☐ 2 ☐ 3 ☐ 4 ☒ 5 ☐

Are you a full-time paid officer or employee of local, state, or federal government?

No_X_ Yes____ If yes, name employer_____ Position_____

Nominating Agency/ Community Group, if applicable (leave blank if not applicable):

Occupation & Education: Retired attorney; BS Business Administration (1995), JD (1998)

Do you identify with any of the following groups: (check all that apply)

- ☒ Agriculture — **Describe:** Board member, 33rd District Agricultural Association (SBC Fair)
- ☒ Senior/Disabled Community — **Describe:** Retired and over the age of 65
- ☐ Industry — **Describe:** _____
- ☐ Trade/Labor — **Describe:** _____
- ☐ Latino Community — **Describe:** _____
- ☐ Education — **Describe:** _____

All members will be required to file a Form 700, Statement of Economic Interests, with the Fair Political Practices Commission upon membership start and annually thereafter. Are you willing to sign Form 700, Statement of Economic Interests?

☒ Yes

☐ No

List any areas of expertise or interest,(i.e., accounting, project management, engineering, or other) if any: **Management and supervisory experience in both technology businesses and law firms; Project management experience for product development programs and customer support projects in technology businesses; contract drafting and review**

One of the responsibilities for serving on the Measure G Committee is the ability to provide input on audit reports to assure the funds are being expended in accordance with the Transportation Safety and Investment Plan. Please explain your experience with reviewing financial reports, if any. **Monthly review of financial statement for 33rd District Agricultural Association (SBC Fair); Prior responsibilities include management of local offices for law firms (25-50 employees) and departments of tech business, including annual budgeting and financial tracking.**

If any, list community organizations or activities that you have been involved in. Demonstrated your ability to work collaboratively. Please include the approximate dates you were involved: **Board member, 33rd District Agricultural Association (SBC Fair), July 2022-present; Presiding Arbitrator, State Bar of California Mandatory Fee Arbitration program, January 2022-present; President, Santa Clara County Bar Association, 2007. Full bio and experiences at: https://www.linkedin.com/in/clarkstone/**

Describe why you are interested in serving on this committee: **I believe my business and legal background would be a valuable addition to the Measure G Oversight Committee. I am interested in transportation issues here in San Benito County and working to improve these issues countywide, while making sure Measure G funds are spent responsibly.**

Signature: Clark S. Stone Date: April 21, 2026

Appointments will be considered at a Council of San Benito County Governments Board of Directors meeting. Any information you submit on your application will become a matter of public record, with the exception of contact information which will be kept confidential.

SBCOG
Council of San Benito County Governments

STAFF REPORT

Consent
Prepared By: Norma Aceves, Administrative Services Specialist
Subject: Amendment #3 to Consulting Services Agreement with Matthew Carpenter

Agenda Item No. 8
Approved By: Binu Abraham

Meeting Date: June 18, 2026

Recommendation:

Approve Amendment No. 3 to the Consulting Services Agreement with Matthew Carpenter, increasing the contract budget by $130,000 and extending the term through June 30, 2028.

Summary:

Amendment No. 3 to the Consulting Services Agreement with Matthew Carpenter, increases the contract budget by $130,000 and extends the term through June 30, 2028.

Background/ Discussion:

On July 8, 2024, SBCOG entered into a Consulting Services Agreement with Matthew Carpenter for transportation planning, programming and fund development services which include assisting with managing, supporting, coordinating and administering SBCOG's planning program consistent with the SBCOG Overall Work Program (OWP). Mr. Carpenter is an experienced senior transportation planner/engineer with over 30 years of experience.

Additional services are needed to assist with the completion of ongoing projects and staff training and development.

Financial Impact:

None. The cost associated with this amendment is included in the Fiscal Year 26–27 adopted budget.

Attachments:

1. Amendment #3 to the Consulting Services Agreement with Matthew Carpenter

AMENDMENT TO CONTRACT
#___3___

The Council of San Benito County Governments ("SBCOG") and Matthew Carpenter. ("CONSULTANT") enter into this agreement on the date stated next to the signatures below. In consideration of the mutual promises set forth herein, the parties agree as follows:

1. Existing Contract.

a. Initial Contract.
SBCOG and CONSULTANT acknowledge that the parties entered into a contract, dated July, 8, 2024 .

b. Prior Amendments. (Check one.)
[ ] The initial contract previously has not been amended.
[X] The initial contract previously has been amended. The date(s) of prior amendments are as follows: December 12, 2024 and June 30, 2025

c. Incorporation of Original Contract.
The initial contract and any prior amendments to the initial contract (hereafter collectively referred to as the "original contract") are attached to this amendment as Exhibit 1 and made a part of this amended contract.

2. Purpose of this Amendment.
The purpose of this amendment is to change the agreement between the parties in the following particulars:

a. Term of the Contract. (Check one.)
[ ] The term of the original contract is not modified.
[X] The term of the original contract (Exhibit 1) is extended from the current expiration date of June 30, 2026 , to a new expiration date of June 30, 2028.

b. Scope of Services. (Check one.)

[X] The services specified in the original contract (Exhibit 1) are not modified.

[ ] The services specified in the original contract (Exhibit 1) are modified as specified below: (Check one.)

[ ] The services specified in the original contract are modified only as specified below:

c. Payment Terms. (Check one.)

[ ] The payment terms in the original contract (Exhibit 1) are not modified.

[X] The payment terms in the original contract (Exhibit 1) are modified as specified below: (Check one.)

[X] The payment terms are modified only as specified below:

Modified or New Payment Terms:

Paragraph 9-D (Compensation and Expenses) to the original contract (Exhibit 1) is hereby amended to increase the compensation by an additional amount not to exceed $130,000, for additional services provided under this amendment to the contract, as follows:

Original contract	$50,000.00
1st Amendment	$20,000.00
2nd Amendment	$ -
3rd Amendment	$130,000.00
Total:	$200,000.00

Accordingly, Paragraph 9-D of Attachment B to the original contract is hereby amended to read as follows:

B-3. COMPENSATION

SBCOG shall pay to CONSULTANT: *(check one)*

[ ] a total lump sum payment of $_____, or

[X] a total sum not to exceed $200,000.00 _____,

for services rendered pursuant to the terms and conditions of this contract and pursuant to any special compensation terms specified in Paragraph B-4.

[ ] The payment terms are deleted in their entirety and replaced with the following payment terms:

B-1. BILLING

Charges for services rendered pursuant to the terms and conditions of this contract shall be invoiced on the following basis: (Check one.)

[ ] One month in arrears.
[ ] Upon the complete performance of the services specified in the original agreement (Exhibit 1) and this amendment.
[ ] The basis specified in paragraph B-4.

B-2. PAYMENT

Payment shall be made by SBCOG to CONSULTANT at the address specified in paragraph 8 of the original contract, net thirty (30) days from the invoice date.

B-3. COMPENSATION

SBCOG shall pay to CONSULTANT: (Check one.)

[ ] a total lump sum payment of $_____, or
[ ] a total sum not to exceed $_____,

for services rendered pursuant to the terms and conditions of the original contract (Exhibit 1) and this amendment, and pursuant to any special compensation terms specified in paragraph B-4.

B-4. SPECIAL COMPENSATION TERMS: (Check one.)

[ ] There are no additional terms of compensation.
[ ] The following specific terms of compensation shall apply: (Specify)

d. Other Terms. (Check one.)

[X] There are no other terms of the original contract that are modified.
[ ] Other terms of the original contract are modified only as specified below:

3. Other Terms.

All other terms and conditions of the original contract (Exhibit 1) which are not changed by this amendment shall remain the same.

CONSULTANT

Name/Title: Matthew Carpenter — Date

COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

Binu Abraham, Executive Director — Date

APPROVED AS TO LEGAL FORM:

6-11-2026

Osman I. Mufti, SBCOG Counsel — Date

EXHIBIT 1
TO AMENDMENT #__2_

ORIGINAL CONTRACT

(Please attach the initial contract and any prior amendments, from the most recent to the initial contract, in reverse chronological order.)

SBCOG
Council of San Benito County Governments

STAFF REPORT

Action
Prepared By: Samuel Borick, Transportation Planner
Subject: 2050 Regional Transportation Plan

Agenda Item No. 9
Approved By: Binu Abraham, Executive Director
Meeting Date: June 18, 2026

Recommendation:

a. CONSIDER the Final Environmental Impact Report for the 2050 San Benito County Regional Transportation Plan; and
b. ADOPT Resolution 2026-06, adopting the CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program related to the Final Environmental Impact Report certified by the Association of Monterey Bay Area Governments, as the lead agency under CEQA, for the 2050 San Benito County Regional Transportation Plan; and
c. ADOPT Resolution 2026-07, adopting the Final 2050 San Benito County Regional Transportation Plan.

Summary:

Council of San Benito County Governments (SBCOG) staff are presenting the Final 2050 San Benito Regional Transportation Plan (2050 RTP) and Final Environmental Impact Report (EIR) for requested Board adoption.

Background/Discussion:

The 2050 RTP is a 25-year planning document guiding the development and maintenance of the region's transportation system with a focus on how transportation policy and investment priorities can support overall quality of life goals for the residents in San Benito County (Attachment 3).

Work on the 2050 RTP began in Spring 2023. The plan was developed in coordination with the Association of Monterey Bay Area Governments (AMBAG), alongside development of AMBAG's 2050 Metropolitan Transportation Plan / Sustainable Communities (MTP/SCS), as well as the 2050 RTPs for Santa Cruz and Monterey Counties prepared by their respective Regional Transportation Planning Agencies (RTPA). Throughout the process, local jurisdictions and stakeholder agencies were engaged through SBCOG's Technical Advisory Council (TAC), as well as the Draft 2050 RTP was made available for public review and comment.

Adoption of the 2050 RTP requires certification of a programmatic EIR (Attachment 4). A programmatic EIR evaluates the overall environmental impacts of broad, long-range plans, such as the RTP. AMBAG is the lead agency responsible for preparing the programmatic EIR, which

serves as the environmental review document for AMBAG's 2050 MTP/SCS, as well as for the 2050 RTPs of the RTPAs within the AMBAG region. As the lead agency, AMBAG must certify the EIR prior to the RTPAs. AMBAG adopted the Final 2050 MTP/SCS and certified the Final EIR at its Board of Directors meeting on June 10, 2026.

Financial Impact:

The 2050 RTP is a planned activity, accounted for in SBCOG's Overall Work Program, and is fully budgeted.

Attachments:

1. Resolution 2026-06
    - Exhibit A: CEQA Findings of Fact and Statement of Overriding Considerations
    - Exhibit B: Mitigation Monitoring and Reporting Program

2. Resolution 2026-07

3. Final 2050 RTP

4. Final EIR, available on the AMBAG website at: https://ambag.org/plans/2050-metropolitan-transportation-plan-sustainable-communities-strategy

BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

A RESOLUTION TO ADOPT CEQA FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM RELATED TO THE ENVIRONMENTAL IMPACT REPORT CERTIFIED BY THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS FOR THE 2050 SAN BENITO COUNTY REGIONAL TRANSPORTATION PLAN	Resolution No. 2026-06

WHEREAS, the Council of San Benito County Governments is the designated Regional Transportation Planning Agency (RTPA) for San Benito County; and

WHEREAS, California Government Code Section 65080(d) requires that each RTPA that does not contain an urbanized area must adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission and the Department of Transportation no later than every four years; and

WHEREAS, the Council of San Benito County Governments has prepared a Regional Transportation Plan in accordance with California Transportation Commission (CTC) 2024 Regional Transportation Plan Guidelines, prepared pursuant to Government Code Section 14522; and

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") (Public Res. Code, §21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. §15000 et seq.), the Association of Monterey Bay Area Governments (AMBAG) is the lead agency for the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), which incorporates the Council of San Benito County Governments RTP; and

WHEREAS, AMBAG has overseen, in coordination with the Council of San Benito County Governments, the Transportation Agency for Monterey County and the Santa Cruz County Regional Transportation Commission the preparation of the Environmental Impact Report ("EIR") for each County's Regional Transportation Plan; and

WHEREAS, AMBAG was designated the San Benito County RTP EIR lead agency by the Council of San Benito County Governments, which is a Responsible Agency for the San Benito County RTP EIR; and

WHEREAS, AMBAG has prepared and on June 10, 2026, certified the Final EIR (SCH#2024010524) for the 2050 MTP/SCS, which incorporates the 2050 Council of San Benito County Governments RTP, in compliance with CEQA, and then on June 10, 2026, adopted the 2050 MTP/SCS; and

WHEREAS, the Final EIR consists of: (1) the Final EIR volume, which is a complete revision of the Draft EIR; and (2) all appendices to the Final EIR, including Appendix H, which consists of comments received on the Draft EIR, a list of persons, organizations and public agencies commenting of the Draft EIR, responses to significant environmental issues raised in the review and consultation process and other information; and

WHEREAS, CEQA Findings have been prepared in compliance with Public Resources Code §§21081(a), and CEQA Guidelines Section §§15091 and 15096(h), for every significant impact of the 2050 San Benito County RTP identified in the EIR and for each alternative evaluated in the EIR, including an explanation of the rationale for each finding (attached hereto in **Exhibit A**); and

WHEREAS, the 2050 San Benito County RTP will have significant unavoidable impacts that cannot be avoided or substantially lessened, and a Statement of Overriding Considerations has been prepared in compliance with Public Resources Code §21081(b), and CEQA Guidelines §§15093 and 15096(h), (attached hereto in **Exhibit A**), which concludes that specific economic, legal, social, technological and other benefits of the 2050 San Benito County RTP outweigh the significant and unavoidable impacts identified in the EIR; and

WHEREAS, a Mitigation Monitoring and Reporting Program has been prepared in compliance with Public Resources Code §21081.6 and CEQA Guidelines §15097 (attached hereto as **Exhibit B**) to ensure implementation of the mitigation measures identified in the Final EIR; and

WHEREAS, on this date, the Council of San Benito County Governments Board of Directors held a duly noticed public meeting prior to considering adopting the CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program; and

WHEREAS, prior to taking action on the Project, the Council of San Benito County Governments has considered all of the information in the EIR administrative record pertaining to the Council of San Benito County Governments 2050 RTP, including the environmental effects of the San Benito County RTP as shown in the Final EIR, and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, all of the finding and conclusions made by Council of San Benito County Governments pursuant to this resolution are based upon oral and written evidence presented to it as a whole, and are not based solely on the information provided in this Resolution; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED by the Council of San Benito County Governments Board of Directors that the foregoing recitals are true and correct and incorporated by this reference; and

BE IT FURTHER RESOLVED that the Council of San Benito County Governments finds that the Final EIR consists of: (1) the Final EIR; and (2) all appendices to the Final EIR (Appendices A-H), including Appendix H, which consists of comments and recommendations received on the Draft EIR, a list of persons, organizations and public agencies commenting of the Draft EIR, responses to significant environmental points raised in the review and consultation process and other information; and

BE IT FURTHER RESOLVED that the Council of San Benito County Governments makes and adopts the Findings required by Public Resources Code §21081(a) and CEQA Guidelines §§15091 and 15096(h), which are attached hereto in **Exhibit A** and incorporated fully by this reference; and

BE IT FURTHER RESOLVED that the Council of San Benito County Governments adopts the Statement of Overriding Considerations as required by Public Resources Code §21081(b), and CEQA Guidelines §§ 15093 and 15096(h), which is attached hereto in **Exhibit A** and incorporated fully by this reference; and

BE IT FURTHER RESOLVED that the Council of San Benito County Governments adopts the Mitigation Monitoring and Reporting Program as required by Public Resources Code §21081.6 and CEQA Guidelines §15097, which is attached hereto as **Exhibit B** and incorporated fully by this reference.

PASSED AND ADOPTED BY THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS THIS 18TH DAY OF JUNE, 2026 BY THE FOLLOWING VOTE:

AYES:
NOES:
ABSTAINING:
ABSENT:

_____
Ignacio Velazquez, Chair

APPROVED AS TO LEGAL FORM:

Dated: 6/11/2026 By: _____
Osman I. Mufti, SBCOG Counsel

ATTEST:
Binu Abraham, Executive Director

Dated: _____ By:_____

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDNG CONSIDERATIONS

I. INTRODUCTION TO CEQA FINDINGS

These Findings of Fact are made pursuant to the California Environmental Quality Act (Pub. Res. Code Section 21000 et seq., "CEQA") and the CEQA Guidelines (Cal. Code Regs. title 14, Section 15000 et seq.) by the Board of Directors of Association of Monterey Bay Area Governments (AMBAG), as the lead agency for the 2050 Metropolitan Transportation Plan and Sustainable Communities Strategy ("2050 MTP/SCS," or the "project"). These Findings of Fact pertain to the Final Environmental Impact Report ("EIR") SCH #2020010204 prepared for the 2050 MTP/SCS.

A. PROJECT DESCRIPTION SUMMARY

The proposed project by the Association of Monterey Bay Area Governments (AMBAG), described in Final EIR Chapter 2, "Project Description," is the 2050 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS), which is a long-range planning document required by both State and Federal law and is an update of the 2045 AMBAG MTP/SCS. It contains a compilation of Regional Transportation Plans (RTPs) for Monterey, San Benito and Santa Cruz counties and is used to achieve a coordinated and balanced regional transportation system. The plan is organized into seven chapters, plus an executive summary, as follows: Chapter 1 – Vision, Chapter 2 – Transportation Investments, Chapter 3 – Financial Plan, Chapter 4 – Sustainable Communities Strategy, Chapter 5 – Outcomes, Chapter 6 – Public Participation, Chapter 7 – Glossary. Of the seven chapters of the 2050 MTP/SCS, Chapters 1, 2, 3, and 4 are those with the potential to create physical changes to the environment.

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

The 2050 MTP/SCS is based on a preferred land use scenario that consists of an intensified land use distribution approach that concentrates the forecasted population and employment growth in urban areas. The transportation network includes additional highway, local street improvements, active transportation and transit investments to serve a more concentrated urban growth pattern. Transportation system improvement projects identified in the 2050 MTP/SCS include: highway/roadway projects; bus rapid transit and rail projects; active transportation (bicycle and pedestrian projects); transportation demand management, transportation system management and intelligent transportation system (ITS) projects; and aviation projects.

The 2050 MTP/SCS would be implemented with several other existing AMBAG programs designed to reduce adverse impacts to transportation resources, air quality, GHG emissions and energy. These are described in Section 2.6, Relationship with Other Plans and Programs, of the Final EIR, and include the AMBAG Sustainability Program, Electric Vehicle Infrastructure for the Monterey Bay Area, Complete Streets Planning and Design Guidelines, Rideshare, Bike to School Day and Bike to

Work Day Program, Safe Routes to Schools Program, Central Coast Zero Electric Vehicle Strategy, Freeway Service Patrol and Motorist Assistance Program, and Seniors and Accessible Transportation Services.

The purpose of the 2050 MTP/SCS and the county level RTPs is to coordinate and facilitate the planning, programming and budgeting of all transportation facilities and services within the Monterey Bay region through 2050 and demonstrate how the region will integrate transportation and land use planning to meet the GHG reduction targets established by CARB. In developing the 2050 MTP/SCS and county level RTPs, AMBAG and the respective RTPAs followed the IIJA requirements that the RTP planning process provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts; and
- Enhance travel and tourism.

For purposes of the EIR, the primary objective of the 2050 MTP/SCS and the county level RTPs is to comply with applicable regulatory requirements, including CTC Guidelines and SB 375, including SB 375's regional GHG reduction targets. AMBAG's specific objectives for the 2050 MTP/SCS are to additionally ensure that the SCS and the transportation system planned for the AMBAG 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 and facilities and services.
- Promotes equity and efficiency in the distribution of transportation projects and services.

B. TYPE OF EIR

The 2050 MTP/SCS EIR is a Program EIR. A Program EIR is prepared for a series of actions that can be

characterized as one project. An advantage of a Program EIR is that it allows the lead agency to consider broad policy alternatives and "program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts." (CEQA Guidelines Section 15168(b)(4).) The Program EIR can serve as a first-tier document for later CEQA review of individual projects included in the program. These project-specific CEQA reviews can focus on project-specific impacts and mitigation measures, and need not repeat the broad analyses contained in the Program EIR. As discussed by the California Supreme Court, "it is proper for a lead agency to use its discretion to focus a first-tier EIR on only the…program, leaving project-specific details to subsequent EIRs when specific projects are considered." (*In re Bay Delta* (2008) 43 Cal. 4th 1143, 1174-1175).

C. PROCEDURAL COMPLIANCE WITH CEQA

AMBAG published a Draft EIR on November 17, 2025, and a Final EIR on May 20, 2026, in compliance with CEQA requirements. AMBAG prepared the Draft and Final EIRs in accordance with CEQA and the CEQA Guidelines. As allowed for in CEQA Guidelines Section 15084(d)(2), AMBAG retained a consultant to assist with the preparation of the environmental documents. AMBAG, acting as lead agency, has directed, reviewed and edited as necessary all material prepared by the consultant, and such material reflects AMBAG's independent judgment. In general, the preparation of the EIR included the following key steps and public notification efforts:

A 36-day scoping process began with AMBAG's issuance of the Notice of Preparation (NOP) of an EIR. The NOP was filed with the State Clearinghouse on January 26, 2024, which started a 36-day comment period that ended March 1, 2024. AMBAG noticed and held two EIR scoping meetings during the NOP comment period to receive perspective and input from agencies, organizations and individuals on the scope and content of the environmental information to be addressed in the EIR. EIR scoping meetings were held virtually via zoom on February 21, 2024, and on February 22, 2024.

AMBAG issued the Draft EIR on November 17, 2025. The Notice of Availability for the Draft EIR was published in local newspapers (listed below) and distributed to a variety of government agencies, organizations and interested parties, including: local jurisdictions, tribal governments, state and federal agencies, resource agencies, water districts and boards, transportation agencies, community groups and organizations, business organizations, chambers of commerce, universities and school districts, senior/aging organizations, interested parties and members of the public.

Local Papers in Which Notice of Availability was Published

- Fresno Bee
- Hanford Sentinel
- Hollister Free Lance
- Merced Sun Star
- Monterey Herald
- San Jose Mercury News
- San Luis Obispo Tribune

- Santa Cruz Sentinel

The Notice of Completion for the Draft EIR and the Draft EIR were filed with the State Clearinghouse on November 13, 2025. The Draft EIR was available for a 74-day public review period starting November 17, 2025, and ending January 30, 2026. The Draft EIR was available for review on AMBAG's website, as well as at the following in-person locations:

- AMBAG, 24580 Silver Cloud Court, Monterey, CA 93940
- Transportation Agency for Monterey County, 55B Plaza Circle, Salinas, CA 93901
- Santa Cruz County Regional Transportation Commission, 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060
- Council of San Benito County of Governments, 650 San Benito Street, Suite 120, Hollister CA 95023

AMBAG hosted virtual and in person public workshops and public hearings on the Draft EIR and the Draft 2050 MTP/SCS on January 13, January 14, January 20, January 21, January 22, and January 27, 2026. All meetings were hosted online via zoom, except for the January 14 hearing, which offered an in-person and virtual option as part of an AMBAG Board meeting.

Following the close of the public review period, AMBAG revised the Draft EIR in response to comments received during the public review period on the Draft EIR and provided written responses addressing all significant environmental issues raised. Revisions made to the Draft EIR in response to Draft EIR comments, as well as minor corrections, clarifications, and updates to the Draft EIR, are shown throughout the Final EIR in strikethrough and underline text.

AMBAG published the Final EIR, which was posted on AMBAG's website and filed with the State Clearinghouse, on May 20, 2026. AMBAG also provided written responses to all public agencies that commented on the Draft EIR on May 20, 2026, which is at least 10 days prior to certifying the EIR. The AMBAG Board of Directors held a public hearing on June 10, 2026, to consider certification of the Final EIR and approval of the project.

D. INCORPORATION OF FINAL EIR BY REFERENCE

The Final EIR is hereby incorporated by reference into these Findings of Fact. The Final EIR consists of: (1) the Final EIR volume, which is a complete text of the Draft EIR with revisions; and (2) all appendices to the Final EIR, including Appendix H which contains comments on the Draft EIR and responses to Draft EIR comments. Appendix H includes a list of persons, organizations and public agencies commenting of the Draft EIR; and AMBAG's responses to environmental issues raised in Draft EIR comments.

E. REQUIREMENTS FOR CEQA FINDINGS

Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried

out unless the public agency makes one or more of the following findings with respect to each significant impact:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Public Resources Code Section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." CEQA Guidelines Section 15364 adds another factor: "legal" considerations. [See also Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553, 565.] The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project [City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 410, 417]. "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." [Id.; see also Sequoyah Hills Homeowners Assn. v. City of Oakland (1993) 23 Cal.App.4th 704, 715.] Alternatives and mitigation measures may also be determined to be infeasible if they do not "fully satisfy the objectives associated with a proposed project" or are "undesirable from a policy standpoint." [California Native Plant Society v. City of Santa Cruz (2009) 177 Cal.App.4th 957, 998, 1000.]

AMBAG has made one or more of the above specific written findings regarding each significant impact associated with the 2050 MTP/SCS. Those findings are presented below, along with a presentation of facts in support of the findings. The AMBAG Board of Directors certifies these findings are based on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental issues identified and discussed. These findings are based on substantial evidence contained in the totality of the administrative record before the AMBAG Board of Directors, including but not limited to the Final EIR "supporting evidence" cited herein.

II. LOCATION AND CUSTODIAN OF THE RECORD

The documents and other materials that constitute the record of proceedings on which AMBAG's Findings of Fact are based are located at 24580 Silver Cloud Court, Monterey, California. The custodian of these documents is Heather Adamson. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and 14 Cal. Code Regs. Section 15091(e).

For purposes of CEQA and these Findings of Fact, the Record of Proceedings for the project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP) and all other public notices issued by AMBAG in conjunction with the project.
- The Draft and Final EIRs, including appendices and technical studies included or referenced in the Draft and Final EIRs.
- All comments submitted by agencies or members of the public during the public comment period on the Draft EIR.
- All responses to the written comments included in the Final EIR.
- All comments and correspondence submitted to AMBAG with respect to the project.
- The Mitigation Monitoring and Reporting Program (MMRP) for the project.
- All Findings and resolutions adopted by AMBAG decision makers in connection with the project and all documents cited or referred to therein.
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared by Rincon Consultants, consultants to AMBAG.
- All reports, memoranda, documentation, data output files relating to the land use and transportation modeling for the project.
- All documents and information submitted to AMBAG by responsible, trustee, or other public agencies, or by individuals or organizations, in connection with the project, up through the date the AMBAG Board of Directors approved the project.
- Minutes and/or verbatim transcripts of all information sessions, public meetings and public hearings held by AMBAG, in connection with the project.
- Any documentary or other evidence submitted to AMBAG at such information sessions, public meetings, and public hearings.
- Matters of common knowledge to AMBAG, including, but not limited to federal, State, and local laws and regulations.
- Any documents expressly cited in these Findings of Fact, in addition to those cited above.
- Any other materials required to be in the Record of Proceedings by Public Resources Code Section 21167.6(e).

III. FINDINGS FOR IMPACTS IDENTIFIED AS INSIGNIFICANT

Public Resources Code Section 21081 and CEQA Guidelines Section 15091 do not require findings of fact for impacts that are less than significant. Nevertheless, for the sake of completeness, the AMBAG Board of Directors hereby finds that the following environmental impacts of the 2050 MTP/SCS either have no impact or are less than significant. Under CEQA, no mitigation measures are required for impacts that are less than significant (CEQA Guidelines Section 15126.4(a)(3)). *The findings below are for impacts that were analyzed in detail in the EIR, but are less than significant. These findings are based on the detailed discussions of impacts in Chapter 4 of the EIR.*

A. AGRICULTURAL AND FORESTRY RESOURCES

1. **Impact AG-2.** Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would not conflict with existing zoning for forest land, timberland, or timberland production, nor result in the loss of forest land or convert forest land to non-forest uses. Impacts would be less than significant.

   a. **Mitigation** – No mitigation is required.

   b. **Findings and Rationale** – The 2050 MTP/SCS would not conflict with existing zoning for forest land, timberland, or timberland production, and would not result in the loss forest land or convert forest land to non-forest use.

   c. **Supportive Evidence** - Please refer to pages 4.2-18 and 4.2-19 of the Final EIR.

B. AIR QUALITY AND HEALTH IMPACTS/RISKS

1. **Impact AQ-1.** The 2050 MTP/SCS would not conflict with or obstruct implementation of the AQMP. Impacts would be less than significant.

   a. **Mitigation** – No mitigation is required.

   b. **Findings and Rationale** – The 2050 MTP/SCS would not conflict with or obstruct implementation of the Monterey Bay Air Resources District's Air Quality Management Plan.

   c. **Supportive Evidence** - Please refer to pages 4.3-30 and 4.3-31 of the Final EIR.

2. **Imapct AQ-6.** Implementation of the 2050 MTP/SCS would not result in other emissions (such as those leading to odors) adversely impacting a substantial number of people. Impacts would be less than significant.

   a. **Mitigation** – No mitigation is required.

   b. **Findings and Rationale** – Since objectionable odors associated with the construction and operation of the projects from the 2050 MTP/SCS would either be temporary and regulated by local governing bodies (i.e., MBARD, counties, and cities), implementation of the 2050 MTP/SCS would not result in odors or emissions adversely affecting a substantial number of people. Impacts would be less than significant.

   c. **Supportive Evidence** - Please refer to pages 4.3-47 and 4.3-48 of the Final EIR.

B. BIOLOGICAL RESOURCES

1. **Impact BIO-4.** Implementation of transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would not conflict with any local policies or ordinances

protecting biological resources, such as a tree preservation policy. This impact would be less than significant.

a. **Mitigation** – No mitigation is required.

b. **Findings and Rationale** – Projects included in the 2050 MTP/SCS would impact biological resources such as trees but must comply with city and county development requirements, including compliance with local policies, ordinances and applicable permitting procedures related to protection biological resources, including trees. Impacts would be less than significant.

c. **Supportive Evidence** - Please refer to pages 4.4-50 and 4.4-51 of the Final EIR.

2. **Impact BIO-5**. Implementation of transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. There would be no impact.

a. **Mitigation** – No mitigation is required.

b. **Findings and Rationale** – There are no adopted regional Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans within Monterey, San Benito, and Santa Cruz counties at the time of Draft EIR preparation and therefore no conflict with the 2050 MTP/SCS would occur.

c. **Supportive Evidence** - Please refer to pages 4.4-51 and 4.4-52 of the Final EIR.

C. CULTURAL RESOURCES

1. **Impact CR-3.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS could disturb human remains. Impacts would be less than significant.

a. **Mitigation –** No mitigation is required.

b. **Findings and Rationale** – Impacts would be less than significant with mandatory compliance with existing State regulations and laws pertaining to human burials and remains.

c. **Supportive Evidence** – Please refer to pages 4.5-24 and 4.5-25 of the Final EIR.

D. ENERGY

1. **Impact E-1**. Future transportation improvement projects and implementation of the land use scenario envisioned by the 2050 MTP/SCS would not result in a significant environmental

impact due to wasteful, inefficient, or unnecessary consumption of energy resources. This impact would be less than significant.

a. **Mitigation –** No mitigation is required.

b. **Findings and Rationale** – The 2050 MTP/SCS would not increase overall per capita energy transportation consumption relative to baseline conditions, increase reliance on fossil fuels, or otherwise result in use of energy in an inefficient, wasteful, or unnecessary manner. Impacts would be less than significant.

c. **Supportive Evidence** – Please refer to pages 4.6-19 through 4.6-21 of the Final EIR.

2. **Impact E-2**. The 2050 MTP/SCS would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.

a. **Mitigation –** No mitigation is required.

b. **Findings and Rationale** – The 2050 MTP/SCS would result in an approximately 13 percent reduction in total energy usage compared to 2022 baseline conditions and is consistent with State and local plans for renewable energy or energy efficiency.

c. **Supportive Evidence** – Please refer to pages 4.6-21 through 4.6-23 of the Final EIR.

E. GEOLOGY AND SOILS

1. **Impact GEO-1.** Implementation of proposed transportation improvements and future projects included in land use scenario envisioned in the 2050 MTP/SCS would not directly or indirectly cause potential substantial adverse effects involving rupture of a known earthquake fault, ground shaking, or seismic-related ground failure. Impacts would be less than significant.

a. **Mitigation** – No mitigation is required.

b. **Findings and Rationale** – All specific planned transportation projects, as well as all reasonably foreseeable future development that would occur under the land use scenario envisioned in the 2050 MTP/SCS, would be required to comply with the regulations set forth by the CBC, the Alquist-Priolo Act, and other applicable local design standards. Compliance with the CBC and provisions of the Alquist-Priolo Act, including compliance with a site-specific geotechnical investigation, would reduce the potential for seismic damage to occur as a result of implementation of 2050 MTP/SCS projects. Impacts would be less than significant.

c. **Supportive Evidence** - Please refer to pages 4.7-25 through 4.7-28 of the Final EIR.

2. **Impact GEO-2.** Transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would not cause substantial soil erosion or loss of topsoil. impacts would be less than significant.

    a. **Mitigation** – No mitigation is required.

    b. **Findings and Rationale** – Projects implementing the 2050 MTP/SCS would conform with applicable county codes related to erosion control and the Construction General Permit, which would include the implementation of best management practices to reduce sedimentation and erosion. Impacts related to erosion and loss of topsoil would be less than significant.

    c. **Supportive Evidence** - Please refer to pages 4.7-28 through 4.7-30 of the Final EIR.

3. **Impact GEO-3.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would be located on potentially unstable soils, in areas of lateral spreading, subsidence, or high liquefaction potential, or areas of expansive soil. Adherence to applicable policies and regulations, as well as to the CBC would reduce risk such that impacts would be less than significant.

    a. **Mitigation** – No mitigation is required.

    b. **Findings and Rationale** – Projects implementing the 2050 MTP/SCS would conform with the California Building Code, local general plans and building standards, and Caltrans design criteria for transportation projects, where applicable. Impacts would be less than significant.

    c. **Supportive Evidence** - Please refer to pages 4.7-30 through 4.7-33 of the Final EIR.

4. **Impact GEO-4.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS in rural areas could be located on soils incapable of adequately supporting septic tanks or alternative wastewater disposal systems. Compliance with existing regulations would minimize or reduce impacts. Impacts would be less than significant.

    a. **Mitigation** – No mitigation is required.

    b. **Findings and Rationale** – The 2050 MTP/SCS does not include transportation projects that would require the use of septic tanks or alternative wastewater disposal systems. The few development projects in rural areas requiring septic tanks or alternative wastewater disposal systems would be required to comply with applicable County or City regulations. Impacts would be less than significant.

    c. **Supportive Evidence** - Please refer to pages 4.7-33 and 4.7-34 of the Final EIR.

5. **Impact GEO-6.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would not result in the loss of availability of known mineral resources of value or locally-important mineral resource recovery sites. This impact would be less than significant.

    a. **Mitigation** – No mitigation is required.

    b. **Findings and Rationale** – The 2050 MTP/SCS primarily involves transportation improvements infill and transit-oriented development. Development would not be located on sites with known mineral resources. Impacts would be less than significant.

    c. **Supportive Evidence** - Please refer to pages 4.7-37 and 4.7-38 of the Final EIR.

F. GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE

1. **Impact GHG-2.** Operation of the 2050 MTP/SCS would not generate a net increase in GHG emissions by 2050 compared to baseline 2022 conditions. Impacts would be less than significant.

    a. **Mitigation** – No mitigation is required.

    b. **Findings and Rationale** – The 2050 MTP/SCS would result in decreased operational regional GHG emissions compared to 2022 baseline conditions in 2050. Therefore, impacts would be less than significant.

    c. **Supportive Evidence** – Please refer to pages 4.8-27 and 4.8-28 of the Final EIR.

2. **Impact GHG-3.** Implementation of the 2050 MTP/SCS would not conflict with regional SB 375 per capita passenger vehicle CO_2 emission reduction targets of 6 percent by 2035 from 2005 levels. Impacts would be less than significant.

    a. **Mitigation** – No mitigation is required.

    b. **Findings and Rationale** –Implementation of the 2050 MTP/SCS would achieve the region's SB 375 emissions reduction targets. Therefore, impacts would be less than significant.

    c. **Supportive Evidence** – Please refer to pages 4.8-27 and 4.8-29 of the Final EIR.

G. HAZARDS AND HAZARDOUS MATERIALS

1. **Impact HAZ-1.** Proposed transportation improvement projects and land use projects included in the 2050 MTP/SCS may facilitate the routine transport, use, or disposal of hazardous material, and may result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

a. **Mitigation** – No mitigation is required.

b. **Findings and Rationale** – Mandatory compliance with existing regulations and programs would minimize the risk associated with these the routine transport, use and disposal of hazardous materials, as well as accident conditions related to these materials. Impacts would be less than significant.

c. **Supportive Evidence** – Please refer to pages 4.9-20 through 4.9-23 of the Final EIR.

2. **Impact HAZ-2.** Proposed transportation improvement projects and land use projects included in the 2050 MTP/SCS would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

   a. **Mitigation** – No mitigation is required.

   b. **Findings and Rationale** – Mandatory compliance with existing regulations and laws would minimize the potential impacts associated with hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Impacts would be less than significant.

   c. **Supportive Evidence** – Please refer to pages 4.9-23 and 4.9-24 of the Final EIR.

3. **Impact HAZ-4.** Transportation improvement projects and land use development included in the proposed 2050 MTP/SCS located within an airport land use plan or within two miles of a public or public use airport would not result in a safety hazard or excessive noise for people residing or working in the project area. Impacts would be less than significant.

   a. **Mitigation** – No mitigation is required.

   b. **Findings and Rationale** – Compliance with existing federal, state and local regulations and oversight in place that would effectively reduce the inherent hazard associated with development near airports to an acceptable and safe level. Impacts would be less than significant.

   c. **Supportive Evidence** – Please refer to pages 4.9-26 and 4.9-27 of the Final EIR.

4. **Impact HAZ-5**. Land use development and transportation projects included in the 2050 MTP/SCS would not impair implementation or physically interfere with adopted emergency response or evacuation plans. Impacts would be less than significant.

   a. **Mitigation** – No mitigation is required.

b. Findings and Rationale – Required regular updates to emergency response and evacuation plans would account for development and projects included in the 2050 MTP/SCS, and transportation projects have the potential to improve circulation, including during emergency response. Impacts would be less than significant.

c. Supportive Evidence – Please refer to pages 4.9-27 and 4.9-28 of the Final EIR.

H. HYDROLOGY AND WATER QUALITY

1. **Impact HYD-1.** Transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would not violate water quality standards or waste discharge requirements, and would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation. Impacts would be less than significant. With compliance with existing regulations, impacts would be less than significant.

   a. Mitigation – No mitigation is required.

   b. Findings and Rationale – Construction of projects included in the 2050 MTP/SCS would be required to comply with the federal Clean Water Act, which requires that coverage under a National Pollutant Discharge Elimination System (NPDES) stormwater permit be obtained for construction. Mandatory implementation of the SWPPP would prevent substantial erosion or pollutants from degrading water quality or violating wastewater discharge requirements during project construction. Mandatory compliance with existing stormwater regulations and permit programs would prevent significant discharge of pollutants from operation of projects. Impacts would be less than significant.

   c. Supportive Evidence – Please refer to pages 4.10-33 through 4.10-36 of the Final EIR.

2. **Impact HYD-2.** With compliance with existing regulations, transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that sustainable groundwater management of the basin would be impeded. Impacts would be less than significant.

   a. Mitigation – No mitigation is required.

   b. Findings and Rationale – Existing regulatory requirements at the local, state, and federal level include measures to minimize any increases in off-site stormwater runoff by encouraging on-site infiltration, which would effectively minimize the potential reduction in groundwater recharge to an acceptable level. Although implementation of projects under the 2050 MTP/SCS would result in the addition of new impervious surfaces and could potentially alter site specific patterns of groundwater recharge, compliance with applicable regulations would ensure project implementation would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that the sustainable groundwater management of the basin would be impeded.

Therefore, impacts of the proposed 2050 MTP/SCS to groundwater supply and recharge, and to sustainable groundwater management plans, would be less than significant.

c. **Supportive Evidence** – Please refer to page 4.10-36 through 4.10-38 of the Final EIR.

3. **Impact HYD-3**. Transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would not substantially alter existing drainage patterns such that they would substantially increase the rate or amount of surface runoff or create or contribute runoff water which would exceed the capacity of stormwater drainage systems. Impacts would be less than significant.

   a. **Mitigation** – No mitigation is required.

   b. **Findings and Rationale –** Compliance with existing stormwater management and nonpoint source pollution control regulations would ensure alterations of drainage patterns caused by 2050 MTP/SCS transportation and land use projects would not increase the rate or amount of surface runoff such that flooding would occur, that the capacity of existing or planned stormwater drainage systems would be exceeded, or that substantial additional sources of polluted runoff would be created. Impacts would be less than significant.

   c. **Supportive Evidence –** Please refer to pages 4.10-39 and 4.10-40 of the Final EIR.

4. **Impact HYD-4.** Transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would not substantially alter drainage patterns in a manner which would impede or redirect floor flows, or risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. This impact would be less than significant.

   a. **Mitigation** – No mitigation is required.

   b. **Findings and Rationale** – Transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would alter some site-specific drainage patterns and would potentially introduce new development in areas with risk of inundation. However, compliance with applicable regulations would ensure overall buildout would not substantially alter drainage patterns in the region in a manner which would impede or redirect floor flows, or risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. Impacts would be less than significant.

   c. **Supportive Evidence** – Please refer to pages 4.10-40 through 4.10-43 of the Final EIR.

5. **Impact HYD-5.** Transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would comply with all applicable regulations such

that obstruction of a water quality control plan or sustainable groundwater management plan would not occur. Impacts would be less than significant.

a. **Mitigation** – No mitigation is required.

b. **Findings and Rationale –** Development under the 2050 MTP/SCS would not substantially degrade water quality or violate water quality standards because compliance with state regulation such as NPDES and MS4 permits would require implementation of BMPs and development to reduce discharge of runoff and maintain water quality. In addition, local ordinances require measures such as erosion control reduce the discharge of pollutants into storm drain systems. Although individual projects included in the 2050 MTP/SCS have the potential to adversely affect water quality at a project specific level, projects would adhere to existing regulations related to water quality. Therefore, impacts related to conflicts with a water quality control plan (the Central Coast RWQCB Basin Plan) would be less than significant.

c. Supportive evidence – Please refer to pages 4.10-43 through 4.10-45.

6. **Impact HYD-C-1**. Construction of cumulative development would increase impervious surfaces and would have the potential to increase erosion potential, alter drainage patterns, increase runoff volumes and velocity, infiltrate groundwater, and risk release of pollutants due to inundation. Compliance with existing regulations, such as National Pollutant Elimination System and local stormwater management requirements would reduce cumulative impacts to less than significant, and the 2050 MTP/SCS contribution would not be cumulatively considerable.

   a. **Mitigation** – No mitigation is required.

   b. **Findings and Rationale** – Future development in the cumulative impact analysis area, including projects implemented under the 2050 MTP/SCS, would incrementally increase impervious surfaces and could affect surface runoff, drainage patterns, and water quality. However, compliance with existing federal, state, and local regulations, including NPDES and MS4 permitting requirements, implementation of BMPs, and local drainage and erosion control standards would collectively reduce cumulative development impacts below applicable thresholds of significance related to hydrology and water quality. Therefore, cumulative hydrology and water quality impacts would be less than significant, and the contribution of the 2050 MTP/SCS would not be cumulatively considerable.

   c. **Supportive Evidence** – Please refer to pages 4.10-46 through 4.10-48 of the Final EIR.

I. LAND USE

1. **Impact LU-1**. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would not physically divide an established community.

a. **Mitigation –** No mitigation is required.

b. **Findings and Rationale –** Implementation of the 2050 MTP/SCS land use strategies would integrate future development into existing communities along the existing transportation network and would therefore not physically divide established communities. Many proposed transportation projects, such as expansion of transit services or the building of active transportation infrastructure, are intended to improve mobility and accessibility and would, as a result, improve community connectivity. Impacts related to dividing an established community would therefore be less than significant.

c. **Supportive Evidence –** Please refer to pages 4.11-22 and 4.11-23 of the Final EIR.

2. **Impact LU-2.** The 2050 MTP/SCS would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation and result in a physical change to the environment not already addressed in other Final EIR resource chapters. This impact would be less than significant after implementation of mitigation for other resources discussed throughout the EIR.

   a. **Mitigation –** Mitigation measures are provided for applicable resources throughout their respective environmental issue area sections of the Final EIR to reduce impacts. No additional mitigation is required for this impact.

   b. **Findings and Rationale –** The SCS land use and transportation projects envisioned within the 2050 MTP/SCS could result in conflicts with land use plans, policies, or regulations that result in a physical change to the environment. However, the 2050 MTP/SCS would not result in a physical change to the environment that has not already been addressed in the other resource chapters of the EIR. The impacts of any such conflicts are described throughout this section of the EIR.

   c. **Supportive Evidence –** Please refer to pages 4.11-24 through 4.11-26 of the Final EIR.

3. **Impact LU-C-1**. Development in the cumulative impacts analysis area would not physically divide an established community. However, it could result in inconsistencies or conflicts with local land use plans and local coastal plans, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects; however, these inconsistencies or conflicts would not result in physical environmental effects beyond those addressed in other resource areas. The 2050 MTP/SCS contribution to cumulative impacts would not be cumulatively considerable, and the 2050 MTP/SCS contribution would not be cumulatively considerable.

   a. **Mitigation** – Mitigation measures are provided for applicable resources throughout their respective environmental issue area sections of the Final EIR to reduce impacts. No additional mitigation is required for this impact.

b. Findings and Rationale – Future development in the cumulative impact analysis area would incrementally change land use patterns and intensify development across the region. However, implementation of the 2050 MTP/SCS land use strategy would largely direct growth toward existing urbanized areas, promote infill development, and rely on established local land use plans and development regulations. While cumulative development would result in continued conversion of land to urban uses, compliance with adopted general plans, zoning regulations, and applicable local policies would ensure that cumulative land use impacts would not result in physical environmental effects beyond those addressed in other resource areas. Therefore, cumulative land use impacts would be less than significant, and the contribution of the 2050 MTP/SCS would not be cumulatively considerable.

c. Supportive Evidence – Please refer to pages 4.11-27 through 4.11-28 of the Final EIR.

J. POPULATION AND HOUSING

1. **Impact POP-1.** The 2050 MTP/SCS would not induce substantial unplanned population growth, either directly or indirectly**.** This impact would be less than significant.

   a. Mitigation – No mitigation is required.

   b. Findings and Rationale – The 2050 MTP/SCS would accommodate forecasted growth through implementation of the envisioned 2050 MTP/SCS land use strategies to intensify density in developed areas, rather than induce unplanned growth. Transportation projects included in the 2050 MTP/SCS would not induce population growth as these projects would be growth accommodating and are generally intended to improve existing transportation networks. The land use and transportation projects in the 2050 MTP/SCS would therefore not result in substantial unplanned population growth. Impacts from implementation of the 2050 MTP/SCS would be less than significant.

   c. Supportive Evidence – Please refer to pages 4.13-12 through 4.13-15 of the Final EIR.

2. **Impact POP-2.** Land use and transportation projects included in the 2050 MTP/SCS would temporarily displace existing housing and people during construction, but would not necessitate the construction of replacement housing elsewhere. Impacts related to housing and population displacement would be less than significant.

   a. Mitigation – No mitigation is required.

   b. Findings and Rationale – Land use development included in the 2050 MTP/SCS would temporarily displace existing housing and people as individual housing development sites are redeveloped. However, in the long term, the 2050 MTP/SCS would result in a net increase in housing units in the AMBAG region. Impacts would be less than significant.

   c. Supportive Evidence – Please refer to pages 4.13-15 and 4.13-17 of the Final EIR.

3. **Impact POP-C-1**. Population growth in the cumulative impacts analysis area is generally planned, and cumulative impacts to unplanned growth would be less than significant. Development in the cumulative impact analysis area would result in the temporary or permanent displacement of housing, but displacement would be localized and would not result in displacement at the regional scale. Cumulative population and housing displacement impacts would be less than significant, and the 2050 MTP/SCS contribution would not be cumulatively considerable.

    a. **Mitigation** – No mitigation is required.

    b. **Findings and Rationale** – Future development in the cumulative impact analysis area would result in population growth and an increase in housing and employment across the region. However, the population growth and housing development associated with implementation of the 2050 MTP/SCS would be consistent with adopted regional growth forecasts and local land use plans. The 2050 MTP/SCS would accommodate forecasted growth through planned development patterns rather than inducing substantial unplanned population growth. Therefore, cumulative population and housing impacts would be less than significant, and the contribution of the 2050 MTP/SCS would not be cumulatively considerable.

    c. **Supportive Evidence** – Please refer to pages 4.13-18 through 4.13-19 of the Final EIR.

4.

K. PUBLIC SERVICES, RECREATION, AND UTILITIES

1. **Impact PSR-2.** The 2050 MTP/SCS would require the provision of new schools, the construction of which would result in substantial physical impacts. Impacts would be less than significant because of state regulations mandating development impact fees.

    a. **Mitigation** – No mitigation is required.

    b. **Findings and Rationale** – The 2050 MTP/SCS would accommodate the growth of population, households, and jobs in the AMBAG region, which would result in increased demand for school services. Future project sponsors would be required by law to pay development impact fees at the time building permits are issued. These fees are used by the applicable school district to mitigate impacts associated with long-term operation and maintenance of school facilities. The fees would be determined at the time of the building permit issuance and would reflect the most current fee amount requested by the school district. Pursuant to Section 65996(3)(h) of the California Government Code (SB 50), payment of these fees "is deemed to be full and complete mitigation of impacts of any legislative or adjudicative act, or both, involving but not limited to, the planning, use, or development of real property, or any change in government organization or reorganization." Impacts of the 2050 MTP/SCS on schools would therefore be less than significant.

    c. **Supportive Evidence** – Please refer to pages 4.14-18 and 4.14-19 of the Final EIR.

L. TRANSPORTATION

1. **Impact TRA-1.** The 2050 MTP/SCS would not result in a significant impact due to conflicts with any programs addressing the circulation system. This impact would be less than significant.

   a. **Mitigation** – No mitigation is required.

   b. **Findings and Rationale** – Implementation of the 2050 MTP/SCS would improve transit ridership and circulation while also improving active transportation modes and facilities, such as constructing new pedestrian and bicycle facilities. The 2050 MTP/SCS also includes roadway projects that would improve circulation. The 2050 MTP/SCS would not conflict with programs addressing the circulation system.

   c. **Supportive Evidence** – Please refer to pages 4.15-25 through 4.15-27 of the Final EIR.

2. **Impact TRA-3.** The 2050 MTP/SCS would not substantially increase hazards due to geometric design features or incompatible uses. Impacts would be less than significant.

   a. **Mitigation** – No mitigation is required.

   b. **Findings and Rationale** – The regional growth pattern of the 2050 MTP/SCS does not define design level features of roadways. Specific transportation projects under the 2050 MTP/SCS would be subject to the design guidelines established by the State or the local jurisdiction with authority over the project, including curve radii on curving road segments, maximum road grade/slope, and minimum separating distance between intersections and driveways.

   c. **Supportive Evidence** – Please refer to pages 4.15-32 and 4.15-33 of the Final EIR.

3. **Impact TRA-4.** The 2050 MTP/SCS would not result in inadequate emergency vehicle access. Impacts would be less than significant.

   a. **Mitigation** – No mitigation is required.

   b. **Findings and Rationale** – Standard construction procedures for development of a construction management plan would address 2050 MTP/SCS construction activities that could temporarily impair emergency access points. Projects included in the 2050 MTP/SCS would be subject to the design standards of local jurisdictions for new and existing development and roadways to ensure adequate emergency access. Impacts would be less than significant.

   c. **Supportive Evidence** – Please refer to pages 4.15-33 and 4.15-34 of the Final EIR.

B. UTILITIES AND SERVICE SYSTEMS

1. **Impact UTIL-3.** Proposed transportation improvements and land use development projects envisioned by the 2050 MTP/SCS would be required to comply with all relevant statues and regulations related to solid waste. This impact would be less than significant.

   a. **Mitigation** – No mitigation is required.

   b. **Findings and Rationale** – Transportation improvements and land use development projects envisioned by the 2050 MTP/SCS would be required to comply with federal, State, and local statutes and regulations related to solid waste, as well as local jurisdiciton goals and policies for recycling and diversion of solid waste. Therefore, the 2050 MTP/SCS would comply with relevant federal, state, and local statutes and regulations related to solid waste. This impact would be less than significant.

   c. **Supportive Evidence –** Please refer to page 4.17-35 of the Final EIR.

IV. FINDINGS FOR IMPACTS IDENTIFIED AS SIGNIFICANT BUT MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

There are no impacts identified in the Final EIR as significant that could be mitigated to a less than significant level. Remaining findings for significant impacts are discussed in Section V, Findings for Impacts that are Significant and Unavoidable.

V. FINDINGS FOR IMPACTS THAT ARE SIGNIFICANT AND UNAVOIDABLE

The AMBAG Board of Directors, having reviewed and considered the information contained in the Final EIR and the record of proceedings, and pursuant to Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), makes the following findings with respect to impacts of the project that are significant and unavoidable. The AMBAG Board of Directors hereby finds that mitigation measures identified in the EIR that have been required in or incorporated into the project would lessen the following significant environmental impacts but not to a less than significant level. These findings are based on the discussion of impacts in the detailed impact analyses in Chapter 4 of the EIR as well as relevant responses to comments in the Final EIR. *The findings below are for impacts where implementation of the project may result in the following significant, unavoidable environmental impacts, even with the implementation of mitigation measures*:

A. AESTHETICS AND VISUAL RESOURCES

1. **Impact AES-1.** Proposed transportation improvement projects and land use projects envisioned by the 2050 MTP/SCS would have a substantial adverse effect on scenic vistas. Impacts would remain significant and unavoidable.

   a. **Mitigation** – For transportation projects under their jurisdiction, the Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBtCOG) and the Santa Cruz County Regional Transportation Commission (SCCRTC) shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would degrade scenic vistas or scenic

resources within a state scenic highway, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS.

AES-1(a) Discouragement of Architectural Features that Block Scenic Views. Implementing agencies shall, or can and should, design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Setbacks and acoustical design of adjacent structures shall be preferentially used as mitigation for noise impacts arising from increased traffic volumes associated with adjacent land development. The use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents and landscaping which resemble the surrounding landscape to visually integrate the wall with the surrounding environment, reduce visual monotony, and help maintain the quality of views from scenic highways or other view corridors. In addition, sound walls shall be complementary in color and texture to surrounding natural features.

AES-1(b) Tree Protection and Replacement. New roadways and extensions and widenings of existing roadways shall avoid the removal of existing mature trees to the extent possible. If avoidance is not possible, the implementing agency of a particular 2050 MTP/SCS project shall, or can and should, replace any trees lost at a minimum 2:1 basis and incorporate them into the landscaping design for the roadway. The implementing agency also shall ensure the continued vitality of replaced trees through periodic maintenance.

b. **Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Although the identified mitigation would help reduce impacts related to state-designated scenic highway corridors and scenic resources, individual transportation infrastructure projects as well as land use development included in the 2050 MTP/SCS would still result in obstructions to panoramic views and views of important landscape features or landforms (mountains, oceans, rivers, bays, or important man-made structures) as seen from public viewing areas. Given the extent of planned land use development and the potential for site specific visual obstructions from future land use and transportation projects, impacts related to the obstruction of scenic vistas from public viewing areas and impacts to state-designated scenic highway corridors and scenic resources would be significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or

alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.1-12 through 4.1-14 of the Final EIR.

2. Impact AES-2. Proposed transportation improvement projects and land use projects envisioned by the 2050 MTP/SCS would substantially degrade existing visual character in the AMBAG region. This would be a significant and unavoidable impact.

a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would degrade scenic vistas or scenic resources within a state scenic highway, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS.

AES-1(a) Discouragement of Architectural Features that Block Scenic Views. Refer to Impact AES-1, above.

AES-1(b) Tree Protection and Replacement. Refer to Impact AES-1, above.

b. **Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Although the identified mitigation would help reduce impacts related to state-designated scenic highway corridors and scenic resources, individual transportation infrastructure projects as well as land use development included in the 2050 MTP/SCS would still result in obstructions to panoramic views and views of important landscape features or landforms (mountains, oceans, rivers, bays, or important man-made structures) as seen from public viewing areas. Given the extent of planned land use development and the potential for site specific visual obstructions from future land use and transportation projects, impacts related to the obstruction of scenic vistas from public viewing areas and impacts to state-designated scenic highway corridors and scenic resources would be significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or

other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 4.1-14 and 4.1-15 of the Final EIR.

3. **Impact AES-3**. Proposed transportation improvement projects and land use projects envisioned by the 2050 MTP/SCS would substantially degrade existing visual character in the AMBAG region. Impacts would remain significant and unavoidable.

a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2050 MTP/SCS program where applicable for transportation projects that would substantially degrade visual character, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement this measure, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AES-3 **Design Measures for Visual Compatibility.** The implementing agency shall, or can and should, require measures that minimize contrasts in scale and massing between the project and surrounding natural forms and developments, including:

- Siting or designing projects to minimize their intrusion into important viewsheds;
- Avoiding large cuts and fills when the visual environment (natural or urban) would be substantially disrupted;
- Ensuring that re-contouring provides a smooth and gradual transition between modified landforms and existing grade;
- Developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements);
- Protecting or replacing trees in the project area based on local regulations and ordinances applicable to individual projects;
- Designing and installing landscaping to add natural elements and visual interest to soften hard edges, as well as to restore natural features along corridors where possible after widening, interchange modifications, re-alignment, or construction of ancillary facilities. The implementing agency shall provide a performance security equal to the value of the landscaping/irrigation installation to ensure compliance with landscaping plans; and

- Designing new structures to be compatible in scale, mass, character, and architecture with existing structures.

b. **Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure AES-3 would reduce project-specific impacts to the extent feasible, but the incremental alteration of current rural or semi-rural character to a more suburban environment is considered a significant and unavoidable impact because mitigation measures may not be feasible for all projects. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence –** Please refer to pages 4.1-15 through 4.1-17 of the Final EIR.

4. **Impact AES-4.** Proposed transportation improvement projects and land use projects envisioned by the 2050 MTP/SCS would create new sources of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would remain significant and unavoidable.

a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures for transportation projects that would result in light and glare impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AES-4(a) **Roadway Lighting.** Roadway lighting shall be minimized, consistent with safety and security objectives and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of hoods, low intensity lighting and using as few lights as necessary to achieve the goals of the project.

AES-4(b) **Lighting Design Measures.** As part of planning, design and engineering for projects, implementing agencies shall, or can and should, ensure that projects

proposed near light-sensitive uses avoid substantial spillover lighting. Design measures include, but are not limited to, the following:

- Lighting shall consist of cutoff-type fixtures that cast low angle illumination to minimize incidental spillover of light into adjacent properties and undeveloped open space. Fixtures that project light upward or horizontally shall not be used.
- Lighting shall be directed away from habitat and open space areas adjacent to the project site.
- Light mountings shall be downcast and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Light poles will be 20 feet high or shorter. Luminary mountings shall have non-glare finishes.
- Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.

AES-4(c) Glare Reduction Measures. Implementing agencies shall, or can and should, minimize and control glare from transportation and infill development projects near glare-sensitive uses through the adoption of project design features such as:

- Planting trees along transportation corridors to reduce glare from the sun;
- Creating tree wells in existing sidewalks;
- Adding trees in new curb extensions and traffic circles;
- Adding trees to public parks and greenways;
- Landscaping off-street parking areas, loading areas and service areas;
- Limiting the use of reflective materials, such as metal;
- Using non-reflective material, such as paint, vegetative screening, matte finish coatings and masonry;
- Screening parking areas by using vegetation or trees;
- Using low reflective glass where feasible;
- Complying with applicable general plan policies or local controls related to glare; and
- Tree species planted to comply with this measure shall provide substantial shade cover when mature. Utilities shall be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning.

b. **Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of

Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. In the absence of regulations specifically addressing light and glare impacts, the aforementioned mitigation measures would limit the use of reflective building materials and the potential spillage of light both upward and onto adjacent properties from exterior lighting fixtures. However due to the variety of project-specific circumstances, mitigation measures may not be feasible for all projects. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence –** Please refer to pages 4.1-18 through 4.1-20 of the Final EIR.

B. AGRICULTURE AND FORESTRY RESOURCES

1. **Impact AG-1.** Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use, or conflict with existing zoning for agriculture or a Williamson Act contract. This would be a significant and unavoidable impact.

   a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would result in impacts to Important Farmland, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

   AG-1 **Agricultural Land Impact Avoidance and Minimization.** Implementing agencies shall implement measures, where feasible based on project and site specific considerations, that include, but are not limited to those identified below.

   - Require project relocation or corridor realignment, where feasible, to avoid Farmland, agriculturally zoned land and/or land under Williamson Act contract;
   - Manage project construction to minimize the introduction of invasive species or weeds that may affect agricultural production on agricultural land

adjacent to project sites. Managing project construction may include washing construction equipment before bringing equipment on-site, using certified weed-free straw bales for construction Best Management Practices (BMPs), and other similar measures.

- Provide buffers, berms, setbacks, fencing, or other project design measures to protect surrounding agriculture, and to reduce conflict with farming that could result from implementation of transportation improvements and/or development included as a part of the MTP/SCS;
- Achieve compensatory mitigation in advance of impacts through purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning, as deemed appropriate by permitting agencies; and/or
- Require acquisition of conservation easements on land in the same jurisdiction, if feasible, and at least equal in quality and size to converted Important Farmland, to offset the loss of Farmland.
- Institute new protection of farmland in the project area or elsewhere through the use of long-term restrictions on use, such as 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.).

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the , which, as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure AG-1 would require avoidance or compensation for Important Farmland impacts by specific projects included in the 2050 MTP/SCS, thereby reducing the impact of conversion of Important Farmland to non-agriculture use and conflicts with agricultural zoning and Williamson Act contracts. However, the mitigation would not ensure that future land use and transportation projects could feasibly relocate or realign to avoid conversion of Farmland, lands zoned for agriculture, and lands under Williamson Act contract, or provide compensatory mitigation, sufficient to reduce impacts to a less than significant level. As a result, the aforementioned mitigation measure would reduce impacts, but impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.2-15 through 4.2-18 of the Final EIR.

C. AIR QUALITY AND HEALTH IMPACTS/RISKS

1. **Impact AQ-2.** Construction of proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would result in a cumulatively considerable net increase in PM_{10} or ozone precursor emissions. Impacts would be significant and unavoidable.

   a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC, and transportation project sponsor agencies can and should implement the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in fugitive dust and ozone precursor emissions, and where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. In addition, implementation of Mitigation Measure GHG-1 in Section 4.8, *Greenhouse Gas Emissions/Climate,* would also reduce criteria air pollutant emissions during construction, providing a co-benefit.

      AQ-2(a) Application of MBARD Feasible Mitigation Measures. For all projects, the implementing agency shall incorporate the most recent MBARD feasible mitigation measures and/or technologies for reducing inhalable particles based on analysis of individual sites and project circumstances. Current MBARD feasible mitigation measures include the following measures. Additional and/or modified measures may be adopted by MBARD prior to implementation of individual projects under the 2050 MTP/SCS. The most current list of feasible mitigation measures at the time of project implementation shall be used.

      - Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
      - Prohibit all grading activities during periods of high wind (over 15 miles per hour).
      - Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
      - Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area.
      - Haul trucks shall maintain at least 2'0"of freeboard.
      - Cover all trucks hauling dirt, sand, or loose materials.
      - Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.
      - Plant vegetative ground cover in disturbed areas as soon as possible.
      - Cover inactive storage piles.

- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Pave all roads on construction sites.
- Sweep streets if visible soil material is carried out from the construction site.
- Limit the area under construction at any one time.
- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance).

AQ-2(b) Diesel Equipment Emissions Standards. The implementing agency shall ensure, to the extent feasible, that diesel construction equipment meeting CARB Tier 4 emission standards for off-road heavy-duty diesel engines is used. If use of Tier 4 equipment is not feasible, diesel construction equipment meeting Tier 3 (or if infeasible, Tier 2) emission standards shall be used, and engines shall be retrofitted with CARB Level 3 Verified Diesel Emissions Control Strategy if available for the equipment. These measures shall be noted on all construction plans and the implementing agency shall perform periodic site inspections.

AQ-2(c) Electric Construction Equipment. The implementing agency shall ensure that to the extent possible, construction equipment utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs c ,which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Implementation of Measures AQ-2(a) through AQ-2(c) would reduce short-term construction emissions from individual projects and thus reduce the severity of impacts by requiring best practices for dust and exhaust emissions via readily available, lower-emitting diesel equipment, and/or equipment powered by alternative cleaner fuels (e.g., propane) or electricity, as well as on-road trucks using particulate exhaust filters. To the extent that an implementing agency requires an individual project to implement all feasible mitigation measures described above, individual project impacts may be reduced to a less than significant level. However, these mitigation measure may not be feasible or effective for all projects. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or

alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.3-31 through 4.3-34 of the Final EIR.

2. Impact AQ-3. Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would result in a cumulatively considerable net increase of PM_{10}. Long-term operational impacts related to criteria pollutant emissions would be significant and unavoidable.

a. Mitigation – AMBAG, in partnership with MBARD and implementing agencies, shall implement Mitigation Measure AQ-3(a) to reduce PM_{10} emissions. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement Mitigation Measure AQ-3(b) to reduce PM_{10} emissions, where relevant to land use projects implementing the 2050 MTP/SCS. Implementation of Mitigation Measure GHG-3(a) in Section 4.8, *Greenhouse Gas Emissions/Climate Change,* and Mitigation Measures TRA-2(a) and TRA-2(b) in Section 4.15, *Transportation,* would also reduce PM_{10} emissions from the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AQ-3(a) **PM_{10} Emissions Reduction.** To help reduce regional PM_{10} emissions, AMBAG and the RTPAs, in partnership with MBARD and implementing agencies, shall:

- Support the use of existing air quality and transportation funds and seek additional funds to continue the implementation of the CARB Carl Moyer Program, which is intended to retrofit and replace trucks and locomotives to reduce particulate matter.
- Incentivize the reduction of mobile PM emissions from mobile exhaust and entrained PM sources such as tire wear, brake wear, and roadway dust through funding.
- Hold forums and workshops to encourage land use projects to incorporate transportation demand management (TDM) strategies as part of the project design to reduce the number of vehicular trips across the transportation network. Potential strategies could include ridesharing, carpooling, subsidized public transit, flexible work hours, and parking management measures.

AQ-3(b) **Long-term Regional Operational Emissions.** Implementing agencies including transportation project sponsors, counties, and cities shall, or can and should,

implement long-term operational emissions reduction measures. Such reduction measures include the following:

- Require that all interior and exterior architectural coatings for all developments utilize coatings following MBARD Rule 426, Architectural Coatings.
- Increase building envelope energy efficiency standards in excess of applicable building standards and encourage new development to achieve zero net energy use.
- Install energy-efficient appliances, interior lighting, and building mechanical systems. Encourage installation of solar panels for new residential and commercial development.
- Locate sensitive receptors more than 500 feet of a freeway, 500 feet of urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
- Locate sensitive receptors more than 1,000 feet of a major diesel rail service or railyards. Where adequate buffer cannot be implemented, implement the following:
  - Install air filtration (as part of mechanical ventilation systems or stand-alone air cleaners) to reduce indoor pollution exposure for residents and other sensitive populations in buildings that are close to transportation network improvement projects.
  - Use air filtration devices rated MERV-13 [minimum efficiency report value] or higher.
- Plant trees and/or vegetation suited to trapping roadway air pollution and/or sound walls between sensitive receptors and the pollution source. The vegetation buffer should be thick, with full coverage from the ground to the top of the canopy. Install higher efficacy public street and exterior lighting.
- Use daylight as an integral part of lighting systems in buildings.
- Use passive solar designs to take advantage of solar heating and natural cooling.
- Install light colored "cool" roofs, cool pavements.
- Install solar and tankless hot water heaters.
- Exclude wood-burning fireplaces and stoves.
- Incorporate design measures and infrastructure that promotes safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles) pedestrian access, and public transportation use. Such measures may include incorporation of electric vehicle charging stations, bike lanes, bicycle-friendly intersections, and bicycle parking and storage facilities.
- Incorporate design measures that promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles,

designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides).

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of AMBAG, which hereby adopts Mitigation Measure AQ-3(a), and partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. If implementing agencies adopt and require the mitigation described above, transportation related PM_{10} emission impacts would be reduced because said measures encourage the use of cleaner vehicles and reduce vehicle trips. However, since implementation may not be feasible for specific projects or sites , reductions cannot be estimated and cannot be guaranteed on a project-by-project basis. Additionally, it is unlikely that an increase in daily PM_{10} emissions above baseline conditions could be fully avoided in 2050, due to factors unrelated to discretionary approvals, such as population growth in the region. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.3-34 through 4.3-40 of the Final EIR.

3. **Impact AQ-4.** Implementation of the 2050 MTP/SCS would expose sensitive receptors to substantial pollutant concentrations. Impacts would be significant and unavoidable.

a. Mitigation –RTPAs shall, and other transportation project sponsor agencies can and should, implement Mitigation Measure AQ-3(b) to reduce long-term regional operational emissions. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement Mitigation Measure AQ-3(b) to reduce pollutant emissions, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AQ-3(b) Long-term Regional Operational Emissions (see mitigation measure above).

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the , which as CEQA

responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Implementation of Measures AQ-3(b) would reduce fugitive dust emissions from individual projects and thus reduce the severity of impacts by requiring best practices for dust and emissions via watering, vegetative covers, reducing travel speed, and covering exposed areas. To the extent that an implementing agency requires an individual project to implement all feasible mitigation measures described above, individual project impact would be reduced to a less than significant level. However, these mitigation measure may not be feasible or effective for all projects. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.3-40 and 4.3-42 of the Final EIR.

4. Impact AQ-5. Future growth and development facilitated by the 2050 MTP/SCS land use scenarios and transportation projects would expose sensitive receptors to substantial hazardous air pollutant concentrations. Impacts would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AQ-5 **Health Risk Reduction Measures.** Transportation implementing agencies shall, or can and should, implement the following measures:

- Retain a qualified air quality consultant to prepare a health risk assessment in accordance with CARB and OEHHA requirements to determine the exposure of nearby sensitive receptors to TAC concentrations.
- If impacts result in increased risks to sensitive receptors above MBARD significance thresholds, then design features or control measures must be included that will reduce the health risks at the location of the off-site sensitive receptors to a level below MBARD significance threshold. For example, plant trees and/or vegetation suited to trapping TACs and/or

sound walls between sensitive receptors and the pollution source would be recommended. This measure would trap TACs emitted from pollution sources such as highways, reducing the amount of TACs to which residents and other sensitive populations would be exposed.

- AMBAG will partner with MBARD and other implementing agencies to explore a program to retrofit existing residential buildings and other sensitive land uses near freeways or roadways where health risk impacts would exceed MBARD significance thresholds with air filtration devices rated MERV 13.
- Implement air pollution reduction strategies as described in Table 1 from the CARB *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* technical advisory (2017) when reasonable and feasible for transportation system projects associated with the 2050 MTP/SCS.

In addition, consistent with the general guidance contained in CARB's *Air Quality and Land Use Handbook* (2005) and *Technical Advisory on Strategies to Reduce Air pollution Exposure Near High-Volume Roadways* (2017), appropriate measures shall include one or more of the following methods, as determined by a qualified professional, as applicable. The implementing agency shall incorporate health risk reduction measures based on analysis of individual land use sites and project circumstances. These measures may include:

- Avoid siting new sensitive land uses within 500 feet of a freeway or railway.
- Require development projects for new sensitive land uses to be designed to minimize exposure to roadway-related pollutants to the maximum extent feasible through inclusion of design components including air filtration and physical barriers.
- Do not locate sensitive receptors near the entry and exit points of a distribution center.
- Locate structures and outdoor living areas for sensitive uses as far as possible from the source of emissions. As feasible, locate doors, outdoor living areas, and air intake vents primarily on the side of the building away from the freeway or other pollution source. As feasible, incorporate dense, tiered vegetation that regains foliage year-round and has a long-life span between the pollution source and the project.
- Maintain a 50-foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
- Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets or exceeds the efficiency standard of MERV 13. The HV system should include the following features: installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE

85 percent supply filters should be used. Ongoing maintenance should occur.

- Retain a qualified HV consultant or Home Energy Rating Systems (HERS) rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
- Maintain positive pressure within the building.
- Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.
- Achieve a performance standard of at least four air exchanges per hour of recirculation. Achieve a performance standard of 0.25 air exchanges per hour of unfiltered infiltration if the building is not positively pressurized.
- Require project owners to provide a disclosure statement to occupants and buyers summarizing technical studies that reflect health concerns about exposure to highway exhaust emissions.
- Implement feasible attenuation measures needed to reduce potential air quality impacts to sensitive receptors such as air filtration systems.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of AMBAG, which hereby adopts Mitigation Measure AQ-5, and partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it**.** Although implementation of the above mitigation would reduce health risks, based on project-specific circumstances, it may not be feasible for all projects, and individual sensitive receptors may still be exposed to substantial hazardous air pollutant concentrations that would have significant health risk effects. Therefore, this impact remains significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.3-42 through 4.3-47 of the Final EIR.

D. BIOLOGICAL RESOURCES

1. **Impact BIO-1.** Implementation of transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would have substantial adverse impacts on special-status

plant and animal species, either directly or through habitat modifications. Impacts would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

BIO-1(a) Biological Resources Screening and Assessment. On a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, the implementing agency shall retain a qualified biologist to conduct a biological resources assessment (BRA) to document the existing biological resources and to determine the potential impacts to those resources. Depending on the results of the BRA, design alterations, further technical studies (i.e., protocol surveys) and/or consultations with the USFWS, NMFS, CDFW and/or other local, state, and federal agencies may be required. These protocols may include, but are not limited to:

- Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants (USFWS 2000)
- Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018)
- Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (CDFW 2023)
- Interim Survey Guidelines to Permittees for Recovery Permits under Section 10(a)(1)(A) of the Endangered Species Act for the Listed Vernal Pool Branchiopods (USFWS 1996)
- Revised Guidance on Site Assessment and Field Surveys for the California Red-legged Frog (USFWS 2005)
- Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander (USFWS and CDFW 2003)
- Considerations for Conserving the Foothill Yellow-legged Frog (CDFW 2018)
- Visual Encounter Survey Protocol for Rana Boylii in Lotic Environments (University of California, Davis 2017)

- Draft USGS Western Pond Turtle (Emys marmorata) Visual Survey Protocol for the Southcoast Ecoregion (U.S. Geological Survey 2006)
- Interim Golden Eagle Inventory and Monitoring Protocols; and Other Recommendations (USFWS 2010)
- Swainson's Hawk Survey Protocols, Impact Avoidance, and Minimization Measures for Renewable Energy Projects in the Antelope Valley of Los Angeles and Kern Counties, California (California Energy Commission and CDFW 2010)
- Staff Report on Burrowing Owl Mitigation (CDFW 2012)
- Inland Survey Protocol for Marbled Murrelets (Pacific Seabird Group 2024)
- Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 1999)
- Bat surveys consistent with CDFW recommendations

BIO-1(b) **Special-Status Plant Species Surveys.** If completion of the project-specific BRA determines that special-status plant species have potential to occur on-site, the implementing agency shall require surveys for special-status plants to be completed prior to any vegetation removal, grubbing, or other construction activity of each project (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally timed to coincide with the target species. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS, and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing agency for review. If special-status plant species are identified, Mitigation Measure BIO-1(c) shall apply.

BIO-1(c) **Special-Status Plant Species Avoidance, Minimization and Mitigation.** If state- or federally-listed and/or CRPR 1 and 2 species are found during special-status plant surveys [pursuant to Mitigation Measure BIO-1(b)], then the implementing agency shall require the project to be re-designed to avoid impacting these plant species to the extent feasible. If CRPR 3 and 4 species are found, the biologist shall evaluate to determine if they meet criteria to be considered special-status, and if so, the same process as identified for CRPR 1 and 2 species shall apply.

If special-status plants species cannot be avoided and would be impacted by a project implemented under the 2050 MTP/SCS, the implementing agency shall require all impacts to be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to implementing agency overseeing the project for approval.

BIO-1(d) **Endangered/Threatened Animal Species Habitat Assessment and Protocol Surveys.** If the BRA determines that suitable habitat may be present for

federally and/or state endangered or threatened animal species, the implementing agency shall require protocol habitat assessments/surveys to be completed in accordance with CDFW and/or USFWS/NMFS protocols prior to issuance of any construction permits/project approvals.

Alternatively, in lieu of conducting protocol surveys, the implementing agency may choose to assume presence within the project footprint and proceed with development of appropriate avoidance measures, consultation and permitting, as applicable.

If the target species is detected during protocol surveys, or protocol surveys are not conducted and presence is assumed based on suitable habitat, Mitigation Measure BIO-1(e) shall apply.

BIO-1(e) Endangered/Threatened Animal Species Avoidance and Compensatory Mitigation. If habitat is occupied or presumed occupied by federal and/or state listed species and would be impacted by the project, the implementing agency shall require re-design of the project in coordination with a qualified biologist to avoid impacting occupied/presumed occupied habitat to the extent feasible. If occupied or presumed occupied habitat cannot be avoided, the implementing agency shall provide the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals. The implementing agency shall purchase credits at a USFWS, NMFS and/or CDFW approved conservation bank if available for the affected species and/or provide compensatory mitigation to offset impacts to federal and/or state listed species habitat.

Compensatory mitigation shall be provided at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for permanent impacts. Compensatory mitigation may be combined/nested with special-status plant species and sensitive community restoration where applicable. Temporary impact areas shall be restored to pre-project conditions.

If on and/or off-site mitigation sites are identified the implementing agency shall retain a qualified biologist to prepare a Habitat Mitigation and Monitoring Plan (HMMP) to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to federal and/or state listed species. The HMMP shall identify long term site management needs, routine monitoring techniques, techniques and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. The HMMP shall be submitted to the agency overseeing the project for approval.

BIO-1(f) Endangered/Threatened Animal Species Avoidance and Minimization During Construction. The implementing agency shall apply the following measures to

aquatic and terrestrial species, where appropriate. Implementing agencies shall select from these measures as appropriate depending on site conditions, the species with potential for occurrence and the results of the biological resources screening and assessment (Mitigation Measure BIO-1[a]).

- Pre-construction surveys for federal and/or state listed species with potential to occur shall be conducted where suitable habitat is present by a qualified biologist not more than 48 hours prior to the start of construction activities. The survey area shall include the proposed disturbance area and all proposed ingress/egress routes, plus a 100-foot buffer. If any life stage of federal and/or state listed species is found within the survey area, the qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. The results of the pre-construction surveys shall be submitted to the implementing agency for review and approval prior to start of construction.
- Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern shall have highly visible orange construction fencing.
- All work shall be conducted during the day-time hours to the maximum extent feasible. Any night lighting shall be minimized, and directed to illuminate the work site only.
- All food waste shall be secured in a closed container and removed from the site at the end of each work day.
- All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed between April 1 and October 31, to avoid impacts to sensitive aquatic species.
- All projects occurring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species shall have a qualified biologist present during all initial ground disturbing/vegetation clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said biologist shall conduct daily pre-activity clearance surveys for endangered/threatened species. Alternatively, and upon approval of the CDFW and/or USFWS/NMFS or as outlined in project permits, said biologist may conduct site inspections at a minimum of once per week to ensure all prescribed avoidance and minimization measures are begin fully implemented.
- No endangered/threatened species shall be captured and relocated without authorization from the CDFW and/or USFWS/NMFS.
- If pumps are used for dewatering activities, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system.
- If at any time during construction of the project an endangered/threatened species enters the construction site or otherwise may be impacted by the

project, all project activities shall cease. At that point, a qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW.

- All vehicle maintenance/fueling/staging shall occur more than 100 feet from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills.
- No equipment shall be permitted to enter wetted portions of any affected drainage channel.
- All equipment operating within streambeds (restricted to conditions in which water is not present) shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access.
- At the end of each workday, excavations shall be secured with cover or a ramp shall be provided to prevent wildlife entrapment.
- All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling.

BIO-1(g) Non-Listed Special-Status Animal Species Avoidance and Minimization. Depending on the species identified in the BRA, the implementing agency shall select from among the following to reduce the potential for impacts to non-listed special-status animal species:

- Pre-construction clearance surveys shall be conducted within 14 days prior to the start of construction (including staging and mobilization) to identify all special-status animal species that may occur on-site. All non-listed special-status species shall be relocated from the site. A report of the pre-construction survey shall be submitted to the implementing agency for their review and approval prior to the start of construction.
- A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal, to recover special-status animal species unearthed by construction activities.
- Upon completion of the project, a qualified biologist shall prepare a final compliance report documenting all compliance activities implemented for the project, including the pre-construction survey results.

BIO-1(h) Preconstruction Surveys for Nesting Birds. For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the CFGC, the Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist retained by the implementing agency no more than 10 days prior to vegetation removal activities.

A qualified biologist shall conduct preconstruction surveys for raptors. The survey for the presence of bald and golden eagles shall cover all areas within of the disturbance footprint plus a one-mile buffer where access can be secured. The survey area for all other nesting bird and raptor species shall include the disturbance footprint plus a 300-foot and 500-foot buffer, respectively.

If active nests (nests with eggs or chicks) are located, the qualified biologist shall establish an appropriate avoidance buffer ranging from 250 to 500 feet based on the species biology and the current and anticipated disturbance levels occurring in vicinity of the nest.

For special status raptor nests an avoidance buffer of up to one mile shall be established on a case-by-case basis in consultation with the USFWS and/or CDFW. The size of the buffer may be influenced by the existing conditions and disturbance regime, relevant landscape characteristics, and the nature, timing and duration of the expected disturbance. The buffer shall be established between February 1 and August 31; however, buffers may be relaxed earlier than August 31 if a qualified ornithologist determines that a given nest has failed or that all surviving chicks have fledged and the nest is no longer in use

If on-site activities halt for more than 14 days during the nesting season, surveys for nesting birds shall be repeated prior to work resuming on-site.

A report of these preconstruction nesting bird surveys and nest monitoring (if applicable) shall be submitted to the implementing agency for review and approval prior to the start of construction.

BIO-1(i) **Worker Environmental Awareness Program.** Prior to initiation of construction activities, all personnel associated with project construction shall attend Worker Environmental Awareness Program training, conducted by a qualified biologist retained by the implementing agency, to aid workers in recognizing special-status resources and review of the limits of construction and mitigation measures required. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers and other personnel involved with construction of the project.

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Compliance with the above mitigation measures, if implemented for specific projects, would reduce impacts

to special-status species and their habitat to less than significant levels because the mitigation measures require pre-project surveys and biological monitoring, focused biological surveys, avoidance or minimization of project related disturbance or loss of special-status species, compensation for disturbed or loss of special-status species habitat and coordination with permitting agencies, as required prior to project implementation. However, it cannot be guaranteed that all future project level impacts to special-status species can feasibly be mitigated to a less than significant level for all species. Additionally, complete avoidance is the only mitigation for fully protected species, which may not be feasible under some circumstances. Therefore, impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 4.4-32 through 4.4-41 of the Final EIR.

2. **Impact BIO-2.** Implementation of transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would result in substantial adverse impacts on sensitive habitats, including sensitive natural communities, and state and federally protected wetlands. This impact would be significant and unavoidable.

   a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

      BIO-2(a) **Aquatic Resources Delineation and Impact Avoidance.** If the results of Mitigation Measure BIO-1(a) indicates projects implemented under the 2050 MTP/SCS occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, RWQCB and/or California Coastal Commission, a qualified biologist shall complete an aquatic resources delineation in accordance with the requirement set forth by each agency. The result shall be submitted to the implementing agency, USACE, RWQCB, CDFW and/or California Coastal Commission, as appropriate, for review and approval, and the project shall be designed to minimize impacts to jurisdictional areas to the extent feasible. The delineation shall serve as the basis to identify potentially jurisdictional areas to be protected

during construction, through implementation of the avoidance and minimization identified in Mitigation Measure B-2(c).

BIO-2(b) Wetlands, Drainages, and Riparian Habitat Compensatory Mitigation. Impacts to jurisdictional wetlands, drainages, and riparian habitat shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist retained by the implementing agency, and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan shall be developed by a qualified biologist to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to jurisdictional water and wetlands. The mitigation and monitoring plan can be prepared in combination with HMMP defined under Mitigation Measure BIO-1(e) above, if applicable. The mitigation and monitoring plan shall identify long term site management needs, routine monitoring techniques, techniques and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. The mitigation and monitoring plan shall be submitted to the regulatory agencies with permitting authority over the project. Alternatively, mitigation shall be accomplished through purchase of credits from an agency-approved wetlands mitigation bank.

BIO-2(c) Wetlands, Drainages, and Riparian Habitat Best Management Practices During Construction. The following best management practices shall be required by the implementing agency for development within or adjacent to wetlands, drainages, or riparian habitat**:**

- Access routes, staging and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and ancillary construction areas outside of jurisdictional areas.
- To control sedimentation during and after project implementation, appropriate erosion control materials shall be deployed to minimize adverse effects on jurisdictional areas in the vicinity of the project.
- Project activities within the jurisdictional areas should occur during the dry season (typically between April 1 and October 31) in any given year, or as otherwise directed by the regulatory agencies.
- During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site.
- Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project related activities, shall be prevented from contaminating the soil and/or entering wetlands, drainages or riparian habitat.

- All refueling, maintenance and staging of equipment and vehicles shall occur at least 100 feet from bodies of water or within secondary containment, and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills.

BIO-2(d) **Landscaping Plan.** If landscaping is proposed for a specific project, a qualified biologist/landscape architect retained by the implementing agency shall prepare a landscape plan. Drought tolerant, locally native plant species shall be used. Noxious, invasive and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List and/or California Invasive Plant Council Inventory shall not be permitted. Species selected for planting shall be regionally appropriate native species that are known to occur in the adjacent native habitat types.

BIO-2(e) **Sensitive Natural Community Avoidance and Mitigation.** If the results of Mitigation Measure BIO-1(a) indicates projects implemented under the 2050 MTP/SCS would impact sensitive natural communities in addition to riparian habitat which is addressed by Mitigation Measure BIO-2(b), the implementing agency shall avoid impacts to sensitive natural communities through final project design modifications if feasible.

If the implementing agency determines that sensitive natural communities cannot be avoided, impacts shall be mitigated on-site or offsite at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist based on any applicable resource agency guidelines. Temporarily impacted areas shall be restored to pre-project conditions. A Restoration Plan shall be developed by a qualified biologist and submitted to the implementing agency for approval. Mitigation for impacts to sensitive natural communities can be developed and included in the HMMP defined under Mitigation Measure BIO-1(e) above, if applicable. The mitigation and monitoring plan shall identify long term site management needs, routine monitoring techniques, techniques and success criteria.

BIO-2(f) **Invasive Weed Prevention and Management Program.** Prior to start of construction for each project that occurs within or adjacent to native habitats, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist retained by the implementing agency to prevent invasion of native habitat by non-native plant species. The plan shall be submitted to the implementing agency for review and approval. A list of target species shall be included, along with measures for early detection and eradication.

The plan, which shall be implemented by the implementing agency, shall also include, but not be limited to, the following measures to prevent the introduction of invasive weed species:

- During construction, limit the use of imported soils for fill. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species.
- To minimize colonization of disturbed areas and the spread of invasive species, the contractor shall stockpile topsoil and redeposit the stockpiled soil after construction or transport the topsoil to a permitted landfill for disposal.
- All erosion control materials, including straw bales, straw wattles, or mulch used on-site must be free of invasive species seed.
- Exotic and invasive plant species shall be excluded from any erosion control seed mixes and/or landscaping plant palettes associated with the proposed project.
- All disturbed areas shall be hydroseeded with a mix of locally native species or sterile annuals upon completion of work in those areas.

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Compliance with the above mitigation measures , if implemented for specific projects, would reduce impacts to sensitive communities and wetlands to less than significant levels because the mitigation measures require focused biological surveys, best management practices to avoidance or minimization impacts, compensation for disturbed or loss of sensitive communities and wetlands and coordination with permitting agencies, as required prior to project implementation. However, it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level for all sensitive habitats. As such, impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.4-42 through 4.4-46 of the Final EIR.

3. **Impact BIO-3.** Implementation of transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would substantially interfere with wildlife movement,

including fish migration, and/or impede the use of a native wildlife nursery. This impact would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

BIO-3(a) Project Design for Wildlife Connectivity. The implementing agency shall implement the following measures. All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife movement. Fencing shall not be installed at the openings of culverts, undercrossings, or other wildlife passage structures unless required for public safety; where fencing is necessary, it shall be placed far enough from the structure entrance to avoid blocking wildlife access and shall include design features that maintain clear, functional movement pathways.

Where fencing or other project components are required for public safety concerns, these project components shall be designed to permit wildlife movement by incorporating design features such as:

- A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals;
- A minimum 12 inches between the top two fence wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled;
- If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures such as overpasses, underpasses, culverts, etc., shall be incorporated into the project design as appropriate;
- Culverts shall be maintained to be free of sediment and vegetation to ensure continued functionality for wildlife passage;
- Project designs shall incorporate terracing to facilitate terrestrial species movement where space allows;
- Culverts shall be upsized where appropriate to support passage of impacted species;
- Crossing structures shall incorporate bench designs where feasible to allow wildlife use of the crossings during flooding;

- Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-4(a) Roadway Lighting for lighting requirements); and
- Vegetative buffers, consisting of California native plant and tree species, shall be installed where feasible to provide a natural noise barrier between roadway projects and sensitive wildlife habitat, including movement corridors. The buffer shall be maintained in perpetuity to ensure noise levels from the roadway are minimized within adjacent sensitive habitat.

In addition, prior to design approval, implementing agencies shall conduct wildlife movement assessments to evaluate connectivity constraints and identify opportunities to maintain or enhance wildlife movement. These assessments shall consider the best available wildlife-movement protocols and shall inform design of fencing, crossings, and other project features. Post-construction monitoring shall be conducted, where feasible, to confirm wildlife use of implemented movement features and to identify any needed adaptive management.

When on-site design measures cannot fully reduce impacts, compensation shall be considered as a mitigation option, including but not limited to participation in RCISs and mechanisms authorized under SB 790, to reduce unavoidable connectivity impacts at a landscape scale.

BIO-3(b) **Maintain Connectivity in Drainages.** Permanent structures that would impede wildlife movement shall be avoided to the extent feasible within any drainage or river that serves as a wildlife migration corridor.

In addition, upon completion of construction within any drainage, areas of stream channel and banks that are temporarily impacted shall be returned to pre-construction contours and in a condition that allows for unimpeded passage through the area once the work has been complete.

If water is to be diverted around work sites, a diversion plan shall be submitted to the implementing agency for review and approval prior to issuance of project construction permits/approvals. The diversion shall be designed in a way as to not impede movement while the diversion is in place.

For projects affecting drainages that serve as wildlife movement corridors, implementing agencies shall complete pre-construction evaluations of species movement patterns to guide placement, design, and timing of work. Post-construction monitoring shall be conducted, where feasible, to verify that drainage-related movement remains functional and to inform adaptive management if needed.

BIO-3(c) Construction Best Management Practices to Minimize Disruption to Wildlife. The following construction best management practices shall be incorporated by the implementing agency into all grading and construction plans to minimize temporary disruption to wildlife that could hinder wildlife movement:

- Designation of a 20 mile per hour speed limit in all construction areas.
- Daily construction work schedules shall be limited to daylight hours only.
- Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition.
- All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week.
- No pets are permitted on the project site during construction.

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Compliance with the above mitigation measures would reduce impacts to wildlife movement by requiring projects to be designed in a way that maintains connectivity. However, it cannot be guaranteed that movement of terrestrial species will not be impeded at the regional scale due to the large scale of the 2050 MTP/SCS. Therefore, impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.4-47 through 4.4-50 of the Final EIR.

E. CULTURAL RESOURCES

1. **Impact CR-1.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would cause a substantial adverse change in built environment cultural resources that are historical resources as defined in CEQA Guidelines Section 15064.5. Impacts would be significant and unavoidable.

   a. Mitigation – To minimize impacts to historical resources for transportation projects under AMBAG jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project

sponsor agencies can and should, implement the following mitigation developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts to historic resources, and where feasible and necessary based on project- and site-specific considerations. Cities and counties in the AMBAG planning region can and should implement these measures, where relevant to land use projects implementing under the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

CR-1 **Historical Resources Impact Minimization.** Prior to individual project permit issuance, the implementing agency of a 2050 MTP/SCS project involving earth disturbance or construction of permanent above ground structures or roadways shall, or can and should, prepare a map defining the Area of Potential Effects (APE). This map shall indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known historical resources are located within the impact zone. If a structure greater than 45 years in age is within the identified APE, a survey and evaluation of the structure(s) to determine their eligibility for recognition under State, federal, or local historic preservation criteria shall be conducted. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation shall comply with CEQA Guidelines section 15064.5(b). Study recommendations shall be implemented, which may include, but would not be limited to, the following:

- Realign or redesign projects to avoid impacts on known historic resources where possible
- If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings
- Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs a, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further find that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Redevelopment or demolition that may be required to implement transportation improvements and/or infill development may result in the permanent loss or damage to historic structures. While implementation

of Mitigation Measure CR-1 would reduce impacts to the extent feasible through measures such as avoiding impacts or plans to minimize impacts, some project specific impacts may be unavoidable. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 4.5-20 through 4.5-22 of the Final EIR.

2. **Impact CR-2.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would cause a substantial adverse change in the significance of archaeological resources as defined in CEQA Guidelines Section 15064.5. Impacts would be significant and unavoidable.

   a. **Mitigation** – To minimize impacts to cultural resources for transportation projects under AMBAG jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts to archaeological resources, and where feasible and necessary based on project- and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

      CR-2(a) **Archaeological Resources Impact Minimization.** Before construction activities, implementing agencies shall, or can and should, retain a qualified archaeologist to conduct a record search at the Northwest Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, implementing agencies shall, or can and should, retain a qualified archaeologist to conduct archaeological surveys before construction activities. Implementing agencies shall, or can and should, follow recommendations identified in the survey, which may include, but would not be limited to: subsurface testing, designing and implementing a Worker Environmental Awareness Program (WEAP), construction monitoring by a qualified archaeologist, or avoidance of sites and preservation in place. Recommended mitigation measures will be consistent with CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including

submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area.

CR-2(b) **Unanticipated Discoveries During Construction.** If evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earthmoving activities (e.g., ceramic shard, trash scatters, lithic scatters), implementing agencies shall, or can and should, halt all ground-disturbing activity proximate to the discovery until a qualified archaeologist (36 CFR Section 61) can assess the significance of the find. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the implementing agency to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. Recommended mitigation measures will be consistent with State CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified and afforded the opportunity to monitor mitigative treatment. During evaluation or mitigative treatment, ground disturbance and construction work may continue in other parts of the project area that are distant enough from the find not to impact it, as determined by the qualified archaeologist.

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Implementation of the above measures would reduce impacts to archaeological resources by requiring cultural resource searches and surveys of project areas and providing a procedure for discovered cultural archaeological resources. While implementation of Mitigation

Measures CR-2(a) and 2(b) would reduce impacts to the extent feasible, some project specific impacts may be unavoidable. Therefore, this impact remains significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.5-22 through 4.5-24 of the Final EIR.

F. GEOLOGY AND SOILS

1. **Impact GEO-5.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geological feature. Impacts would be significant and unavoidable.

   a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies, and cities and counties in the AMBAG region can and should, implement the following mitigation developed for the 2050 MTP/SCS program. For development occurring outside of the TAMC, SBtCOG, and SCCRTC jurisdiction, project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

   GEO-5 **Paleontological and Geologic Resources Impact Minimization.** The designated lead agency implementing a specific a 2050 MTP/SCS project involving ground disturbing activities (including grading, trenching, foundation work and other excavations) shall, or can and should, retain a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist (SVP 2010), to conduct a Paleontological Resources Assessment (PRA). The PRA shall determine the age and paleontological sensitivity of geologic formations underlying the proposed disturbance area, consistent with SVP Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. If underlying formations are found to have a high potential (sensitivity) for paleontological resources and/or would be considered a unique geologic feature, the following measures shall apply:

   - **Avoidance.** Avoid routes and project designs that would permanently alter unique paleontological and geological features. If avoidance practices cannot feasibly be implemented, the following measures shall apply.

- **Paleontological Mitigation and Monitoring Program.** A qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity. This program shall outline the procedures for construction staff training, paleontological monitoring extent and duration (i.e., in what locations and at what depths paleontological monitoring shall be required), salvage and preparation of fossils, the final mitigation and monitoring report and paleontological staff qualifications.
- **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of ground disturbance activity, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.
- **Paleontological Monitoring.** Ground disturbing activity with the potential to disturb geologic units with high paleontological sensitivity, as determined by initial paleontological surveying or records search as deemed appropriate, shall be monitored on a full-time basis by a qualified paleontological monitor. Should no fossils be observed during the first 50 percent of such excavations, paleontological monitoring could be reduced, under the discretion of the qualified paleontologist, to weekly spot-checking. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources.
- **Salvage of Fossils.** If fossils are discovered, the implementing agency shall be notified immediately, and the qualified paleontologist (or paleontological monitor) shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.
- **Preparation and Curation of Recovered Fossils.** Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, as defined by the specific receiving institution or collection, and curated in a scientific institution with a permanent paleontological collection, along with all pertinent field notes, photos, data and maps.
- **Final Paleontological Mitigation and Monitoring Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of cities and counties, which can and should adopt it for land use projects, and transportation project sponsor agencies, which can and should adopt it for transportation projects. Implementation of the above mitigation measure would reduce impacts to paleontological resources and unique geologic features by requiring a PRA and mitigation measures for any projects under the 2050 MTP/SCS that may impact such resources. While implementation of Mitigation Measure GEO-5 would reduce impacts to the extent feasible, some project specific impacts may be unavoidable. Therefore, this impact is significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.7-34 through 4.7-37 of the Final EIR.

G. GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE

1. Impact GHG-1. Construction of the transportation improvement projects and development within future land use patterns envisioned by the 2050 MTP/SCS would generate a net increase GHG emissions by 2050 compared to baseline 2022 conditions. Impacts would be significant and unavoidable.

a. Mitigation – For all transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects generating construction GHG emissions, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Implementation of Mitigation Measures AQ-2(b) and AQ-2(c) in Section 4.3, *Air Quality and Health Impacts/Risks,* would also reduce GHG emissions from the 2050 MTP/SCS.

GHG-1 **Construction GHG Reduction Measures.** The project sponsor shall incorporate the most recent GHG reduction measures and/or technologies for reducing GHG emissions measures for off-road construction vehicles during construction. The measures shall be noted on all construction plans and the project sponsor shall perform periodic site inspections. Current GHG-reducing measures include the following:

- Use of on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five-minute idling limit;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible;
- Use of alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, in place of diesel-powered equipment for 15 percent of the fleet, to the extent electric powered equipment is not feasible;
- Use of materials sourced from local suppliers;
- Recycling of at least 75 percent of construction waste materials; and
- Project proponents shall incentivize that construction workers carpool, and/or use electric vehicles to commute to and from the project site.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure GHG-1 would reduce short-term construction emissions from individual projects and thus reduce the severity of impacts by requiring best practices for exhaust emissions via readily available, lower-emitting diesel equipment, and/or equipment powered by alternative cleaner fuels (e.g., propane) or electricity, as well as on-road trucks using particulate exhaust filters. Implementation of Mitigation Measures AQ 2(a), AQ-2(b) and AQ-2(c) would also reduce GHG emissions from the 2050 MTP/SCS. However, these mitigation measure may not be feasible or effective for all projects. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.8-25 and 4.8-26 of the Final EIR.

2. **Impact GHG-4.** Implementation of the 2050 MTP/SCS would not achieve the State GHG reduction targets of 40 percent below 1990 levels by 2030 and 85 percent below 1990 levels by 2045. Therefore, the 2050 MTP/SCS would conflict with the State's ability to achieve SB

32, AB 1279, 2022 Scoping Plan, and applicable local GHG reduction plan targets and goals. Impacts would be significant and unavoidable.

a. Mitigation – For all transportation projects under their jurisdiction, SBtCOG, SCCRTC, and TAMC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects generating construction GHG emissions, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. Implementation of Mitigation Measures TRA-2(a) and TRA-2(b) in Section 4.15, *Transportation*, would also reduce GHG emissions from the 2050 MTP/SCS.

GHG-4(a) Transportation-Related GHG Reduction Measures. The implementing agency shall incorporate the most recent GHG reduction measures and/or technologies for reducing VMT and associated transportation related GHG emissions. GHG-reducing mitigation measures include the following:

- Installation of electric vehicle charging stations beyond those required by State and local codes
- Utilization of electric vehicles and/or alternatively fueled vehicles in company fleet
- Provision of dedicated parking for carpools, vanpool, and clean air vehicles
- Provision of new or improved transit amenities (e.g., covered turnouts, bicycle racks, covered benches, signage, lighting, sidewalk connectivity, and accessible crosswalks) if project site is located along an existing transit route
- Optimize transit route networks and service levels to boost ridership
- Provision of employee lockers and showers
- Provision of on-site services that reduce the need for off-site travel (e.g., childcare facilities, automatic teller machines, postal machines, food services)
- Provision of alternative work schedule options, such as telework or reduced schedule (e.g., 9/80 or 10/40 schedules) for employees
- Implementation of transportation demand management programs to educate and incentivize residents and/or employees to use transit, smart commute, and alternative transportation options

GHG-4(b) Land Use Project Energy Consumption and Water Use Reduction Measures. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement measures to reduce energy consumption, water use, solid waste generation, and VMT, all of which contribute to GHG emissions. Project specific environmental documents may

adjust these mitigation measures as necessary to respond to site specific conditions.

- Require new commercial construction to install solar energy systems or be solar-ready
- Require new residential and commercial development to install low flow water fixtures
- Require new residential and commercial development to install water-efficient drought-tolerant landscaping, including the use of compost and mulch
- Require new development to exceed the applicable Title 24 energy-efficiency requirements
- Encourage new development to be fully electric

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Implementation of project level GHG-reducing measures would reduce GHG emissions, but may not be feasible and cannot be guaranteed on a project by project basis. Additionally, it is speculative at this time to forecast whether project level GHG emission reductions would be sufficient to achieve regionwide reduction in GHG emissions of 40 percent below 1990 levels by 2030 and 85 percent below 1990 levels by 2045. In addition, in some instances, mandatory electric building features may be legally infeasible. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.8-30 through 4.8-35 of the Final EIR.

H. HAZARDS AND HAZARDOUS MATERIALS

1. **Impact HAZ-3.** The 2050 MTP/SCS includes land use projects and transportation projects that could occur on sites on the list of hazardous material sites compiled by Government Code Section 65962.5. Impacts would be significant and unavoidable.

a. Mitigation – For transportation and development projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can

and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in hazardous materials impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

HAZ-3 **Site Remediation.** If an individual project included in the 2050 MTP/SCS is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, the implementing agency shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented. Examples of typical recommendations provided in Phase I/II ESAs include removal of contaminated soil in accordance with a soil management plan approved by the local environmental health department; covering stockpiles of contaminated soil to prevent fugitive dust emissions; capturing groundwater encountered during construction in a holding tank for additional testing and characterization and disposal based on its characterization; and development of a health and safety plan for construction workers.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. With implementation of this mitigation, impacts would be reduced to less than significant because project sites with hazardous material contamination that are on the list compiled by the Government Code Section 65962.5 would be identified prior to commencement of project construction. Additionally, prior to commencement of construction, measures to remediate contamination, such as containment and disposal of contaminated soil pursuant to federal and state regulations would be required. However, it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level. Therefore, impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or

alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.9-24 through 4.9-26 of the Final EIR.

I. NOISE

1. Impact N-1. Construction activities associated with transportation projects and land use projects under the 2050 MTP/SCS would generate a substantial temporary increase in ambient noise levels in excess of standards or over existing noise levels, and would generate a substantial absolute noise increase over existing noise levels. Impacts would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in construction noise impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

N-1 Construction Noise Reduction. To reduce construction noise levels to achieve applicable standards and prevent a substantial increase in ambient noise levels, implementing agencies for transportation and land use projects shall implement the measures identified below where feasible and necessary.

- Implementing agencies of 2050 MTP/SCS projects shall ensure that, where residences or other noise sensitive uses are located within 200 feet of construction sites, appropriate measures shall be implemented to ensure compliance with local ordinance requirements relating to construction noise. Specific techniques may include, but are not limited to: restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise.
- Designate an on-site construction complaint and enforcement manager for projects within 200 feet of sensitive receivers.
- Implementing agencies of the 2050 MTP/SCS shall post phone numbers for the on-site enforcement manager at construction sites along with complaint procedures and who to notify in the event of a problem.
- For any project within 800 feet of sensitive receptors that requires pilings, the implementing agencies shall require caisson drilling or sonic pile driving as opposed to impact pile driving, where feasible. This shall be

accomplished through the placement of conditions on the project during its individual environmental review.

- Implementing agencies of 2050 MTP/SCS projects shall ensure that equipment and trucks used for project construction utilize the best available noise and vibration control techniques, including mufflers, intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds.
- Implementing agencies of 2050 MTP/SCS projects shall ensure that impact equipment (e.g., jack hammers, pavement breakers and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation.
- The following timing restrictions shall apply to MTP/SCS project construction activities located within 200 feet of a dwelling unit, or 800 feet if impact pile driving is involved, except where timing restrictions are already established in local codes or policies. Construction activities shall be limited to:
  - Monday through Friday: 7 a.m. to 6 p.m.
  - Saturday: 9 a.m. to 5 p.m.
- Implementing agencies of 2050 MTP/SCS projects shall locate stationary noise and vibration sources as far from sensitive receptors as feasible. Stationary noise sources that must be located near existing receptors will be adequately muffled.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Implementation of required mitigation would reduce impacts from construction noise. However, even with application of Mitigation Measure N-1, construction noise from all 2050 MTP/SCS projects may not be reduced below applicable thresholds for some projects, and impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or

project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.12-15 through 4.12-18 of the Final EIR.

2. Impact N-2. Construction activities associated with transportation projects and land use projects under the 2050 MTP/SCS would generate excessive groundborne vibration levels. Impacts would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in construction noise impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement Mitigation Measures N-1, listed under Impact N-1, and N-2, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

N-1 Construction Noise Mitigation. (see mitigation measure above).

N-2 Construction Vibration Reduction. If construction equipment would generate vibration levels exceeding acceptable levels as established by FTA (as shown in Final EIR Table 4.12-2 **Error! Reference source not found.**), implementing agencies of the 2050 MTP/SCS shall, or can and should, complete the following tasks:

- Prior to construction, survey the project site for vulnerable buildings, and complete geotechnical testing (preconstruction assessment of the existing subsurface conditions and structural integrity), for any older or historic buildings within 50 feet of pile driving. The testing shall be completed by a qualified geotechnical engineer and qualified historic preservation professional and/or structural engineer.
- Prepare and submit a report to the lead agency that contains the results of the geological testing. If recommended by the preconstruction report, implementing agencies shall require ground vibration monitoring of nearby historic structures. Methods and technologies shall be based on the specific conditions at the construction site. The preconstruction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities and identify corrective measures to be taken should monitored vibration levels indicate the potential for building damage. In the event of unacceptable ground movement with the potential to cause structural damage, all impact work shall cease, and corrective measures shall be implemented to minimize the risk to the subject, or adjacent, historic structure.

- To minimize disturbance withing 550 feet of pile-driving activities, implement "quiet" pile-driving technology, such as predrilling of piles and the use of more than one pile driver to shorten the duration of pile driving), where feasible, in consideration of geotechnical and structural requirements and conditions as defined as part of the geotechnical testing, if testing was feasible.
- Use cushion blocks to dampen noise from pile driving.
- Phase operations of construction equipment to avoid simultaneous vibration sources

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, and partially within the responsibility and jurisdiction of cities and counties, which can and should adopt them. Implementation of required mitigation would reduce impacts from construction vibration. However, even with application of Mitigation Measures N-1 and N-2, construction vibration from all 2050 MTP/SCS projects may not be reduced below applicable thresholds for some projects, and impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.12-18 through 4.12-21 of the Final EIR.

3. **Impact N-3.** Implementation of the 2050 MTP/SCS would generate a substantial permanent increase in ambient noise levels in excess of standards or over existing noise levels and generate a substantial absolute noise increase over existing noise levels. Impacts would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2050 MTP/SCS program where applicable for transportation projects that result in significant transportation noise levels, and where feasible and necessary based on project and site specific considerations. The measure below does not apply to land use projects. Project specific environmental documents may adjust this mitigation measure as necessary to respond to site specific conditions.

N-3 Noise Assessment and Control for Transportation Noise Sources. Sponsor agencies of 2050 MTP/SCS transportation projects shall complete detailed noise assessments using applicable guidelines (e.g., FTA Transit Noise and Vibration Impact Assessment for rail and bus projects and the Caltrans Traffic Noise Analysis Protocol) for transportation projects that may impact noise sensitive receivers. The implementing agency shall ensure that a noise survey is conducted that, at minimum:

- Determines existing and projected noise levels
- Determines the amount of attenuation needed to reduce potential noise impacts to applicable State and local standards
- Identifies potential alternate alignments that allow greater distance from, or greater buffering of, noise-sensitive areas
- If warranted, recommends methods for mitigating noise impacts, including:
  - Appropriate setbacks
  - Sound attenuating building design, including retrofit of existing structures with sound attenuating building materials
  - Use of sound barriers (earthen berms, sound walls, or some combination of the two)

Where new or expanded roadways, rail, or transit projects are found to expose receivers to noise that exceed acceptable standards or to a substantial permanent absolute increase in ambient noise levels, the implementing agency shall implement techniques as recommended in the project specific noise assessment. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks (design adjustments) and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) shall be considered. Long expanses of walls or fences shall be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements shall be used, including solid fences, walls, and landscaped berms. Other techniques such as rubberized asphalt or "quiet pavement" can be used where feasible to reduce road noise for new roadway segments or modifications requiring repaving. The effectiveness of noise reduction measures shall be monitored by taking noise measurements and installing adaptive mitigation measures to achieve applicable standards.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsorss, which can and should adopt it. This measure would reduce noise impacts through requiring noise studies and

feasible mitigation measures for transportation projects. Implementation of the above mitigation measure would reduce noise from mobile sources. However, even with implementation of Mitigation Measure N-3, mobile source noise from projects implementing the 2050 MTP/SCS may continue to impact nearby noise sensitive receivers and may not be reduced below applicable thresholds, , based on project-specific circumstances. Impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 4.12-21 through 4.12-24 of the Final EIR.

4. **Impact N-4.** The proposed 2050 MTP/SCS land use scenario would encourage infill development near transit and other transportation facilities, which would generate a substantial increase in ambient noise levels in excess of standards or over existing noise levels. Impacts would be significant and unavoidable.

a. **Mitigation** – Cities and counties in the AMBAG region can and should implement the following measures, where relevant to land use projects implementing the 2050 MTP/SCS, and where feasible and necessary based on project and site-specific considerations. The mitigation measure outlined below does not apply to transportation projects. Project specific environmental documents may adjust this mitigation measure as necessary to respond to site specific conditions.

N-4 **Noise Mitigation for Land Uses.** If a 2050 MTP/SCS land use project is located in an area with exterior ambient noise levels above local noise standards, or where it could be exposed to substantial permanent increases in noise levels, the implementing agency can and should ensure that a noise study is conducted to determine the existing exterior noise levels in the vicinity of the project. If the project would be impacted by ambient noise levels, feasible attenuation measures shall be used to reduce operational noise to meet acceptable standards. In addition, noise insulation techniques shall be utilized to reduce indoor noise levels to thresholds set inapplicable State and/or local standards. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is within the responsibility and jurisdiction of cities and counties, which can and should adopt it. Implementation of the above mitigation measure would reduce noise exposure for infill development near transit and other transportation facilities. However, even with implementation of Mitigation Measure N-4 noise from projects implementing the 2050 MTP/SCS may continue to impact nearby noise sensitive receptors and may not be reduced below applicable thresholds, based on project-specific circumstances. Impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.12-24 and 4.12-25 of the Final EIR.

5. Impact N-5. The proposed 2050 MTP/SCS would result in new truck, bus, and train traffic that would generate excessive vibration levels. Impacts would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that could generate excessive vibration impacts, and where feasible and necessary based on project and site specific considerations. These measures can and should also be implemented for future infill projects near transit pursuant to the 2050 MTP/SCS that would result in vibration impacts. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

N-5 Vibration Mitigation for Transportation Projects. Where local vibration and groundborne noise standards do not apply, implementing agencies of 2050 MTP/SCS projects shall comply with guidance provided by the FTA in the most recent version of the *Transit Noise and Vibration Impact Assessment* to assess impacts to buildings and sensitive receptors and reduce vibration and groundborne noise. FTA thresholds, as shown in Table 4.12-2, shall be used except in areas where local standards for groundborne noise and vibration have been established. Methods that would be considered to reduce vibration and groundborne noise impacts include, but are not limited to:

- **Rail Traffic**
  - Maximizing the distance between tracks and sensitive uses
  - Conducting rail grinding on a regular basis to keep tracks smooth

- Conducting wheel truing to re-contour wheels to provide a smooth-running surface and removing wheel flats
- Providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners and ballast mats;
- Implementing operational changes such as limiting train speed and reducing nighttime operations.

- **Bus and Truck Traffic**
  - Constructing noise barriers
  - Use noise reducing tires and wheel construction on bus wheels
  - Use vehicle skirts (i.e., a partial enclosure around each wheel with absorptive treatment) on freight vehicle wheels

b. Findings and Rationale – The AMBAG Board of Directors finds that for transportation projects, this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it . The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors , which can and should adopt it. The above mitigation measures, if implemented for specific projects, would reduce vibration impacts to a less than significant level. However, even with implementation of Mitigation Measure N-5, vibration from projects implementing the 2050 MTP/SCS may continue to be excessive, based on project-specific circumstances. Impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.12-26 and 4.12-27 of the Final EIR.

6. Impact N-6. Proposed transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would be located in close proximity to existing airports such that applicable exterior and interior noise thresholds would be exceeded. Impacts would be significant and unavoidable.

a. Mitigation – These measures can and should also be implemented for future land use development projects near existing public or public use airports. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

N-6 Noise Mitigation Near Airports. Local lead agencies for all new development proposed to be located within the vicinity of an existing airport influence zone, as

defined by the locally ALUCP or local general plan, or within two miles of an airport that does not have an ALUCP or a private airstrip, shall require a site specific noise compatibility study. The study shall consider and evaluate existing aircraft noise, based on specific aircraft activity data for the airport in question, and shall include recommendations for site design and building construction to assure that people residing in the project area are not exposed to excessive noise levels. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads, such as dual paned windows. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is within the responsibility and jurisdiction of cities and counties, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. To the extent that a local agency requires an individual project to implement the feasible mitigation measures included in Mitigation Measure N-6, the appropriate design and building construction would ensure compliance with relevant plans or codes, and this impact would be reduced to a less than significant level. However, even with implementation of Mitigation Measure N-6, noise from projects implementing the 2050 MTP/SCS may continue to impact nearby noise sensitive receptors and exceed acceptable standards, based on project-specific circumstances. Impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.12-28 through 4.12-30 of the Final EIR.

J. PUBLIC SERVICES AND RECREATION

1. **Impact PSR-1.** The 2050 MTP/SCS would result in new or expanded governmental facilities, the implementation of which would result in substantial physical impacts. This impact would be significant and unavoidable.

a. Mitigation – Cities and counties in the AMBAG region, as well as other public service providers, can and should implement this measure, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

PSR-1 **Increased Public Service Demand.** During the CEQA review process for individual facilities, the implementing agency with responsibility for construction of new public service facilities or the expansion of existing facilities, including those of fire and police services, parks, and other public facilities, can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce significant impacts associated with air quality, noise, transportation, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new public or expanded public service facilities.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is within the responsibility and jurisdiction of cities, counties, and other public service providers, which can and should adopt it. Population growth in the AMBAG region would occur regardless of the potential implementation of the 2050 MTP/SCS. Mitigation Measure PSR-1, implementing agencies to apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. However, due to the variety of project-specific circumstances, these mitigation measures may not be feasible or effective for every project. Therefore, this impact would be significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.14-16 through 4.14-18 of the Final EIR.

2. **Impact PSR-3.** The 2050 MTP/SCS would increase the use of existing parks and recreational facilities, resulting in substantial physical deterioration, and would include recreational facilities that would have an adverse effect on the environment. This impact would be significant and unavoidable.

a. Mitigation – Cities and counties in the AMBAG region, and recreation agencies, can and should implement the following measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

PSR-3 **Impact Reduction from New Recreational Facilities.** During project specific design and CEQA review, the cities and counties in the AMBAG region, and other agencies with responsibility for the construction of new or expanded recreation facilities, can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction of such facilities. The environmental impacts associated with such construction should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce significant impacts associated with air quality, noise, transportation, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction of new or expanded recreation facilities, including recreational trails.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is within the responsibility and jurisdiction of cities, counties, and recreation agencies, which can and should adopt it. Implementation of Mitigation Measure PSR-3 if implemented, would reduce impacts associated with the construction of additional parks and recreation facilities because it would require implementing agencies to apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. However, due to the variety of project-specific circumstances, these mitigation measures may not be feasible or effective for every project. Therefore, this impact would be significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.14-19 through 4.14-21 of the Final EIR.

K. TRANSPORTATION

1. **Impact TRA-2.** The 2050 MTP/SCS would result in an increase to daily VMT per capita between the baseline 2022 conditions and the 2050 conditions. Per capita VMT impacts from implementation of the 2050 MTP/SCS would be significant and unavoidable. The induced travel impact at the regional level would be less than significant.

   a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would increase the capacity of a

roadway, and where feasible and necessary based on project and site specific considerations. For land use projects under their jurisdiction, the cities and counties in the AMBAG region shall implement the following mitigation measure. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

TRA-2(a) Land Use Project VMT Analysis and Reduction. Regionally, implementing agencies shall require implementation of VMT reduction strategies through transportation demand management programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, and other land use project conditions that reduce VMT. Programs shall be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking.

At a project level, implementing agencies shall evaluate VMT as part of project specific CEQA review and discretionary approval decisions for land use projects. Where project level significant impacts are identified, implementing agencies shall identify and implement measures that reduce VMT. Examples include but are not limited to:

- Provide carsharing, vanpool, bike sharing, and ride-sharing programs
- Implement or provide access to commute reduction programs
- Encourage telecommute programs
- Incorporate affordable housing into the project
- Increase density, infill, and transit oriented development
- Increase mixed uses within the project area
- Incorporate improved pedestrian connections within the project/neighborhood
- Incentivize development in low VMT communities
- Incentivize housing near commercial and offices
- Increase access to goods and services, such as groceries, schools, and daycare
- Orient the project toward transit, bicycle, and pedestrian facilities
- Implement complete streets
- Provide traffic calming
- Provide bicycle parking
- Reduce parking requirements
- Separate out parking costs
- Provide parking cash-out programs

TRA-2(b) Transportation Project VMT Analysis and Reduction. Transportation project sponsor agencies shall evaluate transportation projects that involve increasing roadway capacity for their potential to increase VMT. Where project level increases are found to be potentially significant, implementing agencies shall, or can and should, identify and implement measures that reduce VMT. Examples of measures that reduce the VMT associated with increases in roadway capacity include, but are not limited to:

- Tolling new lanes to encourage carpools and fund transit improvements
- Converting existing general purpose lanes to high occupancy vehicle lanes
- VMT banks
- Implementing or funding offsite travel demand management
- Providing a bus rapid transit system
- Implement bus on shoulder operations during peak congestion periods
- Improving pedestrian or bicycle networks, or transit service
- Providing transit passes
- Incorporating neighborhood electric vehicle network

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. If implementing agencies adopt and require this mitigation, impacts would be reduced because less VMT would be added to the AMBAG region. However, the implementation of project level VMT-reducing measures such as mixed uses and TOD may not be feasible and cannot be guaranteed on a project by project basis. Regional VMT-reduction programs, such as VMT banks, may also not be feasible as there are no procedures or policies in place to establish such programs, and project-specific VMT reduction measures may not be feasible for individual transportation projects. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.15-27 through 4.15-31 of the Final EIR.

L. TRIBAL CULTURAL RESOURCES

1. **Impact TCR-1.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would cause a substantial adverse change in the significance of a tribal cultural resource. Impacts would be significant and unavoidable.

   a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts to tribal cultural resources, and where feasible and necessary based on project- and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

      TCR-1 **Tribal Cultural Resources Impact Minimization**. Implementing agencies shall, or can and should, comply with AB 52, which may require formal tribal consultation. If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource, they shall, or can and should, implement mitigation measures identified in the consultation process required under PRC Section 21080.3.2, or shall, or can and should, implement the following measures where feasible to avoid or minimize the project specific significant adverse impacts:

      - Avoidance and preservation of the resources in place, including, but not limited to planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
      - Treating the resource with culturally appropriate dignity considering the tribal cultural values and meaning of the resource, including, but not limited to, the following:
        - Protecting the cultural character and integrity of the resource
        - Protecting the traditional use of the resource
        - Protecting the confidentiality of the resource
        - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places
      - Native American monitoring by the appropriate tribe for all projects in areas identified as sensitive for potential tribal cultural resources and/or in the vicinity (within 100 feet) of known tribal cultural resources
      - If potential tribal cultural resources are encountered during ground-disturbing activities; work in the immediate area must halt and the appropriate tribal representative(s), the implementing agency, and an

archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find and determine the proper course of action

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Mitigation Measure TCR-1 would require AB 52 compliance and would result in necessary mitigation being identified through tribal consultation to avoid impacts to tribal cultural resources. This measure would protect the resource's character, traditional use, and confidentiality. With such protection, implementation of the above measure would reduce impacts to tribal cultural resources. However, it cannot be guaranteed that all future project-level impacts can be mitigated and as such, impacts would be significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

Supportive Evidence – Please refer to pages 4.16-7 through 4.16-9 of the Final EIR.

M. UTILITIES AND SERVICE SYSTEMS

3. Impact UTIL-1. Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which would cause significant environmental effects. This impact would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that require new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region, and other utility providers, can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

UTIL-1(a) **Water and Wastewater Treatment Facilities.** During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region and other utility providers with responsibility for the construction of new water or wastewater treatment and collection facilities or the expansion of existing facilities can and should apply necessary mitigation measures to reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality and others that apply to specific construction or expansion of water or wastewater treatment and collection facilities projects.

UTIL-1(b) **Stormwater Facilities.** During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region and special districts with responsibility for the construction of new stormwater drainage facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of storm water drainage facilities projects.

UTIL-1(c) **Stormwater Control Methods.** During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should incorporate stormwater control, retention, and infiltration features, such as detention basins, bioswales, vegetated median strips, and permeable paving, early into the design process to ensure such features are analyzed during environmental review. Implement mitigation measures identified for such features on a project specific basis, where feasible and necessary based on project and site specific considerations.

UTIL-1(d) **Power, Natural Gas, or Telecommunications Facilities.** During the CEQA review process, cities, counties, and AMBAG region energy and telecommunications providers and regulatory agencies with responsibility for the construction or approval of new electric power, natural gas, or telecommunications facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of natural gas and electric facilities projects.

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them**.** Mitigation Measure UTIL-1(a) through UTIL-1(d), if implemented, would reduce impacts associated with the construction of additional water and wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities because it would require implementing agencies to apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. However, due to the variety of project-specific circumstances, these mitigation measures may not be feasible or effective for every project. Therefore, this impact would be significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.17-28 through 4.17-32 of the Final EIR.

4. **Impact UTIL-2** Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would generate solid waste in excess of the capacity of local infrastructure. This impact would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts related to solid waste, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

UTIL-2 Solid Waste Generation and Disposal. During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region can and should implement, the following measures where feasible:

- Provide an easily accessible area that is dedicated to the collection and storage of non-hazardous recycling materials.
- Maintain or reuse existing building structures and materials during building renovations and redevelopment.
- Use salvaged, refurbished, or reused materials to help divert such items from landfills.
- Divert construction waste from landfills, where feasible, through means such as:
    - Submitting and implementing a construction waste management plan that identifies materials to be diverted from disposal;
    - Establishing diversion targets, possibly with different targets for different types and scales of development;
    - Helping project sponsors and implementing agencies share information on available materials with one another, to aid in the transfer and use of salvaged materials.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure UTIL-2 would reduce impacts associated with solid waste generation because it would require that land use and transportation projects apply landfill diversion strategies including reusing building materials, maintaining structures where applicable, and developing construction waste management plans. However, due to the variety of project-specific circumstances, these mitigation measures may not be feasible or effective for every project. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific

economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 4.17-33 and 4.17-34 of the Final EIR.

5. **Impact UTIL-4.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would increase water demand in the AMBAG region such that water supplies may be insufficient to serve envisioned development. Impacts would be significant and unavoidable.

   a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that have water supply impacts, where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

      UTIL-4(a) **General Water Conservation Measures.** Agencies implementing land use and transportation projects that could increase water demand shall, or can and should, coordinate with relevant water services to ensure demand can be accommodated and identify a water consumption budget. Any existing water conservation measures that reduce demand for potable water, such as reducing water use for landscape irrigation for transportation projects or use of water-conserving fixtures in envisioned land use projects, should be employed. Reclaimed water should be used when possible.

      UTIL-4(b) **Water Supply for Construction Dust Suppression.** Implementing agencies shall, or can and should, ensure that for all 2050 MTP/SCS projects, where feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities. This measure shall, or can and should, be noted on construction plans and shall be spot checked by the implementing agency.

      UTIL-4(c) **Landscape Watering.** In jurisdictions that do not already have an applicable local regulatory program related to landscape watering, implementing agencies shall, or can and should, design 2050 MTP/SCS projects that would include landscaping shall be designed with drought tolerant plants and drip irrigation. When feasible, native plant species shall be used. In addition,

landscaping associated with proposed improvements shall be maintained using reclaimed and/or desalinated water when feasible.

UTIL-4(d) **Porous Pavement and Bioswale Installation.** In jurisdictions that do not already have an appropriate local regulatory program related to porous pavement, implementing agencies for a 2050 MTP/SCS project that involves streetscaping, parking, transit and/or land use improvements shall, or can and should, ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation. Additionally, if a project would substantially increase impervious surfaces the sponsor shall ensure that bioswales are installed, where feasible, to facilitate groundwater recharge using stormwater runoff from the project site while improving water quality if not already required by the appropriate jurisdiction's local regulatory programs.

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Implementation of the above measures would reduce impacts on water supply in the AMBAG region. However, the population growth forecast coupled with existing groundwater over-drafting and regular droughts indicate that demand may outpace supply in certain areas. The land use scenario envisioned by the 2050 MTP/SCS along with 2050 MTP/SCS transportation projects would result in the need for additional water supply, even with the implementation of mitigation measures listed above. Given the overdraft conditions of area groundwater basins and other regional water supply concerns, impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.17-35 through 4.17-38 of the Final EIR.

N. WILDFIRE

1. **Impact W-1.** Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would be located in or near Very High FHSZs, and exposure of people or structures to a significant risks of loss, injury, or death from wildfires could occur. Impacts would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts related to wildland fire, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

W-1 **Wildfire Risk Reduction.** If an individual transportation or land use project included in the 2050 MTP/SCS is within or less than two miles from a High or Very High FHSZ in the State Responsibility Area (SRA) as established by California Public Resources Code (PRC) Sections 4201 through 4204, or as High or Very High in the Local Responsibility Area (LRA) designated pursuant to California Government Code, Sections 51175 through 51189, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildlife include, but are not limited to:

- Enforce defensible space regulations compliant with PRC Section 4291 or stricter as designated by the local governing body to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.
- Provide public education about wildfire risk, fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place during a wildfire emergency.
- Ensure sufficient emergency water supply and operations for wildland fire suppression.
- Encourage the development of landscaping maintenance schedules to include removal/ treatment of annual invasive species which may contribute to increased fuel loading.
- Encourage the use of fire-resistant vegetation native to Santa Cruz, Monterey, and San Benito counties and/or the local microclimate of the project site and discourage the use of fire-prone species especially non-native, invasive species.
- Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project.
- Prohibit certain project construction activities with potential to ignite wildfires during red-flag warnings issued by the National Weather Service

for the project site location. Example activities that should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings.

- Require fire extinguishers to be on site during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher.
- Encourage the use of external sprinklers for new development mapped within Very High FHSZs.
- Complete corridor-specific evaluations and implement traffic management measures, including coordination with local emergency response agencies.
- Incorporate post-fire debris-flow, erosion, or landslide risk assessments during the design phase for hillside facilities or projects located in areas subject to post-fire geologic hazards.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should it. With implementation of this mitigation, the risk of loss of structures and transportation infrastructure and the risk of injury or death due to wildfires would be reduced. This measure would make structures and transportation infrastructure more fire resistant and less vulnerable to loss in the event of a wildfire. These measures would also reduce the potential for construction of 2050 MTP/SCS projects to inadvertently ignite a wildfire. However, for individual projects, this mitigation measure may not be feasible to prevent a significant risk of wildfires or fully protect people and structures from the risks of wildfires in all cases. Thus, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.18-18 through 4.18-21 of the Final EIR.

2. **Impact W-2**. Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would be located in or near Very High FHSZs. This would increase wildfire risk associated with the construction or maintenance of infrastructure such as roads, post-fire landslides and flooding, and wildfire risk to people and structures. Impacts would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts related to wildland fire, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

W-1 Wildfire Risk Reduction (see mitigation measure above).

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. With implementation of this mitigation, the risk of loss of structures and transportation infrastructure and the risk of injury or death due to wildfires would be reduced. These measures would make structures and transportation infrastructure more fire resistant and less vulnerable to loss in the event of a wildfire. This measure would also reduce the potential for construction of 2050 MTP/SCS projects to inadvertently ignite a wildfire. However, for individual projects, this mitigation measure may not prevent a wildfire risk associated with the construction or maintenance of infrastructure such as roads, post-fire landslides and flooding, or fully protect people and structures from the risks of wildfires in all cases. Thus, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.18-22 through 4.18-24 of the Final EIR.

VI. FINDINGS ON SIGNIFICANT AND UNAVOIDABLE CUMULATIVE IMPACTS

A. INTRODUCTION

Section 6.4 in Chapter 6 of the Final EIR includes an analysis of direct, indirect and cumulative impacts of the proposed project, as required by CEQA.

The 2050 MTP/SCS addresses cumulative conditions within the AMBAG region by design. The Plan area is comprised of 3.3 million acres and includes three counties and 18 cities. It integrates transportation investments with land use strategies for an entire region of the state that shares, or

is connected by, common economic, social, and environmental characteristics. As such, the regional environmental analysis of the 2050 MTP/SCS presented throughout the EIR is essentially a cumulative analysis consistent with CEQA requirements. Furthermore, the Final EIR contains detailed analysis of regional (cumulative) impacts, which are differentiated from localized impacts that may occur at the county level. In addition, the Final EIR analyzes cumulative impacts for each resource area over a larger cumulative impact analysis area, the geographic scope of which depends on the specific resources benign analyzed.

In Chapter 6.4, thresholds of significance for cumulative impacts are the same as those for direct, project-specific impacts, as authorized by CEQA case law. (See *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059.) When project-specific impacts are judged to be significant, the EIR considers them to be "cumulatively considerable" incremental contributions to significant cumulative impacts. (See CEQA Guidelines Section 15130(a)). Mitigation measures adopted for project-specific impacts in Section V of these Findings of Fact also are feasible measures for mitigating the proposed project's incremental contribution to significant cumulative effects. (See CEQA Guidelines Section 15130(b)(5).)

B. FINDINGS FOR SIGNIFICANT CUMULATIVE IMPACTS FOR WHICH PROJECT'S INCREMENTAL CONTRIBUTION HAS NOT BEEN MITIGATED TO LESS THAN SIGNIFICANT LEVELS

For the following impacts, the AMBAG Board of Directors hereby finds that in Section V of these Findings of Fact, mitigation measures have been identified in the EIR that will reduce the proposed project's incremental contribution to the following significant cumulative impacts, but not to a less than significant (i.e., less than cumulatively considerable) level. Findings regarding responsibilities for adopting and implementing each of the below-listed mitigation measures are described in Section V of these Findings of Fact.

The significant cumulative impacts and the mitigation measures that will reduce them, but not to a less than cumulatively considerable level are as follows:

AESTHETICS

1. **Impact AES-C-1.** Development in the Cumulative Impact Analysis area would have a substantial adverse effect on a scenic vista, substantially damage scenic resources within a state scenic highway, degrade existing visual character, or adversely affect night sky lighting. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable.

    a. **Mitigation** – Mitigation Measures AES-1(a), AES-1(b), AES-3, AES-4(a), AES-4(b), and AES-4(c)

    b. **Findings and Rationale** – The combination of forecasted development in the AMBAG region and planned development in neighboring counties will result in a different visual environment than currently exists. The cumulative impacts from development in the cumulative impact analysis on night sky lighting and visual character are considered significant, and the contribution of the 2050 MTP/SCS to these impacts is cumulatively considerable. Implementation of Mitigation Measures AES-1(a), AES-1(b), AES-3, AES-4(a), AES-4(b), and AES-4(c) would reduce potential impacts to aesthetic resources. However,

even with implementation of mitigation measures, impacts would be significant and would be cumulatively considerable, and therefore significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 4.1-22 through 4.1-23 of the Final EIR.

AGRICULTURE AND FORESTRY RESOURCES

2. **Impact AG-C-1.** Development in the cumulative impact analysis area would result in conversion of agricultural land to non-agricultural uses. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. Impacts to forestry resources would not be cumulatively considerable.

   a. **Mitigation** – Mitigation Measure AG-1

   b. **Findings and Rationale** – Future development within the cumulative impact analysis area would convert agricultural land to non-agricultural uses and may result in conflicts with agricultural zoning and Williamson Act contracts. In addition, future development adjacent to agricultural land has the potential to result in a loss of farmland due to land use conflicts, which adds to the cumulative conversion of agricultural lands, including areas designated as Important Farmland by the FMMP. Cumulative impacts to agricultural resources would be significant. Implementation of Mitigation Measure AG-1 would reduce the contribution of the proposed 2050 MTP/SCS to cumulative agricultural land impacts. However, the mitigation would not ensure that the future land use development pattern and transportation projects could feasibly relocate or realign to avoid impacts, or that compensatory mitigation would be feasible and effective, and impacts would remain significant and unavoidable. The contribution of the proposed 2050 MTP/SCS to cumulative impacts would therefore remain cumulatively considerable post-mitigation, and therefore significant and unavoidable.

   c. **Supportive Evidence** – Please refer to pages 4.2-21 through 4.2-22 of the Final EIR.

AIR QUALITY AND HEALTH IMPACTS/RISKS

3. **Impact AQ-C-1.** Development in the cumulative Impact Analysis Area would result in an increase of regional particulate matter emissions and would expose sensitive receptors to diesel particulates and toxic air contaminants. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable.

   a. **Mitigation** – Mitigation Measures AQ-2(a), AQ-2(b), AQ-2(c), AQ-3(a), AQ-3(b), and AQ-5

   b. **Findings and Rationale** – Future development within the cumulative impact analysis area would generate cumulative construction emissions that could impact air quality. Given existing air pollution conditions in surrounding areas, the 2050 MTP/SCS would have a cumulatively considerable contribution to regional air quality impacts. Implementation of Mitigation Measures AQ-1 through AQ-5 would reduce the contribution to cumulative air quality impacts. However, the 2050 MTP/SCS contribution would remain cumulatively considerable, and therefore significant and unavoidable, after mitigation because PM_{10}

emissions reductions and reductions of diesel particulate and air contaminant emissions. cannot be guaranteed for every project.

c. **Supportive Evidence** – Please refer to pages 4.3-49 through 4.3-50 of the Final EIR.

BIOLOGICAL RESOURCES

4. **Impact BIO-C-1.** Development in the cumulative impact analysis area would have substantial adverse impacts on special-status plant and animal species, sensitive natural communities, and interfere with wildlife movement. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable.

   a. **Mitigation** – Mitigation Measures BIO-1(a), BIO-1(b), BIO-1(c), BIO-1(d), BIO-1(e), BIO-1(f), BIO-1(g), BIO-1(h), BIO-1(i), BIO-2(a), BIO-2(b), BIO-2(c), BIO-2(d), BIO-2(e), BIO-2(f), BIO-3(a), BIO-3(b), and BIO-3(c)

   b. **Findings and Rationale –** Biological resources impacts resulting from cumulative development within the cumulative impact analysis area would include direct and indirect impacts to sensitive/special-status species or their habitat; impacts to riparian, wetland, or other sensitive natural communities; or interference with wildlife movement. Given the extent of future development anticipated in the cumulative impact analysis area, these cumulative impacts would likely be significant. Due to the potential direct and indirect impacts that may occur as a result of the 2050 MTP/SCS, the proposed 2050 MTP/SCS contribution to this impact would be cumulatively considerable. However, it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level. Mitigation Measures BIO-1(a) through BIO-3(c) would reduce impacts, but impacts would remain significant and unavoidable. The contribution of the proposed 2050 MTP/SCS to cumulative impacts would therefore remain cumulatively considerable, and therefore significant and unavoidable, post-mitigation.

   c. **Supportive Evidence** – Please refer to pages 4.4-52 through 4.1-53 of the Final EIR.

CULTURAL RESOURCES

5. **Impact CR-C-1.** Implementation of the proposed transportation improvements and the land use scenario envisioned under the 2050 MTP/SCS would cause substantial impacts to known and unknown cultural, historical, or archaeological resources. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable.

   a. **Mitigation** – Mitigation Measures CR-1, CR-2(a), and CR-2(b)

   b. **Findings and Rationale** – Cumulative impacts to known and unknown cultural, historical, or archaeological resources would be significant, and the 2050 MTP/SCS contribution to them would be cumulatively considerable. Mitigation Measures CR-1, CR-2(a), and CR-2(b) would reduce impacts associated with 2050 MTP/SCS projects through impact minimization for historical and archaeological resources. However, it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than

significant level. As such, the 2050 MTP/SCS contribution would remain cumulatively considerable, and therefore significant and unavoidable, after mitigation.

c. **Supportive Evidence** – Please refer to page 4.5-27 through 4.5-28 of the Final EIR.

GEOLOGY, SOILS, AND MINERAL RESOURCES

6. **Impact GEO-C-2.** Excavation and ground disturbance associated with development in the cumulative impacts analysis area would damage or destroy subsurface paleontological resources. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable.

   a. **Mitigation** –Mitigation Measure GEO-5

   b. **Findings and Rationale** – The 2050 MTP/SCS could cause a substantial adverse change in or disturb known and unknown paleontological resources and would therefore result in a cumulatively considerable contribution to the significant impact. Mitigation measures outlined in Section 4.7, *Geology and Soils,* would reduce paleontological resource impacts associated with 2050 MTP/SCS projects. However, the 2050 MTP/SCS contribution would remain cumulatively considerable after mitigation because it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level. As such, the 2050 MTP/SCS contribution to cumulative impacts to paleontological resources would be cumulatively considerable after mitigation, and therefore significant and unavoidable.

   c. **Supportive Evidence** – Please refer to pages 4.7-40 through 4.7-41 of the Final EIR.

GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE

7. **Impact GHG-C-1.** Development in the cumulative impacts analysis area, as well as projects implementing the 2050 MTP/SCS, would generate temporary short-term GHG emissions which would result in a significant cumulative impact, and the 2050 MTP/SCS contribution would be cumulatively considerable. Construction and operational GHG emissions as a result of implementation of the 2050 MTP/SCS would have a cumulatively considerable contribution to a significant cumulative impact related to exceeding state GHG reduction targets.

   a. **Mitigation** – Mitigation Measures GHG-1, AQ-2(b), AQ-2(c), GHG-3(a), GHG-3(b), TRA-2(a), and TRA-2(b)

   b. **Findings and Rationale—** Construction activities associated with transportation improvement projects and future land use projects envisioned by the 2050 MTP/SCS would generate temporary GHG emissions. Construction-related GHG emissions of the 2050 MTP/SCS would be significant, even after implementation of Mitigation Measure GHG-1. Therefore, when construction emissions are combined with other ongoing emissions, the cumulative impact would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. The transportation projects and land use

scenario envisioned in the 2050 MTP/SCS would also generate operational GHG emissions. Implementation of Mitigation Measure GHG-4(a), transportation-related greenhouse gas reduction measures, and Mitigation Measures GHG-4(b), project level energy consumption and water use reduction, would reduce impacts related to GHG emissions, and Mitigation Measures TRA-2(a) and TRA-2(b) would reduce VMT associated with future land use development and increases in roadway capacity, subsequently reducing GHG emissions. Other ongoing land uses and operation of future development in the cumulative impact analysis area would also generate GHG emissions. Combined, the GHG emissions from operational activities in the cumulative impact analysis area could exceed State reduction targets; the resulting cumulative impact would be significant, the 2050 MTP/SCS would have a cumulatively considerable contribution to this cumulative impact, both pre- and post- mitigation. Therefore, cumulative GHG emsisions impacts would be significant and unavoidable.

c. Supportive evidence-- Please refer to pages 4.8-35 through 4.8-36 of the Final EIR.

HAZARDS AND HAZARDOUS MATERIALS

8. **Impact HAZ-C-1.** Development in the cumulative impacts analysis area, as well as projects implementing the 2050 MTP/SCS, could result in hazards and exposure to hazardous materials. The 2050 MTP/SCS would have cumulatively considerable contributions to significant cumulative impacts related to hazards and hazardous materials.

   a. Mitigation –Mitigation Measure HAZ-3

   b. Findings and Rationale – Land use development envisioned as part of the 2050 MTP/SCS could result in the development of sites listed in environmental databases pursuant to Government Code Section 65962.5. Although development of listed sites would be required to undergo remediation and comply with Mitigation Measure HAZ-3, it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level. Cumulative impacts related to hazards and hazardous materials would be significant and implementation of the 2050 MTP/SCS would result in cumulatively considerable impacts post-mitigation, and therefore significant and unavoidable, impacts.

   c. Supportive Evidence – Please refer to page 4.9-29 through 4.9-30 of the Final EIR.

NOISE

9. **Impact N-C-1.** Development in the cumulative impact analysis area would result in cumulative significant impacts related to construction and operational noise and vibration, and excessive noise in proximity to airports. The 2050 MTP/SCS contribution to cumulative impacts would be cumulatively considerable.

   a. Mitigation – Mitigation Measures N-1, N-2, N-3, N-4, N-5, and N-6

b. **Findings and Rationale** – Construction noise and vibration resulting from either the transportation projects or the land use scenario could combine with other ongoing noise or additional construction noise within the AMBAG region, resulting in localized construction noise levels exceeding local standards. In addition, long-term operational noise and vibration associated with increased roadway traffic, transit operations, and other transportation facilities could combine with existing ambient noise conditions to affect sensitive receptors. Cumulative impacts of construction noise and vibration, as well as operational noise and vibration, and exposure to excessive noise in proximity to airports. would be significant. Implementation of Mitigation Measures N-1 and N-2 would reduce some construction noise and vibration impacts, while Mitigation Measures N-3 through N-6 would reduce operational noise and vibration, and airport-related noise, impacts; however, the 2050 MTP/SCS contribution to the cumulative impact would be cumulatively considerable post-mitigation, and therefore significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 4-12-32 through 4.12-34 of the Final EIR.

PUBLIC SERVICES AND RECREATION

10. **Impact PSR-C-1.** Development in the cumulative impact analysis area would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and the use of recreational facilities, the construction of which could cause significant environmental effects. Cumulative impacts would be significant. The 2050 MTP/SCS contribution to cumulative impacts would be cumulatively considerable.

    a. **Mitigation** – Mitigation Measures PSR-1 and PSR-3

    b. **Findings and Rationale** – Future transportation improvements and land use projects throughout the cumulative impact analysis area would would generate demand for fire protection, police services, parks and recreational facilities, schools, and other public facilities to the extent that the construction of new or expanded facilities would be required, the construction of which would cause significant environmental impacts. The 2050 MTP/SCS would also increase demand for services and facilities to the extent that new or expanded facilities would be required, the construction of which would result in significant effects. However, it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level. These impacts would be significant and unavoidable, even with implementation of Mitigation Measures PSR-1 and PSR-3. Thus, cumulative impacts related to public services and recreation would be significant, and the 2050 MTP/SCS' contribution to the cumulative public services and recreation impacts would be cumulatively considerable post-mitigation, and therefore significant and unavoidable.

    c. **Supportive Evidence** – Please refer to page 4.14-22 of the Final EIR.

TRANSPORTATION

11. **Impact TRA-C-1.** Development in the cumulative impact analysis area would result in

significant and unavoidable increase in daily VMT per capita from baseline 2022 conditions. The 2050 MTP/SCS contribution to cumulative VMT impacts would be cumulatively considerable.

a. **Mitigation** – Mitigation Measures TRA-2(a) and TRA-2(b)

b. **Findings and Rationale** – Per capita VMT in the cumulative impact area would be unlikely to reach 25 percent below 2019 VMT per capita by 2035 and 30 percent below 2019 VMT per capita by 2045, due to increased VMT in the region even without implementation of the 2050 MTP/SCS. The implementation of project-level VMT-reducing measures in Mitigation Measures TRA-2(a) and TRA-2(b) such as mixed uses and TOD may not be feasible and cannot be guaranteed on a project by project basis. Regional VMT reduction programs, such as VMT banks, may also not be feasible as there are no procedures or policies in place to establish such programs, and project-specific VMT -reduction measures may not be feasible for individual transportation projects. Thus, cumulative impacts on VMT would be significant and the 2050 MTP/SCS contribution to VMT impacts would be cumulatively considerable post-mitigation, and therefore significant and .

c. **Supportive Evidence** – Please refer to pages 4.15-34 through 4.15-36 of the Final EIR.

TRIBAL CULTURAL RESOURCES

12. **Impact TCR-C-1.** Development in the cumulative impact analysis area could result in significant impacts to tribal cultural resources that would result in a significant cumulative impact. The 2050 MTP/SCS contribution to this impact would be cumulatively considerable.

a. **Mitigation** – Mitigation Measure TCR-1

b. **Findings and Rationale** – Development in the AMBAG area would increase under the 2050 MTP/SCS by increasing mobility and growth. The increase in growth in previously undisturbed areas contributes to regional impacts on tribal cultural resources. If there may be tribal cultural resources at the location of a project site, tribal consultation in accordance with AB 52 consistent with Mitigation Measure TCR-1 would help ensure protection of tribal cultural resources, but 2050 MTP/SCS impacts would remain significant and unavoidable. Tribal territory often crosses the boundaries of multiple jurisdictions within and outside of the AMBAG region, and there could be several impacts to tribal cultural resources that together would result in a significant cumulative impact. The cumulative impact would be significant, and the overall contribution of the 2050 MTP/SCS to significant cumulative tribal cultural resources impacts would be cumulatively considerable pre- and post-mitigation, and therefore significant and unavoidable, despite implementation of Mitigation Measure TCR-1.

c. **Supportive Evidence** – Please refer to pages 4.16-11 through 4.16-12 of the Final EIR.

UTILITIES AND SERVICE SYSTEMS

13. **Impact UTIL-C-1.** Development in the cumulative impact analysis area would result in substantial adverse physical impacts associated with the provision of new or physically altered utility infrastructure, the construction of which could cause significant environmental effects. Cumulative impacts would be significant. The 2050 MTP/SCS contribution to cumulative impacts would be cumulatively considerable**.**

    a. **Mitigation** – Mitigation Measures UTIL-1(a), UTIL-1(b), UTIL-1(c), UTIL-1(d), UTIL-2, UTIL-4(a), UTIL-4(b), UTIL-4(c), UTIL-4(d)

    b. **Findings and Rationale** – Future transportation improvements and land use projects throughout the cumulative impact analysis area would require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which would cause significant environmental effects. This development would also generate solid waste in excess of the capacity of local infrastructure and increase water demand in the AMBAG region such that water supplies may be insufficient to serve envisioned development. Cumulative impacts to public services, recreation, and utilities would be cumulatively considerable pre- and post-mitigation, and therefore the cumulative impact would be significant and unavoidable.

    c. **Supportive Evidence** – Please refer to pages 4.17-39 through 4.17-40 of the Final EIR.

WILDFIRE

14. **Impact W-C-1.** Development in the cumulative impact analysis area could be located in or near a state responsibility area or a very high fire hazard severity zone. As significant risk of loss, injury, or death could occur as a result of impairing emergency response and evacuation, exposing project occupants to wildfire, exacerbating fire risk, or exposing project occupants to wildfire-related risks, impacts related to wildfire would be significant. The 2050 MTP/SCS contribution to this impact would be cumulatively considerable.

    a. **Mitigation** – Mitigation Measure W-1

    b. **Findings and Rationale** – The combination of cumulative projects being constructed concurrently could substantially increase the frequency of fire in the area above natural conditions. Cumulative impacts would be significant. Implementation of Mitigation Measure W-1 would minimize the 2050 MTP/SCS contribution to this cumulative impact, but it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level. The overall cumulative increase in fire frequency would continue to be substantial and impacts for risks exacerbated by construction and from the aftermath of wildfires would remain cumulatively considerable post-mitigation, and therefore significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.18-26 through 4.18-27 of the Final EIR.

VII. FINDINGS REGARDING ALTERNATIVES

A. LEGAL REQUIREMENTS FOR ALTERNATIVES

Public Resources Code Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives…which would substantially lessen the significant environmental effects of such projects. "Feasible" means "capable of being accomplished in a reasonable period of time taking into account economic, environmental, legal, social and technological factors" (CEQA Guidelines Section 15364). The concept of feasibility also encompasses whether a particular alternative promotes the project's underlying goals and objectives, and whether an alternative is impractical or undesirable from a policy standpoint. (See *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.)

The issue of alternatives feasibility arises twice in the CEQA process, once when the EIR is prepared, and again when CEQA findings are adopted. When assessing feasibility in an EIR, the EIR preparer evaluates whether an alternative is "potentially" feasible. Potentially feasible alternatives are suggestions by the EIR preparers which may or may not be adopted by lead agency decision makers. When CEQA findings are made after EIR certification, the lead agency decision making body independently evaluates whether the alternatives are actually feasible, including whether an alternative is impractical or undesirable from a policy standpoint. (See *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.)

An EIR must only evaluate reasonable alternatives to a project that could feasibly attain most of the project objectives and evaluate the comparative merits of the alternatives (CEQA Guidelines Section 15126.6(a)). In all cases, the consideration of alternatives is governed by the "'rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." (CEQA Guidelines Section 15126.6(f)). In accordance with Section 15126.6(f)(1) of the Guidelines, among the factors that may be taken into account when addressing the feasibility of alternatives are: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

The lead agency is not required to choose the environmentally superior alternative identified in the EIR if the alternative does not provide substantial advantages over the proposed project; and (1) through the imposition of mitigation measures the environmental effects of a project can be reduced to an acceptable level, or (2) there are social, economic, technological, or other considerations that make the alternative infeasible. (Pub. Res. Code Section 21002, 21002.1; CEQA Guidelines Section 15092.)

The proposed 2050 MTP/SCS alternatives were selected for review in the EIR because of their potential to avoid or substantially lessen certain project impacts, or because they were required under CEQA Guidelines (e.g., the No project alternative). The alternatives are described and evaluated in detail in Chapter7, Sections 7.3 through 7.5, of the 2050 MTP/SCS Final EIR.

The three alternatives considered for the proposed 2050 MTP/SCS are:

- Alternative 1: No Project Alternative, which is comprised of a land use pattern that reflects existing land use trends and a transportation network comprised of transportation projects that are currently in construction or are funded in the short range Metropolitan Transportation Improvement Program;
- Alternative 2: Infill and Transit Focus, which includes the same population, housing, and employment growth as the proposed 2050 MTP/SCS, but emphasizes a more compact land use pattern and increased investment in regional and transit infrastructure and services to reduce VMT and decreased investments in streets, roads, and highways compared to the proposed 2050 MTP/SCS; and
- Alternative 3: Infill and Operational/Complete Streets, which includes a compact land use pattern similar to Alternative 2, combined with a greater emphasis on operational improvements, complete streets, and active transportation investments, while reducing reliance on highway capacity expansion. Alternative 3 was determined to be environmentally superior to the proposed 2050 MTP/SCS. However, all of the alternatives are rejected for the reasons stated below in Section VII.C.

B. PROJECT OBJECTIVES

An EIR must only evaluate reasonable alternatives to a project that could feasibly attain most of the project objectives and evaluate the comparative merits of the alternatives (CEQA Guidelines Section 15126.6(a)).

The purpose of the 2050 MTP/SCS and the county level RTPs is to coordinate and facilitate the planning, programming and budgeting of all transportation facilities and services within the Monterey Bay region through 2050 and demonstrate how the region will integrate transportation and land use planning to meet the GHG reduction targets established by CARB. In developing the 2050 MTP/SCS and county level RTPs, AMBAG and the respective RTPAs followed the IIJA requirements that the RTP planning process provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;

- Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts; and
- Enhance travel and tourism.

For purposes of the EIR, the primary objective of the 2050 MTP/SCS and the county level RTPs is to comply with applicable regulatory requirements, including CTC Guidelines and SB 375, including SB 375's regional GHG reduction targets. AMBAG's specific objectives for the 2050 MTP/SCS are to additionally ensure that the SCS and the transportation system planned for the AMBAG 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 and facilities and services.
- Promotes equity and efficiency in the distribution of transportation projects and services

C. FINDINGS ON ALTERNATIVES EVALUATED IN THE EIR

1. No Project Alternative (Alternative 1)

a. Description – The No Project Alternative assumes that the transportation network would be comprised of committed transportation projects fully programmed through construction included in AMBAG's Fiscal Years 2024/25 – 2027/28 Metropolitan Transportation Improvement Program. The growth in population, jobs, and homes would be the same as the growth forecast for the proposed 2050 MTP/SCS. This alternative assumes the same housing and employment growth as the 2050 MTP/SCS, but that growth would occur based on existing land use trends in the AMBAG region as opposed to more compact development envisioned by the 2050 MTP/SCS.

b. Findings and Rationale – The No Project Alternative would result in a less dense development pattern compared to the 2050 MTP/SCS, with this alternative continuing existing land use trends. Because of the increased land development outside of existing urbanized areas, the No Project Alternative would result in more ground disturbance than the 2050 MTP/SCS. Consequently, compared to the 2050 MTP/SCS, the No Project Alternative would have greater overall impacts to aesthetics and visual resources; agricultural and forestry resources; biological resources; geology, soils, and mineral resources; land use and planning; noise; transportation; tribal cultural resources; and wildfire. It would have similar impacts as the 2050 MTP/SCS to cultural resources; energy; greenhouse gas emissions/climate change; hazards and hazardous materials; hydrology and water quality; public services and recreation; and utilities and service systems. Please refer to pages 7-6 through 7-17 of the Final EIR.

The AMBAG Board of Directors finds that specific economic, financial, legal, social, technological or other considerations make the No Project Alternative infeasible and rejects this alternative for the following reasons. The No Project Alternative is legally

infeasible because it would not meet federal and state legal requirements for RTPs, and would not meet the SB 375 requirement for preparation of an SCS. Also, it would not reduce any of the project's significant impacts to less than significant levels, would increase many of these impacts, and would not meet basic objectives of the proposed 2050 MTP/SCS listed in Section VI.B.

2. Infill and Transit Focus Alternative (Alternative 2)

a. Description – The Infill and Transit Focus Alternative is intended to reduce VMT by locating the places where people work and live within urban centers and closer to transit. This alternative assumes the same total growth in population, jobs, and housing numbers as the 2050 MTP/SCS. This alternative includes a more compact growth footprint and increased use of transit service to generate an increase in transit ridership and corresponding decrease in VMT. This alternative assumes more investment (approximately $1 billion more) in transit infrastructure and services and less investment in local streets, roads, and highways compared to the proposed 2050 MTP/SCS.

b. Findings and Rationale –Under Alternative 2, land use patterns would be concentrated in infill and TOD areas. Alternative 2 would result in a higher density development pattern than the 2050 MTP/SCS. As shown in Table 7-7 of the Final EIR, overall impacts to the following resources would be less: aesthetics and visual resources; agriculture and forestry resources; biological resources; cultural resources; energy; geology, soils, and mineral resources; tribal cultural resources; and wildfire. GHG emissions and VMT would also decrease under this alternative, though this decrease would be negligible (less than a one percent change). Please refer to pages 7-17 through 7-27 of the Final EIR.

The AMBAG Board of Directors finds that specific economic, financial, legal, social, technological or other considerations make the Infill and Transit Focus Alternative infeasible and rejects this alternative for the following reasons. It would not reduce any of the project's significant impacts to less than significant levels, and would not meet project mobility goals, which help achieve the basic objectives of the proposed 2050 MTP/SCS listed in Section VI.B. The inability to meet project mobility goals also makes this alternative undesirable from a policy standpoint. Lastly, Alternative 2 is not feasible because AMBAG does not have land use authority and cannot require local agencies to make major changes to their general plans that would be required in order for Alternative 2 to be implemented.

3. Infill and Operational/Complete Streets (Alternative #3)

a. Description – The Infill and Operational/Complete Streets Alternative is intended to reduce VMT by emphasizing a more compact land use pattern similar to Alternative 2, while prioritizing operational improvements, safety, Complete Streets, and active transportation projects. This alternative assumes the same total growth in population, jobs, and housing numbers as the 2050 MTP/SCS. Compared to the 2050 MTP/SCS, this alternative emphasizes smaller-scale transportation investments such as multimodal

infrastructure and operational improvements within existing communities, and includes fewer highway projects.

b. Findings and Rationale – The Infill and Operational/Complete Streets Alternative would result in a more compact land use pattern and smaller-scale transportation improvements focused within existing communities, compared to the 2050 MTP/SCS. As shown in Table 7-7 of the Final EIR, this alternative would result in reduced overall impacts to aesthetics and visual resources; agriculture and forestry resources; biological resources; cultural resources; energy; geology, soils, and mineral resources; tribal cultural resources; and wildfire. Assuming all environmental issue areas are weighted equally, Alternative 3 is the environmentally superior alternative. Please refer to pages 7-27 through 7-38 of the Final EIR.

The AMBAG Board of Directors finds that specific economic, financial, legal, social, technological or other considerations make the Infill and Operational/Complete Streets Alternative infeasible and rejects this alternative for the following reasons. It would not reduce any of the project's significant impacts to less than significant levels, and would not meet project mobility goals, which help achieve the basic objectives of the proposed 2050 MTP/SCS listed in Section VI.B. The inability to meet project mobility goals also makes this alternative undesirable from a policy standpoint. Lastly, Alternative 2 is not feasible because AMBAG does not have land use authority and cannot require local agencies to make major changes to their general plans that would be required in order for Alternative 2 to be implemented.

D. FINDINGS ON ALTERNATIVES CONSIDERED IN THE EIR BUT REJECTED

Section 7.2 of the Final EIR describes three alternatives that were considered but rejected from detailed consideration: an Aggressive VMT Reduction Alternative, a Road Pricing Alternative, and a Fiscally Unconstrainted Alternative. These three alternatives are summarized below:

- **Aggressive VMT Reduction Alternative**. The Aggressive VMT Reduction Alternative would pursue substantial reductions in VMT through measures such as high-density development, transit expansion, and widespread adoption of telecommuting, active transportation, and trip-reducing strategies. While this approach could theoretically lower VMT, it was found infeasible in the AMBAG region due to its large rural component, dispersed land uses, and reliance on in-person work in agriculture and service industries. Additional factors making the Aggressive VMT Reduction Alternative infeasible include long commute distances, interregional travel to the San Francisco Bay Area, tourism-related travel, agricultural goods movement, seasonal farmworker trips, income variability, and an aging population, all of which limit the effectiveness of infill development and transit strategies.
- **Road Pricing Alternative**. The Road Pricing Alternative would aim to reduce VMT through mechanisms such as VMT fees, tolling, or congestion pricing, consistent with statewide guidance for such measures. However, pricing strategies are generally most effective in large, highly urbanized regions with robust transit systems and high travel demand, which do not reflect the conditions of the predominantly rural and automobile-dependent AMBAG region. Because the AMBAG region does not contain areas with the high-density land uses

and robust transit systems as found in large metropolitan cities, and because AMBAG does not have the legal authority to impose VMT fees, this alternative was not considered feasible.

- **Fiscally Unconstrained Alternative**. The Fiscally Unconstrained Alternative would assume implementation of all potential future transportation projects identified by AMBAG and the RTPAs, including projects not supported by reasonably anticipated funding. Although this alternative could provide greater transportation capacity and service improvements than the 2050 MTP/SCS, it was rejected because it is inconsistent with federal and state requirements that regional transportation plans be fiscally constrained. Without secured or reasonably foreseeable funding, the alternative cannot be implemented and therefore does not meet CEQA's requirement for a feasible alternative.

The AMBAG Board of Directors adopts and incorporates by reference the specific reasons for rejecting these alternatives contained in Final EIR Section 7.2 as the grounds for rejecting these measures.

VIII. FINDINGS REGARDING ALTERNATIVES AND MITIGATION MEASURES PROPOSED IN DRAFT EIR COMMENTS.

Some comments on the Draft EIR suggested additional EIR mitigation measures or refinements to EIR alternatives. In response to Draft EIR comments, some mitigation measures were revised, including Mitigation Measures BIO-1(a), BIO-3(a), BIO-3(b), and WF-1.

Where the suggestions requested minor modifications or variations in adequate mitigation measures or alternatives or components of alternatives analyzed in the Draft EIR, or requested mitigation measures or alternatives that were too vague or speculative to be addressed, these requests were declined as unnecessary. Similarly, suggestions that were specific to individual transportation improvement projects included in the 2050 MTP/SCS were declined because the EIR is a programmatic-level analysis of the 2050 MTP/SCS in its entirety, and individual projects would undergo separate future environmental review. The AMBAG Board of Directors adopts and incorporates by reference the specific reasons for declining such mitigation measures or alternatives contained in the responses to comments in the Final EIR as one ground for rejecting these measures. The responses to comments are provided as Appendix H to the Final EIR.

Additionally, for other mitigation measure suggestions, several specific modifications were made to certain mitigation measures in response to Draft EIR comments, as explained below. Certain other mitigation measures suggested in Draft EIR comments ostensibly could reduce impacts, but these other mitigation measure suggestions were rejected because they were already encompassed in the EIR's existing mitigation measures. For supporting evidence, see the responses to comments on these rejected mitigation measures set forth in Appendix H to the Final EIR.

A. FINDINGS ON COMMENTERS' SUGGESTED MITIGATION MEASURES

1. John Uy: Comment 1.6

The commenter acknowledges wildfire risk and recommends additional mitigation for Very High Fire Hazard Severity Zones. They suggest requiring corridor-specific evacuation/traffic management plans and post-fire debris-flow or landslide checks for hillside facilities.

Findings and Rationale – The AMBAG Board of Directors finds that even with implementation of Mitigation Measure W-1, Wildfire Risk Reduction, wildfire impacts would remain significant and unavoidable. Although the Final EIR identifies specific projects that may result in increased wildfire risk, the discussion does not provide a project-level analysis of wildfire impacts. Rather, the EIR provides a program-level evaluation of potential impacts associated with implementation of the MTP/SCS. Because detailed design, construction timing, and site conditions are not yet known, the Draft EIR appropriately evaluates impacts at a broad, programmatic level and identifies performance-based mitigation to be implemented after project-specific analysis in future CEQA documents is prepared as required under CEQA Guidelines Sections 15162, 15163, and 15168.

However, the AMBAG Board of Directors hereby finds that certain modifications to Mitigation Measures WF-1 are feasible and have been made in the Final EIR. In response to this comment, the following edits have been made to Mitigation Measure WF-1 in Section 4.18, *Wildfire*, of the Final EIR:

W-1 Wildfire Risk Reduction

If an individual transportation or land use project included in the 2050 MTP/SCS is within or less than two miles from a High or Very High FHSZ in the State Responsibility Area (SRA) as established by California Public Resources Code (PRC) Sections 4201 through 4204, or as High or Very High in the Local Responsibility Area (LRA) designated pursuant to California Government Code, Sections 51175 through 51189, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildlife include, but are not limited to:

...

- Complete corridor-specific evaluations and implement traffic management measures, including coordination with local emergency response agencies.
- Incorporate post-fire debris-flow, erosion, or landslide risk assessments during the design phase for hillside facilities or projects located in areas subject to post-fire geologic hazards.

2. California Department of Fish and Wildlife: Comment 4.10

The commenter notes that the Draft EIR references an outdated 2003 survey protocol for marbled murrelets and recommends updating Mitigation Measure BIO-1(a) to require use of the 2024 Pacific Seabird Group inland survey protocol instead.

Findings and Rationale – The AMBAG Board of Directors hereby finds that the proposed modification to Mitigation Measure BIO 1(a) is feasible and has been made in the Final EIR.

To incorporate the updated protocol provided by CDFW, the following edits have been made to Mitigation Measure BIO-1(a) in Section 4.4, *Biological Resources*, of the Final EIR:

BIO-1(a) Biological Resources Screening and Assessment

On a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources…. These protocols may include, but are not limited to:

…

- Staff Report on Burrowing Owl Mitigation (CDFW 2012)
- Inland Survey Protocol for Marbled Murrelets (Pacific Seabird Group 2024)
- Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 1999)

3. California Department of Fish and Wildlife: Comment 4.16

The commenter recommends incorporating a mitigation measure that would require a qualified biologist conduct a habitat assessment for projects tiered from the 2050 MTP/SCS to determine if a project site and its vicinity contain suitable habitat to support bats.

Findings and Rationale – The AMBAG Board of Directors hereby finds that the proposed modification to Mitigation Measure BIO 1(a) is feasible and has been made in the Final EIR. Mitigation Measure BIO-1(a) outlines specific protocols and has been revised to include the following:

> On a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources…. These protocols may include, but are not limited to:
>
> …
>
> - Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 1999)
> - Bat surveys consistent with CDFW recommendations

4. California Department of Fish and Wildlife: Comment 4.32

The commenter recommends adding a new mitigation measure that would require project-specific wildlife movement studies, use of preconstruction survey data to develop corridor improvements, and post-construction monitoring. The commenter also suggests adding baseline survey protocols, site-selection and design criteria, and reporting requirements for wildlife movement monitoring.

Findings and Rationale – The AMBAG Board of Directors hereby finds that the proposed modification to Mitigation Measures BIO 3(a) and BIO-3(b) are feasible and have been made in the Final EIR . In response to this comment, Mitigation Measure BIO-3(a) has been revised as follows:

> The implementing agency shall implement the following measures. All projects, including those with long segments of fencing or lighting, shall be designed to minimize impacts to wildlife movement. Fencing shall not be installed at the openings of culverts, undercrossings, or other wildlife passage structures unless required for public safety; where fencing is necessary, it shall be placed far enough from the structure entrance to avoid blocking wildlife access and shall include design features that maintain clear, functional movement pathways.
>
> Where fencing or other components are required for public safety, designs shall incorporate features such as:
>
> - 16-inch minimum clearance at the fence bottom;
> - 12-inch minimum spacing between the top two fence wires or use of a rail/mesh to avoid entanglement;
> - Incorporation of wildlife overcrossings, undercrossings, culverts, or similar structures where fencing or infrastructure would otherwise restrict movement;
> - Culverts shall be maintained to be free of sediment and vegetation to ensure continued functionality for wildlife passage;
> - Project designs shall incorporate terracing to facilitate terrestrial species movement where space allows;
> - Culverts shall be upsized where appropriate to support passage of impacted species;
> - Crossing structures shall incorporate bench designs where feasible to allow wildlife use of the crossings during flooding;
> - Lighting designed to be minimally disruptive to wildlife (see AES-3(a)); and
> - Vegetative buffers of California native species where feasible.
>
> In addition, prior to design approval, implementing agencies shall conduct wildlife movement assessments to evaluate connectivity constraints and identify opportunities to maintain or enhance wildlife movement. These assessments shall use the best available wildlife-movement protocols and shall inform design of fencing, crossings, and other project features. Post-construction monitoring shall be conducted, where feasible, to confirm wildlife use of implemented movement features and to identify any needed adaptive management.
>
> When on-site design measures cannot fully reduce impacts, compensation shall be used as a mitigation option, including but not limited to participation in Regional Conservation Investment Strategies (RCISs) and mechanisms authorized under SB 790, to offset unavoidable connectivity impacts at a landscape scale.

Additionally, Mitigation Measure BIO-3(b) has been revised as follows:

> ...
>
> For projects affecting drainages that serve as wildlife movement corridors, implementing agencies shall complete pre-construction evaluations of species movement patterns to guide placement, design, and timing of work. Post-construction monitoring shall be conducted, where feasible, to verify that drainage-related movement remains functional and to inform adaptive management if needed.

5. California Department of Fish and Wildlife: Comment 4.33

The commenter recommends adding a new mitigation measure that would require on-site features to habitat connectivity be evaluated and included in projects.

Findings and Rationale – The AMBAG Board of Directors finds commenter's recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. As described in Response 4.33, Mitigation Measure BIO-3(a) already requires project design to consider wildlife connectivity, with detailed evaluation and implementation appropriately addressed during project-level CEQA review wherein site-specific information would be available. Please see Response 4.33 for a full explanation as to why no revisions are required to the Draft EIR mitigation measures as a result of this comment.

6. California Department of Fish and Wildlife: Comment 4.34

The commenter suggests that the Draft EIR establish measures for wildlife-friendly designs for covered activities.

Findings and Rationale – The AMBAG Board of Directors finds commenter's recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. The suggested measures are already incorporated into the Draft EIR through Mitigation Measure BIO-3(a), which includes a non-exhaustive list of wildlife-friendly design parameters. Please see Response 4.34 for a full explanation as to why no revisions are required to the Draft EIR mitigation measures as a result of this comment.

7. California Department of Fish and Wildlife: Comment 4.35

The commenter suggests that the Draft EIR establish measures for wildlife-friendly fencing, including placement restrictions and designing fencing to deter wildlife from crossing roads and other infrastructure to reduce vehicle collisions with wildlife.

Findings and Rationale – The AMBAG Board of Directors finds commenter's recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. Mitigation Measure BIO-3(a) has been revised in response to Comment 4.32 to address fencing placement and design considerations near wildlife passage structures, consistent with the commenter's recommendations. Please see Response 4.35 for a full explanation as to why no additional revisions are required to the Draft EIR mitigation measures as a result of this comment.

8. California Department of Fish and Wildlife: Comment 4.36

The commenter suggests that the Draft EIR establish measures for culvert improvements including culvert maintenance, implementing terracing, and upsizing to support passage of impacted species.

Findings and Rationale – The AMBAG Board of Directors finds commenter's recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. Mitigation Measures BIO-3(a) and BIO-3(b) have been revised in response to Comment 4.32 to include culvert-related design and maintenance considerations where applicable. Please see Response 4.36 for a full explanation as to why no additional revisions are required to the Draft EIR mitigation measures as a result of this comment.

9. California Department of Fish and Wildlife: Comment 4.37

The commenter suggests that the Draft EIR establish measures to consider design features that would support wildlife movement such as limit lengths of wildlife crossings; allow for light penetration; maximize crossing heights or add bridges; encourage the use of corridors by using natural cover types; encourage the use of bench designs to allow crossings during flooding; and smaller animal escape areas.

Findings and Rationale – The AMBAG Board of Directors finds commenter's recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. Mitigation Measure BIO-3(a), which includes wildlife-friendly design options to be applied as feasible during project-level design, has been refined to address these recommendations in response to Comment 4.32. Please see Response 4.37 for a full explanation as to why no additional revisions are required to the Draft EIR mitigation measures as a result of this comment.

10. California Department of Fish and Wildlife: Comment 4.42

The commenter recommends that on- or off-site compensatory mitigation should be implemented to offset unavoidable impacts to wildlife corridors if redesigns or other measures do not fully avoid impacts.

Findings and Rationale – The AMBAG Board of Directors finds commenter's recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. In response to Comment 4.32, Mitigation Measure BIO-3(a) has been revised to identify compensatory mitigation, including participation in Regional Conservation Investment Strategies and mechanisms authorized under SB 790, as an allowable option when on-site measures cannot fully reduce impacts. Please see Response 4.42 for a full explanation as to why no additional revisions are required to the Draft EIR mitigation measures as a result of this comment.

11. California Department of Fish and Wildlife: Comment 4.43

The commenter recommends that the 2050 MTP/SCS evaluate the development of advanced mitigation credits to support future projects and address impacts to connectivity. The commenter reiterates that SB 790 allows for CDFW to approve compensatory mitigation credits for wildlife connectivity improvements.

Findings and Rationale – The AMBAG Board of Directors finds that the commenter's recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. The Draft EIR has been revised to acknowledge SB 790 and identify its mechanisms as optional compensation tools for future projects. Project-level use of such credits would be determined by implementing agencies, consistent with CEQA and Fish and Game Code requirements. Please see Response 4.43 for a full explanation as to why no additional revisions are required to the Draft EIR mitigation measures as a result of this comment.

12. California Department of Fish and Wildlife: Comment 4.44

The commenter states that the 2050 MTP/SCS could seek out the development of Mitigation Credit Agreements as part of Regional Conservation Investment Strategy.

Findings and Rationale – The AMBAG Board of Directors finds commenter's recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. Mitigation Measure BIO-3(a) has been revised in response to Comment 4.32 to recognize Regional Conservation Investment Strategies mitigation credit mechanisms and strategies authorized under SB 790 as an optional approach for addressing unavoidable impacts to wildlife connectivity at the project level. Please see Response 4.44 for a full explanation as to why no additional revisions are required to the Draft EIR mitigation measures as a result of this comment.

IX. FINDINGS ON RESPONSES TO COMMENTS ON THE DRAFT EIR AND REVISIONS TO THE FINAL EIR

Findings and Rationale – Appendix H of the Final EIR includes the comments received on the Draft EIR and responses to those comments. The focus of the responses to comments is on the

disposition of significant environmental issues as raised in the comments, as specified by CEQA Guidelines Section 15088(b). The Final EIR also incorporates information obtained and produced after the Draft EIR was completed, including additions, clarifications and modifications. The AMBAG Board of Directors has reviewed and considered the Final EIR and all information that was added to the Draft EIR.

The AMBAG Board of Directors finds that responses to comments made on the Draft EIR and revisions to the Final EIR merely clarify, amplify or make insignificant modifications to the analysis presented in the document and do not trigger the need to recirculate the Draft EIR per CEQA Guidelines Section 15088.5(b). None of the comments made on the Draft EIR or revisions to the Final EIR constitute "significant new information," as defined in CEQA Guidelines Section 15088.5(b), that would trigger Draft EIR recirculation.

X. FINDINGS ON MITIGATION MONITORING AND REPORTING PROGRAM

The AMBAG Board of Directors finds that a Mitigation Monitoring and Reporting Program (MMRP) for the 2050 MTP/SCS has been prepared for the project and has been adopted concurrently with these Findings of Fact (Public Resources Code, Section 21081.6(a)(1)).

CEQA requires that an agency adopt an MMRP prior to approving a project that includes mitigation measures. The MMRP for the project has been prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and Sections 15091(d) and 15097 of the CEQA Guidelines.

The purpose of the MMRP is to ensure the adopted mitigation measures adopted in the Findings of Fact for 2050 MTP/SCS are implemented, in accordance with CEQA requirements. The Findings of Fact adopt feasible mitigation measures to reduce the significant environmental impacts of the 2050 MTP/SCS. The mitigation measures adopted in the 2050 MTP/SCS EIR Findings are listed in Section V of these Findings of Fact.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

The AMBAG Board of Directors adopts and makes this statement of overriding considerations concerning the project's unavoidable significant impacts to explain why the project's benefits override and outweigh its unavoidable impacts.

The EIR has identified and discussed significant effects that may occur as a result of the project. As set forth in these CEQA Findings, AMBAG has made a reasonable and good faith effort to eliminate or substantially mitigate the significant impacts resulting from the project and has made specific findings on each of the project's significant impacts and on mitigation measures and alternatives. With implementation of the mitigation measures discussed in the EIR, many of the project's effects cannot be mitigated to a level of less than significant. Even with implementation of all feasible mitigation, the project will result in significant and unavoidable impacts as follows (see Sections V and VI of the CEQA Findings of Fact):

1. Implementation of the 2050 MTP/SCS would alter views of scenic vistas (Impact AES-1)
2. Implementation of the 2050 MTP/SCS would substantially damage scenic resources along

designated scenic corridors, including state scenic highways. (Impact AES-2)

3. Implementation of the 2050 MTP/SCS would substantially degrade existing visual character in the AMBAG region. (Impact AES-3)
4. Implementation of the 2050 MTP/SCS would create new sources of substantial light and glare that would adversely affect day or nighttime views in the area. (Impact AES-4)
5. Implementation of the 2050 MTP/SCS could directly or indirectly convert Important Farmland to non-agricultural uses or conflict with agricultural zoning or Williamson Act contracts. (Impact AG-1)
6. Implementation of the 2050 MTP/SCS would create PM_{10} and ozone precursor emissions and violate air quality standards, contribute substantially to existing or projected air quality violations, or result in a cumulatively considerable net increases in PM_{10} or ozone precursor emissions. (Impact AQ-2)
7. Implementation of the 2050 MTP/SCS would increase PM_{10} emissions in the region, which could contribute substantially to a projected air quality violation. (Impact AQ-3)
8. Implementation of the 2050 MTP/SCS land use scenario could expose sensitive receptors to substantial air pollutant concentrations . (Impact AQ-4)
9. Implementation of the 2050 MTP/SCS would expose sensitive receptors to substantial hazardous air pollutant concentrations. (Impact AQ-5)
10. Implementation of the 2050 MTP/SCS could adversely impact special-status plant and animal species, either directly or through habitat modifications. (Impact BIO-1)
11. Implementation of the 2050 MTP/SCS could adversely impact natural communities and federally protected wetlands. (Impact BIO-2)
12. Implementation of the 2050 MTP/SCS could impede wildlife movement, including fish migration and/or impede the use of a native wildlife nursery. (Impact BIO-3)
13. Implementation of the 2050 MTP/SCS would cause a substantial adverse change in or disturb known and unknown historical resources. (Impact CR-1)
14. Implementation of the 2050 MTP/SCS would cause a substantial adverse change in or disturb known and unknown archaeological resources. (Impact CR-2)
15. Implementation of the 2050 MTP/SCS would directly or indirectly destroy a unique paleontological resource or site or unique geological feature. (Impact GEO-5)
16. Implementation of the 2050 MTP/SCS would generate a net increase in construction GHG emissions by 2050 compared to baseline 2022 conditions. (Impact GHG-1)
17. Implementation of the 2050 MTP/SCS would conflict with the State's ability to achieve the State GHG reduction targets. (Impact GHG-4)
18. Implementation of the 2050 MTP/SCS would involve land use and transportation projects that could occur on sites on the list of hazardous material sites compiled by Government Code Section 65962.5. (Impact HAZ-3).
19. Implementation of the 2050 MTP/SCS would create temporary substantial noise level increases in discrete locations that could exceed standards in local General Plans or noise ordinances. (Impact N-1)
20. Implementation of the 2050 MTP/SCS would create temporary substantial groundborne vibration level increases. (Impact N-2)
21. Implementation of the 2050 MTP/SCS would generate a substantial permanent increase in ambient noise levels in excess of standards or over existing noise levels and generate a substantial absolute noise increase over existing noise levels. (Impact N-3)

22. Implementation of the 2050 MTP/SCS would encourage infill development near transit and other transportation facilities, which would generate a substantial increase in ambient noise levels in excess of standards or over existing noise levels. (Impact N-4).
23. Implementation of the 2050 MTP/SCS would result in new truck, bus and train traffic that would generate excessive vibration levels. (Impact N-5)
24. Implementation of the 2050 MTP/SCS would include projects that would be located in close proximity to existing airports such that applicable exterior and interior noise thresholds would be exceeded. (Impact N-6)
25. Implementation of the 2050 MTP/SCS result in new or expanded governmental facilities, the implementation of which would result in substantial physical impacts. (Impact PSR-1)
26. Implementation of the 2050 MTP/SCS increase the use of existing parks and recreational facilities, resulting in substantial physical deterioration, and would include recreational facilities that would have an adverse physical effect on the environment. (Impact PSR-3)
27. Implementation of the 2050 MTP/SCS result in an increase to Daily VMT per capita between the baseline 2022 conditions and 2050 conditions. (Impact TRA-2)
28. Implementation of the 2050 MTP/SCS would cause a substantial adverse change in the significance of a tribal cultural resource. (Impact TCR-1)
29. Implementation of the 2050 MTP/SCS would require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which would cause significant environmental effects. (Impact UTIL-1)
30. Implementation of the 2050 MTP/SCS would generate solid waste in excess of the capacity of local infrastructure. (Impact UTIL-2)
31. Implementation of the 2050 MTP/SCS would increase water demand in the AMBAG region such that water supplies may be insufficient to serve envisioned development. (Impact UTIL-4)
32. Implementation of the 2050 MTP/SCS would involve transportation and land use projects located in in or near an SRA or very high fire hazard severity zone, and significant risks of loss, injury, or death from wildfires would occur. (Impact W-1)
33. Implementation of the 2050 MTP/SCS would involve transportation improvements and land use projects located in or near very high fire hazard severity zones, which would increase wildfire risk associated with the construction or maintenance of infrastructure such as roads, post-fire landslides and flooding, and wildfire risk to people and structures. (Impact W-2)
34. Development in the Cumulative Impact Analysis Area would affect night sky lighting and degrade existing visual character. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. (Impact AES-C-1)
35. Development in the Cumulative Impact Analysis Area would result in conversion of agricultural land to non-agricultural uses. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. (Impact AG-C-1)
36. Development in the Cumulative Impact Analysis Area would result in an increase of regional PM_{10} emissions and would expose sensitive receptors to diesel particulates and toxic air contaminants. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. (Impact AQ-C-1)
37. Development in the Cumulative Impact Analysis Area would have substantial adverse impacts on special-status plant and animal species, sensitive natural communities, and

interfere with wildlife movement. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. (Impact BIO-C-1)

38. Implementation of the proposed transportation improvements and the land use scenario envisioned under the 2050 MTP/SCS would cause substantial impacts to known and unknown cultural, historical, or archaeological resources. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. (Impact CR-C-1)
39. The 2050 MTP/SCS would have cumulatively considerable contributions to significant cumulative impacts related to paleontological resources. (Impact GEO-C-1)
40. The 2050 MTP/SCS would have cumulatively considerable contributions to short term construction GHG emissions, and to inability to meet long-term State GHG reduction targets. (Impact GHG-C-1)
41. Development in the cumulative impacts analysis area, as well as projects implementing the 2050 MTP/SCS, could result in hazards and exposure to hazardous materials. The 2050 MTP/SCS would have cumulatively considerable contributions to significant cumulative impacts related to hazards and hazardous materials. (Impact HAZ-C-1)
42. Development in the cumulative impact analysis area would result in cumulative significant and unavoidable impacts related to construction and operational noise and vibration, and excessive noise in proximity to airports. The 2050 MTP/SCS contribution to cumulative impacts would be cumulatively considerable. (Impact N-C-1)
43. Development in the cumulative impact analysis area would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental effects. The 2050 MTP/SCS contribution to cumulative impacts would be cumulatively considerable. (Impact PSR-C-1)
44. Development in the cumulative impact analysis area would result in significant and unavoidable increase in daily VMT per capita from baseline 2022 conditions. The 2050 MTP/SCS contribution to cumulative impacts would be cumulatively considerable. (Impact TRA-C-1)
45. Development in the cumulative impact analysis area could result in significant impacts to tribal cultural resources that would result in a significant cumulative impact. The 2050 MTP/SCS contribution to this impact would be cumulatively considerable. (Impact TCR-C-1)
46. Development in the cumulative impact analysis area would result in substantial adverse physical impacts associated with the provision of new or physically altered utility infrastructure, the construction of which could cause significant environmental effects. Cumulative impacts would be significant, and the 2050 MTP/SCS contribution to this impact would be cumulatively considerable (Impact UTIL-C-1).
47. Development in the cumulative impact analysis area could be located in or near a state responsibility area or a very high fire hazard severity zone. As significant risk of loss, injury, or death could occur, impacts related to wildfire would be significant. The 2050 MTP/SCS contribution to this impact would be cumulatively considerable. (Impact W-C-1)

In accordance with Section 15093 of the CEQA Guidelines, and having reduced the adverse significant environmental effects of the project to the extent feasible, having considered the entire administrative record on the project, and having weighed the benefits of the project against its unavoidable adverse

impacts after mitigation, the AMBAG Board of Directors hereby finds that the following legal, economic, social, environmental, or other benefits of the project outweigh its unavoidable adverse impacts and render them acceptable based upon the following considerations. Each benefit set forth below constitutes an overriding consideration warranting approval of the project, independent of the other benefits, despite each and every unavoidable impact:

a. The implementation of 2050 MTP/SCS transportation projects will provide for a comprehensive transportation system of facilities and services that meets the public's need for the movement of people and goods and that is consistent with the social, economic and environmental goals and policies of the region. (See Final EIR Chapter 2).
b. The SCS will contribute to a reduction in per capita GHG emissions from passenger vehicles and light trucks, helping the Monterey Bay region achieve the regional GHG reduction targets set by the CARB. (See Impact GHG-3.)
c. The project will promote consistency between the California Transportation Plan 2050, the 2050 MTP/SCS, county-level regional transportation plan and other plans developed by cities, counties, districts, Native American tribal governments and state and federal agencies in responding to Statewide and interregional transportation issues and needs. (See Final EIR Chapter 5.)
d. The construction of transportation projects will result in both short-term and long-term economic benefits to the AMBAG region and its residents. Transportation projects will provide for a number of jobs relating to construction and maintenance. The 2050 MTP/SCS program includes approximately $16 billion of transportation investments in the region (see 2050 MTP/SCS Table 3-2), which will result in direct and indirect employment benefits.

Exhibit B

2050 Metropolitan Transportation Plan/ Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

Mitigation Monitoring and Reporting Program
SCH# 2024010524

prepared by

Association of Monterey Bay Area Governments
24580 Silver Cloud Court
Monterey, California 93940
Contact: Heather Adamson, Director of Planning

prepared with the assistance of

Rincon Consultants, Inc.
80 Garden Court, Suite 240
Monterey, California 93940

June 2026

RINCON CONSULTANTS

This page intentionally left blank.

Mitigation Monitoring and Reporting Program

The California Environmental Quality Act (CEQA) requires that an agency adopt a Mitigation Monitoring or Reporting Program (MMRP) prior to approving a project that includes mitigation measures to reduce or avoid significant effects on the environment. This document is the MMRP for the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Regional Transportation Plans (RTPs) for Monterey, San Benito and Santa Cruz Counties. This MMRP has been prepared in compliance with the requirements of CEQA, including Section 21081.6 of the California Public Resources Code and Sections 15091(d) and 15097 of the CEQA Guidelines.

This MMRP lists in tabular format the mitigation measures for each issue area identified in the Final EIR for the 2050 MTP/SCS and RTPs (SCH #2024010524) and proposed for adoption in the CEQA Findings of Fact. This MMRP is designed to ensure adopted mitigation measures are implemented. This MMRP clarifies the process for the Association of Monterey Bay Area Governments (AMBAG), responsible agencies, and implementing agencies/project sponsors to ensure these mitigation measures are implemented, and designates responsibility for implementing, monitoring, and reporting mitigation.

AMBAG has lead agency status, and the Transportation Agency for Monterey County (TAMC), Council of San Benito County Governments (SBtCOG), and Santa Cruz County Regional Transportation Commission (SCCRTC) have responsible agency status; and therefore, authority to enforce mitigation measures for projects for which they have discretionary authority. However, AMBAG, TAMC, SBtCOG, and SCCRTC do not have authority to require recommended mitigation measures be implemented by other implementing agencies (e.g., Caltrans, counties, cities, transit agencies, etc.) that will be lead agencies for future transportation and land use development projects.

Implementing agencies or project sponsors considering approval of future projects under the 2050 MTP/SCS and RTPs for Monterey, San Benito and Santa Cruz Counties would utilize the EIR as a basis in determining mitigation measures for subsequent activities. Implementing agencies or project sponsors may be one of the following agencies:

- California Department of Transportation (Caltrans)
- Association of Monterey Bay Area Governments (AMBAG)
- Council of San Benito County Governments (SBtCOG)
- Santa Cruz County Regional Transportation Commission (SCCRTC)
- Transportation Agency for Monterey County (TAMC)
- Monterey County and its incorporated cities:
  - Carmel-by-the-Sea
  - Del Rey Oaks
  - Gonzales
  - Greenfield
  - King City

  - Marina
  - Monterey
  - Pacific Grove
  - Salinas
  - Sand City
  - Seaside
  - Soledad
- San Benito County and its incorporated cities:
  - Hollister
  - San Juan Bautista
- Santa Cruz County and its incorporated cities:
  - Capitola
  - Santa Cruz
  - Scotts Valley
  - Watsonville

The Final EIR mitigation measures are programmatic first-tier mitigation that will be implemented by AMBAG and the Regional Transportation Planning Agencies (RTPAs), which consists of SBtCOG, SCCRTC and TAMC. The MMRP for the Program EIR may be used as a tool for incorporating mitigation measures into future second-tier projects, as provided for in CEQA Guidelines Section 15168(c)(3). As such, the mitigation measures can and should be implemented by the above implementing and project sponsor agencies during future project-specific design and second-tier environmental review. When the RTPAs are the direct source of funding for transportation network improvement projects, RTPAs will require as a grant condition the implementation of those 2050 MTP/SCS mitigation measures that are applicable to, and feasible for, the project type being funded. The implementing agency or project sponsor agency for each future project will be responsible for assuring the project-specific mitigation measures it adopts are enforceable and will be responsible for monitoring those mitigation measures.

AMBAG will designate a staff person to serve as Coordinator for overall implementation and administration of the MMRP, and its application to future projects. The Coordinator will prepare an annual progress report on mitigation measure implementation.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Aesthetics				
For transportation projects under their jurisdiction, the Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBtCOG) and the Santa Cruz County Regional Transportation Commission (SCCRTC) shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would degrade scenic vistas or scenic resources within a state scenic highway, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS.				
AES-1(a) Discouragement of Architectural Features that Block Scenic Views. Implementing agencies shall, or can and should, design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Setbacks and acoustical design of adjacent structures shall be preferentially used as mitigation for noise impacts arising from increased traffic volumes associated with adjacent land development. The use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents and landscaping which resemble the surrounding landscape to visually integrate the wall with the surrounding environment, reduce visual monotony, and help maintain the quality of views from scenic highways or other view corridors. In addition, sound walls shall be complementary in color and texture to surrounding natural features. **Implementing Agencies** Implementing agencies for transportation projects are Regional Transportation Planning Agencies (RTPAs) and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review.	Confirm that architectural plans and building plans satisfy the design standards, components and materials listed in the mitigation measure. Confirm structures and walls are constructed consistent with plans.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
AES-1(b) Tree Protection and Replacement. New roadways and extensions and widenings of existing roadways shall avoid the removal of existing mature trees to the extent possible. If avoidance is not possible, the implementing agency of a particular 2050 MTP/SCS project shall, or can and should, replace any trees lost at a minimum 2:1 basis and incorporate them into the landscaping design for the roadway. The implementing agency also shall ensure the continued vitality of replaced trees through periodic maintenance. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during permitting and environmental review, and implemented during construction where appropriate.	Grading and site plans shall avoid the removal of existing mature trees to the extent possible. Place conditions of approval on project to require tree replacement at a minimum 2:1 ratio. Maintain replacement trees to ensure their success.	During project permitting and environmental review; during construction.	Monitor survivability of replacement trees periodically following construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2050 MTP/SCS program where applicable for transportation projects that would substantially degrade visual character, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement this measure, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
AES-3 Design Measure for Visual Compatibility. The implementing agency shall, or can and should, require measures that minimize contrasts in scale and massing between the project and surrounding natural forms and developments, including: ▪ Siting or designing projects to minimize their intrusion into important viewsheds; ▪ Avoiding large cuts and fills when the visual environment (natural or urban) would be substantially disrupted; ▪ Ensuring that re-contouring provides a smooth and gradual transition between modified landforms and existing grade; ▪ Developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements); ▪ Protecting or replacing trees in the project area based on local regulations and ordinances applicable to individual projects; ▪ Designing and installing landscaping to add natural elements and visual interest to soften hard edges, as well as to restore natural features along corridors where possible after widening, interchange modifications, re-alignment, or construction of ancillary facilities. The implementing agency shall provide a performance security equal to the value of the landscaping/irrigation installation to ensure compliance with landscaping plans; and ▪ Designing new structures to be compatible in scale, mass, character, and architecture with existing structures. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review, and implemented during construction where appropriate.	Ensure grading plans and landscape plans avoid large cut and fills, provide re-contouring, replace trees and restore vegetation cover. Confirm that architectural plans and building plans incorporate design compatible with surrounding existing structures.	During project permitting and environmental review; during construction.	Once.	Implementing agencies/project sponsor.
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures for transportation projects that would result in light and glare impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
AES-4(a) Roadway Lighting. Roadway lighting shall be minimized, consistent with safety and security objectives and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of hoods, low intensity lighting and using as few lights as necessary to achieve the goals of the project. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.	Confirm that site plans satisfy the lighting requirements listed in the mitigation measure. Confirm lights are installed as described and shown on site plans.	During project permitting and environmental review; during construction, as applicable.	Once during plan review. Once at completion of construction.	Implementing agencies/project sponsor.
AES-4(b) Lighting Design Measures. As part of planning, design and engineering for projects, implementing agencies shall, or can and should, ensure that projects proposed near light-sensitive uses avoid substantial spillover lighting. Design measures include, but are not limited to, the following: ▪ Lighting shall consist of cutoff-type fixtures that cast low angle illumination to minimize incidental spillover of light into adjacent properties and undeveloped open space. Fixtures that project light upward or horizontally shall not be used. ▪ Lighting shall be directed away from habitat and open space areas adjacent to the project site. ▪ Light mountings shall be downcast and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Light poles will be 20 feet high or shorter. Luminary mountings shall have non-glare finishes. ▪ Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.	Confirm that development and building plans satisfy the lighting requirements listed in the mitigation measure. Confirm lights are installed as described and shown on plans.	During project permitting and environmental review; during construction, as applicable.	Once during plan review. Once at completion of construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
AES-4(c) Glare Reduction Measures. Implementing agencies shall, or can and should, minimize and control glare from transportation and infill development projects near glare-sensitive uses through the adoption of project design features such as: ▪ Planting trees along transportation corridors to reduce glare from the sun; ▪ Creating tree wells in existing sidewalks; ▪ Adding trees in new curb extensions and traffic circles; ▪ Adding trees to public parks and greenways; ▪ Landscaping off-street parking areas, loading areas and service areas; ▪ Limiting the use of reflective materials, such as metal; ▪ Using non-reflective material, such as paint, vegetative screening, matte finish coatings and masonry; ▪ Screening parking areas by using vegetation or trees; ▪ Using low reflective glass where feasible; ▪ Complying with applicable general plan policies or local controls related to glare; and ▪ Tree species planted to comply with this measure shall provide substantial shade cover when mature. Utilities shall be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.	Confirm that development and building plans satisfy the glare reduction requirements listed in the mitigation measure. Confirm measures are installed as described and shown on plans.	During project permitting and environmental review; during construction, as applicable.	Once during plan review. Once at completion of construction.	Implementing agencies/project sponsor.
Agriculture and Forestry Resources				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would result in impacts to Important Farmland, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
AG-1 Impact Avoidance and Minimization. Implementing agencies shall implement measures, where feasible based on project and site specific considerations, that include, but are not limited to those identified below. ▪ Require project relocation or corridor realignment, where feasible, to avoid Farmland, agriculturally-zoned land and/or land under Williamson Act contract; ▪ Manage project construction to minimize the introduction of invasive species or weeds that may affect agricultural production on agricultural land adjacent to project sites. Managing project construction may include washing construction equipment before bringing equipment on-site, using certified weed-free straw bales for construction Best Management Practices (BMPs), and other similar measures; ▪ Provide buffers, berms, setbacks, fencing, or other project design measures to protect surrounding agriculture, and to reduce conflict with farming that could result from implementation of transportation improvements and/or development included as a part of the MTP/SCS; ▪ Achieve compensatory mitigation in advance of impacts through purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning, as deemed appropriate by permitting agencies; ▪ Require acquisition of conservation easements on land in the same jurisdiction, if feasible, and at least equal in quality and size to converted Important Farmland, to offset the loss of Farmland; and/or ▪ Institute new protection of farmland in the project area or elsewhere through the use of long-term restrictions on use, such as 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.). **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.	Require project relocation or corridor realignment into project-specific design plans or environmental review. Require use of BMPs to minimize invasive species introduction during construction. Require the use of design features to protect surrounding agriculture. Require acquisition of conservation easements at a minimum 1:1 ratio.	During project permitting and environmental review; during construction.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Air Quality and Health Impacts/Risks				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC, and transportation project sponsor agencies can and should implement the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in fugitive dust and ozone precursor emissions, and where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. In addition, implementation of Mitigation Measure GHG-1 in Section 4.8, *Greenhouse Gas Emissions/Climate Change,* would also reduce criteria air pollutant emissions during construction, providing a co-benefit.				
AQ-2(a) Application of MBARD Feasible Mitigation Measures. For all projects, the implementing agency shall incorporate the most recent MBARD feasible mitigation measures and/or technologies for reducing inhalable particles based on analysis of individual sites and project circumstances. Current MBARD feasible mitigation measures include the following measures. Additional and/or modified measures may be adopted by MBARD prior to implementation of individual projects under the 2050 MTP/SCS. The most current list of feasible mitigation measures at the time of project implementation shall be used. ▪ Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure. ▪ Prohibit all grading activities during periods of high wind (over 15 miles per hour). ▪ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days). ▪ Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area. ▪ Haul trucks shall maintain at least 2'0" of freeboard. ▪ Cover all trucks hauling dirt, sand, or loose materials. ▪ Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land. ▪ Plant vegetative ground cover in disturbed areas as soon as possible. ▪ Cover inactive storage piles. ▪ Install wheel washers at the entrance to construction sites for all exiting trucks. ▪ Pave all roads on construction sites. ▪ Sweep streets if visible soil material is carried out from the construction site. ▪ Limit the area under construction at any one time.	Construction plans shall show MBARD's standard dust control measures; implementing agency shall ensure implementation.	During project permitting and environmental review; during construction.	Once during plan review; periodically during construction	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance). **Implementing Agencies** Implementing agencies for 2050 MTP/SCS transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented during construction where appropriate.				
AQ-2(b) Diesel Equipment Emissions Standards. The implementing agency shall ensure, to the extent feasible, that diesel construction equipment meeting CARB Tier 4 emission standards for off-road heavy-duty diesel engines is used. If use of Tier 4 equipment is not feasible, diesel construction equipment meeting Tier 3 (or if infeasible, Tier 2) emission standards shall be used, and engines shall be retrofitted with CARB Level 3 Verified Diesel Emissions Control Strategy if available for the equipment. These measures shall be noted on all construction plans and the implementing agency shall perform periodic site inspections. **Implementing Agencies** Implementing agencies for 2050 MTP/SCS transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.	Construction plans shall ensure that that construction equipment is subject to the CARB Regulation for In-use Off-road Diesel Vehicles and, if feasible, construction equipment meets Tier 4 standards or at least Tier 2 standards with retrofitted Level 3 Verified Diesel Emissions Control Strategy, if available; and perform periodic site inspections.	During project permitting and environmental review during construction.	Once during project plan review; periodically during construction	Implementing agencies/project sponsor.
AQ-2(c) Electric Construction Equipment. The implementing agency shall ensure that to the extent possible, construction equipment utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators. **Implementing Agencies** Implementing agencies for 2050 MTP/SCS transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.	Construction plans shall ensure that electricity from power poles is used to the extent possible.	During project permitting and environmental review; during construction.	Once during project plan review; periodically during construction	Implementing agencies/project sponsor.
AMBAG, in partnership with MBARD and implementing agencies, shall implement Mitigation Measure AQ-3(a) to reduce PM_{10} emissions. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement Mitigation Measure AQ-3(b) to reduce PM10 emissions, where relevant to land use projects implementing the 2050 MTP/SCS. Implementation of Mitigation Measure GHG-3(a) in Section 4.8, *Greenhouse Gas Emissions/Climate Change,* and Mitigation Measures TRA-2(a) and TRA-2(b) in Section 4.15, *Transportation,* would also reduce PM_{10} emissions from the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
AQ-3(a) PM_{10} Emissions Reduction. To help reduce regional PM_{10} emissions, AMBAG and the RTPAs, in partnership with MBARD and implementing agencies, shall: ▪ Support the use of existing air quality and transportation funds and seek additional funds to continue the implementation of the CARB Carl Moyer Program, which is intended to retrofit and replace trucks and locomotives to reduce particulate matter. ▪ Incentivize the reduction of mobile PM emissions from mobile exhaust and entrained PM sources such as tire wear, brake wear, and roadway dust through funding. ▪ Hold forums and workshops to encourage land use projects to incorporate transportation demand management (TDM) strategies as part of the project design to reduce the number of vehicular trips across the transportation network. Potential strategies could include ridesharing, carpooling, subsidized public transit, flexible work hours, and parking management measures. **Implementing Agencies** AMBAG and the RTPAs, in partnership with MBARD and implementing agencies, are responsible for implementing this measure. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during operation where appropriate.	Evaluate PM_{10} emissions and ensure reduction of emissions below MBARD standards by reduction measures listed in this mitigation measure or other measures of equivalent effectiveness.	During project permitting and environmental review; during operation.	Once during project-level environmental review; periodically during operation.	Implementing agencies/project sponsor.
AQ-3(b) Long term Regional Operational Emissions Implementing agencies including transportation project sponsors, counties, and cities shall, or can and should, implement long-term operational emissions reduction measures. Such reduction measures include the following: ▪ Require that all interior and exterior architectural coatings for all developments utilize coatings following MBARD Rule 426, *Architectural Coatings.* ▪ Increase building envelope energy efficiency standards in excess of applicable building standards and encourage new development to achieve zero net energy use. ▪ Install energy-efficient appliances, interior lighting, and building mechanical systems. Encourage installation of solar panels for new residential and commercial development. ▪ Locate sensitive receptors more than 500 feet of a freeway, 500 feet of urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.	Require coatings compliant with MBARD Rule 426. Require energy efficient project design features. Require location of sensitive receptors, and if applicable implement listed mitigation to reduce pollution exposure. Require project design features that encourage alternative modes of transportation and ride sharing.	During project permitting and environmental review. Periodically during operation.	Once during project-level environmental review; periodically during operation.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ Locate sensitive receptors more than 1,000 feet of a major diesel rail service or railyards. Where adequate buffer cannot be implemented, implement the following: ▫ Install air filtration (as part of mechanical ventilation systems or stand-alone air cleaners) to reduce indoor pollution exposure for residents and other sensitive populations in buildings that are close to transportation network improvement projects. ▫ Use air filtration devices rated MERV-13 [minimum efficiency report value] or higher. ▪ Plant trees and/or vegetation suited to trapping roadway air pollution and/or sound walls between sensitive receptors and the pollution source. The vegetation buffer should be thick, with full coverage from the ground to the top of the canopy. ▪ Install higher efficacy public street and exterior lighting ▪ Use daylight as an integral part of lighting systems in buildings. ▪ Use passive solar designs to take advantage of solar heating and natural cooling. ▪ Install light colored “cool” roofs, cool pavements. ▪ Install solar and tankless hot water heaters. ▪ Exclude wood-burning fireplaces and stoves. ▪ Incorporate design measures and infrastructure that promotes safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles) pedestrian access, and public transportation use. Such measures may include incorporation of electric vehicle charging stations, bike lanes, bicycle-friendly intersections, and bicycle parking and storage facilities. ▪ Incorporate design measures that promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides). **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during operation where appropriate.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
AQ-5 Health Risk Reduction Measures Transportation implementing agencies shall, or can and should, implement the following measures: ▪ Retain a qualified air quality consultant to prepare a health risk assessment in accordance with CARB and OEHHA requirements to determine the exposure of nearby sensitive receptors to TAC concentrations. ▪ If impacts result in increased risks to sensitive receptors above MBARD significance thresholds, then design features or control measures must be included that will reduce the health risks at the location of the off-site sensitive receptors to a level below the MBARD significance threshold. For example, plant trees and/or vegetation suited to trapping TACs and/or sound walls between sensitive receptors and the pollution source would be recommended. This measure would trap TACs emitted from pollution sources such as highways, reducing the amount of TACs to which residents and other sensitive populations would be exposed. ▪ AMBAG will partner with MBARD and other implementing agencies to explore a program to retrofit existing residential buildings and other sensitive land uses near freeways or roadways where health risk impacts would exceed MBARD significance thresholds with air filtration devices rated MERV 13. ▪ Implement air pollution reduction strategies as described in Table 1 from the CARB *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* technical advisory (2017) when reasonable and feasible for transportation system projects associated with the 2050 MTP/SCS. In addition, consistent with the general guidance contained in CARB's *Air Quality and Land Use Handbook* (2005) and *Technical Advisory on Strategies to Reduce Air pollution Exposure Near High-Volume Roadways* (2017), appropriate measures shall include one or more of the following methods, as determined by a qualified professional, as applicable. The implementing agency shall incorporate health risk reduction measures based on analysis of individual land use sites and project circumstances. These measures may include: ▪ Avoid siting new sensitive land uses within 500 feet of a freeway or railway.	Retain air quality consultant to conduct project-level hot spot analysis. Ensure a project-level health risk assessment is prepared by a qualified air quality consultant. Ensure project-level environmental review and site plans incorporate the measures to reduce particulate impacts, as listed in this mitigation measure.	During project permitting and environmental review; during operation.	Once during project-level environmental review; periodically during construction; following construction, during operation.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ Require development projects for new sensitive land uses to be designed to minimize exposure to roadway-related pollutants to the maximum extent feasible through inclusion of design components including air filtration and physical barriers. ▪ Do not locate sensitive receptors near the entry and exit points of a distribution center. ▪ Locate structures and outdoor living areas for sensitive uses as far as possible from the source of emissions. As feasible, locate doors, outdoor living areas, and air intake vents primarily on the side of the building away from the freeway or other pollution source. As feasible, incorporate dense, tiered vegetation that regains foliage year-round and has a long-life span between the pollution source and the project. ▪ Maintain a 50-foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year). ▪ Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets or exceeds the efficiency standard of the MERV 13. The HV system should include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85 percent supply filters should be used. Ongoing maintenance should occur. ▪ Retain a qualified HV consultant or Home Energy Rating Systems (HERS) rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources. ▪ Maintain positive pressure within the building. ▪ Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air. ▪ Achieve a performance standard of at least four air exchanges per hour of recirculation. Achieve a performance standard of 0.25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized. ▪ Require project owners to provide a disclosure statement to occupants and buyers summarizing technical studies that reflect health concerns about exposure to highway exhaust emissions. ▪ Implement feasible attenuation measures needed to reduce potential air quality impacts to sensitive receptors such as air filtration systems.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for 2050 MTP/SCS transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during operation where appropriate.				
Biological Resources				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				
BIO-1(a) Biological Resources Screening and Assessment. On a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, the implementing agency shall retain a qualified biologist to conduct a biological resources assessment (BRA) to document the existing biological resources and to determine the potential impacts to those resources. Depending on the results of the BRA, design alterations, further technical studies (i.e., protocol surveys) and/or consultations with the USFWS, NMFS, CDFW and/or other local, state, and federal agencies may be required. These protocols may include, but are not limited to: ▪ Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants (USFWS 2000) ▪ Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018) ▪ Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (CDFW 2023) ▪ Interim Survey Guidelines to Permittees for Recovery Permits under Section 10(a)(1)(A) of the Endangered Species Act for the Listed Vernal Pool Branchiopods (USFWS 1996) ▪ Revised Guidance on Site Assessment and Field Surveys for the California Red-legged Frog (USFWS 2005) ▪ Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander (USFWS and CDFW 2003)	Ensure preliminary biological resource screening to determine whether the project has any potential to impact biological resources and incorporate measures listed in this mitigation measure if impacts are found. Retain a qualified biologist to conduct a biological resources assessment (BRA) if the project would have potential to impact biological resources. Based on the BRA, conduct applicable protocol-level surveys and agency consultations (including USFWS, NMFS, and CDFW) as required.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ Considerations for Conserving the Foothill Yellow-legged Frog (CDFW 2018) ▪ Visual Encounter Survey Protocol for Rana Boylii in Lotic Environments (University of California, Davis 2017) ▪ Draft USGS Western Pond Turtle (Emys marmorata) Visual Survey Protocol for the Southcoast Ecoregion (U.S. Geological Survey 2006) ▪ Interim Golden Eagle Inventory and Monitoring Protocols; and Other Recommendations (USFWS 2010) ▪ Swainson's Hawk Survey Protocols, Impact Avoidance, and Minimization Measures for Renewable Energy Projects in the Antelope Valley of Los Angeles and Kern Counties, California (California Energy Commission and CDFW 2010) ▪ Staff Report on Burrowing Owl Mitigation (CDFW 2012) ▪ Inland Survey Protocol for Marbled Murrelets (Pacific Seabird Group 2024) ▪ Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 1999) ▪ Bat surveys consistent with CDFW recommendations **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
BIO-1(b) Special-Status Plant Species Surveys. If completion of the project-specific BRA determines that special-status plant species have potential to occur on-site, the implementing agency shall require surveys for special-status plants to be completed prior to any vegetation removal, grubbing, or other construction activity of each project (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally timed to coincide with the target species. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS, and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing agency for review. If special-status plant species are identified, Mitigation Measure BIO-1(c) shall apply.	If there is a potential for special-status plant species to occur on site, surveys for special status plants shall be completed. Ensure a report of the survey is provided to the implementing agency for review.	During project permitting and environmental review; prior to construction but no earlier than two years before construction commences.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review, prior to project construction but no earlier than two years before construction commences.				
BIO-1(c) Special-Status Plant Species Avoidance, Minimization and Mitigation. If state- or federally-listed and/or CRPR 1 and 2 species are found during special-status plant surveys [pursuant to Mitigation Measure BIO-1(b)], then the implementing agency shall require the project be re-designed to avoid impacting these plant species to the extent feasible. If CRPR 3 and 4 species are found, the biologist shall evaluate to determine if they meet criteria to be considered special-status, and if so, the same process as identified for CRPR 1 and 2 species shall apply. If special-status plants species cannot be avoided and would be impacted by a project implemented under the 2050 MTP/SCS, the implementing agency shall require all impacts shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to implementing agency overseeing the project for approval. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to issuance of project construction permits and approvals.	Ensure redesign of the project to avoid impacting rare plant species if state- or federally- listed and/or CRPR 1 and 2 species are found. Ensure biologist evaluates CRPR 3 and 4 species to determine whether special-status. If avoidance is not possible, mitigation to fully offset project impacts shall be required pursuant to a qualified biologist. Ensure a restoration plan be developed for the project.	Prior to issuance of project construction permits and approvals.	Once.	Implementing agencies/project sponsor.
BIO-1(d) Endangered/ Threatened Animal Species Habitat Assessment and Protocol Surveys. If the BRA determines that suitable habitat may be present for federally and/or state endangered or threatened animal species, the implementing agency shall require protocol habitat assessments/surveys to be completed in accordance with CDFW and/or USFWS/NMFS protocols prior to issuance of any construction permits/project approvals. Alternatively, in lieu of conducting protocol surveys, the implementing agency may choose to assume presence within the project footprint and proceed with development of appropriate avoidance measures, consultation and permitting, as applicable.	If suitable habitat for federally and/or state endangered or threatened animal species exists, protocol habitat assessments/ surveys shall be completed in accordance with CDFW and/or USFWS/NMFS protocols.	Prior to issuance of project construction permits and approvals.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
If the target species is detected during protocol surveys, or protocol surveys are not conducted and presence is assumed based on suitable habitat, Mitigation Measure BIO-1(e) shall apply. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to issuance of project construction permits and approvals.				
BIO-1(e) Endangered/ Threatened Animal Species Avoidance and Compensatory Mitigation. If habitat is occupied or presumed occupied by federal and/or state listed species and would be impacted by the project, the implementing agency shall require re-design of the project in coordination with a qualified biologist to avoid impacting occupied/presumed occupied habitat to the extent feasible. If occupied or presumed occupied habitat cannot be avoided, the implementing agency shall provide the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals. The implementing agency shall purchase credits at a USFWS, NMFS and/or CDFW approved conservation bank if available for the affected species and/or provide compensatory mitigation to offset impacts to federal and/or state listed species habitat. Compensatory mitigation shall be provided at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for permanent impacts. Compensatory mitigation may be combined/nested with special-status plant species and sensitive community restoration where applicable. Temporary impact areas shall be restored to pre-project conditions. If on and/or off-site mitigation sites are identified the implementing agency shall retain a qualified biologist to prepare a Habitat Mitigation and Monitoring Plan (HMMP) to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to federal and/or state listed species. The HMMP shall identify long term site management needs, routine monitoring techniques, techniques and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. The HMMP shall be submitted to the agency overseeing the project for approval.	If habitat is occupied by federal and/or state listed species, implementing agency shall require project plans include project-specific mitigation measures to avoid and minimize impacts to habitat for endangered or threatened species. If avoidance is not possible, credits shall be purchased according to the mitigation measure, and a qualified biologist must provide a HMMP.	Prior to issuance of construction permits and approvals.	In accordance with project HMMP, as applicable.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be implemented prior to issuance of project construction permits and approvals.				
BIO-1(f) Endangered/Threatened Species Avoidance and Minimization During Construction. The implementing agency shall apply the following measures to aquatic and terrestrial species, where appropriate. Implementing agencies shall select from these measures as appropriate depending on site conditions, the species with potential for occurrence and the results of the biological resources screening and assessment (Mitigation Measure BIO-1[a]). ▪ Pre-construction surveys for federal and/or state listed species with potential to occur shall be conducted where suitable habitat is present by a qualified biologist not more than 48 hours prior to the start of construction activities. The survey area shall include the proposed disturbance area and all proposed ingress/egress routes, plus a 100-foot buffer. If any life stage of federal and/or state listed species is found within the survey area, the qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. The results of the pre-construction surveys shall be submitted to the implementing agency for review and approval prior to start of construction. ▪ Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern shall have highly visible orange construction fencing. ▪ All work shall be conducted during the day-time hours to the maximum extent feasible. Any night lighting shall be minimized, and directed to illuminate the work site only. ▪ All food waste shall be secured in a closed container and removed from the site at the end of each work day. ▪ All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed between April 1 and October 31, to avoid impacts to sensitive aquatic species. ▪ All projects occurring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species shall have a qualified biologist present during all initial ground disturbing/vegetation clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said	If applicable, project plans shall include project-specific mitigation measures to avoid and minimize impacts to endangered or threatened species.	Prior to and ongoing throughout project construction.	Periodically through construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
biologist shall conduct daily pre-activity clearance surveys for endangered/threatened species. Alternatively, and upon approval of the CDFW and/or USFWS/NMFS or as outlined in project permits, said biologist may conduct site inspections at a minimum of once per week to ensure all prescribed avoidance and minimization measures are begin fully implemented. ▪ No endangered/threatened species shall be captured and relocated without authorization from the CDFW and/or USFWS/NMFS. ▪ If pumps are used for dewatering activities, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system. ▪ If at any time during construction of the project an endangered/threatened species enters the construction site or otherwise may be impacted by the project, all project activities shall cease. At that point, a qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. ▪ All vehicle maintenance/fueling/staging shall occur more than 100 feet from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills. ▪ No equipment shall be permitted to enter wetted portions of any affected drainage channel. ▪ All equipment operating within streambeds (restricted to conditions in which water is not present) shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access. ▪ At the end of each workday, excavations shall be secured with cover or a ramp shall be provided to prevent wildlife entrapment. ▪ All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to and ongoing through project construction.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
BIO-1(g) Non-Listed Special Status Animal Species Avoidance and Minimization. Depending on the species identified in the BRA, the implementing agency shall select from among the following to reduce the potential for impacts to non-listed special status animal species: ▪ Pre-construction clearance surveys shall be conducted within 14 days prior to the start of construction (including staging and mobilization) to identify all special-status animal species that may occur on-site. All non-listed special-status species shall be relocated from the site. A report of the pre-construction survey shall be submitted to the implementing agency for their review and approval prior to the start of construction. ▪ A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal, to recover special status animal species unearthed by construction activities. ▪ Upon completion of the project, a qualified biologist shall prepare a final compliance report documenting all compliance activities implemented for the project, including the pre-construction survey results. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to, during, and after project construction.	If applicable, project plans shall include project-specific mitigation measures to reduce impacts to non-listed special status species.	Prior to, during and after project construction.	During all initial ground disturbance, as applicable.	Implementing agencies/project sponsor.
BIO-1(h) Preconstruction Surveys for Nesting Birds For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the CFGC, the Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist retained by the implementing agency no more than 10 days prior to vegetation removal activities. A qualified biologist shall conduct preconstruction surveys for raptors. The survey for the presence of bald and golden eagles shall cover all areas within of the disturbance footprint plus a one-mile buffer where access can be secured. The survey area for all other nesting bird and raptor species shall include the disturbance footprint plus a 300-foot and 500-foot buffer, respectively. If active nests (nests with eggs or chicks) are located, the qualified biologist shall establish an appropriate avoidance buffer ranging from 250 to 500 feet based on the species biology and the current and anticipated disturbance levels occurring in vicinity of the nest.	If applicable, a survey for nesting birds shall be completed; if necessary, a buffer shall be created.	Prior to construction activities; during construction activities, as needed.	Once prior to construction; as needed during construction activities.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For special status raptor nests an avoidance buffer of up to one mile shall be established on a case-by-case basis in consultation with the USFWS and/or CDFW. The size of the buffer may be influenced by the existing conditions and disturbance regime, relevant landscape characteristics, and the nature, timing and duration of the expected disturbance. The buffer shall be established between February 1 and August 31; however, buffers may be relaxed earlier than August 31 if a qualified ornithologist determines that a given nest has failed or that all surviving chicks have fledged and the nest is no longer in use. If on-site activities halt for more than 14 days during the nesting season, surveys for nesting birds shall be repeated prior to work resuming on-site. A report of these preconstruction nesting bird surveys and nest monitoring (if applicable) shall be submitted to the implementing agency for review and approval prior to the start of construction. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented once prior to commencement of project construction, and then during construction activities as needed.				
BIO-1(i) Worker Environmental Awareness Program. Prior to initiation of construction activities, all personnel associated with project construction shall attend Worker Environmental Awareness Program training, conducted by a qualified biologist retained by the implementing agency, to aid workers in recognizing special-status resources and review of the limits of construction and mitigation measures required. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers and other personnel involved with construction of the project. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Construction personnel shall attend WEAP training prior to construction.	During project permitting and environmental review.	Once prior to construction.	Implementing agencies/project sponsor.
For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
BIO-2(a) Aquatic Resources Delineation and Impact Avoidance. If the results of Mitigation Measure BIO-1(a) indicates projects implemented under the 2050 MTP/SCS occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, RWQCB and/or California Coastal Commission, a qualified biologist shall complete an aquatic resources delineation in accordance with the requirement set forth by each agency. The result shall be submitted to the implementing agency, USACE, RWQCB, CDFW and/or CCC, as appropriate, for review and approval, and the project shall be designed to minimize impacts to jurisdictional areas to the extent feasible. The delineation shall serve as the basis to identify potentially jurisdictional areas to be protected during construction, through implementation of the avoidance and minimization identified in Mitigation Measure B-2(c). **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	If applicable, a jurisdictional delineation shall be completed and submitted to the applicable agencies listed in this mitigation measure.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
BIO-2(b) Wetlands, Drainages, and Riparian Habitat Compensatory Mitigation. Impacts to jurisdictional wetlands, drainages, and riparian habitat shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist retained by the implementing agency, and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan shall be developed by a qualified biologist to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to jurisdictional water and wetlands. The mitigation and monitoring plan can be prepared in combination with HMMP defined under Mitigation Measure BIO-1(e) above, if applicable. The mitigation and monitoring plan shall identify long term site management needs, routine monitoring techniques, techniques and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. The mitigation and monitoring plan shall be submitted to the regulatory agencies with permitting authority over the project. Alternatively, mitigation shall be accomplished through purchase of credits from an agency-approved wetlands mitigation bank.	Ensure, if applicable, project plans mitigate impacts to jurisdictional wetlands and riparian habitats at a ratio to fully offset project impacts, as determined by a qualified biologist. Ensure a mitigation and monitoring plan is developed be developed by a qualified biologist.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
BIO-2(c) Wetlands, Drainages, and Riparian Habitat Best Management Practices During Construction. The following best management practices shall be required by the implementing agency for development within or adjacent to wetlands, drainages, or riparian habitat: ▪ Access routes, staging and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and ancillary construction areas outside of jurisdictional areas. ▪ To control sedimentation during and after project implementation, appropriate erosion control materials shall be deployed to minimize adverse effects on jurisdictional areas in the vicinity of the project. ▪ Project activities within the jurisdictional areas should occur during the dry season (typically between April 1 and October 31) in any given year, or as otherwise directed by the regulatory agencies. ▪ During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site. ▪ Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project related activities, shall be prevented from contaminating the soil and/or entering wetlands, drainages or riparian habitat. ▪ All refueling, maintenance and staging of equipment and vehicles shall occur at least 100 feet from bodies of water or within secondary containment, and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review, and implemented prior to project construction and during construction activities.	If applicable, ensure project plans incorporate the best management practices listed in this mitigation measure.	During project permitting and environmental review; prior to construction activities; during construction activities.	Once prior to construction; ongoing during construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
BIO-2(d) Landscaping Plan. If landscaping is proposed for a specific project, a qualified biologist/landscape architect retained by the implementing agency shall prepare a landscape plan. Drought tolerant, locally native plant species shall be used. Noxious, invasive and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List and/or California Invasive Plant Council Inventory shall not be permitted. Species selected for planting shall be regionally appropriate native species that are known to occur in the adjacent native habitat types. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Retain a qualified biologist/landscape architect, if applicable, to prepare a landscaping plan that includes all requirements in this mitigation measure; species shall be regionally appropriate native species found in adjacent native habitats.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
BIO-2(e) Sensitive Natural Community Avoidance and Mitigation. If the results of Mitigation Measure BIO-1(a) indicates projects implemented under the 2050 MTP/SCS would impact sensitive natural communities in addition to riparian habitat which is addressed by Mitigation Measure BIO-2(b), the implementing agency shall avoid impacts to sensitive natural communities through final project design modifications if feasible. If the implementing agency determines that sensitive natural communities cannot be avoided, impacts shall be mitigated on-site or offsite at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist based on any applicable resource agency guidelines. Temporarily impacted areas shall be restored to pre-project conditions. A Restoration Plan shall be developed by a qualified biologist and submitted to the implementing agency for approval. Mitigation for impacts to sensitive natural communities can be developed and included in the HMMP defined under Mitigation Measure BIO-1(e) above, if applicable. The mitigation and monitoring plan shall identify long term site management needs, routine monitoring techniques, techniques and success criteria. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	If applicable, project plans shall include final project design modifications shall be developed to avoid impacts to sensitive vegetation communities. If avoidance is not possible, impacts shall be mitigated at a ratio to fully offset project impacts, as determined by a qualified biologist. Ensure temporarily impacted areas are restored to pre-project conditions. Ensure a qualified biologist develops a Restoration Plan. Restoration Plan measures can be developed and included in the HMMP prepared pursuant to Mitigation Measure BIO-1(e), if applicable.	During project permitting and environmental review.	Once following construction and then, when applicable, in accordance with the Restoration Plan.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
BIO-2(f) Invasive Weed Prevention and Management Program. Prior to start of construction for each project that occurs within or adjacent to native habitats, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist retained by the implementing agency to prevent invasion of native habitat by non-native plant species. The plan shall be submitted to the implementing agency for review and approval. A list of target species shall be included, along with measures for early detection and eradication. The plan, which shall be implemented by the implementing agency, shall also include, but not be limited to, the following measures to prevent the introduction of invasive weed species: ▪ During construction, limit the use of imported soils for fill. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species. ▪ To minimize colonization of disturbed areas and the spread of invasive species, the contractor shall stockpile topsoil and redeposit the stockpiled soil after construction or transport the topsoil to a permitted landfill for disposal. ▪ All erosion control materials, including straw bales, straw wattles, or mulch used on-site must be free of invasive species seed. ▪ Exotic and invasive plant species shall be excluded from any erosion control seed mixes and/or landscaping plant palettes associated with the proposed project. ▪ All disturbed areas shall be hydroseeded with a mix of locally native species or sterile annuals upon completion of work in those areas. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review, and implemented prior to project construction and during construction activities.	Retain a qualified biologist to develop an Invasive Weed Prevention and Management Program if project is in or next to native habitats.	During project permitting and environmental review; prior to construction activities; during construction activities.	Once prior to construction; ongoing during construction.	Implementing agencies/project sponsor.
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
BIO-3(a) Project Design for Wildlife Connectivity. The implementing agency shall implement the following measures. All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife movement. Fencing shall not be installed at the openings of culverts, undercrossings, or other wildlife passage structures unless required for public safety; where fencing is necessary, it shall be placed far enough from the structure entrance to avoid blocking wildlife access and shall include design features that maintain clear, functional movement pathways. Where fencing or other project components is required for public safety concerns, these project components shall be designed to permit wildlife movement by incorporating design features such as: ▪ A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals; ▪ A minimum 12 inches between the top two wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled; ▪ If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures such as overpasses, underpasses, culverts, etc., shall be incorporated into the project design as appropriate; ▪ Culverts shall be maintained to be free of sediment and vegetation to ensure continued functionality for wildlife passage; ▪ Project designs shall incorporate terracing to facilitate terrestrial species movement where space allows; ▪ Culverts shall be upsized where appropriate to support passage of impacted species; ▪ Crossing structures shall incorporate bench designs where feasible to allow wildlife use of the crossings during flooding; ▪ Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-4(a) Roadway Lighting for lighting requirements). ▪ Vegetative buffers, consisting of California-native plant and tree species, shall be installed where feasible to provide a natural noise barrier between roadway projects and sensitive wildlife habitat, including movement corridors. The buffer shall be maintained in perpetuity to ensure noise levels from the roadway are minimized within adjacent sensitive habitat.	Project plans for projects with fencing and lighting shall be designed to minimize impacts to wildlife. Project plans shall incorporate wildlife crossing structures, when a crossing is applicable.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
In addition, prior to design approval, implementing agencies shall conduct wildlife movement assessments to evaluate connectivity constraints and identify opportunities to maintain or enhance wildlife movement. These assessments shall consider the best available wildlife-movement protocols and shall inform design of fencing, crossings, and other project features. Post-construction monitoring shall be conducted, where feasible, to confirm wildlife use of implemented movement features and to identify any needed adaptive management. When on-site design measures cannot fully reduce impacts, compensation shall be considered as a mitigation option, including but not limited to participation in RCISs and mechanisms authorized under SB 790, to reduce unavoidable connectivity impacts at a landscape scale. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects re cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
BIO-3(b) Maintain Connectivity in Drainages. Permanent structures that would impede wildlife movement shall be avoided to the extent feasible within any drainage or river that serves as a wildlife migration corridor. In addition, upon completion of construction within any drainage, areas of stream channel and banks that are temporarily impacted shall be returned to pre-construction contours and in a condition that allows for unimpeded passage through the area once the work has been complete. If water is to be diverted around work sites, a diversion plan shall be submitted to the implementing agency for review and approval prior to issuance of project construction permits/approvals. The diversion shall be designed in a way as to not impede movement while the diversion is in place. For projects affecting drainages that serve as wildlife movement corridors, implementing agencies shall complete pre-construction evaluations of species movement patterns to guide placement, design and timing of work. Post-construction monitoring shall be conducted, where feasible, to verify that drainage-related movement remains functional and to inform adaptive management if needed. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Ensure construction plans and building plans avoid placement of permanent structures in drainages or rivers such that wildlife movement would be impeded. Ensure temporary impacts to stream channels are restored. If applicable, ensure a diversion plan is provided for the project.	During project permitting and environmental review. Ensure temporary impacts to stream channels are restored after construction is completed.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
BIO-3(c) Construction Best Management Practices to Minimize Disruption to Wildlife. The following construction best management practices shall be incorporated by the implementing agency into all grading and construction plans to minimize temporary disruption to wildlife that could hinder wildlife movement: ▪ Designation of a 20 mile per hour speed limit in all construction areas. ▪ Daily construction work schedules shall be limited to daylight hours only. ▪ Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition. ▪ All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week. ▪ No pets are permitted on the project site during construction. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to the issuance or project grading and construction permits.	Ensure construction plans incorporate best management practices to minimize disruption to wildlife.	Prior to issuance of grading and construction permits.	Periodically during construction	Implementing agencies/project sponsor, and onsite construction manager.
Cultural and Historic Resources				
To minimize impacts to historical resources for transportation projects under AMBAG jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts to historic resources, and where feasible and necessary based on project- and site-specific considerations. Cities and counties in the AMBAG planning region can and should implement these measures, where relevant to land use projects implementing under the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
CR-1 Historical Resources Impact Minimization. Prior to individual project permit issuance, the implementing agency of a 2050 MTP/SCS project involving earth disturbance or construction of permanent above ground structures or roadways shall, or can and should, prepare a map defining the Area of Potential Effects (APE). This map shall indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known historical resources are located within the impact zone. If a structure greater than 45 years in age is within the identified APE, a survey and evaluation of the structure(s) to determine their eligibility for recognition under State, federal, or local historic preservation criteria shall be conducted. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation shall comply with CEQA Guidelines section 15064.5(b).	Prepare a map defining the Area of Potential Effects. Retain an architectural historian, or historical architect, to determine eligibility of structure for recognition under state, federal, or local historic preservation criteria, if applicable.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Study recommendations shall be implemented, which may include, but would not be limited to, the following: ▪ Realign or redesign projects to avoid impacts on known historic resources where possible. ▪ If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings. ▪ Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review.				
To minimize impacts to cultural resources for transportation projects under AMBAG jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts to archaeological resources, and where feasible and necessary based on project- and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
CR-2(a) Archaeological Resources Impact Minimization. Before construction activities, implementing agencies shall, or can and should, retain a qualified archaeologist to conduct a record search at the Northwest Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, implementing agencies shall, or can and should, retain a qualified archaeologist to conduct archaeological surveys before construction activities. Implementing agencies shall, or can and should, follow recommendations identified in the survey, which may include, but would not be limited to: subsurface testing, designing and implementing a Worker Environmental Awareness Program (WEAP), construction monitoring by a qualified archaeologist, or avoidance of sites and preservation in place. Recommended mitigation measures will be consistent with CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary	Retain a qualified archaeologist to conduct a record search to determine whether the project area has been previously surveyed and whether resources were identified. Implement recommendations identified in the survey. Project construction plans shall include required components to stop work if archaeological resources are uncovered.	During project permitting and environmental review; during construction.	Ongoing throughout construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.				
CR-2(b) Unanticipated Discoveries During Construction. If evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earthmoving activities (e.g., ceramic shard, trash scatters, lithic scatters), implementing agencies shall, or can and should, halt all ground-disturbing activity proximate to the discovery until a qualified archaeologist (36 CFR Section 61) can assess the significance of the find. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the implementing agency to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. Recommended mitigation measures will be consistent with State CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified and afforded the opportunity to monitor mitigative treatment. During evaluation or mitigative treatment, ground disturbance and construction work may continue in other parts of the project area that	Place conditions of approval on project to ensure that if archaeological resources are uncovered work is halted until the procedures described in this mitigation measure have been completed.	During project permitting and environmental review; during construction.	Ongoing throughout construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
are distant enough from the find not to impact it, as determined by the qualified archaeologist. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.				
Geology and Soils				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies, and cities and counties in the AMBAG region can and should, implement the following mitigation developed for the 2050 MTP/SCS program. For development occurring outside of the TAMC, SBtCOG, and SCCRTC jurisdiction, project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
GEO-5 Paleontological and Geologic Resources Impact Minimization. The designated lead agency implementing a specific 2050 MTP/SCS project involving ground disturbing activities (including grading, trenching, foundation work and other excavations) shall, or can and should, retain a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist (SVP 2010), to conduct a Paleontological Resources Assessment (PRA). The PRA shall determine the age and paleontological sensitivity of geologic formations underlying the proposed disturbance area, consistent with SVP Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. If underlying formations are found to have a high potential (sensitivity) for paleontological resources and/or would be considered a unique geologic feature, the following measures shall apply: ▪ **Avoidance.** Avoid routes and project designs that would permanently alter unique paleontological and geological features. If avoidance practices cannot feasibly be implemented, the following measures shall apply. ▪ **Paleontological Mitigation and Monitoring Program**. A qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity. This program shall outline the procedures for construction staff training, paleontological monitoring extent and duration (i.e., in what locations and at what depths paleontological monitoring shall be required), salvage and preparation of fossils, the final mitigation and monitoring report and paleontological staff qualifications.	Retain a qualified paleontologist to conduct a PRA. Place conditions of approval on project to ensure procedures described in this mitigation measure are completed before and throughout construction, if the project area is underlying high sensitivity or unique geologic features.	During project permitting and environmental review.	Ongoing throughout construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of ground disturbance activity, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. ▪ **Paleontological Monitoring.** Ground disturbing activity with the potential to disturbed geologic units with high paleontological sensitivity, as determined by initial paleontological surveying or records search as deemed appropriate, shall be monitored on a full-time basis by a qualified paleontological monitor. Should no fossils be observed during the first 50 percent of such excavations, paleontological monitoring could be reduced, under the discretion of the qualified paleontologist, to weekly spot-checking. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. ▪ **Salvage of Fossils.** If fossils are discovered, the implementing agency shall be notified immediately, and the qualified paleontologist (or paleontological monitor) shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. ▪ **Preparation and Curation of Recovered Fossils.** Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, as defined by the specific receiving institution or collection, and curated in a scientific institution with a permanent paleontological collection, along with all pertinent field notes, photos, data and maps. ▪ **Final Paleontological Mitigation and Monitoring Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
Greenhouse Gas Emissions/Climate Change				
For all transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects generating construction GHG emissions, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Implementation of Mitigation Measures AQ-2(b) and AQ-2(c) in Section 4.3, *Air Quality and Health Impacts/Risks,* would also reduce GHG emissions from the 2050 MTP/SCS.				
GHG-1 Construction GHG Reduction Measures. The project sponsor shall incorporate the most recent GHG reduction measures and/or technologies for reducing GHG emissions measures for off-road construction vehicles during construction. The measures shall be noted on all construction plans and the project sponsor shall perform periodic site inspections. Current GHG-reducing measures include the following: ▪ Use of on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation; ▪ All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five-minute idling limit; ▪ Substitute gasoline-powered in place of diesel-powered equipment, where feasible; ▪ Use of alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, in place of diesel-powered equipment for 15 percent of the fleet, to the extent electric powered equipment is not feasible; ▪ Use of materials sourced from local suppliers; ▪ Recycling of at least 75 percent of construction waste materials; and ▪ Project proponents shall incentivize that construction workers carpool, and/or use electric vehicles to commute to and from the project site. **Implementing Agencies** Implementing agencies for AMBAG transportation projects are RTPAs, and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.	Ensure construction plans specify construction equipment is subject to the CARB Regulation for In-use Off-road Diesel Vehicles and, if feasible, construction equipment meets Tier 4 standards; or at least Tier 2 standards; and perform periodic site inspections. Ensure periodic site inspections are conducted.	During project permitting and environmental review; during construction.	Once during project plan review; periodically during construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For all transportation projects under their jurisdiction, SBtCOG, SCCRTC, and TAMC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects generating construction GHG emissions, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. Implementation of Mitigation Measures T-2(a) and T-2(b) in Section 4.15, *Transportation*, would also reduce GHG emissions from the 2050 MTP/SCS.				
GHG-4(a) Transportation-Related GHG Reduction Measures. The implementing agency shall incorporate the most recent GHG reduction measures and/or technologies for reducing VMT and associated transportation related GHG emissions. GHG-reducing mitigation measures include the following: ▪ Installation of electric vehicle charging stations beyond those required by State and local codes ▪ Utilization of electric vehicles and/or alternatively-fueled vehicles in company fleet ▪ Provision of dedicated parking for carpools, vanpool, and clean air vehicles ▪ Provision of new or improved transit amenities (e.g., covered turnouts, bicycle racks, covered benches, signage, lighting, sidewalk connectivity, and accessible crosswalks) if project site is located along an existing transit route ▪ Optimize transit route networks and service levels to boost ridership ▪ Provision of employee lockers and showers ▪ Provision of on-site services that reduce the need for off-site travel (e.g., childcare facilities, automatic teller machines, postal machines, food services) ▪ Provision of alternative work schedule options, such as telework or reduced schedule (e.g., 9/80 or 10/40 schedules) for employees ▪ Implementation of transportation demand management programs to educate and incentivize residents and/or employees to use transit, smart commute, and alternative transportation options **Implementing Agencies** Implementing agencies for AMBAG transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during permitting and environmental review, and implemented during operation where appropriate.	Place conditions of approval on the requirement of implementation of GHG and/or VMT reduction measures described in this mitigation.	During project permitting and environmental review; during operation.	Once during project-level environmental review and discretionary approval decisions for land use projects.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
GHG-4(b) Land Use Project Energy Consumption and Water Use Reduction Measures. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement measures to reduce energy consumption, water use, solid waste generation, and VMT, all of which contribute to GHG emissions. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. ▪ Require new commercial construction to install solar energy systems or be solar-ready ▪ Require new residential and commercial development to install low flow water fixtures ▪ Require new residential and commercial development to install water-efficient drought-tolerant landscaping, including the use of compost and mulch ▪ Require new development to exceed the applicable Title 24 energy-efficiency requirements ▪ Encourage new development to be fully electric **Implementing Agencies** Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during operation where appropriate.	Use project-level analysis of energy consumption, solid waste generation, and water use and incorporate mitigation measures as needed to specifications described in measure. Place conditions of approval on the project requiring energy- and water-saving measures.	During project permitting and environmental review; during operation.	Once during project-level environmental review and discretionary approval decisions for land use projects. Once prior to issuance of an occupancy permit.	Implementing agencies/project sponsor.
Hazards and Hazardous Materials				
For transportation and development projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in hazardous materials impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
HAZ-3 Site Remediation. If an individual project included in the 2050 MTP/SCS is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, the implementing agency shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527- 05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented. Examples of typical recommendations provided in Phase I/II ESAs include removal of	Where applicable, prepare a Phase I ESA meeting the specifications of this mitigation measure. Place conditions of approval on project requiring incorporation of recommendations of the Phase I ESA, and if applicable, Phase II ESA.	During project permitting and environmental review; during construction.	Once prior to issuing grading or demolitions permits; periodically during construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
contaminated soil in accordance with a soil management plan approved by the local environmental health department; covering stockpiles of contaminated soil to prevent fugitive dust emissions; capturing groundwater encountered during construction in a holding tank for additional testing and characterization and disposal based on its characterization; and development of a health and safety plan for construction workers. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review and implemented during project construction, as applicable.				
Noise				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in construction noise impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				
N-1 Construction Noise Reduction. To reduce construction noise levels to achieve applicable standards and prevent a substantial increase in ambient noise levels, implementing agencies for transportation and land use projects shall implement the measures identified below where feasible and necessary. ▪ Implementing agencies of 2050 MTP/SCS projects shall ensure that, where residences or other noise sensitive uses are located within 200 feet of construction sites, appropriate measures shall be implemented to ensure compliance with local ordinance requirements relating to construction noise. Specific techniques may include, but are not limited to: restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise. ▪ Designate an on-site construction complaint and enforcement manager for projects within 200 feet of sensitive receivers. ▪ Implementing agencies of the 2050 MTP/SCS shall post phone numbers for the on-site enforcement manager at construction sites along with complaint procedures and who to notify in the event of a problem.	Ensure consistency with local noise ordinance requirements relating to construction for sensitive uses. Place conditions of approval on project to require construction noise reduction measures detailed in this mitigation.	During project permitting and environmental review; during construction.	Ongoing throughout construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ For any project within 800 feet of sensitive receptors that requires pilings, the implementing agencies shall require caisson drilling or sonic pile driving as opposed to impact pile driving, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review. ▪ Implementing agencies of 2050 MTP/SCS projects shall ensure that equipment and trucks used for project construction utilize the best available noise and vibration control techniques, including mufflers, intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds. ▪ Implementing agencies of 2050 MTP/SCS projects shall ensure that impact equipment (e.g., jack hammers, pavement breakers and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation. ▪ The following timing restrictions shall apply to MTP/SCS project construction activities located within 200 feet of a dwelling unit, or 800 feet if impact pile driving is involved, except where timing restrictions are already established in local codes or policies. Construction activities shall be limited to: ▫ Monday through Friday: 7 a.m. to 6 p.m. ▫ Saturday: 9 a.m. to 5 p.m. ▪ Implementing agencies of 2050 MTP/SCS projects shall locate stationary noise and vibration sources as far from sensitive receptors as feasible. Stationary noise sources that must be located near existing receptors will be adequately muffled. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in construction noise impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement Mitigation Measures N-1, listed under Impact N-1, and N-2, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
N-2 Construction Vibration Reduction. If construction equipment would generate vibration levels exceeding acceptable levels as established by FTA (as shown in Final EIR Table 4.12-2), implementing agencies of the 2050 MTP/SCS shall, or can and should, complete the following tasks: ▪ Prior to construction, survey the project site for vulnerable buildings, and complete geotechnical testing (preconstruction assessment of the existing subsurface conditions and structural integrity), for any older or historic buildings within 50 feet of pile driving. The testing shall be completed by a qualified geotechnical engineer and qualified historic preservation professional and/or structural engineer. ▪ Prepare and submit a report to the lead agency that contains the results of the geological testing. If recommended by the preconstruction report implementing agencies shall require ground vibration monitoring of nearby historic structures. Methods and technologies shall be based on the specific conditions at the construction site. The preconstruction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities and identify corrective measures to be taken should monitored vibration levels indicate the potential for building damage. In the event of unacceptable ground movement with the potential to cause structural damage, all impact work shall cease, and corrective measures shall be implemented to minimize the risk to the subject, or adjacent, historic structure. ▪ To minimize disturbance within 550 feet of pile-driving activities, implement "quiet" pile-driving technology, such as predrilling of piles and the use of more than one pile driver to shorten the duration of pile driving), where feasible, in consideration of geotechnical and structural requirements and conditions as defined as part of the geotechnical testing, if testing was feasible. ▪ Use cushion blocks to dampen noise from pile driving. ▪ Phase operations of construction equipment to avoid simultaneous vibration sources	If applicable, place conditions of approval on project to require construction noise reduction measures detailed in this mitigation.	During project permitting and environmental review; during construction.	Ongoing throughout construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2050 MTP/SCS program where applicable for transportation projects that result in significant transportation noise levels, and where feasible and necessary based on project and site specific considerations. The measure below does not apply to land use projects. Project specific environmental documents may adjust this mitigation measure as necessary to respond to site specific conditions.				
N-3 Noise Assessment and Control for Transportation Noise Sources. Sponsor agencies of 2050 MTP/SCS transportation projects shall complete detailed noise assessments using applicable guidelines (e.g., FTA Transit Noise and Vibration Impact Assessment for rail and bus projects and the Caltrans Traffic Noise Analysis Protocol) for transportation projects that may impact noise sensitive receivers. The implementing agency shall ensure that a noise survey is conducted that, at minimum: ▪ Determines existing and projected noise levels ▪ Determines the amount of attenuation needed to reduce potential noise impacts to applicable State and local standards ▪ Identifies potential alternate alignments that allow greater distance from, or greater buffering of, noise-sensitive areas ▪ If warranted, recommends methods for mitigating noise impacts, including: ▫ Appropriate setbacks ▫ Sound attenuating building design, including retrofit of existing structures with sound attenuating building materials ▫ Use of sound barriers (earthen berms, sound walls, or some combination of the two) Where new or expanded roadways, rail, or transit projects are found to expose receivers to noise that exceed acceptable standards or to a substantial permanent absolute increase in ambient noise levels, the implementing agency shall implement techniques as recommended in the project specific noise assessment. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks (design adjustments) and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) shall be considered. Long expanses of walls or fences shall be interrupted with	Prior to issuance of grading or building permits, ensure noise assessments have been completed. Place conditions of approval to require implementation of recommendations in project-specific noise assessments.	During project permitting and environmental review; during construction and operation.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements shall be used, including solid fences, walls, and landscaped berms. Other techniques such as rubberized asphalt or "quiet pavement" can be used where feasible to reduce road noise for new roadway segments or modifications requiring repaving. The effectiveness of noise reduction measures shall be monitored by taking noise measurements and installing adaptive mitigation measures to achieve applicable standards. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.				
Cities and counties in the AMBAG region can and should implement the following measures, where relevant to land use projects implementing the 2050 MTP/SCS, and where feasible and necessary based on project and site-specific considerations. The mitigation measure outlined below does not apply to transportation projects. Project specific environmental documents may adjust this mitigation measure as necessary to respond to site specific conditions.				
N-4 Noise Mitigation for Land Uses. If a 2050 MTP/SCS land use project is located in an area with exterior ambient noise levels above local noise standards, or where it could be exposed to substantial permanent increases in noise levels, the implementing agency can and should ensure that a noise study is conducted to determine the existing exterior noise levels in the vicinity of the project. If the project would be impacted by ambient noise levels, feasible attenuation measures shall be used to reduce operational noise to meet acceptable standards. In addition, noise insulation techniques shall be utilized to reduce indoor noise levels to thresholds set inapplicable State and/or local standards. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review. **Implementing Agencies** Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.	If applicable, ensure a noise study is conducted. If the project would be impacted, place conditions of approval on implementation of noise reduction measures detailed in this mitigation.	During project permitting and environmental review; during construction and operation.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that could generate excessive vibration impacts, and where feasible and necessary based on project and site specific considerations. These measures can and should also be implemented for future infill projects near transit pursuant to the 2050 MTP/SCS that would result in vibration impacts. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				
N-5 Vibration Mitigation for Transportation Projects. Where local vibration and groundborne noise standards do not apply, implementing agencies of 2050 MTP/SCS projects shall comply with guidance provided by the FTA in the most recent version of the *Transit Noise and Vibration Impact Assessment* to assess impacts to buildings and sensitive receptors and reduce vibration and groundborne noise. FTA thresholds, as shown in Table 4.12-3, shall be used except in areas where local standards for groundborne noise and vibration have been established. Methods that would be considered to reduce vibration and groundborne noise impacts include, but are not limited to: ▪ Rail Traffic ▫ Maximizing the distance between tracks and sensitive uses ▫ Conducting rail grinding on a regular basis to keep tracks smooth ▫ Conducting wheel truing to re-contour wheels to provide a smooth-running surface and removing wheel flats ▫ Providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners and ballast mats; ▫ Implementing operational changes such as limiting train speed and reducing nighttime operations. ▪ Bus and Truck Traffic ▫ Constructing noise barriers ▫ Use noise reducing tires and wheel construction on bus wheels ▫ Use vehicle skirts (i.e. a partial enclosure around each wheel with absorptive treatment) on freight vehicle wheels **Implementing Agencies** Implementing agencies for AMBAG transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.	Comply with all applicable local and/or FTA vibration and groundborne noise standards.	During project permitting and environmental review; during construction and operation.	Ongoing during construction and project operation, as applicable.	Implementing agencies/project sponsor.
These measures can and should also be implemented for future land use development projects near existing public or public use airports. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
N-6 Noise Mitigation Near Airports. Local lead agencies for all new development proposed to be located within the vicinity of an existing airport influence zone, as defined by the locally ALUCP or local general plan, or within two miles of a an airport that does not have an ALUCP or a private airstrip, shall require a site specific noise compatibility study. The study shall consider and evaluate existing aircraft noise, based on specific aircraft activity data for the airport in question, and shall include recommendations for site design and building construction to assure that people residing in the project area are not exposed to excessive noise levels. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads, such as dual paned windows. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review. **Implementing Agencies** Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.	If applicable, require a site-specific noise compatibility study. Place conditions of approval on adherence to recommendations to site design and building construction, as recommended in the study.	During project permitting and environmental review; during construction and operation.	Once.	Implementing agencies/project sponsor.
Public Services and Recreation				
Cities and counties in the AMBAG region, as well as other public service providers, can and should implement this measure, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
PSR-1 Increased Public Service Demand. During the CEQA review process for individual facilities, the implementing agency with responsibility for construction of new public service facilities or the expansion of existing facilities, including those of fire and police services, parks, and other public facilities, can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce significant impacts associated with air quality, noise, transportation, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new public or expanded public service facilities.	Require mitigation to avoid or reduce significant environmental impacts related to project-specific construction and expansion of public service facilities.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies are cities, counties, and/or implementing agencies for land use projects, and other public service providers. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
Cities and counties in the AMBAG region, and recreation agencies, can and should implement the following measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
PSR-3 Impact Reduction from New Recreational Facilities. During project specific design and CEQA review, the cities and counties in the AMBAG region, and other agencies with responsibility for the construction of new or expanded recreation facilities, can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction of such facilities. The environmental impacts associated with such construction should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce significant impacts associated with air quality, noise, transportation, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction of new or expanded recreation facilities, including recreational trails.	Require mitigation to avoid or reduce significant environmental impacts related to project-specific construction and expansion of recreation facilities, including recreational trails.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
Implementing Agencies Implementing agencies for transportation projects, including recreation trails, are cities, counties, and recreation agencies. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
Transportation				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would increase the capacity of a roadway, and where feasible and necessary based on project and site specific considerations. For land use projects under their jurisdiction, the cities and counties in the AMBAG region shall implement the following mitigation measure. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
TRA-2(a) Land Use Project VMT Analysis and Reduction. Regionally, implementing agencies shall require implementation of VMT reduction strategies through transportation demand management programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, and other land use project conditions that reduce VMT. Programs shall be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking. At a project level, implementing agencies shall evaluate VMT as part of project specific CEQA review and discretionary approval decisions for land use projects. Where project level significant impacts are identified, implementing agencies shall identify and implement measures that reduce VMT. Examples include but are not limited to: ▪ Provide carsharing, vanpool, bike sharing, and ride-sharing programs ▪ Implement or provide access to commute reduction programs ▪ Encourage telecommute programs ▪ Incorporate affordable housing into the project ▪ Increase density, infill, and transit oriented development ▪ Increase mixed uses within the project area ▪ Incorporate improved pedestrian connections within the project/neighborhood ▪ Incentivize development in low VMT communities ▪ Incentivize housing near commercial and offices ▪ Increase access to goods and services, such as groceries, schools, and daycare ▪ Orient the project toward transit, bicycle, and pedestrian facilities ▪ Implement complete streets ▪ Provide traffic calming ▪ Provide bicycle parking ▪ Reduce parking requirements ▪ Separate out parking costs ▪ Provide parking cash-out programs **Implementing Agencies** Implementing agencies for land use projects are cities and counties. Mitigation shall, or can and should, be applied during project permitting and environmental review and implemented during project operation, as applicable.	Require the inclusion VMT reduction strategies included in this mitigation measure at a program and project-level.	During project permitting and environmental review; during operation.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
TRA-2(b) Transportation Project VMT Analysis and Reduction. Transportation project sponsor agencies shall evaluate transportation projects that involve increasing roadway capacity for their potential to increase VMT. Where project level increases are found to be potentially significant, implementing agencies shall, or can and should, identify and implement measures that reduce VMT. Examples of measures that reduce the VMT associated with increases in roadway capacity include, but are not limited to: ▪ Tolling new lanes to encourage carpools and fund transit improvements ▪ Converting existing general purpose lanes to high occupancy vehicle lanes ▪ VMT banks ▪ Implementing or funding offsite travel demand management ▪ Providing a bus rapid transit system ▪ Implement bus on shoulder operations during peak congestion periods ▪ Improving pedestrian or bicycle networks, or transit service ▪ Providing transit passes ▪ Incorporating neighborhood electric vehicle network **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Mitigation shall, or can and should, be applied during project permitting and environmental review and implemented during project operation, as applicable.	Evaluate the potential for projects to increase VMT. Where project-level significant impacts are identified, develop and implement mitigation measures to reduce VMT.	During project permitting and environmental review; during operation.	Once.	Implementing agencies/project sponsor.
Tribal Cultural Resources				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts to tribal cultural resources, and where feasible and necessary based on project- and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
TCR-1 Tribal Cultural Resources Impact Minimization. Implementing agencies shall, or can and should, comply with AB 52, which may require formal tribal consultation. If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource, they shall, or can and should, implement mitigation measures identified in the consultation process required under PRC Section 21080.3.2, or shall, or can and should, implement the following measures where feasible to avoid or minimize the project specific significant adverse impacts:	Ensure compliance with AB 52; and when applicable, implement measures identified in this mitigation measure.	During project permitting and environmental review; during construction.	Ongoing throughout project construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ Avoidance and preservation of the resources in place, including, but not limited to planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria. ▪ Treating the resource with culturally appropriate dignity considering the tribal cultural values and meaning of the resource, including, but not limited to, the following: ▫ Protecting the cultural character and integrity of the resource ▫ Protecting the traditional use of the resource ▫ Protecting the confidentiality of the resource ▫ Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places ▪ Native American monitoring by the appropriate tribe for all projects in areas identified as sensitive for potential tribal cultural resources and/or in the vicinity (within 100 feet) of known tribal cultural resources ▪ If potential tribal cultural resources are encountered during ground-disturbing activities; work in the immediate area must halt and the appropriate tribal representative(s), the implementing agency, and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find and determine the proper course of action **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.				
Utilities and Service Systems				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that require new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region, and other utility providers, can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
UTIL-1(a) Water and Wastewater Treatment Facilities. During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region and other utility providers with responsibility for the construction of new water or wastewater treatment and collection facilities or the expansion of existing facilities can and should apply necessary mitigation measures to reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality and others that apply to specific construction or expansion of water or wastewater treatment and collection facilities projects. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies are cities, counties, and utility agencies for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Require mitigation to avoid or reduce significant environmental impacts related to project-specific construction and expansion of wastewater treatment and collection facilities.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
UTIL-1(b) Stormwater Facilities. During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region and special districts with responsibility for the construction of new stormwater drainage facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of storm water drainage facilities projects.	Require mitigation to avoid or reduce significant environmental impacts related to project-specific construction and expansion of stormwater facilities.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies are cities, counties, and utility agencies for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
UTIL-1(c) Stormwater Control Methods. During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should incorporate stormwater control, retention, and infiltration features, such as detention basins, bioswales, vegetated median strips, and permeable paving, early into the design process to ensure such features are analyzed during environmental review. Implement mitigation measures identified for such features on a project specific basis, where feasible and necessary based on project and site specific considerations. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Require incorporation of stormwater controls detailed in this measure for the construction and expansion of individual facilities.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
UTIL-1(d) Power, Natural Gas, or Telecommunications Facilities. During the CEQA review process, cities, counties, and AMBAG region energy and telecommunications providers and regulatory agencies with responsibility for the construction or approval of new electric power, natural gas, or telecommunications facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of natural gas and electric facilities projects. **Implementing Agencies** Implementing agencies are cities, counties, and utility agencies for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Require mitigation to avoid or reduce significant environmental impacts related to project-specific construction and expansion of power, natural gas, or telecommunications facilities.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts related to solid waste, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
UTIL-2 Solid Waste Generation and Disposal. During the CEQA review process for individual facilities, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region can and should implement, the following measures where feasible: ▪ Provide an easily accessible area that is dedicated to the collection and storage of non-hazardous recycling materials. ▪ Maintain or reuse existing building structures and materials during building renovations and redevelopment. ▪ Use salvaged, refurbished, or reused materials to help divert such items from landfills. ▪ Divert construction waste from landfills, where feasible, through means such as: ▫ Submitting and implementing a construction waste management plan that identifies materials to be diverted from disposal; ▫ Establishing diversion targets, possibly with different targets for different types and scales of development; ▫ Helping project sponsors and implementing agencies share information on available materials with one another, to aid in the transfer and use of salvaged materials **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies are cities, counties, and utility agencies for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Place conditions of approval of individual projects on the implementation of mitigation detailed in this measure.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that have water supply impacts, where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
UTIL-4(a) General Water Conservation Measures. Agencies implementing land use and transportation projects that could increase water demand shall, or can and should, coordinate with relevant water services to ensure demand can be accommodated and identify a water consumption budget. Any existing water conservation measures that reduce demand for potable water, such as reducing water use for landscape irrigation for transportation projects or use of water-conserving fixtures in envisioned land use projects, should be employed. Reclaimed water should be used when possible. **Implementing Agencies** Implementing agencies are cities and counties for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Coordinate with water services to ensure demand can be accommodated, identify a water consumption budget, and implement the use of water conservation measures identified in this mitigation.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
UTIL-4(b) Water Supply for Construction Dust Suppression. Implementing agencies shall, or can and should, ensure that for all 2050 MTP/SCS projects, where feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities. This measure shall, or can and should, be noted on construction plans and shall be spot checked by the implementing agency. **Implementing Agencies** Implementing agencies for transportation and land use projects are RTPAs, transportation project sponsor agencies, and Metropolitan Planning Organizations. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Place conditions of approval of individual projects on the implementation of mitigation detailed in this measure.	During project permitting and environmental review.	Ongoing throughout construction.	Implementing agencies/project sponsor.
UTIL-4(c) Landscape Watering. In jurisdictions that do not already have an applicable local regulatory program related to landscape watering, implementing agencies shall, or can and should, design 2050 MTP/SCS projects that would include landscaping shall be designed with drought tolerant plants and drip irrigation. When feasible, native plant species shall be used. In addition, landscaping associated with proposed improvements shall be maintained using reclaimed and/or desalinated water when feasible. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	If applicable, place conditions of approval on the inclusion of landscaping features described in this mitigation.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
UTIL-4(d) Porous Pavement and Bioswale Installation. In jurisdictions that do not already have an appropriate local regulatory program related to porous pavement, implementing agencies for a 2050 MTP/SCS project that involves streetscaping, parking, transit and/or land use improvements shall, or can and should, ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation. Additionally, if a project would substantially increase impervious surfaces the sponsor shall ensure that bioswales are installed, where feasible, to facilitate groundwater recharge using stormwater runoff from the project site while improving water quality if not already required by the appropriate jurisdiction's local regulatory programs. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	If applicable, place conditions of approval on utilization of porous pavement and/or bioswales. Construction plans shall show use of these materials.	During project permitting and environmental review.	Ongoing throughout construction.	Implementing agencies/project sponsor.
Wildfire				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts related to wildland fire, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions				
W-1 Wildfire Risk Reduction. If an individual transportation or land use project included in the 2050 MTP/SCS is within or less than two miles from a High or Very High FHSZ in the State Responsibility Area (SRA) as established by California Public Resources Code (PRC) Sections 4201 through 4204, or as High or Very High in the Local Responsibility Area (LRA) designated pursuant to California Government Code, Sections 51175 through 51189, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildlife include, but are not limited to: ▪ Enforce defensible space regulations compliant with PRC Section 4291 or stricter as designated by the local governing body to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. ▪ Provide public education about wildfire risk, fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place during a wildfire emergency. ▪ Ensure sufficient emergency water supply and operations for wildland fire suppression.	If a project is within two miles of High or Very High FHSZ SRA or LRA, implement mitigation described in this measure, such as maintaining and enforcing defensible space.	During project permitting and environmental review; during construction and operation.	Ongoing throughout project construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ Encourage the development of landscaping maintenance schedules to include removal/treatment of annual invasive species which may contribute to increased fuel loading. ▪ Encourage the use of fire-resistant vegetation native to Santa Cruz, Monterey, and San Benito counties and/or the local microclimate of the project site and discourage the use of fire-prone species especially non-native, invasive species. ▪ Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project. ▪ Prohibit certain project construction activities with potential to ignite wildfires during red-flag warnings issued by the National Weather Service for the project site location. Example activities that should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings. ▪ Require fire extinguishers to be on site during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher. ▪ Encourage the use of external sprinklers for new development mapped within Very High FHSZs. ▪ Complete corridor-specific evaluations and implement traffic management measures, including coordination with local emergency response agencies. ▪ Incorporate post-fire debris-flow, erosion, or landslide risk assessments during the design phase for hillside facilities or projects located in areas subject to post-fire geologic hazards. **Implementing Agencies** Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.				

SBCOG
Council of
San Benito
County Governments

BEFORE THE COUNCIL OF SAN BENITO COUNTY
GOVERNMENTS

A RESOLUTION ADOPTING THE 2050 SAN BENITO)
COUNTY REGIONAL TRANSPORTATION PLAN) Resolution No. 2026-07

WHEREAS, the Council of San Benito County Governments, is the designated Regional Transportation Planning Agency (RTPA) for San Benito County; and

WHEREAS, California Government Code Section 65080 (c) requires that each RTPA adopt and submit an updated Regional Transportation Plan to the California Transportation Commission and the Department of Transportation every five years in non-urban regions; and

WHEREAS, the Council of San Benito County Governments has prepared a 2050 San Benito County Regional Transportation Plan which describes goals and policies, financial projections, and programs and projects to be prioritized by the Commission, local jurisdictions, and local, state, and regional agencies through 2050; and

WHEREAS, the Regional Transportation Plan was prepared through the conduct of a continuing, comprehensive, and coordinated transportation planning process in conformance with all applicable state and federal requirements; and

WHEREAS, the Regional Transportation Plan has been prepared in accordance with California Transportation Commission 2024 Regional Transportation Plan Guidelines, pursuant to Government Code, Section 14522; and

WHEREAS, the required consultation with other agencies was conducted and adequate opportunity for public review and comment was provided, in accordance with state and federal law and consistent with the region's public participation plan, including, but not limited to wide circulation and review by Council of San Benito County Governments advisory committee(s) representing project sponsors and transportation stakeholders; representatives of State and Federal governmental agencies; representatives of special interest groups; representatives of the private business sector; and residents of San Benito County; and

WHEREAS, the environmental impacts of the 2050 San Benito County Regional Transportation Plan are analyzed as part of the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito, and Santa Cruz County Environmental Impact Report (EIR,) prepared by AMBAG as the lead agency and reviewed by Council of San Benito County Governments as responsible agency, with Council of San Benito County Governments adopting CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program as required by the California Environmental Quality Act (CEQA); and

WHEREAS, the North Central Coast Air Basin, within which San Benito County is located, meets Federal Criteria Pollutant Ambient Air Quality Standards, is in Attainment Status for these standards, and the San Benito County Regional Transportation Plan is therefore exempt from a Clean Air Act conformity analysis; and

SBCOG
Council of
San Benito
County Governments

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED by the San Benito County Regional Transportation Plan Board of Directors that the foregoing recitals are true and correct and incorporated by this reference; and

BE IT FURTHER RESOLVED that the 2050 San Benito County Regional Transportation Plan is hereby adopted following certification of the Final EIR by the Association of Monterey Bay Area Governments and the adoption of the Final EIR Findings, Statement of Overriding Consideration, and Mitigation Monitoring Reporting Program by the Council of San Benito County Governments

PASSED AND ADOPTED BY THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS THIS 18TH DAY OF JUNE, 2026 BY THE FOLLOWING VOTE:

AYES:
NOES:
ABSTAINING:
ABSENT:

_____
Ignacio Velazquez, Chair

APPROVED AS TO LEGAL FORM:

Dated: 6/11/2026

By: _____
Osman I. Mufti, SBCOG Counsel

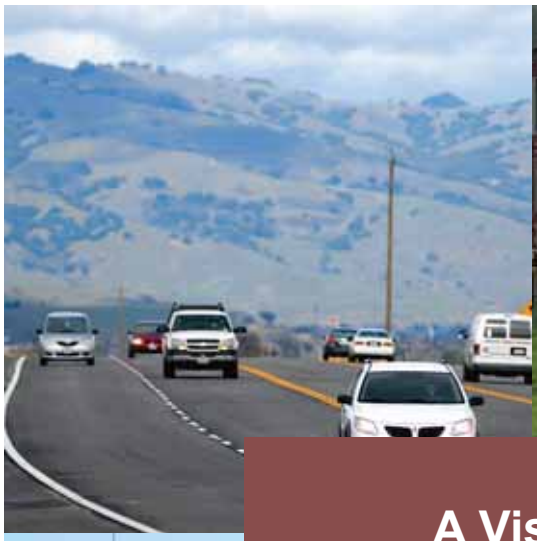
ATTEST:

Dated: _____

By:_____
Binu Abraham, Executive Director

San Benito
Regional Transportation Plan
2025-2050

SBCOG
Council of San Benito County Governments



A Vision for the Future of Transportation in San Benito County

SBCOG
Council of San Benito County Governments

COUNCIL OF SAN BENITO COUNTY GOVERNMENTS (SBCOG) VISION & MISSION

SBCOG improves the mobility of San Benito County travelers by planning for and investing in a multi-modal transportation system that is safe, economically viable, and environmentally friendly.

Table of Contents

List of Figures

List of Tables

SBCOG
Council of
San Benito
County Governments

Executive Summary

THE 2050 REGIONAL TRANSPORTATION PLAN

The 2050 Regional Transportation Plan (RTP) sets forth a comprehensive vision to guide transportation investments and policy decisions in the San Benito region over the next 25 years. Prepared by the Council of San Benito County Governments (SBCOG) in collaboration with local, state, and regional partners, the plan is designed to support economic growth, environmental quality, and community livability through a well-connected, multimodal transportation system. Updated every four years to reflect changing conditions and needs, the 2050 RTP aligns regional priorities with state, and federal goals while addressing infrastructure, mobility, and accessibility for residents, businesses, and visitors.

The 2050 RTP evaluates existing transportation conditions, accounts for regional growth, identifies current and future mobility needs, establishes clear policy goals, and outlines the strategies, funding sources, and investments that will shape the county's transportation network through 2050. It employs a performance-based approach, known as the plan's policy framework, to monitor progress toward regional objectives. The RTP also includes a financial plan detailing projected revenues and a project list cataloging transportation investment expenditure over the 25-year planning horizon. Revenues and expenditures in the 2050 RTP are balanced, demonstrating a fiscally constrained plan. Together, the policy framework, financial plan, and project list adequately position the San Benito region to address future challenges and opportunities while building a more connected, resilient, and sustainable transportation system through 2050 and beyond**.**

Regional Growth Forecast

Developing an effective plan requires a thorough understanding of both existing conditions and anticipated future growth. The San Benito region is largely rural and agricultural, with a diverse demographic and socioeconomic profile, including a significant Spanish-speaking population. The existing transportation network, which includes multiple highways, local roads, active transportation facilities, and a public transit system, was carefully assessed, and key areas of concern were identified, notably high highway traffic volumes and roadway safety issues.

To account for future growth, the 2050 RTP relies on the Association of Monterey Bay Area Governments' (AMBAG) 2026 Regional Growth Forecast, which projects population, employment, and housing growth at the county level. The strategies and investments included in the 2050 RTP are designed to meet the transportation demands associated with these anticipated growth patterns.

Table ES-1 provides 2026 Regional Growth Forecast data for the San Benito region.

Growth Category	2022	2050	Percentage Change
Population	64,209	71,030	11%
Employment	21,703	24,607	13%
Housing	20,365	26,293	29%

Table ES-1: Regional Growth Forecast Summary – San Benito

2050 RTP Policy Framework

The 2050 RTP establishes a comprehensive policy framework that defines transportation goals, objectives, performance measures, and supporting policies for the San Benito region. Aligned with the policy goals of AMBAG's 2050 Metropolitan Transportation Plan / Sustainable Communities Strategy (2050 MTP/SCS), the plan's policy framework guides transportation decision-making and provides the foundation for the region's planned projects and programs. Developed through regional collaboration and public input, the 2050 RTP policy goals are closely aligned with regional, state, and federal priorities.

The 2050 RTP Policy Goals are:

Equitable	- Plan for people of all ages, abilities, and backgrounds
Environment	- Create a sustainable and healthy region for all
Communities	- Develop, engage, connect, and sustain communities that are livable and thriving
Mobility	- Build and maintain a safe and robust multimodal transportation network
Economic	- Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all

The 2050 RTP is a performance-based plan, which integrates performance management principles into the planning process to evaluate how effectively the plan achieves its stated policy goals. The performance measures included in the 2050 RTP not only track transportation system performance but also reflect progress toward other related regionally significant priorities, such

as public health improvements, farmland conservation, habitat preservation, and cost-effective infrastructure investment. Between the reported base year (2022) and the horizon year (2050), performance measure outcomes demonstrate measurable improvements at the AMBAG regional level. These results indicate that the coordinated investments in the 2050 MTP/SCS and RTPs across Monterey, San Benito, and Santa Cruz Counties generate positive and tangible benefits for the region.

2050 RTP Financial Plan

State law requires RTPs to be fiscally constrained based on reasonably anticipated revenues. The 2050 RTP financial plan outlines how projected federal, state, and local funds will support transportation investments over the next 25 years. In total an estimated $1.9 billion in transportation revenues are expected to be available through 2050. The financial plan was developed conservatively and only revenues with a reasonable likelihood of capture were included to provide realistic expectations of revenue capture.

Identified funds are primarily allocated through programs tied to specific project categories, such as transit capital, highway improvements, and maintenance. While substantial, these revenues do not fully meet regional transportation needs. The RTP identifies over $2 billion in total transportation investment needs, resulting in a funding shortfall of roughly $146.9 million. Projects that can be fully funded with projected revenues make up the plan's financially constrained project list (approximately $1.9 billion), while additional needs are identified as unconstrained, highlighting opportunities for future grant pursuit and potential new revenue sources.

Figures ES-1 and ES-2 provide a breakdown of the plan's revenues and constrained expenditures by category.

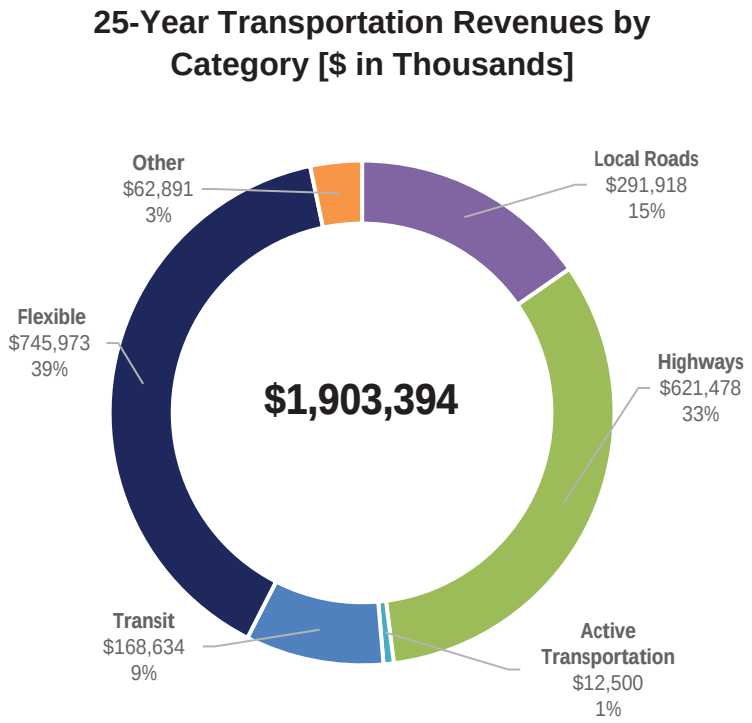


Figure ES-2: 25-Year Transportation Revenues by Category

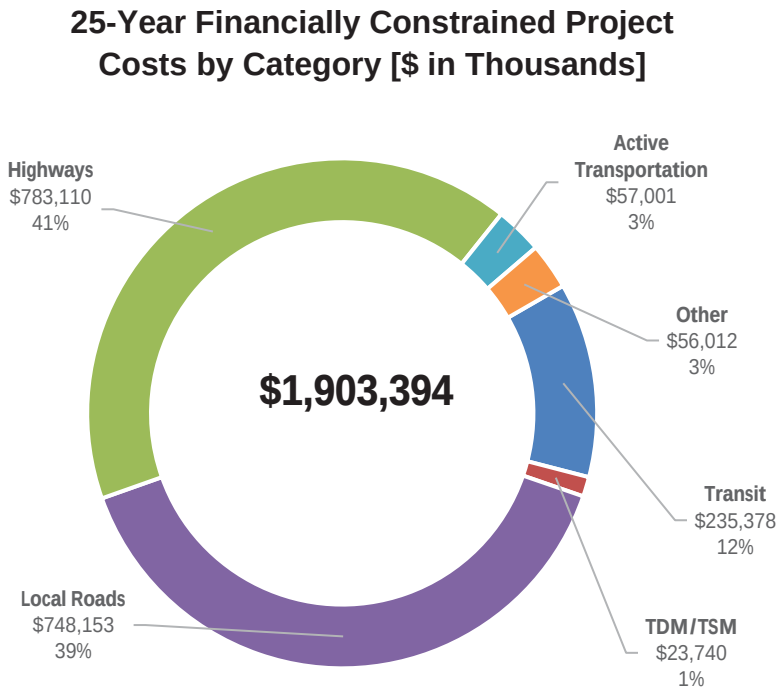


Figure ES-1: 25-Year Financially Constrained Project Costs by Category

SBCOG
Council of
San Benito
County Governments

Chapter 1 : Introduction

INTRODUCING THE 2050 REGIONAL TRANSPORTATION PLAN

This plan presents a vision for improving transportation in the San Benito region over the next 25 years. The 2050 Regional Transportation Plan (RTP) is a long-range planning document developed by the Council of San Benito County Governments (SBCOG) in partnership with its member agencies, state and regional agencies, and a broad coalition of public and private interests.

Every four years, SBCOG updates the RTP in order to reflect changing conditions. The 2050 RTP outlines near- and long-term priorities to support economic growth, environmental sustainability, and quality of life in the San Benito region. It establishes an integrated, multimodal framework for the efficient movement of people and goods, aligning the region's transportation vision with state and federal goals.

As the long-range transportation plan for San Benito region, the 2050 RTP guides investments across highways, local roads, transit, bicycle, and pedestrian systems. It evaluates how projected growth in housing, employment, and population will affect the transportation network and identifies strategies to meet future mobility needs across all modes.

SBCOG's 2050 RTP further builds upon past plan updates by carrying forward projects from those plans with updates based on local and regional priorities that have evolved since their respective adoptions. Many federal and state requirements must be considered during the development of an RTP, which the 2050 RTP addresses, while also considering input from the diverse stakeholders potentially impacted by the transportation investments identified in the plan.

The 2050 RTP complies with the latest guidelines set by the California Transportation Commission (CTC), adopted in January 2024, which ensure that regional planning is continuous, cooperative, and comprehensive. Importantly, this plan is fiscally constrained, and it identifies how reasonably forecasted local, state, and federal funds will be allocated to implement specific projects and programs throughout the San Benito region's entire transportation network through 2050.

The 2050 RTP contains the following chapters:

Chapter 1: Introduction. This chapter provides important background on the geography and key characteristics of San Benito County. The chapter also summarizes regional planning and the process that SBCOG led in developing the 2050 RTP.

Chapter 2: Policy Framework for 2050 RTP. Describes the overall goals, objectives, and strategies from regional, state and federal sources that provide a foundation for the plan.

Chapter 3: The Existing Multimodal Transportation Network. Summarizes the key highway, road, transit, and active transportation features of the transportation network, along with discussion of relevant issues.

Chapter 4: Meeting Future Transportation Needs. This chapter serves as the action element of the 2050 RTP. The growth forecast is introduced as the transportation-land use connection that guides future transportation investments. Anticipated future travel patterns are then described and correlated to the plan's budget and key strategies. The chapter culminates with the 2050 RTP project list that lists all project and program investments for the 25-year planning period.

Chapter 5: Funding Our Transportation Future. This financial element chapter includes the budget for the financially constrained 2050 RTP. The available revenue sources are introduced and the investments by travel mode are summarized.

Chapter 6: Measuring the Performance of the Plan. This chapter summarizes the regional and federal performance outcomes for the San Benito 2020 RTP and the three-county MTP/SCS prepared by AMBAG. The chapter builds on the policy framework discussed in Chapter 2. In Chapter 6, the regional goals and objectives are connected to performance measures and outcomes.

Chapter 7: Consultations & Public Participation for the 2050 RTP. This final chapter identifies key stakeholders engaged in the development of the plan. It also describes activities completed to ensure that diverse perspectives were heard in order to shape the plan's vision and investments priorities.

SAN BENITO COUNTY

The San Benito region, which corresponds with the jurisdictional boundaries of San Benito County, is located in California's Central Coast, just south of Silicon Valley, see Figure 1-1. The region is bordered by Santa Clara County to the north, Santa Cruz County to the northwest, Monterey County to the west and south, and Fresno and Merced Counties to the east. Covering approximately 1,389 square miles, the region is characterized by a blend of fertile agricultural valleys, rolling rangelands, and rugged mountain terrain rising to elevations exceeding 5,400 feet in the southern portion of the County.

Figure 1-1: Map of San Benito Region
SOURCE: SAN BENITO COUNTY GENERAL PLAN

The City of Hollister, the County seat and largest urban center, sits at an elevation of about 229 feet. Along with the City of San Juan Bautista, the County's only other incorporated city, these communities serve as the primary population and employment centers within the region. Beyond these cities, a network of small, unincorporated communities—including Aromas, Tres Pinos, Panoche, Ridgemark, and Paicines—reflect the County's predominantly rural character. According to the 2020 U.S. Census, the County's population was 64,209 with most residents concentrated in the northern and northwestern portions of the region.

Major transportation corridors traverse San Benito, providing critical regional and interregional connectivity. U.S. Highway 101 and State Routes (SR) 25, 129, and 156 link the region to the greater Monterey Bay Area, Silicon Valley, and the Central Valley. These corridors are vital to the movement of agricultural goods, commuters, and visitors, supporting the local economy and connecting San Benito to other parts of the state.

While the northern part of the region has experienced modest urbanization driven by proximity to the Bay Area, the southern region remains largely rural and sparsely populated, defined by rangeland, farms, and natural landscapes. The County's geography, agricultural productivity, and proximity to major economic centers give the San Benito region a distinctive identity, one that balances its rural roots with its growing role as a connector between California's Central Coast, its inland regions, and the Bay Area.

COMMUNITY CHARACTER

The San Benito community is largely defined by its rural, agricultural, and small-town character. It is also home to notable historic landmarks such as the Mission San Juan Bautista and Pinnacles National Park. The community takes great pride in the region's historic and rural qualities and maintains a strong commitment to preserving these defining characteristics. To that end, the 2050 RTP advances policies and strategies that promote infill development as a means of safeguarding the region's undeveloped agricultural and historic lands. The following sections explore important community characteristics that have been considered in planning for the San Benito region's transportation system.

EXISTING DEMOGRAPHICS

Understanding the region's demographics is essential for effective transportation planning. Different segments of the population, such as elderly residents or those with limited English proficiency, have unique travel needs and preferences. Analyzing demographic data helps ensure that transportation planning initiatives are accessible, equitable, and responsive to the needs of the entire community.

Population Characteristics

See Tables 1-1, 1-2, 1-3, and 1-4 for US Census Bureau data on the San Benito region.

Race	Percentage of Population
White	59.2%
Black	1.7%
Asian	5.1%
American Indian and Alaskan Native	5.7%
Native Hawaiian or Other Pacific Islander	0.8%
Other	46.6%

Table 1-1: Demographic Profile of San Benito by Race
Source: US 2020 Decennial Census

Hispanic or Latino	Percentage of Population
Hispanic or Latino	61.1%
Not Hispanic or Latino	38.9%

Table 1-2: Demographic Profile of San Benito - Hispanic or Latino
SOURCE: US 2020 DECENNIAL CENSUS

Languages Spoken	Percentage of Population
English (Only)	58.2%
Spanish	36.7%
Asian and Pacific Island Languages	3.6%
Other	1.5%

Table 1-3: Demographic Profile of San Benito - Languages Spoken
SOURCE: 2024 AMERICAN COMMUNITY SURVEY

Age	Percentage of Population
Under 18 Years	22.4%
18 – 65 Years	64%
Over 65 Years	13.6%

Table 1-4: Demographic Profile of San Benito – Age
SOURCE: US 2020 DECENNIAL CENSUS

Income

According to the US Census Bureau's 2024 American Community Survey – 1 Year Estimates, the median household income for the San Benito region is approximately $114,011, while per capita income is $42,691. Furthermore, 7.2% of the region's population is at or below the federal poverty line. Mobility and travel behavior are closely linked to income; limited transportation options can restrict access to employment and educational opportunities, while limited income can constrain mobility choices, such as the ability to own or operate a personal automobile. The 2050 RTP seeks to address transportation-disadvantaged communities by investing in an accessible and efficient multimodal transportation system that promotes economic mobility.

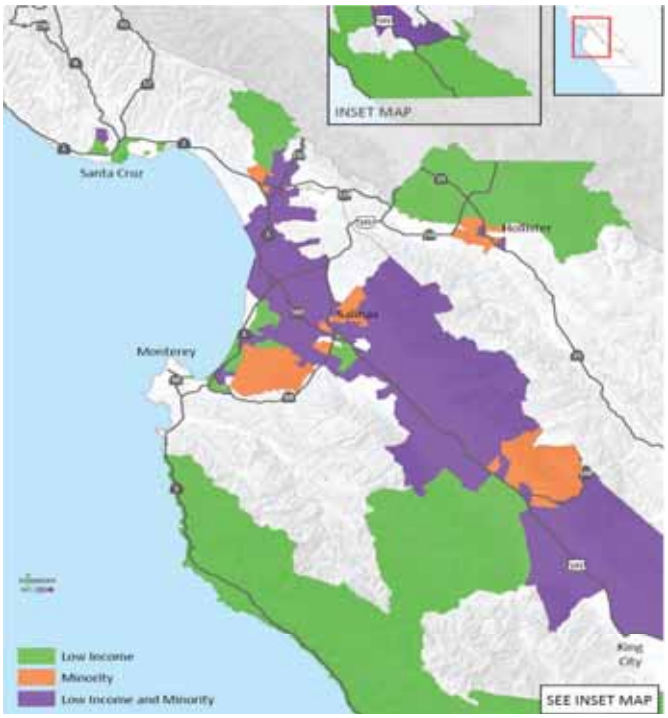


Figure 1-2: 2050 Low Income and Minority Areas
SOURCE: AMBAG 2050 MTP

Social Equity

AMBAG's 2050 MTP/SCS identifies certain areas of San Benito County as low-income, minority, or both low-income and minority, these areas are illustrated in Figure 1-2 above. The 2050 RTP includes socially equitable investments in the transportation system across the cities of San Juan Bautista and Hollister, and County of San Benito.

REGIONAL PLANNING IN SAN BENITO COUNTY

Established in 1973, SBCOG is the Regional Transportation Planning Authority (RTPA) representing the County of San Benito, the City of Hollister, and the City of San Juan Bautista. SBCOG provides a forum for addressing transportation matters of regional importance and works to develop unified approaches to current and future transportation challenges.

SBCOG is governed by a board of directors consisting of two representatives from the Hollister City Council, two representatives from the San Benito County Board of Supervisors, and one representative from the San Juan Bautista City Council. In addition to serving as the Regional Transportation Planning Agency for San Benito, the SBCOG Board serves in a variety of capacities, including as the:

- **San Benito County Local Transportation Authority (LTA).** The LTA was formed by a Joint Powers Agreement between the City of Hollister, City of San Juan Bautista, and the County of San Benito to administer regional public transit services.

- **Airport Land Use Commission (ALUC).** The purpose of the ALUC is to protect public health, safety, and welfare by ensuring the orderly expansion of local airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

- **Service Authority for Freeways and Expressways (SAFE).** SAFE was established in September 1998 by the city councils of Hollister and San Juan Bautista and the San Benito County Board of Supervisors. This agency is responsible for the area's emergency motorist aid program, which consists of emergency call boxes and other motorist aid programs such as additional California Highway Patrol (CHP) enforcement. There are currently 40 call boxes in San Benito County along highways 25, 101, 129, 146, 156 and Panoche Road.

REGIONAL TRANSPORTATION PLANNING IN THE SAN BENITO REGION

The regional transportation planning process for this document is led by SBCOG and is a collaborative effort that is widely participated by various key stakeholders and the general public. The process is designed to foster involvement by all interested parties. Planning for the development of the San Benito County Regional Transportation Plan (RTP) involves the collaboration of various regional partners, including the City of San Juan Bautista, City of Hollister, County of San Benito, Association of Monterey Bay Area Governments (AMBAG), Department of Transportation (Caltrans), community organizations, stakeholders, and the general public.

The 2050 RTP was prepared in accordance with the California Transportation Commission's Regional Transportation Plan Guidelines

In coordination with the regional agency partners, SBCOG is responsible for the preparation of the San Benito 2050 RTP and must ensure that all requirements of the RTP process are met. The Draft 2050 RTP is the culmination of collaborative efforts led by SBCOG:

1. SBCOG completes policy research, data collection, and analysis in order to frame transportation issues that become core elements of the RTP update;

2. SBCOG solicits public comment from the Technical Advisory Committee (TAC), jurisdictions, Caltrans, AMBAG, local agencies, the general public, and other groups, on the transportation issues identified;

3. SBCOG responds to comments and, as appropriate, includes responses to comments as the planning process unfolds;

4. SBCOG prepares the draft 2050 RTP that addresses all of the transportation issues identified and the RTP required elements;

5. SBCOG provides input to AMBAG on a three-county programmatic MTP/SCS environmental document that is in conformance with CEQA. The environmental document analyzes impacts and identifies specific mitigation activities identified in the review process. The programmatic environmental review considers all the projects included in the 2050 MTP/SCS, thereby including all San Benito 2050 RTP investments;

6. SBCOG adopts the RTP and the three-county environmental document in accordance with the State and Federal requirements.

The Metropolitan Planning Organization (MPO) Region

The MPO responsible for San Benito is AMBAG, which also serves as the MPO for Santa Cruz and Monterey Counties. Collectively, this tri-county area is referred to as the MPO Region in the 2050 RTP, see Figure 1-3. AMBAG fulfills a broad range of responsibilities defined in federal statutes. Among the MPO roles, AMBAG provides land use and transportation data and analysis tools that assist SBCOG in developing actionable strategies that benefit San Benito County residents.

Figure 1-3: MPO Region Map
SOURCE: AMBAG 2050 MTP

MPO Region Collaboration

A good example of a planning effort at the MPO Region level is the environmental review for the 2050 RTP. In support of AMBAG's three-county 2050 MTP/SCS, and the RTPs being done by the three individual RTPAs. AMBAG established an MPO Region Memorandum of Understanding between SBCOG, the Transportation Agency for Monterey County (TAMC), and Santa Cruz County Regional Transportation Commission (SCCRTC) to prepare one programmatic Environmental Impact Report (EIR) which included each Regional Transportation Plan collectively in the Metropolitan Transportation Plan (MTP).

The decision to participate in a joint Environmental Impact Report was at the discretion of the board of directors for each agency. In partnership with SBCOG and its peer RTPAs, an extensive environmental review process, in accordance with the California Environmental Quality Act (CEQA), is being conducted.

The completion of the Draft Environmental Impact Report includes an extensive 55-day public review period, in which AMBAG, as the lead agency, responds to written public comments. The SBCOG Board of Directors adopted a resolution certifying the Environmental Impact Report at a future meeting in 2026.

SBCOG
Council of
San Benito
County Governments

Chapter 2 : Policy Framework for 2050 RTP

OVERALL POLICY APPROACH OF THE 2050 RTP

The purpose of this chapter is to set a policy framework by which SBCOG's mobility needs are identified and met. The RTP Policy Framework includes the transportation goals and objectives, to meet the needs of the region and reflects consideration of the region's environmental, social, and economic conditions. These goals and objectives are the foundation for long-term planning and the basis of the projects and actions of the RTP. Additionally, land use decisions and regional transportation policy are linked to each other.

The goals and objectives developed for this plan are the result of a public outreach process described below and collaboration with the decision-making entities in the county. These entities include, but are not limited to, SBCOG, the San Benito County Board of Supervisors, and the city councils of Hollister and San Juan Bautista.

The 2050 RTP features a set of goals that were developed through an open and collaborative process led by AMBAG. In order to ensure San Benito County interests were engaged, the collaboration included partner agencies, stakeholder groups, and the public alike. The five primary goals of the 2050 RTP, as illustrated below, are reflective of the needs of the community and regional transportation system at large while remaining aligned with relevant state and federal policies and objectives.

Equitable

- Plan for people of all ages, abilities, and backgrounds.

Environment

- Create a sustainable and healthy region for all

Communities

- Develop, engage, connect, and sustain communities that are livable and thriving.

Mobility

- Build and maintain a safe and robust multimodal transportation network.

Economic

- Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all

Figure 2-1: 2050 RTP Policy Goals

THE 2050 RTP POLICY GOALS

Together the 2050 RTP Policy Goals strive to create a safe, sustainable, multimodal transportation system that provides reliable and efficient mobility and accessibility for people, goods, and services. To create a tangible path for achieving these goals the following section contains a list of objectives associated with each 2050 RTP Policy Goal.

2050 RTP Objectives in Support of Policy Goals

 **Equitable**	Objectives: - Demonstrate that investments reduce or eliminate disparities in access, mobility, economic opportunities, safety, and health outcomes for transportation-disadvantaged populations. - Use a variety of methods to engage the public and encourage participation from traditionally disadvantaged populations. - Demonstrate that traditionally disadvantaged communities do not experience disproportionate impacts from transportation construction or operations.
 **Environment**	Objectives: - Avoid and minimize impacts on local, state, and federally defined environmentally sensitive areas. - Encourage efficient development patterns that maintain agricultural viability and protect natural resources. - Invest in transportation projects that reduce greenhouse gas emissions. - Support infrastructure that encourages the electrification of the transportation system.

 **Communities**	Objectives: - Promote active transportation modes, such as walking, biking, and transit. - Attend health-related meetings to ensure collaboration between transportation and health initiatives. - Encourage Complete Streets implementation by local jurisdictions.
 **Mobility**	Objectives: - Improve pavement conditions by investing in local roads. - Provide safe, attractive, and affordable modes of transportation that improve access to key destinations. - Improve transportation system efficiency by pursuing both traditional and non-traditional funding sources. - Improve public transit access and encourage transit-oriented development. - Monitor local roadway pavement condition index and safety data.
 **Economic**	Objectives: - Support Surface Transportation Assistance Act (STAA) truck routes that bolster economies, while minimizing impacts on local roads. - Invest in Intelligent Transportation System Technologies - Improve freight access to economic / commercial centers - Support transportation improvements aimed at revitalizing commercial corridors

Table 2-1: 2050 RTP Policy Goal Objectives

STATE PLANNING GOALS

The 2050 RTP's goals and objectives align well with Caltrans' statewide planning framework. The eight primary goals from Caltrans' California Transportation Plan (CTP) 2050 guide long-range transportation planning by integrating statewide goals with regional transportation and land use plans to create a unified multimodal strategy. The CTP establishes performance-based goals, policies, and strategies that define a collective vision for California's integrated transportation system over the next 25 years, as shown in Figure 2-2. Prepared in response to federal and state requirements and updated every five years, the CTP and its associated statewide modal plans provide essential guidance to regions like San Benito, helping shape the framework for long-range local transportation planning.

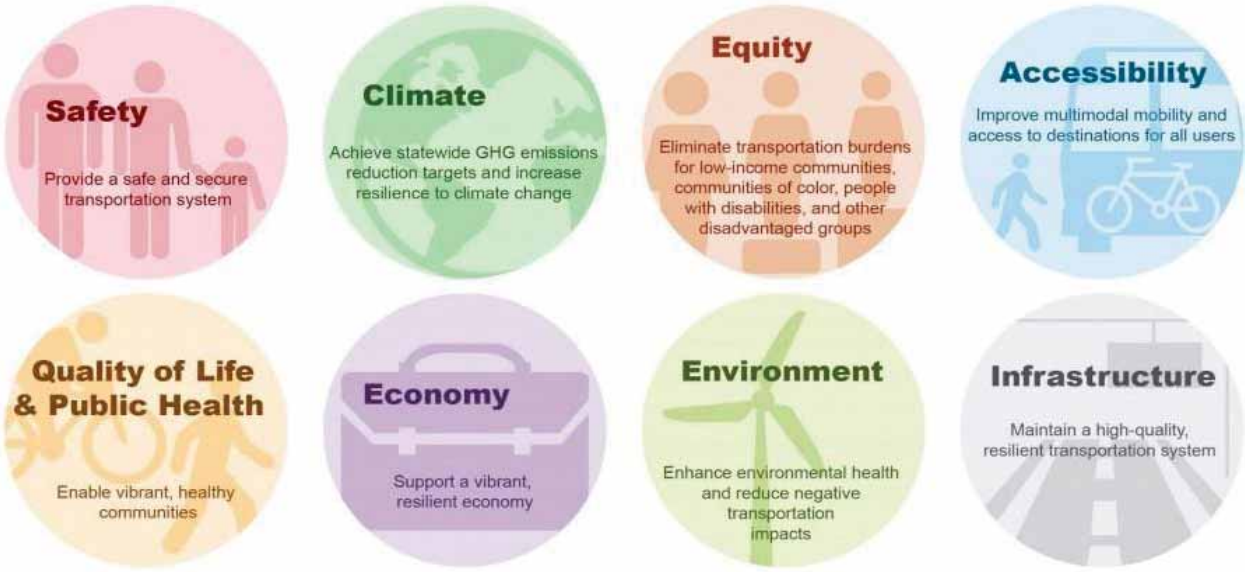


Figure 2-2: CTP 2050 Goals

SOURCE: 2050 CTP

FEDERAL PLANNING FACTORS & PERFORMANCE MEASURES

The content of the 2050 RTP is shaped by State of California requirements, while AMBAG's MTP/SCS fulfills federal requirements for MPOs. The overlap and consistency between state and federal requirements are described in California Government Code statute 65080. This statute mandates all transportation planning agencies receiving state and federal funds prepare and adopt a regional transportation plan that considers federal transportation planning factors specified in Section 134 of Title 23 of the United States Code. These factors, designed to support a coordinated and balanced regional transportation system, were incorporated into the development of the 2050 RTP and closely align with the plan's policy goals. Aligning 2050 RTP policy goals with federal planning objectives ensures regional investments remain eligible for crucial federal funding.

Federal Transportation Planning Factors (aka Objectives)	
#1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
#2	Increase the safety of the transportation system for motorized and non-motorized users.
#3	Increase the security of the transportation system of motorized and non-motorized users.
#4	Increase the accessibility and mobility of people and for freight.
#5	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
#6	Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.
#7	Promote efficient system management and operations.
#8	Emphasize the preservation of the existing transportation system.
#9	Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
#10	Enhance travel and tourism.

Table 2-2: Federal Transportation Planning Factors

Federal Planning Factors are issued by Congress and emphasize planning objectives from a national perspective and are revised or reinstated with each new reauthorization bill. These federal regulations incorporating both MAP-21 and Fixing America's Surface Transportation Act (FAST) changes were updated by the FHWA and Federal Transit Administration (FTA). The ten Federal Planning Factor requirements are summarized in Table 2-2 above.

CONSISTENCY WITH OTHER PLANNING DOCUMENTS

The 2050 RTP is influenced by federal, state, regional, and local transportation planning documents. SBCOG reviewed a range of federal, state, and local planning documents to help guide the plan's framework. Ensuring the 2050 RTP is consistent with these documents allows for coordination of their programs, policies, and plans, minimizing potential conflicts in project implementation. Other plans consulted included the following sources:

Federal and State Plans:

- California Transportation Plan 2050
- Interregional Transportation Improvement Program
- California Freight Mobility Plan
- Statewide Transit Strategic Plan
- Federal Transportation Improvement Program
- Transportation Concepts Report
- District System Management Plans
- Strategic Highway Safety Plan
- California Strategic Highway Safety Plan
- California State Bicycle and Pedestrian Plan
- Caltrans District 5 Active Transportation Plan
- Caltrans District 5 Adaptation Plan
- California State Wildlife Action Plan

Regional and Local Plans:

- Local General Plans (Circulation and Housing Elements)
- Monterey Bay Metropolitan Transportation Plan
- Local Public Health Plans
- San Benito Bikeway and Pedestrian Master Plan
- Regional Transportation Improvement Program
- Regional Traffic Impact Mitigation Fee Nexus Study
- Local Capital Improvement Plans
- Monterey Bay Coordinated Public Transit/Human Services Transportation Plan
- San Benito LTA Short- and Long-Range Transportation Plan
- Airport Land Use Compatibility Plans

SBCOG
Council of
San Benito
County Governments

Chapter 3 : Existing Multimodal Transportation Network

San Benito is served by a transportation system of highways, roads, transit routes, bicycle lanes, sidewalks, and airports that facilitate multimodal travel throughout the region. This chapter provides a snapshot of the existing multimodal network and its current conditions. The ownership and operation of the region's transportation network is the responsibility of local jurisdictions, regional agencies, and Caltrans.

FEDERAL AND STATE HIGHWAYS

Highways are an integral part of San Benito's regional transportation system and are generally defined as arterial roadways intended for continuous through travel. While most highway facilities in San Benito operate as conventional two-lane expressways with partial access control, some segments function as full-access-controlled freeways with grade-separated intersections. Table 3-1 provides a complete list of highways in the San Benito region.

Highways	Miles of Facility in San Benito	Operator
U.S. Route 101	7.52	Caltrans
California State Route 25	60.08	Caltrans
California State Route 156	18.43	Caltrans
California State Route 129	2.64	Caltrans

Table 3-1: San Benito Highways

Existing highway facilities in San Benito face significant safety and congestion challenges, particularly along the segments of SR 25, and U.S. 101 that connect the region to the Bay Area. These issues are well documented, and Caltrans, working collaboratively with SBCOG and other local stakeholders, continues to implement strategies and projects aimed at improving safety, mobility, and overall travel conditions on the region's highways. Recent safety investments include improvements along the segment of SR 25 north of Hollister aimed at reducing collisions, as well as completion of the SR 156 Improvement Project, which has reduced conflict points and enhanced safety and traffic operations within the corridor. A summary of San Benito's existing highway facilities can be found in the following sections.

State Route 25

SR 25 is the primary north-south highway in the San Benito providing direct access to U.S. 101, State Route 156, the City of Hollister, southern Monterey County, and the eastern entrance of Pinnacles National Park. The highway spans the entire length of the San Benito region, entering from the north approximately two miles south of its interchange with U.S. 101 in Santa Clara County, and from the south just north of its junction with SR 198 in southern Monterey County. SR 25 is generally a rural, undivided two-lane highway, with the exception of a short segment in the City of Hollister that expands to six lanes.

SR 25 faces significant safety and operational challenges, largely due to increasing commute traffic from the San Benito region to the Bay Area, driven by differences by regional housing costs differences and local jobs-housing imbalances. These issues are most severe on the segment between Hollister and the SR 25/U.S. 101 interchange, which carries the majority of commuter traffic and includes numerous at-grade intersections with limited left-turn lanes, as well as private driveways that create conflict points between high-speed through traffic and slower merging vehicles.

Traffic volumes along this segment have more than doubled since the mid-1990s and are expected to continue rising, contributing to worsening peak-period congestion and increased pressure on adjacent local roads not designed to accommodate diverted traffic. Figure 3-2 shows the increase in daily two-way traffic at the San Benito/Santa Clara County line, rising from 9,000 vehicles per day (vpd) in the mid-1990s to 19,500 vpd in 2013, with volumes forecast to reach 37,800 vpd by 2040.

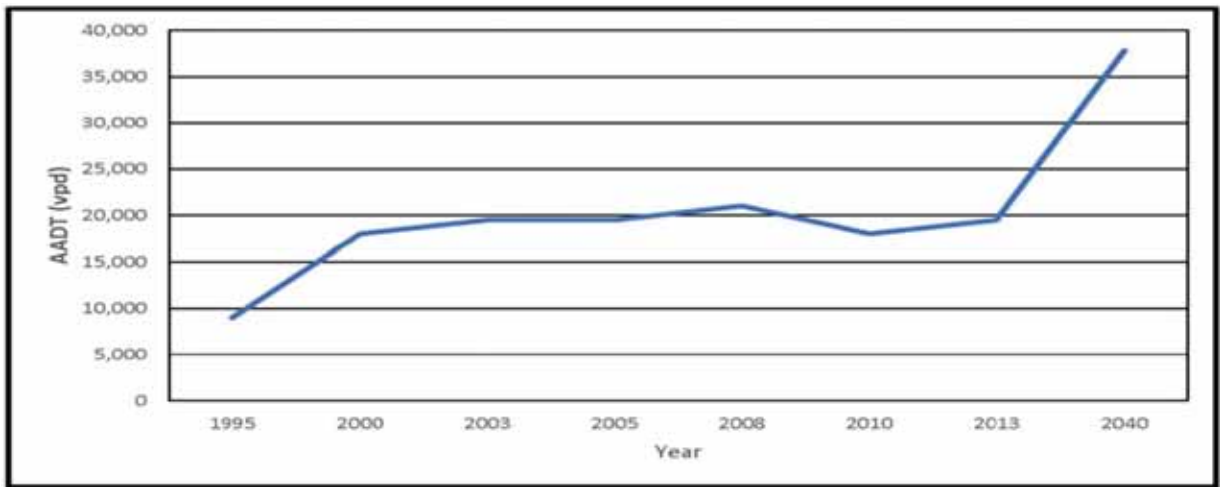


Table 3-2: SR 25 Annual Daily Average Two-Way Traffic Volumes at San Benito / Santa Clara County Line

SOURCE: CALTRANS TRAFFIC DATA AND DRAFT SR 25 TRANSPORTATION CONCEPT REPORT (2016)

Over the past two decades, Caltrans, in partnership with SBCOG and local agencies, has implemented numerous projects to address the needs of SR 25 travelers. The region also has ongoing and planned investments aimed at addressing SR 25, including the SR 25 Corridor Improvement Project, which aims to upgrade the highway to expressway standards from the City of Hollister to the Santa Clara/San Benito County line, reducing congestion and improving safety along the corridor.

Historical investments on SR 25 are summarized in the following three sections.

State Route 25 Bypass Project

The Measure A Authority, a 1988 transportation sales tax managed by SBCOG, constructed the SR 25 Bypass, which opened in February 2009. The Bypass is a six- and four-lane urban arterial with bicycle lanes that runs from SR 25 at Sunnyslope Road north through Hollister, intersecting East Park Street, Hillcrest Road, Meridian Street, and Santa Ana Road, before continuing to connect with San Felipe Road and SR 25 in unincorporated San Benito County. In 2014, SBCOG and Caltrans designated the Bypass as the SR 25 Pinnacles National Park Highway within Hollister city limits. Prior to the Bypass, SR 25 ran through downtown Hollister, which has since been relinquished to the City of Hollister. The Bypass was officially transferred to the State in May 2014.

State Route 25 Safety and Operational Enhancements Project

In 2010, Caltrans, in partnership with SBCOG, completed the Highway 25 Safety and Operational Enhancements Project. The project, located on SR 25 between San Felipe Road and Shore Road in San Benito County, aimed to reduce the risk of cross-centerline collisions by constructing a median barrier and consolidating private driveways.

State Route 156 / State Route 25 Turbo Roundabout Project

The SR 156/SR 25 Turbo Roundabout project involved constructing a roundabout at the intersection of SR 156 and SR 25 north of the City of Hollister. The project, completed in 2024, aims to reduce the frequency and severity of collisions at this location, which had experienced recurring broadside and rear-end crashes due to red-light violations. The project was funded through the State Highway Operation and Protection Program (SHOPP), which supports improvements to maintain the safety and operational integrity of the state highway system.

State Route 156

SR 156, located in the northern portion of the San Benito, is the region's primary east–west highway, running from the SR 156/U.S. 101 interchange through San Juan Bautista and Hollister to the San Benito/Santa Clara County line, where it connects with SR 152. The route is a four-lane expressway from U.S. 101 to Hollister and narrows to a two-lane highway through the SR 25/SR 156 Turbo Roundabout to the county line.

SR 156 serves both interregional and local travel. Interregional travel primarily consists of freight movement from the Central Coast's agricultural centers, as well as recreational weekend travel between Monterey Bay, the Central Valley and the San Francisco Bay Area. This interregional traffic, particularly freight movement, frequently conflicts with local travel and farm equipment, resulting in congested and unsafe conditions.

State Route 156 Corridor Improvement Project

In response to existing conditions and anticipated future increases in traffic volume, SR 156 recently underwent a major capacity expansion investment through the State Route 156 Conversion Project. The project, sponsored by Caltrans and SBCOG, resulted in a new four-lane facility between Hollister and San Juan Bautista, while the existing roadway will be converted to a frontage road and relinquished to San Benito County. The capacity widening project is completed and opened to public in Summer 2025. The conversion of the existing SR 156 to frontage road is currently underway. Once completed this roadway will be relinquished to San Benito County.

U.S. 101

U.S. 101, the only federal highway in the San Benito region, passes through the northwestern portion of the region for approximately 7.5 miles, primarily serving north-south interregional travel and freight movement. Within San Benito, U.S. 101 operates as both a freeway and an expressway and is included in Caltrans' Interregional Route System. San Benito County has designated the segment of U.S. 101 from the Monterey County line to SR 156 as a Scenic Highway, making it eligible for inclusion in the California Scenic Highway Program.

U.S. 101 also serves as the primary north–south highway in California's Central Coast region and plays a critical role in facilitating goods movement both within the region and to other parts of the state. Consequently, the highway carries substantial freight traffic, with some of the highest truck volumes in San Benito concentrated between the SR 129/U.S. 101 and SR 156/U.S. 101

interchanges. These high volumes are driven by agricultural activities in Monterey County and the transport of those goods to markets outside the region.

State Route 129

SR 129 is a two-lane facility connecting Santa Cruz County to U.S. 101 in the far northwestern corner of the San Benito region. SR 129 primarily serves freight and agricultural traffic from Santa Cruz County as well as tourism travel from the Central Valley to the beaches and towns in Santa Cruz County. Freight and agricultural traffic from SR 129 stresses the infrastructure of local roads like San Juan Highway and San Justo Road, which are not designed to consistently bare heavy loads.

State Route 146

SR 146 is a two-lane conventional highway providing primary access from SR 25 to Pinnacles National Park in the south-central San Benito region. The route is designated as a local Scenic Highway and is eligible for inclusion in the California Scenic Highway Program. The San Benito County segment of SR 146 has been relinquished to the National Park Service.

GOODS MOVEMENT

San Benito County has long been an important crossroads for the interregional movement of goods between the Central Coast, Bay Area, and Central Valley of California. The three major highways traversing the county, U.S. 101, SR 25, and SR 156, carry significant freight traffic daily.

Freight traffic on U.S. 101 in San Benito has significant economic and security implications. U.S. 101 is a designated route for National Network for Surface Transportation Assistance Act (STAA) classified trucks and as such must incorporate design features that accommodate this class of vehicles. U.S. 101 is also a part of the Strategic Highway Network, which is a system of roads deemed necessary for the emergency mobilization and peacetime movement of heavy armor, fuel, ammunition, repair parts, food, and other commodities to support U.S. military operations.

U.S. 101 provides direct connections to SR 156, SR 129, and SR 25, resulting in numerous important freight interchanges. AMBAG's 2024 California Central Coast Sustainable Freight Study identifies specific congestion challenges on U.S. 101 due to excess truck volumes, particularly in southbound traffic from the SR 129/U.S. 101 interchange to Dunbarton Road, just south of the San Benito–Monterey County line in Monterey County. This bottleneck results in 6,314 hours of annual truck delay per mile, representing the most significant freight bottleneck on U.S. 101 in

the Central Coast region. Additionally, northbound freight traffic from the SR 156/U.S. 101 interchange to 0.5 miles north of the Betabel Road interchange has been identified as a segment of U.S. 101 in San Benito County that experiences notable bottlenecking, with 3,060 hours of annual truck delay per mile. Ongoing SHOPP investments are aimed at addressing freight-related concerns on U.S. 101.

SR 156, which is classified as a terminal access route for STAA classified trucks, serves as a critical east-west freight corridor connecting the agriculturally rich Salinas Valley to the Central Valley. SR 156 faces problematic bottlenecking as identified in AMBAG's 2024 California Central Coast Sustainable Freight Study, particularly the segment of highway between Fairview Road and Lucy Brown Road, which has been subject to numerous at-grade intersections, significant commuter traffic, and agricultural activity. Due to these existing safety and congestion issues, the State Route 156 Improvement Project was initiated in the Fall of 2022 and is expected to be completed in 2026. The project will result in a new four-lane expressway connecting the cities of San Juan Bautista and Hollister, with the existing route being relinquished to the County of San Benito to serve as a frontage road. This is expected to increase through put and eliminate a number of at-grade intersections which created safety concerns on the old facility.

The northern segment of SR 25, while not experiencing the same volume of freight traffic as U.S. 101 and SR 156, also faces freight related concerns, particularly related to safety and congestion. Commercial trucks provide virtually all the freight travel along the corridor, but there is also an active rail spur owned by the Union Pacific Railroad. This line provides local businesses with access to the national rail network for moving goods. The SR 25 Corridor Improvement Project is expected to improve goods movement along this segment of the corridor while also benefiting both auto and non-auto travel.

One of the policy challenges in supporting goods movement in San Benito County is balancing safety improvements with maintaining driveway and local road access to farms and agricultural-related businesses. San Benito County and the rest of the Central Coast region are well-known for the variety of agricultural products grown. According to USDA and US Census data, the three most important crops in the county, in terms of value per year, are vegetables ($106m), fruit & tree nuts, excluding berries ($22m), and horticulture ($1m).

The aforementioned issues, and many others, are documented in regional and state freight plans for the San Benito region. In accordance with MAP 21, the FAST Act, and IIJA/BIL, Caltrans developed the California Freight Mobility Plan (CFMP). The plan addresses current freight conditions, identifies important trends, and responds to region-specific goods movement issues. Strategies for the Central Coast region were informed by a preceding regional plan, the

Commercial Flows Study, that was developed by a consortium of agencies, including AMBAG and SBCOG. The Commercial Flows Study and the CFMP engaged private and public stakeholders in the AMBAG region including San Benito County and has helped prioritize goods movement supportive investments, such as SR 156.

LOCAL STREETS AND ROADWAYS

Local streets and roadways form the foundation of the region's connectivity, allowing residents to travel safely and efficiently within their communities and access transportation facilities geared toward interregional travel. San Benito's local road network, maintained by the County of San Benito and the Cities of Hollister and San Juan Bautista, totals 562.96 miles. See Table 3-3 for a jurisdictional breakdown of maintained roadway miles.

Jurisdiction	Miles of Maintained Roadway
County of San Benito	454
City of Hollister	100.85
City of San Juan Bautista	8.11

Table 3-3: Miles of Maintained Roadway - San Benito

SOURCE: CALTRANS PUBLIC ROAD DATA (2023)

Traffic congestion on rural roads in northern San Benito County has created delays at local intersections and on roadways not designed to accommodate high levels commuter traffic. Particularly, as the regional highway system approaches capacity at peak times, traffic sets into secondary local roads that are not equipped or designed to accommodate high volumes of commuter traffic. Progressively, local streets and roads are moving towards a Complete Street approach, focusing on the movement of people, including non-drivers of all ages and abilities, and the variety of travel modes they may use.

Roadway Classification

Local roads typically fall under one of 4 classifications, as described in the following section. These classifications, set by the FHWA, are used in determining federal funding eligibility, particularly as they relate to the Surface Transp. Block Grant (STBG) /Regional Surface Transportation Program (RSTP), which is one of the primary federal funding sources for construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on highways, roads, and bridges.

Arterials

Arterial roadways typically carry the highest traffic volumes among local road types, providing relatively high-speed service for medium- and long-distance trips. While some highways in San Benito are classified as arterials, not all arterials are highways; prominent local roads such as Fairview Road, San Juan Road, and Union Road that provide important connections from residential areas to activity centers are classified as arterials.

Collectors

Roads classified as collectors feature moderate traffic volumes at speeds that accommodate both motor vehicles and multimodal transportation modes, such as transit, walking and biking. They serve an important role in the roadway network by gathering traffic from local streets and directing it to arterial roads, or by providing direct access to outlying communities and destinations not served by arterials. Collectors typically facilitate travel within neighborhoods or across portions of a county.

Local Roads

Local roads are intended for short-distance travel and connections to higher-classified roads, rather than long-distance or through travel. Local roads are often designed to discourage through traffic, and provide facilitating access to neighborhoods, properties, and nearby destinations.

ACTIVE TRANSPORTATION

Active transportation refers to any self-propelled, human-powered mode of travel, such as walking or bicycling. Enhancing infrastructure for these modes improves public health and quality of life by encouraging physical activity, reducing traffic collisions, improving air quality, and increasing mobility. Safer, more accessible streets also increase public safety by providing more "eyes on the street," deterring criminal activity, and fostering stronger neighborhood connections. Conversely, streets that are inhospitable to pedestrians and cyclists limit safe access to transit facilities, schools, and jobs, reducing overall community well-being. The 2050 RTP supports active transportation by promoting investments and policies that integrate walking and bicycling into the San Benito region's multimodal transportation network.

The San Benito region's existing active transportation network is limited, reflecting the county's predominantly rural character The existing network includes over ten miles of dedicated bike lanes and paths, consisting of mostly class II and III facilities, providing important but still limited

opportunities for cycling. A majority of the existing bicycle facilities are located in the City of Hollister, while the City of San Juan Bautista and unincorporated areas feature only a limited number bike of facilities.

Pedestrian facilities, such as sidewalks, are generally continuous in the urban cores of Hollister and San Juan Bautista, supporting pedestrian mobility. However, in rural areas, these facilities are often sparse, discontinuous, or in poor condition. These gaps not only reduce safe walking options but also limit access to other transportation modes, such as transit, for residents who rely on pedestrian connections to reach bus stops.

Despite the limited existing network, the region has made notable improvements to its facilities in recent years and plans to further expand active transportation investments in the coming years. Planned investments such as the Pedestrian Crosswalk at The Alameda & Highway 156 (SB-SJB-A06-2026) and the Highway 156 Bike Lane (SB-SBC-A60-2026) will improve connectivity between communities divided by automobile infrastructure. Additionally, the San Juan Bautista Multimodal Transportation Hub (SB-SJB-A29-2026) and the Hollister Exchange Mobility Hub (SB-LTA-A55-2026) will help further integrate active transportation with the regional transit network. These planned investments complement existing efforts to encourage walking and biking, such as annual Walk to School Day and Bike Week events.

Complete Streets

Complete Streets is an approach to designing and operating roadways to safely accommodate all users, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and people of all ages and abilities. Because community needs vary, Complete Street designs differ in rural, suburban, and urban settings, but they consistently support safer, more convenient multimodal travel and strengthen opportunities for active transportation.

In the San Benito region, many roadways already include Complete Streets elements such as sidewalks, bike lanes, crosswalks, and transit amenities, and local jurisdictions are increasingly incorporating these features into new developments and roadway improvements. The 2050 RTP builds on this foundation by investing in projects and policies that further expand and integrate Complete Streets concepts across the region. Through continued application of the Monterey Bay Area Complete Streets Guidebook and targeted multimodal investments, the 2050 RTP supports a more connected, accessible, and safe transportation system for all users.

PUBLIC TRANSIT

The San Benito region is served by a growing transit network that is administered by the LTA. The LTA's transit services provide essential access to daily necessities, support residents who rely on transit to maintain a basic standard of living, and play a key role in reducing congestion, improving air quality, and enhancing economic opportunities.

The existing transit system includes two LTA programs: County Express, which offers general public transit services, and Specialized Transportation, which provides on-demand transit for individuals with disabilities who need assistance traveling to medical appointments, shopping destinations, and recreation centers. Both services are operated under contract by Transdev Services, Inc.

County Express Services

Intercounty

County Express' Intercounty route connects the Cities of Hollister and San Juan Bautista to Gilroy in Santa Clara County, providing San Benito travelers access to key healthcare and employment destinations in the Bay Area via Caltrain at Gilroy, as well as direct service to Gavilan College's Gilroy campus. The service is primarily commuter-oriented, operating extensively on weekdays, with limited weekend service also available.

Tripper

The Tripper provides safe and reliable service throughout the downtown of Hollister stopping at key destinations such as San Benito High School, Rancho San Justo and Marguerite Maze Middle Schools, Downtown Hollister, and the Target Shopping Center.

Dial-A-Ride

The Dial-a-Ride service operates in the rural areas of northern San Benito County, including parts of Hollister, San Juan Bautista, and Tres Pinos. Service is available Monday through Friday from 6:00 a.m. to 6:00 p.m. and on Saturdays from 9:00 a.m. to 3:00 p.m. Same-day service may be available, subject to availability and a convenience fee.

Paratransit

Complementary Americans with Disabilities Act (ADA) Paratransit service is available for eligible travelers as determined by the Local Transportation Authority (LTA). This service is designed for individuals who are unable to access the Tripper service due to a physical or cognitive disability and whose trips begin or end within ¾ mile of a Tripper bus stop. Reservations can be made up to 14 days in advance, and same-day service is available subject to availability.

Specialized Transportation

In addition to its general public transit services, the LTA operates a specialized transportation program designed to support mobility for seniors and residents with disabilities. A key component of this program is an out-of-county medical transportation service that connects eligible users to medical facilities beyond San Benito County, an essential service given the limited availability of local medical resources. The program also includes other specialized offerings, such as medically assisted shopping trips and transportation to senior lunch programs.

RAIL

San Benito County has not had passenger rail service since 1955. However, the LTA's County Express offers 18 daily trips each weekday between Hollister and San Juan Bautista to the Gilroy Station where riders can connect to Caltrain and Amtrak services. The County Express buses are timed to connect with peak-period Caltrain departures and arrivals for commuters heading toward San Jose and San Francisco. The Gilroy station also has a stop for the Amtrak Thruway buses that offer direct connections to Amtrak rail services.

The California High-Speed Rail (HSR) is planned to pass through the northern part of San Benito County via the Pacheco Pass. Although the line will likely traverse the county, there is no planned station within San Benito County itself. The HSR is anticipated to have a stop at the Gilroy rail station, however. An updated cost or completion timeline for the HSR extension over the Pacheco Pass is unavailable at this time.

As for a potential Hollister - Gilroy service, planning studies have assumed passenger rail would utilize the Union Pacific Hollister freight line. Prior studies suggest low demand, low cost-effectiveness, and operational challenges, so it is not a project in the 2050 RTP. An updated assessment of passenger rail along this corridor is being completed by SBCOG in coordination with Caltrans. This work is a part of the preliminary alternatives analysis for the SR 25 Corridor Improvement Project EIR.

AVIATION

San Benito County is served by two primary aviation facilities, Hollister Municipal Airport and Frazier Lake Airpark along with several private landing strips. These airports support a variety of users, including agricultural operations, emergency services, government, commercial, and recreational aircraft. It is the responsibility of ALUC to ensure compatibility between airport operations and surrounding land uses through the Hollister Municipal Airport Land Use Compatibility Plan and the Frazier Lake Airpark Comprehensive Land Use Plan, which address safety, noise, and operational concerns.

Hollister Municipal Airport

Located two miles north of Hollister's downtown, Hollister Municipal Airport is a general aviation facility included in the National Plan of Integrated Airport Systems. Owned and operated by the City of Hollister, it accommodates most aircraft types, including business jets and Cal Fire planes, with approximately 53,000 annual operations. The airport has two intersecting runways: Runway 13-31 (6,350 feet) with an instrument approach for larger aircraft, and Runway 6-24 (3,150 feet) as a visual crosswind runway for smaller aircraft. The airport continues to receive improvements in coordination with the FAA and the State to support increased air cargo, pilot and mechanic training, and tourism traffic.

Frazier Lake Airpark

Located about 4.5 nautical miles northwest of Hollister Municipal Airport, Frazier Lake Airpark is privately owned and operated, featuring a 3,000-foot waterway runway and a 2,500-foot turf runway. The airpark has no control tower or published instrument approaches and provides only tie-down services for approximately 90 based aircraft

SBCOG
Council of
San Benito
County Governments

Chapter 4 : Meeting Future Transportation Needs

This chapter serves as the action element of the 2050 RTP. The growth forecast is introduced as the transportation-land use foundation for future transportation investments. Anticipated future travel patterns are then described and correlated to the Plan's budget and key implementation strategies. The chapter culminates with the 2050 RTP project list that lists all project and program investments for the 25-year planning period.

A TRANSPORTATION SYSTEM THAT SUPPORTS THE REGIONAL GROWTH FORECAST

To support long range planning, the 2050 RTP utilizes AMBAG's 2026 Regional Growth Forecast, which considers population, employment and household growth through 2050. To develop the Regional Growth Forecast AMBAG adopted a cohort component population method. This methodology implements a cohort component model for the population forecast that uses birth, death, and migration data to predict future population. Furthermore, local jurisdictions were consulted to ensure local policies and initiatives were considered when forecasting growth.

Population Growth Forecast

Region	2020	2035	Percentage Change (2020-35)	2035	2050	Percentage Change (2035-50)
San Benito	64,209	69,294	7.9%	69,294	71,030	2.5%
Monterey	439,035	451,331	2.8%	451,331	461,279	2.2%
Santa Cruz	270,861	274,095	1.2%	274,095	281,399	2.7%
MPO Region (Total)	774,105	794,720	2.7%	794,720	831,708	4.7%

Table 4-1: Population Forecast Numbers

SOURCE: AMABG 2026 REGIONAL GROWTH FORECAST – SUBREGIONAL POPULATION FORECAST

Population growth is one of primary determinants of travel behavior in the San Benito region. Per AMBAG's 2026 Regional Growth Forecast, the San Benito region's population is expected to grow by 11% between the years 2020 and 2050. When compared to the neighboring MPO counties of Monterey and Santa Cruz, population growth in San Benito is forecast to be the highest, see Table 4-1.

Jurisdiction	2020	2035	Percentage Change (2020-35)	2035	2050	Percentage Change (2035-50)
City of Hollister	41,675	45,691	9.6%	45,691	45,884	0.4%
City of San Juan Bautista	2,084	2,049	(1.7%)	2,049	2,098	2.4%
San Benito County (Unincorporated)	20,450	21,554	5.4%	21,554	23,048	6.9%
San Benito Region (Total)	64,209	69,254	7.9%	69,254	71,030	2.6%

Table 4-2: Population Forecast Numbers - San Benito Region

SOURCE: AMABG 2026 REGIONAL GROWTH FORECAST – SUBREGIONAL POPULATION FORECAST

Within the San Benito region, the majority of forecasted population growth is expected to occur in the City of Hollister and in unincorporated areas of San Benito County, see Table 4-2 for breakdown of population growth within San Benito at the jurisdictional level.

Housing Growth Forecast

Housing has direct impacts on transportation systems, and it is important to ensure transportation strategies are coordinated with housing growth as the amount of available housing and its location directly influences travel demand, transit needs, and overall infrastructure investments.

Jurisdiction	2020	2035	Percentage Change (2020-35)	2035	2050	Percentage Change (2035-50)
City of Hollister	12,182	15,888	30.4%	15,888	16,164	1.7%
City of San Juan Bautista	903	955	5.8%	955	992	3.9%
San Benito County(Unincor	7,280	8,270	13.6%	8,270	9,137	10.5%

porated)						
San Benito Region (Total)	20,365	24,861	22.1%	24,861	26,293	5.7%

Table 4-3: Housing Growth Numbers - San Benito Region

SOURCE: AMABG 2026 REGIONAL GROWTH FORECAST – SUBREGIONAL HOUSING FORECAST

The San Benito region as a whole is projected to have a 29% percent increase in new housing units between 2020 and 2050, see Table 4-3 for breakdown of housing growth within San Benito at the jurisdictional level.

Employment Growth Forecast

Regional employment is a key consideration in transportation planning, as the location of employment centers influences travel demand and shapes commute patterns. Employment is also closely tied to the economic well-being of individuals and communities, which should be factored into planning, since household income and financial well-being are strongly correlated with mobility.

The San Benito region as a whole is projected to have a 13% percent increase in employment between 2020 and 2050, see Table 4-4 for breakdown of employment growth within San Benito at the jurisdictional level.

Jurisdiction	2020	2035	Percentage Change (2020-35)	2035	2050	Percentage Change (2035-50)
City of Hollister	14,432	16,013	11.0%	16,013	16,289	1.7%
City of San Juan Bautista	498	578	16.1%	578	596	3.1%
San Benito County (Unincorporated)	6,773	7,638	12.8%	7,638	7,722	1.1%
San Benito Region (Total)	21,703	24,229	11.6%	24,229	24,607	1.6%

Table 4-4: Employment Growth Numbers - San Benito Region

SOURCE: AMABG 2026 REGIONAL GROWTH FORECAST – SUBREGIONAL EMPLOYMENT FORECAST

IMPROVING THE TRANSPORTATION LAND-USE CONNECTION

The relationship between commercial and residential land uses and the regional transportation system is a critical factor in planning for future growth, as land uses inherently influence how people travel. Land-use planning that strategically locates key destinations, such as employment centers, academic institutions, and commercial areas, where there is increased potential for transit use, walking, and biking, is crucial for the long-term sustainability of the transportation system. This approach also promotes equitable economic and social outcomes by enhancing overall community mobility.

In keeping with this interconnection between land use and transportation, the 2050 RTP was developed in close coordination with AMBAG's 2050 MTP/SCS. AMBAG and SBCOG coordinated with local jurisdictions to map existing land uses and update the county's Opportunity Areas in Hollister and San Juan Bautista. These Opportunity Areas are the recommended locations for future compact and infill development that can support multimodal transportation options. Opportunity Areas are generally also located where public transit services are viable and where economic development is targeted. Performance measures developed by AMBAG for the 2050 MTP/SCS indicate that population growth in San Benito's Opportunity Areas is expected to reach 11.7% through 2050. Maps illustrating existing land uses and Opportunity Areas in San Benito County can be found in the appendix.

Opportunity Areas align with local general plan and their associated circulation elements and local policies. And while the 2050 RTP includes strategies and investments that support a transportation system aligned with land uses promoting transit and active transportation, the 2050 RTP is not a land-use planning document. Land-use planning remains the responsibility of the region's local jurisdictions.

SUPPORTING FUTURE TRAVEL PATTERNS

Travel patterns reflect the relatively consistent movement of people and goods at specific times of the day and week. At the regional level, travel patterns in San Benito County are largely influenced by recent rapid population growth, land use changes, and the availability of employment, educational, and health centers. At the individual level, socioeconomic and demographic factors, such as an aging population and the increasing share of commuters traveling to Santa Clara County, play an important role in shaping travel behavior in San Benito.

Improve Travel Time Reliability on Highways

The relationship between where people live and work has outstanding effects on transportation systems. The movement of people to and from work, known as commuting, creates concentrated travel during specific times of the day, often leading to congestion that negatively affects travel time and roadway safety.

According to 2024 U.S. Census Bureau data, 45.6% of San Benito County workers commute within the county, while 54.4% commute outside the county. This share of outbound commuters is significantly higher than the statewide percentage of workers who commute outside their county of residence, which is 15%. These rates of outbound commuting are largely driven by the region's jobs-housing imbalance, where housing growth outpaces local employment opportunities, requiring many residents to seek work elsewhere. Most outbound commuters are traveling north along SR 25 to employment centers in the Bay Area, namely Santa Clara County, while a smaller, yet still notable contingent of commuters travel west along SR 156 to Santa Cruz and Monterey Counties. These outbound commute patterns generate significant traffic volumes on both highways and local roads and represent one of the region's most pressing transportation challenges.

Beyond the high volume of commute travel, San Benito residents experience significantly longer commute times than the rest of the state. According to 2024 U.S. Census Bureau data, the average commute time for San Benito workers was 41.5 minutes, compared to the statewide average of 29.7 minutes. This affects the range of transportation options available, influences departure times, and increases commuting costs, often making personal automobiles the only reliable means of travel to work, further exacerbating existing social inequities.

In response to the nature of commuting in San Benito, the 2050 RTP includes policy strategies and transportation investments aimed at addressing both the root cause of the issue, the jobs-housing imbalance, and its transportation impacts, including congestion, roadway safety concerns, social equity, and excessive travel times. The ongoing focus to improve the highways connecting San Benito to Monterey and Santa Clara Counties illustrates how SBCOG is responding to evolving travel patterns. Until there are more services and employment opportunities in San Benito County, it will remain critical that corridors, such as SR 25, are improved for inter-county connectivity.

Enhance Walking and Biking Opportunities

Affordable and convenient active transportation options not only make more efficient use of existing roads and highways but provides opportunities for San Benito residents to engage in healthy lifestyles and make short trips without getting in their cars. Investing in complete streets, sidewalks, bike lanes, and more frequent bus service to desired destinations and passenger rail stations outside of the County protects the quality of life of people who may not be able to drive, including seniors, people with disabilities, low-income families, and young people.

Active transportation, in particular, is becoming increasingly popular in the San Benito region. To support this trend, bike trails and complete streets are being planned, designed, and built with each project tailored to the local context and the specific needs of local communities. The 2050 RTP budget demonstrates strong support for active transportation, with investment levels increasing by 76% compared to the previous plan.

Beyond the built environment of infrastructure improvements (e.g. sidewalks, bicycle lanes, etc.), the 2050 RTP also increases considerably the level of investment in programs that support active transportation. SBCOG is planning to continue engaging with the community through annual events such as Walk to School Day, Bike Week, Kids at the Park, and community sponsored bicycle rides.

Getting Public Transit Back on Track

Public transit services in the San Benito region are administered by the LTA and provide essential mobility options for residents. Public transit in San Benito is particularly important as access to key destinations such as employment centers, schools, and healthcare facilities are limited or unavailable within the county. Since the previous RTP, significant progress has been made in regard to transit planning, capital projects, and operations.

The 2050 RTP budget supports continuing the progress being made by LTA transit services. The 25-year budget more than triples the level of investment in transit capital by directing more flexible revenue to transit and maximizes the amount of funding directed towards transit operations. It should be noted, however, that funding transit operations is an ongoing challenge to transit agencies in California, including the LTA. Until new revenue sources are secured, LTA transit services can only be modestly expanded during the planning period.

Notable LTA transit achievements in recent years include the continued implementation of the 2022 Short Range Transit Plan, and the revitalization of public outreach efforts to better

understand and respond to community mobility needs. In terms of capital projects, critical investments include the acquisition of new service vehicles, which improve operational efficiency and rider satisfaction, as well as upgrades to transit software that enhance route design, scheduling, data collection, and operational efficiency. Additionally, the increase in transit capital spending in the 2050 RTP will go towards a zero-emission bus fleet conversion during the planning period.

Historically, the LTA contracted with a third-party to operate its public transit services, County Express and Specialized Transportation Services. To improve operational efficiency and ridership, the LTA initiated a public procurement process in 2024 to award new operations contracts for both services. As a result of this process, the LTA now contracts with the nationally recognized operator Transdev Services, Inc., to manage County Express and Specialized Transportation Services. Since assuming operational responsibility in 2025, Transdev has improved service efficiency, reliability, and the overall rider experience while supporting planning and coordination efforts across local agencies

Increasing Local Road Maintenance & Rehabilitation

Local jurisdictions are primarily responsible for maintaining roadway infrastructure in the San Benito region. However, decades of underinvestment and funding shortfalls have contributed to an increasingly deteriorating regional local road network.

In 2022, the California Statewide Local Streets and Roads Needs Assessment Project surveyed all 58 counties to evaluate the condition of local streets and roads. The study collected data on pavement, bridges, and other critical components, as well as the funding used for maintenance. The assessment used the Pavement Condition Index (PCI), which rates pavement conditions on a scale from 0 (failed) to 100 (excellent). According to the findings, San Benito is one of eight counties in the state with an average PCI below 49, well below the statewide average of 65. The countywide average PCI in 2022 was 38, showing no significant improvement from the 2018 and 2020 assessments.

Figure 4-1: California State Pavement

SOURCE: 2022 CALIFORNIA STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT

The region faces a combined pavement rehabilitation and maintenance need of up to $500 million, as shown in Figure 4-1, underscoring the county's financial challenges relative to other areas in California. RTDM typically does not endogenously model pavement condition, but that benefits are proxied via speed/incident assumptions in TSM scenarios (if used) or clarify that safety outcomes (per 1,000 VMT) reflect systemic investments rather than direct PCI modeling.

The share of the RTP budget directed to local maintenance and rehabilitation increased by 6% from the budget share in the prior RTP, but it is not enough to get the San Benito region to reach a state of good repair. The challenge is that available revenues for this purpose are seriously constrained. SBCOG is committed to working with its local agencies over the coming years to revisit priorities and pursue new revenue sources so that road maintenance and rehabilitation is better funded in the future.

Improving Efficiencies by Investing in Transportation System Management (TSM)

Throughout the San Benito region, numerous TSM investments aim to increase the maintenance, efficiency and safety of the existing transportation system while minimizing the need for costly expansion. The region incorporates Intelligent Transportation Systems (ITS) technologies, including traffic signal timing and synchronization, interactive traveler information systems, and emergency call boxes. Notably, the San Benito County Service Authority for Freeways and Expressways (SAFE) maintains 40 call boxes, providing critical motorist assistance in rural areas with limited cell service in San Benito. These TSM and ITS initiatives enhance system productivity, support multimodal operations, and improve overall roadway safety, consistent with regional corridor and performance management plans. Although there appears to be a strong correlation between increased operations and TSM investments, performance measurement is difficulty. Measuring operational benefits, such as safety or maintenance conditions, from TSM investments is typically more qualitative than quantitative. For example, California state and regional agencies do not directly model pavement condition index (PCI), but use TSM investment scenarios to model likely benefits to PCI and related outcomes, such as improved safety.

The 2050 RTP budget demonstrates strong support for TSM, with investment levels increasing by more than double compared to the previous plan. Beyond traditional TSM investments in the 2050 RTP, the increase in the plan's budget will also support the implementation of future technologies that are anticipated over the 25-year planning horizon. SBCOG is aware of emerging ITS-related technologies that can improve the safety and efficiency of travel in the future. SBCOG has already initiated conversations and developed pilot program concepts through coordination with peer agencies and technology providers. Located just south of Silicon Valley, San Benito

County could become a testbed for new TSM technologies related to smart corridors or autonomous transit shuttles.

Utilizing Transportation Demand Management (TDM) Tools

The San Benito region implements a variety of TDM strategies that reduce reliance on single-occupancy vehicles and enhance multimodal travel options. The County of San Benito currently operates two park-and-ride lots at U.S. 101/SR 156 and Hillcrest Road/Memorial Drive in Hollister, providing rideshare, transit connections, and potential future amenities such as EV charging and improved pedestrian access. Ridesharing has been supported by SBCOG since 1987 through partnerships with the Bay Area's 511 Ridematch Database, helping commuters form carpools and vanpools. SBCOG also administers a local Vanpool Program and participates in the statewide CalVans program, offering shared transportation for general commuters and farm workers. As with TSM, TDM tools are expected to expand over time. As a result, the 2050 RTP more than doubled the budget for TDM in the new plan in order to realize the cost-effective benefits for future travel in the San Benito region.

BUILDING ON RECENT ACHIEVEMENTS

With each adopted RTP, SBCOG strives to develop and implement an efficient multimodal transportation system that responds to the region's evolving needs. In addition to increasing SBCOG's investment focus on the preceding topics, the 2050 RTP is also building on the momentum from recent achievements. Since the adoption of the prior RTP in 2022, the San Benito region has made notable progress improving the multimodal transportation system. This includes advancements in the realm of transportation funding, project delivery, context sensitive planning, public engagement, and other focus areas, as discussed in the following sections.

Leveraging the Measure G Transportation Sales Tax

Measure G, a one-cent sales tax approved by nearly 70% of San Benito County voters in 2018, was sponsored by SBCOG and developed through extensive community input to address the region's most pressing transportation needs. Its adoption enabled the implementation of the San Benito County Roads and Transportation Safety Investment Plan (TSIP), which established a tiered funding framework: Tier I for the State Route 25 improvements, Tier II for local street and road maintenance, and Tier III for bicycle, pedestrian, transit, and administrative improvements.

Since 2022, Measure G has remained a cornerstone of San Benito County's transportation investment strategy, providing critical local match for grants and driving major progress on the

State Route 25 Corridor Improvement Project, the measure's top priority. Measure G funding has enabled SBCOG and Caltrans to advance environmental studies, refine corridor alternatives, and launch a new environmental review process informed by public engagement and technical analysis.

Measure G continues to provide critical funding for local street and road maintenance in the San Benito region and has helped complete a number of key local road projects. Local and multimodal investments funded through Tiers II and III have already delivered visible community benefits. Between 2022 and 2025, the Cities of Hollister and San Juan Bautista and the County of San Benito completed numerous pavement, safety, and accessibility projects such as citywide roadway upgrades, traffic calming measures, and bridge design work. Measure G has also funded program administration and financial audits, ensuring continued fiscal oversight and transparency as cumulative revenues reached $75 million by the end of FY 2024/2025.

Improving State Route 25 Safety with the Turbo Roundabout

The Caltrans led completion of an innovative, multi-lane roundabout at the intersection of SR 25 and SR 156 is another recent achievement since 2022. The roundabout represents a significant safety investment on the SR 25 Corridor and helps reduce the number of severe collisions at the intersection. See Figure 4-2 for an aerial illustration of the Turbo Roundabout.

Figure 4-2: SR25/SR156 Turbo Roundabout

SOURCE: CALTRANS

Enhancing State Route 156 for Goods Movement

Construction on the State Route 156 Conversion Project began in the Fall of 2022. The project, led by Caltrans in collaboration with SBCOG, resulted in a new four-lane expressway connecting the cities of San Juan Bautista and Hollister, with the existing route being relinquished to the County of San Benito to serve as a frontage road.

All four new lanes opened to traffic in June 2025, and the project was completed in late 2025. Funded through state highway funds, and developer fees, the project enhances mobility, safety, and regional connectivity. See Figure 4-3 for a map depicting the SR 156 Conversion Project segment.

Figure 4-3: SR 156 Conversion Project

SOURCE: CALTRANS

Updating the Transportation Impact Mitigation Fee (TIMF) Program

The County of San Benito and the cities of Hollister and San Juan Bautista continue to implement projects outlined in the 2016 San Benito Regional Transportation Impact Mitigation Fee (TIMF) Program. Program fees help fund improvements to local roads and bicycle infrastructure that are necessary to offset the traffic impacts of new development. SBCOG is actively collaborating with these jurisdictions to reconsider investment priorities and to update the methodology used to determine traffic impact mitigation fees through a new nexus study.

SBCOG
Council of
San Benito
County Governments

Chapter 5 : Funding our Transportation Future

FINANCING OUR TRANSPORTATION INVESTMENTS

This chapter describes the financial strategy needed to operate, maintain, and implement the multi-modal list of transportation projects identified in Chapter 6. The 2050 RTP financial plan identifies anticipated funding sources that can support the region's transportation investments, including new projects and programs, as well as the maintenance of our existing transportation system. State law requires SBCOG to develop a regional plan built on the reasonable projections of available revenues through the life of the plan. In identifying which projects will advance the region's goals through the year 2050, SBCOG must consider how much funding is projected to be available to the San Benito region over the next 25-years, through the year 2050.

The 2050 RTP funding projections, presented in Appendix D, were developed in collaboration with regional partners in the MPO region who adopted the same forecasting methodology in preparing their Regional Transportation Plans. The funding projections were developed based on the following guiding assumptions:

- Projections of revenues that rely on historical patterns of funding from federal, state, regional, and local sources, as well as reasonable assumptions about future growth conditions;
- Funding identified in currently adopted plans and programs;
- Guidance from local, state, and federal agencies;
- Direction from policymakers regarding the consideration of new alternative revenues.

PROJECTED FUNDING THROUGH 2050

Transportation projects in the San Benito region are funded through a variety of federal, state, and local sources. Based on projected revenue sources, approximately $1.9 billion is anticipated to be available between 2025 and 2050. Not all of the money will be available immediately, and a majority of the funding is tied to certain categories of projects, such as transit infrastructure or highway operations and maintenance. SBCOG does not have the authority to move those funds to a different category. The plan must be consistent with requirements set by Congress and/or the California state legislature. Furthermore, the anticipated $1.9 billion in projected funding is not sufficient to address all regional transportation needs within the county. Limited funding remains the biggest challenge to delivering necessary projects and programs, making it critical to establish clear priorities and pursue new revenue sources to meet the region's growing transportation demands.

As shown in Figure 5-1, state and federal sources together are projected to provide $937.3 million, or 49 percent of the region's total funding, through 2050. Federal and state funding sources are critical for maintaining and improving transportation infrastructure. However, in San Benito County, anticipated federal and state funding is insufficient to meet the region's growing needs and must be supplemented by other funding sources.

To bridge this gap, local funding has become an increasingly vital component of the 2050 RTP's financial plan. Local revenue sources are projected to provide $966 million, or 51 percent of total anticipated revenues, and are primarily derived from the transportation mitigation impact fee program and Measure G, a local one-cent sales tax for transportation. Representing a majority of the region's projected funding, these revenues demonstrate a strong local commitment to maintaining and enhancing the region's multimodal transportation network.

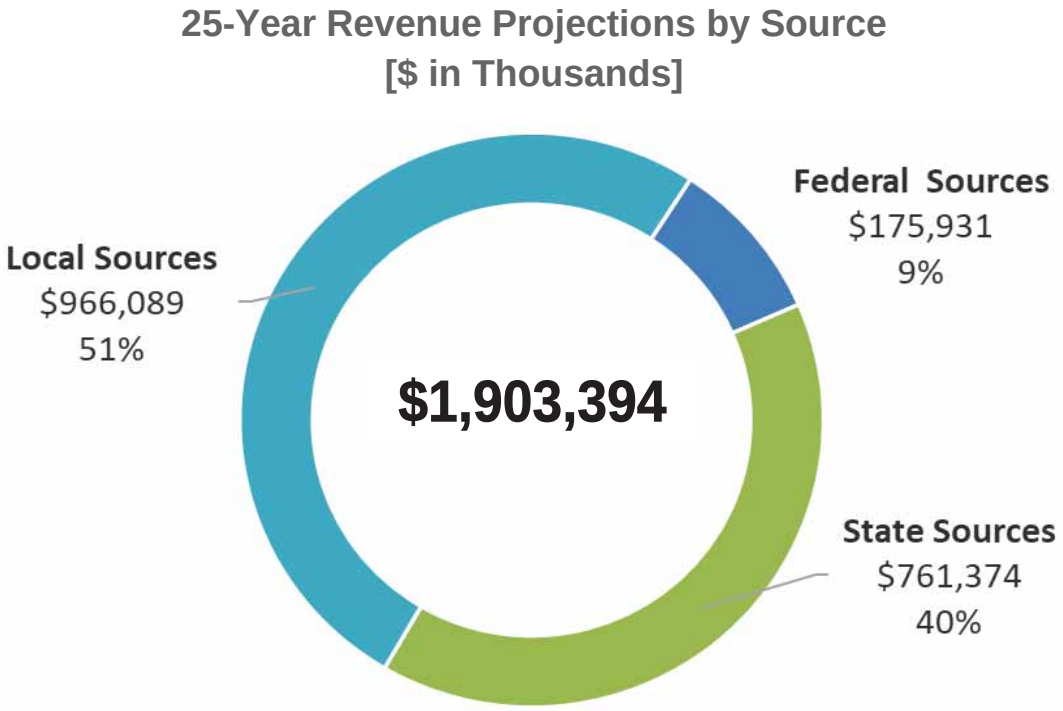


Figure 5-1: 25-Year Revenue Projections by Source

DEDICATED VERSUS DISCRETIONARY FUNDS

The $1.9 billion in projected revenue is categorized as either “dedicated”, for specific uses, or “flexible”, and available for a variety of transportation purposes.

As shown in Figure 5-2, 61 percent of revenues are “dedicated” to specific project categories, with the majority of dedicated funds allocated to highway and local road projects. The remaining 39 percent, or $745.9 million, consists of “flexible” revenues. These flexible funds may be applied to a variety of project types, including multimodal initiatives, however the flexibility of these funds is not limitless, and they remain subject to applicable restrictions and requirements. Together, dedicated and flexible revenues ensure critical investments receive steady funding while maintaining the flexibility needed to support the region’s long-term transportation goals.

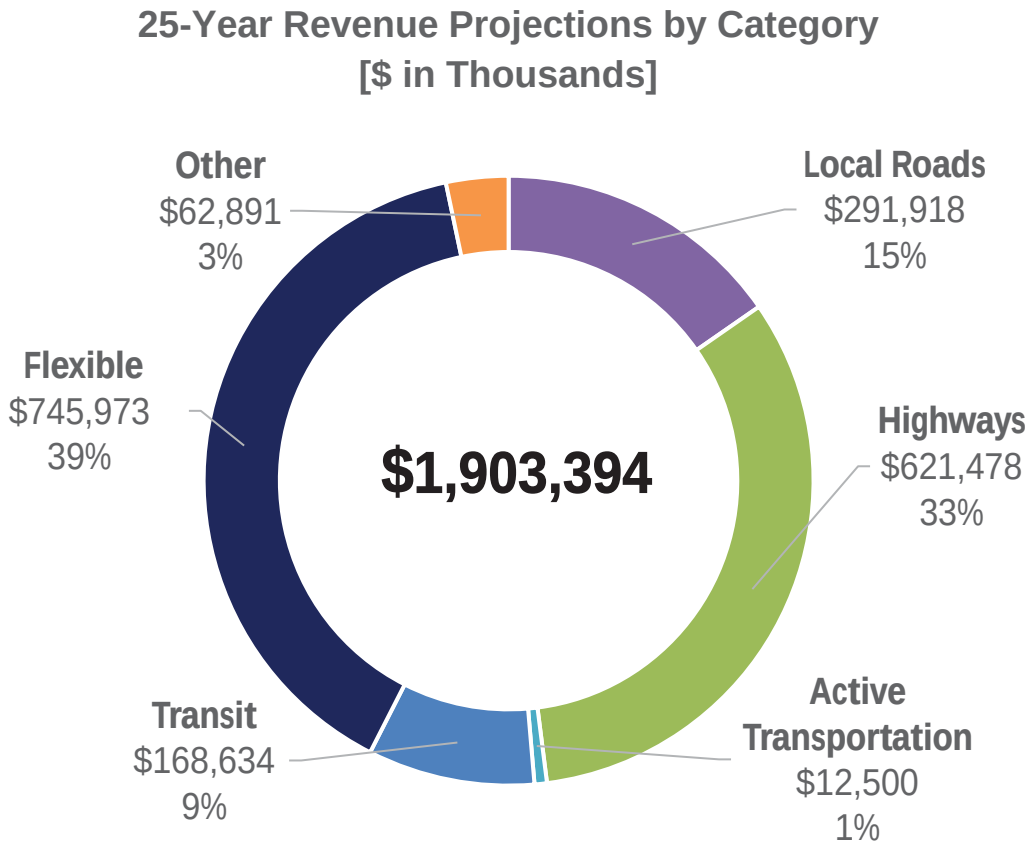


Figure 5-2: 25 Year Revenue Projections by Category

TRANSPORTATION FUNDING SOURCES

Federal Funding Sources

Federal funding assumptions are based on trends from the annual apportionments provided to AMBAG and California's Department of Transportation, Caltrans. The federal Infrastructure Investment and Jobs Act (IIJA), which was signed into law in 2021, currently sets the program structure and distribution formulas for federal transportation funds. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are the primary federal agencies distributing these funds and increasingly require applications to compete for a wide range of discretionary grants for road, transit, and active transportation improvements. Federal grant programs include the Infrastructure for Rebuilding America (INFRA) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE). Additionally, allocations from the FTA, that Caltrans administers for San Benito's Local Transportation Authority (LTA), and the FHWA, that AMBAG administers, provide critical funding for surface transportation infrastructure through programs including the Surface Transportation Block Grant Program (STBG).

Through the year 2050, approximately 9 percent or $175.9 million of the transportation funds for the San Benito region are expected to come from federal funding sources. Nearly all federal funding requires state or local financial contributions, known as "matching funds," to cover a portion of project costs. This requirement highlights the importance of states and local jurisdictions being able to generate revenue to effectively leverage federal funding opportunities.

Table 5-1 illustrates the federal revenue sources that are projected for the San Benito region over the next 25 years.

Index No.	Federal Program	Description	Projected Revenue [$ in Thousands]
4.01	Fixed Guideway Capital Investment Grants	n/a	$0
4.02	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	The program provides funding to state and local governments, as well as private non-profit organizations that provide transportation services to seniors and individuals with disabilities. In some cases, public transit agencies are eligible to if they partner with private non-	$775

		profit agencies or meet other eligibility criteria.	
4.03	Transit Planning Grants (5304) Competitive	This program offers competitive planning grants for eligible agencies. Caltrans administers the program in California.	$5,500
4.04	Metropolitan Planning (5303)	n/a	$0
4.05	Rural Area Formula Program (5311)	The 5311 program provides funding for the purpose of supporting public transportation in rural areas, with a population of less than 50,000.	$8,258
4.06	Urbanized Area Formula Program (5307)	This program offers transit operations funding for urbanized areas over 50,000 in population. Assumption is that the LTA will receive these funds by 2035 for the Hollister Urbanized Area.	$15,817
4.07	Small Transit Intensive Cities (5307c)	n/a	$0
4.09	Bus and Bus Facilities Program (5339a)	This program is for transit vehicles and related capital in urbanized areas	$6,250
4.11	Rural Intercity Bus Program (5311f)	A competitive program that provides funding to support intercity bus transportation services in rural areas across the United States, with a focus on improving mobility for people living in less populated regions	$14,063
4.12	Low and No Emission Vehicle Program (5339c	Competitive program designed to support the adoption and deployment of low- and no-emission vehicles in public transportation fleets with the goal of reducing the environmental footprint of transit.	$14,000
5.01	RAISE	Transportation Directory Grant program that funds investments in infrastructure, including transit.	$40,000
5.02	Highway Bridge Program (HBP)	The Highway Bridge Program provides funding to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance	$27,650

5.03	Highway Safety Improvement Program (HSIP)	The goal of HSIP is to achieve a reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal lands.	$6,250
5.04	Surface Transp. Block Grant (STBG) /Regional Surface Transportation Program (RSTP)	This program funds construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on highways, roads, and bridges in the state highway system along with federal highways.	$21,075
5.05	FEMA/CalOES/ER - Emergency Road Repair Funding	This program is designed to assist local, state, and tribal agencies in repairing and restoring transportation infrastructure that has been damaged or destroyed due to emergencies, natural disasters, or other unforeseen events.	$6,293
6.01	Federal Aviation Administration (FAA) Airport Improvement Program	Airport Improvement provides grants to public agencies for planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems.	$0
6.02	Federal Railroad Administration (FRA)	This program provides grant funds to develop safety improvements and encourage the expansion of passenger and freight rail infrastructure services	$10,000
		Total	**$175,931**

Table 5-1: Federal Revenue Sources

State Funding Sources

State sources totaling $761.3 million comprise an estimated 40% of the future transportation funding for SBCOG and are essential to advancing the region's transportation planning and investment efforts. Managing state transportation funds requires a coordinated effort between SBCOG, the California State Legislature, California State Transportation Agency (CalSTA), California Transportation Commission (CTC), and The California Department of Transportation (Caltrans).

A large share of state transportation funding to SBCOG comes from the Road Maintenance and Rehabilitation Account (RMRA), established by Senate Bill 1 (SB 1) in 2017. SB 1 provides dedicated funding for the maintenance and improvement of local and regional transportation infrastructure. The State Highway Operation and Protection Program (SHOPP) also contributes significant resources to preserve and enhance the safety and performance of the region's key highways, including US 101, SR 25, and SR 156. In addition to these, SBCOG leverages funding from programs such as the Active Transportation Program (ATP), Transit and Intercity Rail Capital Program (TIRCP), and Solutions for Congested Corridors Program (SCCP), which support projects aimed at increasing mobility, reducing greenhouse gas emissions, and improving transportation network connectivity throughout the region.

Below is an overview of 2024-2025 Transportation Funding in California, Figure 5-3.

Figure 5-3: Simplified Overview of Transportation Funding in California (24-25)

SOURCE: CALTRANS

Table 5-2 illustrates the state revenue sources that are projected for the San Benito region over the next 25 years.

Index No.	State Program	Description	Projected Revenue [$ in Thousands]
3.01	Airport Improvement Program Match and A&D Grant	n/a	$0
3.02	California Aid to Airports Program	The purpose of the program is to assist in establishing and improving a statewide system of safe and environmentally compatible airports whose primary benefit is for general aviation.[9].	$250,000
3.03	Freeway Service Patrol	n/a	$0
3.04	Service Authority for Freeways and Expressways (SAFE)	SAFE funding is used to respond to freeway incidents and to increase the reliability of the freeway system and better manage traffic flow.	$1,700
3.05	State Highway Operations and Protection Program (SHOPP)	SHOPP funding is a mixture of Federal and State funds, including the Road Maintenance and Rehabilitation Account created by SB 1. SHOPP projects are limited to capital improvements relative to the maintenance, safety, operation, and rehabilitation of the state highway system.	$275,500
3.06	State Transit Assistance (STA)	Program funds are derived from the statewide sales tax on diesel fuel. Funds are used for the development and support of public transportation needs that exist in California and are allocated based on population, taxable sales, and transit performance.	$57,590
3.07	SB1 Competitive Program: Trade Corridor Enhancement (TCEP)	n/a	$0

3.08	SB1 Competitive Program: Solutions for Congested Corridors (SCCP)	SCCP is a competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state.	$14,063
3.09	SB1 Competitive Program: Local Partnership Program	The primary objective of the Local Partnership Program is to provide funding for road maintenance and rehabilitation to local and regional transportation agencies. This funding is available to agencies where voters have approved taxes or fees dedicated solely to transportation improvements, or where agencies have implemented fees—such as uniform developer fees—that are specifically earmarked for transportation projects	$50,000
3.10	SB1 State of Good Repair	Formulaic funds that are available for eligible transit maintenance, rehabilitation, and capital projects.	$2,350
3.11	State Transportation Improvement Program (STIP) – Interregional Share	Funds available to Caltrans for state and regional highway improvements, intercity rail, transit improvements. Funds are divided into two categories: regional and interregional.	$87,278
3.12	State Transportation Improvement Program (STIP) – Regional Share	Funds are available to Regional Planning Agencies for capital improvement programs for state highway improvements, intercity rail, and regional highway and transit improvements. Funds are divided into two categories: interregional and regional.	$125,000,
3.13	Active Transportation Program (ATP)	The program allows cities, counties, transit agencies, and other public agencies to compete for grants that make walking or cycling easier, safer, and more convenient.	$12,500
3.14	Low Carbon Transit Operations (LCTOP)	LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility with a focus on disadvantaged communities.	$3,525
3.15	SB1 Local Partnership Program (SB1 LPP)	Funds are distributed proportionally, based on the revenues generated from voter-approved tax measures.	$5,000

	Formula		
3.16	Affordable Housing & Sustainable Communities	n/a	$0
3.17	Transit and Intercity Rail Capital Program (TIRCP)	The Transit and Intercity Rail Capital Program (TIRCP) is a competitive program aimed at modernizing California's intercity, commuter, and urban rail, bus, and ferry transit systems. Its goal is to significantly reduce greenhouse gas emissions, vehicle miles traveled, and congestion.	$32,500
3.18	California Public Utilities Commission (CPUC) Transportation Network Companies (TNCs) Access for All Program	n/a	$0
3.20	SB125 TIRCP	Funding made available on a one-time basis in 2026 and 2027 to advance California's intercity, commuter, and urban rail, bus, and ferry transit systems. Its goal is to significantly reduce greenhouse gas emissions, vehicle miles traveled, and congestion.	$3,613
3.21	Zero-Emission Transit Capital Program (ZETCP)	Capital Program (ZETCP) Short-term funding program designed to provide funding for zero emission transit capital projects.	$233
		Total	**$761,374**

Table 5-2: State Revenue Sources

Local Funding Sources

Local revenue sources are the linchpin of the 2050 RTP financial plan. Over the next 25 years, approximately 51 percent, or $966 million, of the San Benito region's transportation funding is projected to come from local sources. Representing more than half of the total funding forecast, these revenues will be essential to securing the region's transportation investments, particularly if federal and state funding constraints deepen. The largest share of SBCOG local funds are gas tax revenues dedicated to the ongoing maintenance and repair of local streets and roads. Additional funds are generated by the voter approved Measure G and Traffic Impact Mitigation Fee program, which supports a wide range of capital, transit, and active transportation investments. General local funds, including local transportation fund (LTF) sales taxes and transportation impact mitigation fees, provide flexibility to build projects and support planning activities, project development, and match requirements for state and federal grants. SBCOG is increasingly successful at leveraging local funding to attract state and federal funding to improve the regional transportation system.

Measure G

In 2018, San Benito County voters approved Measure G, a 30-year, one-cent sales tax expected to generate $485 million for local transportation improvements. As shown in Figure 5-4, revenues from the measure are allocated via the Measure G Transportation Investment Safety Plan, which organizes the allocation of funds into a three-tiered project list. Tier I, receiving 49.9 percent of the measure's total revenues, is solely dedicated to the State Route 25 Corridor Improvement Project between Hollister and Santa Clara County. Tier II, which receives 44.5 percent, provides funding to the County and the region's two cities for pothole repair, road maintenance, and safety projects. Tier III, receiving the remaining 5.6 percent, supports bicycle, pedestrian, and transit improvements benefiting seniors, youth, and people with disabilities. As of 2025, approximately $61 million in Measure G revenues have been expended, leaving an estimated $424 million to be generated.

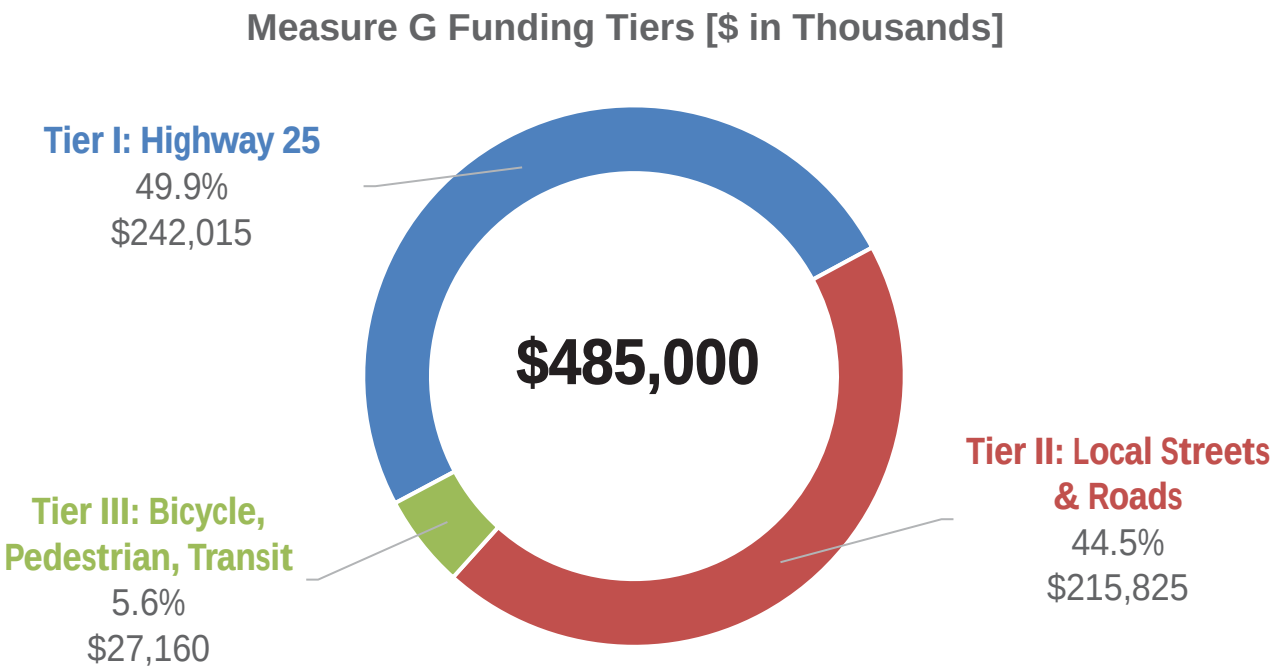


Figure 5-4: Measure G Funding Tiers

Table 5-3 illustrates the local revenue sources that are projected for the San Benito region over the next 25 year

Index No.	Local Program	Description	Projected Revenue [$ in Thousands]
1.01	City Sales Taxes Used on Transportation	See 1.01 – 1.15 Other Local Revenue Sources	$0
1.02	City/County Developer Fees	See 1.01 – 1.15 Other Local Revenue Sources	$0
1.03	Regional Developer Impact Fees	See 1.01 – 1.15 Other Local Revenue Sources	$0
1.04	Gas Tax (HUTA) and Gas Tax Replacement	Cities and counties receive Highway user tax revenue ($0.13 per gallon for diesel fuel and $0.18 per gallon for gasoline) based on population.	$177,500
1.05	SB1 LSRP/RMRA Local Gas Tax	This funding source was created from SB 1 in 2017. It provides funding directly to local agencies for maintenance and rehabilitation of their road network.	$74,225
1.06	Airport Revenue	Hollister Municipal Airport funding generated locally through a variety of methods including user fees and lease agreements.	$30,666
1.07	Rail Line Lease Revenue	See 1.01 – 1.15 Other Local Revenue Sources	$0
1.08	Regional Traffic Impact Mitigation Fees	See 1.01 – 1.15 Other Local Revenue Sources	$0
1.09	Transit Fares	The LTA collects fares from passengers using the transit system.	$3,250
1.10	Transit Non-Fare Revenue	Non-fare revenues collected by the LTA.	$550
1.11	Transit Sales Tax	See 1.01 – 1.15 Other Local Revenue Sources	$0
1.12	Local Transportation Fund	Law provides funding to be allocated to transit and	$57,950

	(LTF)/Transportation Development Act (TDA)	non-transit related purposes that comply with regional transportation plans.	
1.13	Vanpool Lease	n/a	$0
1.14	Transportation Sales Tax (Measure G)	One-cent sales tax to be used to fund projects related to State Route 25, local roads, public transit, and active transportation. The Measure G revenue estimate was determined by subtracting the approximately $61 million already spent from the measure's originally projected lifetime revenue of $485 million.	$424,000
1.15	New Local Revenue Source for Rail	See 1.01 – 1.15 Other Local Revenue Sources	$0
1.01-1.15	Other Local Revenue Sources	This category includes misc. other local funding sources. It includes general fund transfers to support local road improvements, as well as developer fees and regional traffic impact mitigation fees to pay for new transportation infrastructure needs.	$197,948,000
		Total	**$966,089**

Table 5-3: Local Revenue Sources

TRANSPORTATION FUNDING CONSIDERATIONS

Funding Uncertainties

The 2050 RTP assumes $1.9 billion in projected revenues to be available through the year 2050 to support the transportation investments discussed in Chapter 6.

These projections are intended to be used as a general tool to assist SBCOG, local jurisdictions, and other project sponsors in determining how to reasonably prioritize projects in the short and long-terms. SBCOG recognizes that funding projections may fluctuate from year to year and can be influenced by factors such as the economy, state and federal laws and budgets, fuel consumption, and related gas tax revenues.

Financial projections were developed in coordination with partner agencies in the MPO region and are also used in AMBAG's federally mandated 2050 MTP/SCS. Projections are consistent with those figures shown in the California Transportation Commission's (CTC) State Transportation Improvement Program (STIP) Fund Estimate, Federal Transportation Improvement Program (FTIP), Interregional Transportation Improvement Plan (ITIP), Regional Transportation Improvement Plan (RTIP).

Relationship Between Funding Availability and Transportation Cost

Although a wide variety of funding sources have been identified in the 2050 RTP, these resources are insufficient in addressing all transportation needs in the San Benito region. Based on projected revenues, approximately $1.9 billion is anticipated to be available to finance over 2 billion in identified transportation investments between the years 2025 and 2050. Funding shortfalls are especially acute for the ongoing maintenance and repair of local streets and roads in San Benito County.

INVESTMENTS IN OUR TRANSPORTATION FUTURE

The 2050 RTP captures projects identified by local jurisdictions, transit operators, SBCOG, and Caltrans as well as those approved by voters through the 2018 Measure G Transportation Safety and Investment Plan. Together, these projects provide a comprehensive picture of planned transportation improvements throughout the county and represent significant progress toward achieving the RTP's goals.

Projects featured in the 2050 RTP address the multimodal transportation system as a whole and

include capital investments to maintain and improve highways, local roads, airports, transit, biking, and pedestrian facilities. Program investments, including transportation demand management (TDM), Safe Routes to Schools, and transportation system management & operations (TSMO) are also integral to the region's transportation system and are therefore included in the 2050 RTP.

How is the Financially Constrained Project List Developed?

The 2050 RTP includes 182 projects from the region's implementing agencies. Through collaborative engagement with project sponsors, a financially constrained project list totaling 163 projects was developed to reflect regional investment priorities. *

*List of projects that could be funded based on revenues reasonably expected through the year 2050.

How will the Financially Constrained Project List be Used?

The 2050 RTP is not a funding document; however, the projects identified in the financially constrained project list will guide regional transportation policy and inform future funding decisions, that have their own processes, as described in Chapter 8, Implementation. Advancing these projects will require long-term strategies and collaborative partnerships.

The 2050 RTP includes socially equitable investments in the transportation system across the cities of San Juan Bautista and Hollister, and the County of San Benito. In this document social equity refers to the equitable distribution of transportation impacts (benefits and disadvantages) regardless of income status, race, and ethnicity. The 2050 RTP considers the historical impacts of transportation investments and seeks to proactively address the needs of disadvantaged communities.

In planning transportation investments to advance the region's goals, the 2050 RTP considers the availability of funding across all modes of travel (see Chapter 5: *Financing Our Transportation Investments*). The Plan identifies a set of projects, collectively referred to as the program of projects, that are expected to move forward based on projected revenues and priorities established by local jurisdictions, transit operators, and other project sponsors. The program was developed with input from the public, policymakers, and federal, state, regional, and local partner agencies (see Chapter 7: *Public Participation and Consultation*).

TRANSPORTATION PROJECT COSTS VS PROJECTED FINANCIAL ASSUMPTIONS

The cost to implement the financially constrained project list is approximately $1.9 billion. Investments included in the constrained project list are critical for the maintenance and operation of the regional transportation system. Projects identified in the list can be fully funded through revenues identified in the Chapter 5 and are therefore considered "financially constrained".

Beyond the investments included in the financially constrained project list, there are approximately $146.9 million in additional transportation investments that cannot be fully funded with identified revenues; therefore, these investments are considered "financially unconstrained" (Appendix C). As illustrated in Figure 5-5, the 2050 RTP identifies a total of roughly $2 billion in transportation investment costs across all modes of travel through the year 2050. However, the combined costs of these projects exceeds the amount of projected available revenue, resulting in a funding shortfall of $146.9 million, as illustrated in Figure 5-6.

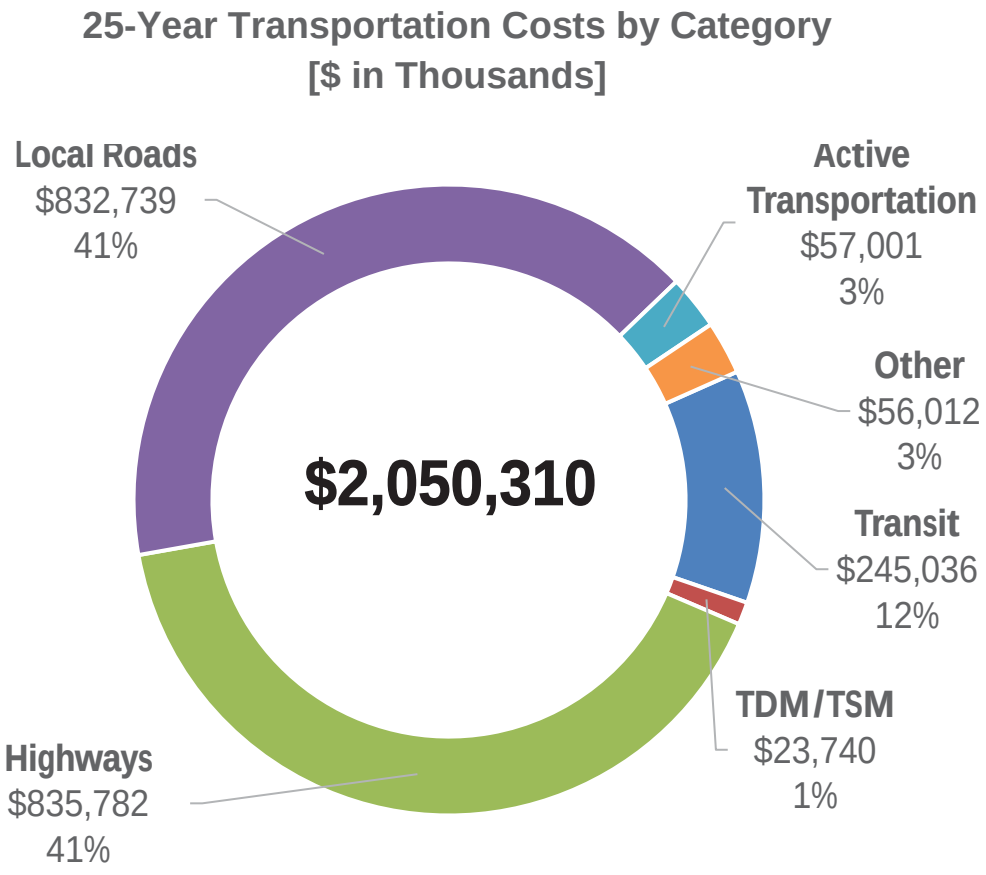


Figure 5-5: 25-Year Transportation Costs by Category

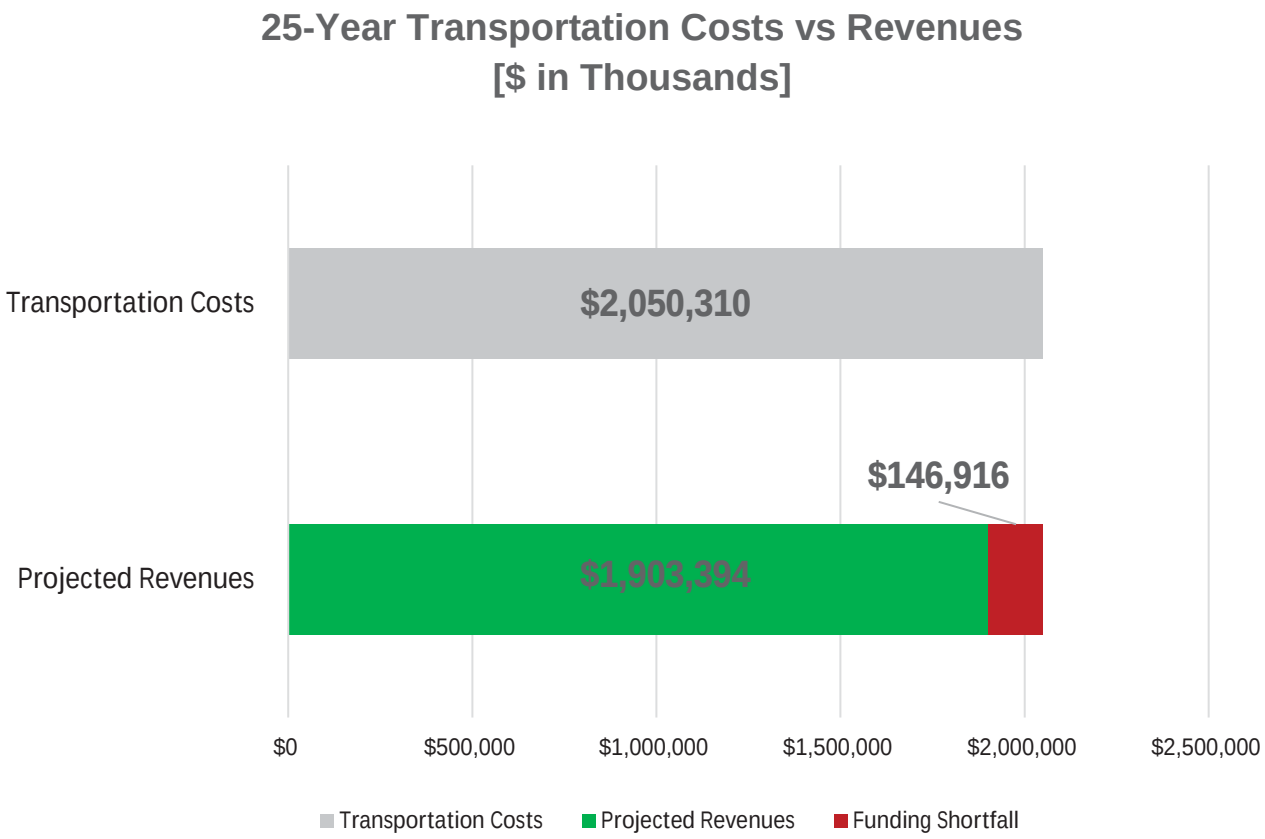


Figure 5-6: 25-Year Transportation Costs vs Revenues

FINANCIALLY CONSTRAINED TRANSPORTATION INVESTMENTS "THE CONSTRAIEND PROJECT LIST"

The financially constrained project list is a multimodal list of planned transportation investments in the San Benito region (Appendix A). The list was collaboratively developed in partnership with the region's implementing agencies, reflecting regional transportation investment priorities and informing funding decisions through the year 2050.

The total cost to implement the entire constrained project list is approximately $1.9 billion. Below, Figure 5-7 illustrates the financially constrained project list by project category

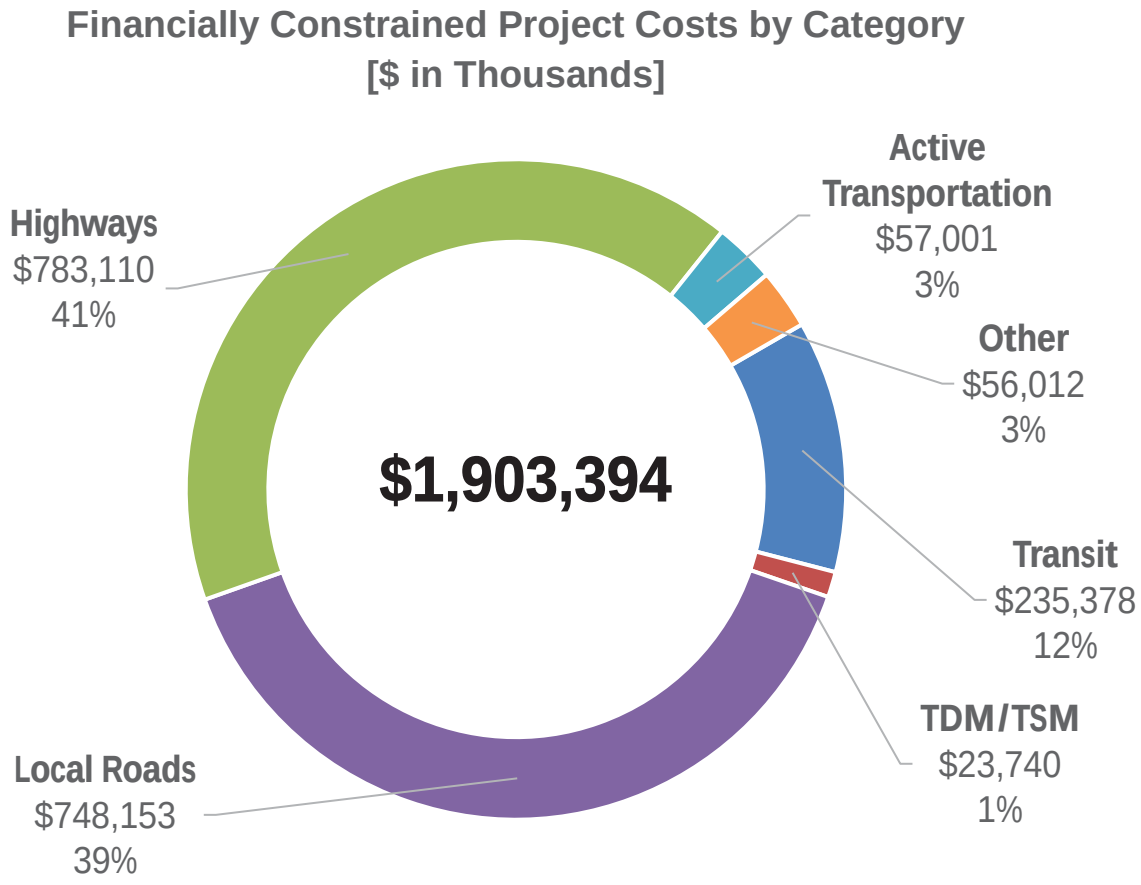


Figure 5-7: Financially Constrained Project Costs by Category

Table 5-4 provides definitions for each project type included in the constrained project list

Project Category	Description of Project Category
Highways	Highway projects occur on the state highway system, which is owned and operated by Caltrans. These projects are classified as either operational / maintenance investments that preserve the system's functionality, or as new improvement projects such as expressway conversions.
Local Streets and Roads (LSR)	LSR projects are investments needed to maintain, operate, and expand the local road network. These projects are primarily implemented by the region's cities and the County of San Benito.
Transit	Transit projects are capital and operational investments in the region's public transit system. The LTA is the agency responsible for implementing transit projects in the region.
Transportation System Management (TSM)	TSM projects improve the efficiency of highways and arterial streets without increasing capacity. These projects are often relatively low-cost improvements such as widened shoulders, targeted intersection upgrades, signal synchronization, and limiting left-turn movements.
Transportation Demand Management	TDM projects employ strategies that manage demand on the region's roadways by aiming to reduce or eliminate traffic congestion during peak periods.
Active Transportation	Active Transportation projects are those which facilitate walking and biking modes of transportation, including Complete Street investments
Other	Projects classified as "Other" are not traditional surface transportation projects such as planning investments and aviation projects.

Table 5-4: 2050 RTP Project Categories

All dollar amounts associated with project costs provided in Chapter 6 of the 2050 RTP are listed in current, non-escalated terms. The 2050 RTP also includes escalated revenues (Appendix D) and escalated project cost estimates (Appendix B) in year of expenditure. The following section highlights some of the notable transportation investments included in the 2050 RTP.

Highlighted 2050 RTP Projects

State Route 25 Corridor Improvement Project, Phases I & II (Project No. SB-CT-A44 & -A45)

The State Route 25 Corridor Improvement Project, which is being implemented in two phases, phase I from San Felipe Rd to Hudner Ln and phase II from Hudner Ln to Bloomfield Rd, aims to convert the

State Route 25 to expressway standards with the intention of lessening congestion and creating safer travel conditions along the corridor.

Transit Vehicles – Fleet Expansion (Project No. SB-LTA-A58)

To support the expansion of transit services, the LTA's Fleet Expansion project aims to expand its service vehicle fleet by 25 percent. Vehicles included in the fleet expansion project will be zero-emission to comply with California's Innovative Clean Transit mandate, which requires that 100 percent of fleet vehicles be zero emission by 2040.

San Benito River Recreational Trail, Phases I & II (Project No. SB- SBC-A65 & -A66)

The San Benito County River Parkway is a 20-mile-long trail corridor in northwestern San Benito County. The Parkway would extend through unincorporated County land, primarily along the winding San Benito River, and through the City of Hollister near the 4th Street Bridge providing recreational opportunities for pedestrians, cyclists, and equestrians alike.

Complete Streets Project for Nash / Tres Pinos / Sunnyslope Roads and McCray Street (Project No. SB- COH-A60)

To improve multimodal travel, the City of Hollister is implementing complete street concepts on several local roadways. These improvements include adding sidewalks, bike lanes, curb extensions, median islands, and roundabouts, as well as narrowing travel lanes to reduce excess automobile speed.

State Highway Operation and Protection Program (Project No. SB- CT-A43)

Caltrans' State Highway Operation and Protection Program (SHOPP) funds the maintenance, rehabilitation, and operation of the State Highway System. Funds are allocated to projects based upon ranking criteria, and the projects are prioritized through a "programming" process. The project fund estimate includes work to be performed within the San Benito region State Highway System.

State Route 156 and The Alameda Intersection Improvements (Project No. SB- SJB-A06 & SB-SJB-A27)

The City of San Juan Bautista is investing in multimodal improvements at the intersection of State Route 156 and The Alameda. Improvements include upgraded lighted pedestrian crossings with new meters, screens, and striping on the east side of the intersection, as well as the addition of a righthand-turn lane for eastbound traffic on State Route 156.

SBCOG
Council of
San Benito
County Governments

Chapter 6 : Measuring the Performance of the Plan

Policy Goals & Objectives		Performance Measures	Key Performance Indicator (KPIs)*
Equitable	Plan for people of all ages, abilities, and backgrounds	- Distribution of 2050 RTP investments in traditionally disadvantaged populations (percentage) - Access to transit within ½ mile (percentage)	- 77% (average) of plan investments in low-income or minority areas - 28% (average) of low-income or minority populations within ½ mile of transit
Environment	Create a sustainable and healthy region for all	- Impacts to open space (acres) - Consumed farmland resources (acres)	- 29.7 acres of open space consumed - 3,685 acres of farmland consumed
Communities	Develop, engage, connect, and sustain communities that are livable and thriving.	- Growth in Opportunity Areas (percentage of change from 2022)	- 3.6% Opp. Area Growth Increase in San Benito County - 8.6% Opp. Area Growth Increase in AMBAG Region
Mobility	Build and maintain a safe and robust multimodal transportation network.	- Commute Travel Time -Vehicle Fatalities & Injuries per 1,000 VMT - Bike/Ped Fatalities & Injuries per 1,000 VMT	- 15-minute average commute time in both 2050 and 2022 - 0.9 in 2050 vs. 1.03 in 2022 (vehicle fatalities) - 0.23 in 2050 vs. 0.27 in 2022 (bike/ped fatalities)

Economic	Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.	- Work trips within 30 minutes by mode (percentage) - Jobs near high-quality transit (percentage)	- 50% of 2050 pop. vs. 42% of 2022 pop. (30min transit commute) - 43% of 2050 pop. vs. 25% of 2022 pop. (high quality transit access)

Table 6-1: 2050 RTP & 2050 MTP/SCS Regional Performance Measures & Outcomes

**Outcome data reported at the AMBAG Region scale (Monterey, San Benito, and Santa Cruz Counties) unless noted*

Performance-based planning applies performance management principles within the planning process to evaluate how effectively a plan achieves its intended outcomes. Well-designed and properly implemented performance measures enhance transparency regarding the benefits of plans such as the 2050 RTP. Performance measures included in the 2050 RTP not only assess transportation system performance but also illustrate progress toward other regionally significant priorities, including public health improvements, farmland conservation, habitat preservation, and cost-effective infrastructure investment.

REGIONAL PERFORMANCE MEASURES

To support achievement of the 2050 RTP Policy Goals, AMBAG worked with SBCOG and the RTPAs in Monterey and Santa Cruz County to identify a set of performance measures and key performance indicators that demonstrate the effectiveness of the investment program included in the MTP/SCS. The Policy Framework in Chapter 2 introduces the goals, objectives and strategies that underpin the regional performance measures

Table 6-1 provides a list of the 2050 RTP Policy Goals & Objectives and their corresponding performance measures. Nearly all of the performance measures are provided at the three-county MPO Region level. Additional regional performance measures compiled by AMBAG for the three-county MPO Region are provided in Appendix D of the 2050 RTP.

Outcomes for each of the 2050 RTP Regional Performance Measures improve between the reported base year (2022) and horizon year (2050) at the AMBAG Region level. This suggests the bundle of MTP/SCS and RTP investments in Monterey, San Benito, and Santa Cruz Counties result in positive and measurable benefits.

FEDERAL PERFORMANCE MEASURES

In addition to the federal planning factors described in Chapter 2's Policy Framework, the US Department of Transportation's (USDOT) Moving Ahead for Progress in the 21st Century Act (MAP-21) requires Caltrans to report transportation system performance measures to the Federal Highway Administration (FHWA). The purpose of this requirement is to ensure that state and regional transportation investments support national goals, including safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

The 25-year transportation investments in the 2050 RTP respond to the federal performance measures that monitor early-year actual conditions in the three county MPO Region. SBCOG, however, is not required to report performance management measures directly; the FHWA coordinates with Caltrans and AMBAG when reporting performance measures for the San Benito region.

There are three federal performance management rule categories. Each has performance indicators that are measured and monitored by AMBAG at the three-county MPO level. Appendix G of AMBAG's MTP/SCS offers a more detailed discussion of the federal performance measures and how they were calculated.

Performance Measure Rule 1 (PM1): Safety Targets (2019-2023 5-Year Averages)

The FHWA's Safety Performance Management Measure rule PM1 establishes five performance measures to carry out the Highway Safety Improvement Program (HSIP) and requires data reporting of 5-year averages.

The PM1 data below demonstrates that transportation safety is a growing concern in the three-county AMBAG Region. AMBAG reports that all five safety performance measures have gotten worse in the 5-Year averages between milestone years 2019 and 2023, see Table 6-2. This data trend helps explain why the 2050 RTP and the 2050 MTP/SCS place a significant emphasis on improving the safety of roadways and active transportation facilities. As illustrated above in Table 6-1, AMBAG forecasts that there will be a positive outcome from this increased investment in safety. Between 2022 and 2050, fatality rates on roadways and active transportation facilities are forecasted to decline. See details in Table 6-1 above and in Appendix D of the 2050 RTP.

Total Number of Fatalities	2019	2023
*AMBAG Region**	65.0	87.0
5-Year Average	79.4	82.4
Rate of Fatalities per 1000M VMT	**2019**	**2023**
*AMBAG Region**	1.0	1.1
5-Year Average	1.3	1.3
Total Number of Serious Injuries	**2019**	**2023**
*AMBAG Region**	421.0	371.0
5-Year Average	377.8	405.6
Rate of Serious Injuries per 100M VMT	**2019**	**2023**
*AMBAG Region**	6.4	5.8
5-Year Average	5.9	6.6
Total Number of Non-Motorized Fatalities & Non-Motorized Severe Injuries	**2019**	**2023**
*AMBAG Region**	90.0	84.0

*5-Year Average**	96.2	101.2

Table 6-2: PM1 Safety System Performance Measures
** AMBAG Region rolls up data for Monterey, San Benito, and Santa Cruz Counties*

The data indicators/outcomes for the other two federal performance measures are summarized below. The data and a detailed discussion of all three federal performance measure rules is documented in Appendix G of AMBAG's MTP/SCS.

Performance Measure Rule 2 (PM2): Bridge and Pavement Performance Targets (2018-2023 5-Year Average)

Percentage of Pavement on the Interstate National Highway System Classified as "Good" or "Poor"

Percentage of Pavement on the Non-Interstate National Highway System Classified as "Good" or "Poor"

Percentage of Bridges on the National Highway System Classified as "Good" or Poor"

Pavement Conditions

As illustrated in Table 6-3, pavement conditions on California's NHS interstates have much better conditions than non-interstate NHS highways in the state, such as state routes. Despite the fact that less than 29% of the pavement on non-interstate NHS highways is in good condition, the performance targets look to improve conditions for all NHS roadways. Improving bridge pavement conditions, however, is a larger challenge because the average bridge condition is in a poorer condition and potential funding is severely limited. Because of this, the target is modest and simply focused on reducing the percentage of NHS bridge pavements in poor condition. Moreover, the financial constraints to improving bridges is forecasted to result in a modest decline in the percentage of NHS bridge pavement in a poor condition during the 4-Year Target period.

San Benito's 2050 RTP responds to the PM2 targets by increasing the investment in road maintenance and rehabilitation for the 25-year planning period. The challenge is that NHS facilities in San Benito County, including SR 25, SR 156 and US 101 have more stable and reliable sources of funding. In contrast, non-NHS roads in the County are in much worse condition overall. More information on this issue is discussed in Chapter 4.

	2-Year Targets (1/1/22-12/31/23)		4-Year Targets (1/1/22-12/31/25)	
Measure	**Good**	**Poor**	**Good**	**Poor**
Interstate Pavement on the NHS	47.2%	1.9%	49.2%	1.7%
Non-Interstate Pavement on the NHS	21.7%	10.5%	28.2%	9.0%
NHS Bridges on the NHS	49.1%	5.9%	47.3%	4.4%

Table 6-3: California Bridge and Pavement Performance Measures

Bridge Conditions

As illustrated in Table 6-4, NHS bridge conditions in the AMBAG region were declining between 2017 and 2020. This is primarily an issue in Monterey and Santa Cruz Counties, which have many bridges along roadways, such as US 101 and Highway 1. The response in AMBAG's 2050 MTP/SCS is an increase in funding for bridge maintenance and rehabilitation. Most of the bridges in San Benito County are not NHS facilities. As a result, their condition is not measured in this table. Anecdotally, local bridge conditions are not good in San Benito County. In response, the 2050 RTP has an increase in the budget dedicated to future, unidentified bridge improvements.

				2017 NHS Bridge Condition			2020 NHS Bridge Condition		
	Total Structures	**Total Deck Area (s/f)**	**Total % Deck Area**	**Good**	**Fair**	**Poor**	**Good**	**Fair**	**Poor**
AMBAG Region	12	144,280	0.06%	11.1%	88.9%	0.0%	25.8%	36.7%	37.5%

Table 6-4: NHS Bridge Condition (AMBAG Region)

Performance Measure Rule 3 (PM3): System Performance, Freight System, and Congestion Mitigation, and Air Quality Performance Targets (2018-2023 5-Year Average)

Performance Measure Rule 3 requires the state to collaborate with MPO's to develop performance targets for the following:

Percent of Reliable Person-Miles Travelled on the Non-Interstate National Highway System.

While the State sets targets for seven measures related to PM 3, only one target applies to the AMBAG region: Percent of reliable person miles traveled on the non-interstate NHS. This measure is a Level of Travel Time Reliability (LOTTR) metric and is required to be used by states and MPOs in assessing system performance. LOTTR is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Table 6-5 shows the percentage of reliable person miles traveled on non-interstate NHS in the AMBAG region. The measures are the percentage of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles considers the users of the NHS. AMBAG has exceeded the 4-year state travel time reliability goal since goals were set in 2018 with 80% or higher reliability scores. Future regional transportation projects are expected to contribute towards maintaining this high level of reliable person miles traveled. For more details refer to AMBAG MTP/SCS.

PM3: Percent of Reliable Person Miles Traveled on Non-Interstate NHS					
	2016	**2017**	**2018**	**2019**	**2020**
AMBAG Region	73.6%	80.2%	80.6%	80.0%	93.3%

Table 6-5:Percent of Reliable Person Miles Traveled on Non-Interstate NHS (AMBAG Region)

SBCOG
Council of
San Benito
County Governments

Chapter 7 : Consultations & Public Participation for the 2050 RTP

SBCOG has long been committed to interagency consultations and public engagement for planning activities. Through early, continuous, and inclusive engagement, SBCOG works to ensure the community understands its role as the RTPA for the San Benito region, the purpose of the RTP, and has opportunities to provide input on the plan's direction. By sharing timely information and encouraging input from local agencies, transportation providers, community organizations, the private sector, and residents, SBCOG promotes a transparent, equitable, and community-driven planning process.

The 2050 RTP is just the latest example of SBCOG's commitment to an inclusive planning process. Public agencies, including those responsible for land use, environmental and historic preservation, as well as business, civic, and community stakeholders have been engaged in the development of the 2050 RTP through interviews, meetings, and outreach activities. These efforts were made in order to ensure that diverse perspectives were heard in order to shape the plan's vision and investments priorities.

SBCOG provides staff support for three advisory groups that have a role in the development of the RTP. One of these groups, the **SBCOG Technical Advisory Committee (TAC)** has a very direct role in plan development through providing ongoing input on all RTP elements. While the other two advisory groups, the **Measure G Advisory Committee**, and the **Social Services Transportation Advisory Council (SSTAC),** have a more indirect role in the RTP planning process. These groups do not directly review all RTP elements, but they do provide early and ongoing input on investment needs and priorities that are included in the RTP.

SBCOG's Technical Advisory Committee (TAC). The purpose of SBCOG's TAC is to provide technical input on transportation planning matters. The TAC played a central role in the development of the 2050 RTP, collaborating with SBCOG on the development of the plan's project list and revenue forecast, evaluating performance measures, providing input on local transportation strategies and initiatives, and reviewing the draft 2050 RTP. By routinely reviewing and providing feedback on RTP items before they are presented to the SBCOG Board, the TAC helped ensure the 2050 RTP reflects local priorities, aligns with regional policies, and supports the effective implementation of transportation initiatives across the San Benito region.

The Social Services Transportation Advisory Council (SSTAC) offers citizen input on public transit issues. The SSTAC consists of appointed citizens representing a wide range of transit-dependent groups. The SSTAC recommends action to the SBCOG Board on topics related to the unmet transit needs and advises the Commission on transit issues. In compliance with Public Utilities Code 99238, the current SSTAC consists of diverse representatives. Each year, public notifications are sent out to encourage participation in transportation planning processes, such as the annual unmet transit needs public hearing held by the SBCOG Board and numerous public workshops relating to the transportation projects and planning activities of the SBCOG.

Measure G Advisory Committee offers citizen input and oversight on investments being made with SBCOG's largest source of funding in the 2050 RTP, the Measure G transportation-dedicated sales tax.

TITLE VI OF THE CIVIL RIGHTS ACT

As part of the public involvement process and in compliance with the Title VI of the Civil Rights Act, SBCOG sought out and considered the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households. These efforts help identify transportation improvements that provide an equitable share of benefits to all residents, regardless of race, ethnicity, or income level.

Title VI established a legal standard that prohibits discrimination in the conduct of all federal activities. The FHWA has implemented policies to integrate environmental justice principles into existing operations to address disproportionate and adverse effects on low-income and minority populations.

Figure 7-1: 2050 MTP/SCS Public Meeting Flyer

SOURCE: AMBAG

During the development of the 2050 RTP, SBCOG complied with its adopted 2024 Title VI Program and Language Assistance Plan for Limited English Proficiency Individuals and utilized AMBAG's Public Participation Plan. Together, these plans provided the strategies and techniques necessary to gather input from the entire community, including bilingual English-Spanish outreach to ensure inclusive participation. The strategies and techniques included in these plans are periodically reviewed to ensure their effectiveness in garnering meaningful public engagement.

2050 RTP OUTREACH ACTIVITIES

For the 2050 RTP, SBCOG sought public participation through a variety of bilingual methods. Public input helped shape the overall direction of the plan, including its policy goals, strategies, and project list. The following section outlines the various methods and channels of outreach used by SBCOG in the development of the 2050 RTP.

2050 MTP/SCS and RTP Public Workshops

AMBAG, in coordination with SBCOG, hosted public workshops and events to gather input for the three-county 2050 MTP/SCS and San Benito's 2050 RTP. Events included public hearings and an in-person public workshop in downtown Hollister. The well-attended Hollister public workshop was conducted in an open-house format with various stations to encourage one-on-one discussion and provide a comfortable, meaningful setting for participants. Materials were available in both English and Spanish, and translation services were provided to ensure inclusive participation. Input received through the workshop helped inform and guide the development of both the 2050 RTP and MTP/SCS, ensuring that the public's feedback was consistently reflected in the direction and priorities of both plans.

Draft 2050 RTP Public Hearing

On January 15, 2026, SBCOG conducted a public hearing on the draft 2050 RTP. The purpose of the public hearing was to obtain information from the public on transportation issues, policies, programs, and/or projects related to the plan.

As part of release of the draft 2050 MTP/SCS and associated EIR, AMBAG virtually conducted public hearing workshops. The purpose of the workshops was to present the draft 2050 MTP/SCS to community members and regional stakeholders. AMBAG hosted both MPO region wide workshops and county specific workshops. SBCOG staff attended these workshops to provide support on matters pertaining to the San Benito region and the 2050 RTP.

Draft 2050 RTP Distribution Methods

SBCOG produces and maintains a website to keep the public informed of transportation planning efforts in San Benito County. Planning documents, including the draft and final RTP, are posted to this site. Copies of the draft 2050 RTP were made available for review at the locations identified below and on the SBCOG website.

- San Benito Free Library, 470 5th Street, Hollister, CA 95023
- SBCOG office, 650 San Benito Street, Suite 120, Hollister, CA 95023
- SBCOG Website: SBCOG | Council of San Benito County Governments

■ Press releases were be sent to the media establishments in San Benito County announcing availability of the Draft RTP for review and comment and noting key findings.

- Public hearings were held and noticed in the main newspapers in San Benito County prior to adoption of the 2050 RTP

SBCOG
Council of
San Benito
County Governments

Appendix A: Financially Constrained Project List

2025-2050

Regional Transportation Plan Project List

Council of San Benito County Governments

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-COG-A59-2026	SBCOG	AT	Lump Sum of Unidentified Future Active Transportation Improvements	Lum Sum of Future Unidentified Active Transportation Improvements (2040-2050) in Hollister, San Benito County, and San Juan Bautista	$20,169
SB-COG-A08-2026	SBCOG	TDM	Travel Demand Management Lump Sum	Lump sum project for local jurisdiction and SBtCOG travel demand management improvements, including SBtCOG regional rideshare program (2025-2050) TDM improvements in the City of Hollister, San Benito County, and San Juan Bautista	$4,050
SB-COG-A44-2026	SBCOG	TSM	Emergency Motorist Aid System (SAFE)	Lump-sum for emergency call box program and additional CHP safety patrol. (2025-2050)	$1,050
SB-COG-A58-2026	SBCOG	Other	SBtCOG Planning and Administration	SBtCOG operating budgets - includes staff activities and capital expenses. Does not include pass-through funds (2025-2050).	$21,750
				Total	**$47,019**

2025-2050

Regional Transportation Plan Project List

San Benito County Local Transportation Authority

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-LTA-A65-2026	LTA	TR-OPS	Specialized Transportation Services, including ADA, Senior, and On-Demand Transit (2025-2050)	Lump-sum of the LTA's on-demand services. Includes Dial-a-Ride, Paratransit, and Specialized Transportation Services.	$53,006
SB-LTA-A42-2026	LTA	TR-OPS	LTA Planning and Administration	LTA operating budgets - includes staff activities and office-related capital expenses. Does not include service operations contracts (2025-2050).	$11,145
SB-LTA-A56-2026	LTA	TR-OPS	Transit Fare Modernization	Upgrading the current fare collection system	$1,250
SB-LTA-A63-2026	LTA	TR-OPS	Intercounty Express	Commuter oriented service that provides connections from San Benito to the Caltrain Station and Gavilan Campus in Gilroy (Santa Clara County).	$10,932
SB-LTA-A64-2026	LTA	TR-OPS	Tripper	The Tripper provides service throughout the City of Hollister in the morning and afternoon.	$1,127
SB-LTA-A66-2026	LTA	TR-OPS	Intercounty Express via SR 25	Commuter oriented service that provides connections, via the State Route 25 Corridor, from San Benito to the Caltrain Station and Gavilan Campus in Gilroy (Santa Clara County).	$13,088
SB-LTA-A67-2026	LTA	TR-OPS	Route 1: Central	Provides service within the city of Hollister. Major service locations include San Benito High School, Hollister Mobility Hub, Hazel Hawkins Hospital, and the San Benito Health Foundation & Clinic.	$3,015
SB-LTA-A68-2026	LTA	TR-OPS	Route 2: Buena Vista	Provides service within the city of Hollister. Major service locations include Hollister Mobility Hub, Sunnyslope Elementary, Rancho San Justo Middle School, Downtown Hollister, County Courthouse, and McCray Street Shopping Center.	$3,953

SB-LTA-A69-2026	LTA	TR-OPS	Tres Pinos Shuttle	Provides service from Hollister Exchange Mobility Hub to Tres Pinos. Includes a stop at the Gavilan College Hollister Campus.	$2,738
SB-LTA-A72-2026	LTA	TR-OPS	Lump Sum of Future Transit Operating Costs for LTA Services (2030-2050)	Lump-Sum for unidentified future transit operations (2030-2050).	$36,348
SB-LTA-A55-2026	LTA	TR-Capital	Hollister Exchange Mobility Hub	Mobility Hub to service LTA operations and encourage multi-modal transportation.	$2,165
SB-LTA-A58-2026	LTA	TR-Capital	Transit Vehicles - Fleet Expansion	Lump-Sum for Future Fleet Vehicles to support 25% increase in transit service hours in the 2030-2050 timeframe; all Zero-Emission Buses and supportive infrastructure	$14,500
SB-LTA-A59-2026	LTA	TR-Capital	Lump Sum of Unidentified Future Transit Capital Improvements to Support Expanded LTA Services	Lump-Sum for unidentified future transit capital improvements to support expanded services (2030-2050). Improvements include yard expansion and zero-emission fleet fueling and support.	$5,743
SB-LTA-A48-2026	LTA	TR-REHAB	Transit Vehicles - Replacing Existing Vehicles & Expansion Vehicles	Replacing existing fleet vehicles; vehicle replacements to meet the 2040 zero-emission bus (ZEB) transit mandate (all replacement buses after 2035 are ZEB).	$41,837
SB-LTA-A57-2026	LTA	TR-REHAB	Transit Facility Yard Improvements	Improvements to the LTA transit facility to accommodate changes in operations.	$7,363
SB-LTA-A61-2026	LTA	TR-REHAB	Transit Capital - On Street	Capital improvements to existing LTA facilities on streets and roads (eg. signage, shelters, fare equipment) (2025-2050).	$7,300
SB-LTA-A62-2026	LTA	TR-REHAB	Transit Capital - On Bus	Capital improvements to LTA vehicles (eg AVL, APC) to continue exisiting operations and services (2025-2050).	$7,500
SB-LTA-A73-2026	LTA	TR-REHAB	Lump Sum of Future Unidentified Transit Capital Improvements for Maintaining the Existing Bus Fleet & Facilities	Lump-Sum for unidentified future transit capital improvements to support the maintenance of the existing vehicle fleet and facilities (2030-2050).	$12,368
				Total	**$235,378**

Regional Transportation Plan Project List

Caltrans

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-CT-A44-2026	Caltrans	H-NEW	State Route 25 Corridor Improvement Project, Phase I	Convert to four lane expressway from San Felipe Road to Hudner Lane.	$106,000
SB-CT-A45-2026	Caltrans	H-NEW	State Route 25 Corridor Improvement Project, Phase II	Convert to four lane expressway from Hudner Lane to Bloomfield Road.	$135,000
SB-CT-A02-2026	Caltrans	H-OMR	SR 156/Fairview Road Intersection Improvements	Construct new turn lanes at the intersection. TIF	$6,824
SB-CT-A43-2026	Caltrans	H-OMR	State Highway Operation and Protection Program	Grouping of various projects managed by Caltrans for the safety, maintenance, rehabilitation, and operation of the State Highway System. This represents the state's "fix-it-first" approach for a wide variety of highway infrastructure, including the four primary asset classes - pavement, bridges, drainage, and transportation management systems elements.	$275,500
				Total	**$523,324**

Regional Transportation Plan Project List

City of San Juan Bautista

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-SJB-A06-2026	San Juan Bautista	AT	Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	Install meters, screens and stripe on east side of The Alameda & Highway 156.	$200
SB-SJB-A11-2026	San Juan Bautista	AT	Third Street Bike Lane	Striping a bike lane on Third Street.	$40
SB-SJB-A12-2026	San Juan Bautista	AT	First Street Bike Lane	Striping a bike lane on First Street.	$40
SB-SJB-A13-2026	San Juan Bautista	AT	Fourth Street Bike Lane	Class III- Striping a bike lane on Fourth Street from San Jose - to Old SJ Hollister Rd., S-10 of the Bike Plan.	$45
SB-SJB-A17-2026	San Juan Bautisa	AT	Franklin Street Bike Route	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, S-6 of the Bike Plan.	$30
SB-SJB-A18-2026	San Juan Bautista	AT	4th Street - San Jose Bike Lane	Class II, 0.16 miles, 4th Street to North side of San Juan Bautista Historic Park on San Jose Street.	$40
SB-SJB-A19-2026	San Juan Bautista	AT	San Jose Street - The Alameda Bike Route	Class III, .54 miles, 4th Street from San Jose to Monterey Street, S-8 of Bike Plan.	$40
SB-SJB-A20-2026	San Juan Bautista	AT	Second Street Bike Route	Class III, 0.14 miles, San Jose Street to Monterey Street.	$40
SB-SJB-A21-2026	San Juan Bautista	AT	San Juan Bautista Historic Park Bike Lane	Class I, multi-use path, .29 miles, Franklin Street to 1st Street.	$650
SB-SJB-A22-2026	San Juan Bautista	AT	Monterey Street Bike Route	Class III, 1.04 miles, 4th Street to North side of San Juan Bautista Historic Park.	$125
SB-SJB-A23-2026	San Juan Bautista	AT	1st Street Bike Route	Class III, 0.10 miles, Monterey Street to existing Class II on 1st Street.	$45
SB-SJB-A26-2026	San Juan Bautista	AT	The Alameda - Salinas Road Bike Route	Class III - Stripping a bike lane from Franklin to Old SJ Hollister Rd., S-10 of the Bike Plan.	$60
SB-SJB-A28-2026	San Juan Bautista	AT	Third Street Transformation Project	Streetscape with Pedestrian / Bicycle Enhancements, Traffic Calming	$1,553
SB-SJB-A29-2026	San Juan Bautista	AT	Multimodal Transportation Hub	Multimodal Transportation Hub & Bicycle Network	$850

SB-SJB-A30-2026	San Juan Bautista	AT	2nd Street Corridor Pedestrian Safety Enhancement	Sidewalk infill, New pedestrian crossings, and ADA ramps	$400
SB-SJB-A31-2026	San Juan Bautista	AT	Sidewalk Gap Project #1	Sidewalk infill, new pedestrian crossings, and ADA ramps	$400
SB-SJB-A32-2026	San Juan Bautista	AT	Sidewalk Gap Project #2	Sidewalk infill, new pedestrian crossings, and ADA ramps	$2,800
SB-SJB-A05-2026	San Juan Bautista	LSR-New	Roundabout at Third Street & Donner Street	Striping a roundabout and widening Third Street.	$1,000
SB-SJB-A09-2026	San Juan Bautista	LSR-New	Lang Street to Lang Street	Construct and connect Lang Street, 2 lanes	$1,000
SB-SJB-A02-2026	San Juan Bautista	LSR-OMR	Roundabout at Muckelemi Street & Monterey Street	Constructing a roundabout.	$1,500
SB-SJB-A03-2026	San Juan Bautista	LSR-OMR	Roundabout at Muckelemi and Fourth Street	Slight widening/re-paving and construction of roundabout.	$1,000
SB-SJB-A04-2026	San Juan Bautista	LSR-OMR	Roundabout at San Juan – Hollister Road & San Juan Canyon Road	Constructing a roundabout and repaving.	$1,500
SB-SJB-A14-2026	San Juan Bautista	LSR-OMR	Muckelemi Street to Monterey Street	Reconstruction of Muckelemi Street to Monterey Street adding planting strip median.	$1,200
SB-SJB-A15-2026	San Juan Bautista	LSR-OMR	2035-2050: City of San Juan Bautista Local Street and Roadway Maintenance	System preservation and maintenance - Lump Sum (includes multiple projects)	$14,329
SB-SJB-A27-2026	San Juan Bautista	H-OMR	Eastbound Hwy 156 Right Turn Lane onto southbound The Alameda	Procure ROW and add RHTL from eastbound Hwy	$786
				Total	**$29,673**

Regional Transportation Plan Project List

City of Hollister

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-COH-A20-2026	Hollister	AT	Sunnyslope Road Bike Lane	Construct Class II bike lane from Cerra Vista to Memorial Drive	$21
SB-COH-A24-2026	Hollister	AT	South Street/Hillcrest Road Bike Lane	Construct Class II bike lane from McCray St. to proposed Class II on Hillcrest Road	$14
SB-COH-A28-2026	Hollister	AT	Fourth Street Bike Route	Construct Class III bike route from McCray Street to Westside Boulevard.	$11
SB-COH-A30-2026	Hollister	AT	Meridian Street Bike Lane	Construct Class II bike lane from Memorial Drive to McCray Street.	$32
SB-COH-A32-2026	Hollister	AT	Sunset Drive Bike Route	Construct Class III bike Route from Cerra Vista Road to Airline Highway.	$11
SB-COH-A33-2026	Hollister	AT	Hillcrest Road Bike Lane	Construct Class II bike lane from Fairview Road and proposed Class III bike route on Hillcrest Road.	$53
SB-COH-A36-2026	Hollister	AT	Monterey Street Bike Route	Construct Class III bike route from Nash Road to 4th Street.	$14
SB-COH-A60-2026	Hollister	AT	Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts and more.	$6,760
SB-COH-A66-2026	Hollister	AT	McCray Street Bike Lane	Class II, 0.61 miles, Hillcrest to Santa Ana Road.	$18
SB-COH-A67-2026	Hollister	AT	Cerra Vista Bike Route	Class III Bike Route, 0.73 miles, Union Road to Sunnyslope Road.	$10
SB-COH-A68-2026	Hollister	AT	Hawkins Street Bike Route	Class III, 0.45 miles, Monterey Street to Prospect Avenue.	$6
SB-COH-A69-2026	Hollister	AT	Clearview Drive Bike Route	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2.	$15

SB-COH-A70-2026	Hollister	AT	Steinbeck Drive Bike Route	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3.	$1
SB-COH-A71-2026	Hollister	AT	Meridian Road Bike Route	Class III, .47 miles, End of Meridian Street to Memorial Drive.	$6
SB-COH-A73-2026	Hollister	AT	Beverly Drive Bike Route	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3.	$7
SB-COH-A79-2026	Hollister	AT	Westside Boulevard Bike Lane	Class II, .28 miles, between South Street and Jan Avenue.	$5
SB-COH-A18-2026	Hollister	LSR-NEW	Westside Boulevard Extension	Construct 2-lane road. Westside Boulevard Extension: Nash Road to Southside Road/San Benito Street Intersection with bicycle lanes. TIF	$13,360
SB-COH-A55-2026	Hollister	LSR-New	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	Construct new 4-lane road and extension with bicycle lanes. TIF	$13,842
SB-COH-A57-2026	Hollister	LSR-New	Pacific Way (New Road): San Felipe Road to Memorial Drive	New 2-lane road from San Felipe Road to future Memorial Drive north extension with bicycle lanes. TIF	$7,412
SB-COH-A77-2026	Hollister	LSR-New	Gateway Drive & San Felipe Road Intersection	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	$1,700
SB-COH-A13-2026	Hollister	LSR-OMR	West Gateway Improvement Project	Streetscape and intersection improvements.	$4,850
SB-COH-A58-2026	Hollister	LSR-OMR	Westside Boulevard & Nash Road Westside Boulevard Extension (Intersection)	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	$575
SB-COH-A61-2026	Hollister	LSR-OMR	City of Hollister Local Street & Roadway Maintenance: 2035-2050	System preservation and maintenance - Lump Sum (includes multiple projects)	$68,040
SB-COH-A63-2026	Hollister	LSR-OMR	South Street & Westside Boulevard Intersection	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration. TIF	$550
SB-COH-A64-2026	Hollister	LSR-OMR	Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration. TIF	$400
SB-COH-A65-2026	Hollister	LSR-OMR	Memorial Drive & Hillcrest Road Intersection	New signalization of 4-lane arterial with 4-lane arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	$700
SB-COH-A78-2026	Hollister	LSR-OMR	Rancho Drive & East Nash (Tres Pinos Road) Intersection	New roundabout. TIF	$700
SB-COH-A80-2026	Hollister	LSR-OMR	2024 City Roadway Improvement Plan	This project includes pavement grind and overlays, slurry seals, re-striping, driveway replacement, safety improvements, and ADA ramp upgrades in various areas.	$8,278

SB-COH-A81-2026	Hollister	LSR-OMR	Section 1 Road Rehabilitation Project-Cape Seal	Cape Seal project for approximately 157,333 square yards of roadway in the western section of the city scoring 3 or 4 in the pavement evaluation report.	$6,800
SB-COH-A82-2026	Hollister	LSR-OMR	Section 2 Road Rehabilitation Project	Grind and overlay project for approximately 4.6 miles of roadway in this section of the city scoring 3 or 4 in the pavement evaluation report prepared.	$5,175
SB-COH-A83-2026	Hollister	LSR-OMR	Section 1 Grind and Overlay Rehabilitation Project	Grind and overlay project for approximately 70,720 square feet of roadway in the western section of the city with a pavement index of 5 from the pavement evaluation report.	$942
SB-COH-A84-2026	Hollister	LSR-OMR	Section 2 Grind and Overlay Road Rehabilitation Project	Grind and overlay project for approximately 0.5 miles of roadways in this section of the City with a pavement index of 5 from the pavement evaluation from 2021.	$1,038
SB-COH-A85-2026	Hollister	LSR-OMR	2027 Citywide Roadway Improvement	The work to be performed includes, cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$2,000
SB-COH-A86-2026	Hollister	LSR-OMR	North Gateway Beautification Project (San Felipe Road)	The work to be performed includes, cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$8,000
SB-COH-A87-2026	Hollister	LSR-OMR	Section 3 Road Rehabilitation Project-Cape Seal	Cape seal project for approximately 6.4 miles of roadways in this section of the City scoring 3 or 4 in the pavement evaluation report prepared in 2021.	$10,000
SB-COH-A88-2026	Hollister	LSR-OMR	2029 Citywide Road Improvement Project	The work to be performed includes, but is not necessarily limited to base failure repair, cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$2,000
SB-COH-A40-2026	Hollister	Other	Hollister Airport Operations and Maintenance 2020-2045	Continued operations and maintenance of the airport.	$22,500
SB-COH-A41-2026	Hollister	Other	Hollister Airport Capital Improvement Program	Capital improvements grouped project list from the Airport Capital Improvement Program.	$1,762
SB-COH-A90-2026	Hollister	Other	Lump Sum for Unidentified Future Hollister Airport Capital Improvements (2030-2050)	Lump Sum of future unidentified airport capital improvements (2030-2050).	$10,000
Total					**$197,608**

Regional Transportation Plan Project List

County of San Benito

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-SBC-A127-2026	County of San Benito	AT	Pedestrian Improvements	Maintenance and rehab work.	$40
SB-SBC-A22-2026	County of San Benito	AT	Airline Highway Bike Path	Class I bike path from Sunset Drive to existing Class I on Airline Hwy (Tres Pinos Town).	$42
SB-SBC-A34-2026	County of San Benito	AT	Santa Ana Road/Buena Vista Road/North Street Bike Lane	Construct Class II bike lane, 3.97 miles, partially located in the City of Hollister.	$118
SB-SBC-A60-2026	County of San Benito	AT	Highway 156 Bike Lane	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister).	$205
SB-SBC-A61-2026	County of San Benito	AT	Valley View Drive Bike Lane	Class II, 0.52 miles, Sunset Drive to Union Road.	$9
SB-SBC-A62-2026	County of San Benito	AT	The Alameda - Salinas Road Bike Route	Class III, 0.65 miles, 4th Street to Old Stagecoach Road.	$9
SB-SBC-A63-2026	County of San Benito	AT	Union Road Bike Route	Class III, 3.83 miles, Highway 156 to Cienega Road.	$51
SB-SBC-A64-2026	County of San Benito	AT	Buena Vista Road Bike Route	Class III, 0.74 miles, Proposed Class II on Buena Vista to Highway 156.	$10
SB-SBC-A65-2026	County of San Benito	AT	San Benito River Recreational Trail Phase 1	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	$5,627
SB-SBC-A66-2026	County of San Benito	AT	San Benito River Recreational Trail Phase II	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	8,538
SB-SBC-A68-2026	County of San Benito	AT	Union Pacific Railroad Multi-Use Path	Class I, 8.81 miles. Construct a multi-use path adjacent to the Union Pacific Railroad right of way.	$7,800
SB-SBC-A80-2026	County of San Benito	AT	Fallon Road Bike Route	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County.	$30
SB-SBC-A85-2026	County of San Benito	AT	San Juan Hollister Road Bike Lane	Stripping a bike lane on San Juan - Hollister Road.	$10
SB-SBC-A89-2026	County of San Benito	AT	Buena Vista Traffic Calming Project	Physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists.	$1

SB-SBC-A04-2026	County of San Benito	LSR-New	Union Road Widening (East): San Benito Street to Highway 25	Widen to 4-lane arterial with bicycle lanes. TIF	$5,463
SB-SBC-A05-2026	County of San Benito	LSR-NEW	Union Road Widening (West) San Benito Street to Highway 156	Widen to 4-lane arterial with bicycle lanes. TIF	$15,448
SB-SBC-A09-2026	County of San Benito	LSR-New	Fairview Road Widening: McCloskey to SR 25	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Road with bicycle lanes. TIF	$20,790
SB-SBC-A57-2026	County of San Benito	LSR-New	Limekiln Road Bridge	Limekiln Road over Pescadero Creek, 0.1 Mi S Cienega Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	$2,800
SB-SBC-A58-2026	County of San Benito	LSR-New	Rocks Road Bridge	Rocks Road over Pinacate Rock Creek, East Little Merril Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	$3,500
SB-SBC-A67-2026	County of San Benito	LSR-New	Shore Road Extension	4-Lane Arterial with Class II bike lanes.	$20,350
SB-SBC-A101-2026	County of San Benito	LSR-OMR	Cienega Rd - Mudstone Ranch to Bird Creek	Roadway Recovery	$3,000
SB-SBC-A103-2026	County of San Benito	LSR-OMR	Chappell Road Remodel	Maintenance and rehab work.	$569
SB-SBC-A104-2026	County of San Benito	LSR-OMR	Wright Rd - Buena Vista Rd to SR 25	Maintenance and rehab work	$2,900
SB-SBC-A105-2026	County of San Benito	LSR-OMR	Shore Rd Rehabilitation - Frazier Lake Road to San Felipe Road	Maintenance and rehab work	$4,000
SB-SBC-A106-2026	County of San Benito	LSR-OMR	Wright Rd - McCloskey Road (SR 25 to Fairview Road)	Maintenance and rehab work.	$250
SB-SBC-A107-2026	County of San Benito	LSR-OMR	Cienega Road from SR25 to Hollister Hills	Maintenance and rehab work.	$15,000
SB-SBC-A108-2026	County of San Benito	LSR-OMR	Cienega Rd from Hidden Valley to Mudstone Ranch	Maintenance and rehab work.	$3,000
SB-SBC-A109-2026	County of San Benito	LSR-OMR	Frazier lake Rd - Shore Rd to 1.8 Miles beyond Shore Rd	Maintenance and rehab work.	$1,500
SB-SBC-A110-2026	County of San Benito	LSR-OMR	San Juan Hwy Improvements	Maintenance and rehab work	$1,200
SB-SBC-A111-2026	County of San Benito	LSR-OMR	San Juan Bautista SS Force Main (County partnering to pave adjacent	Maintenance and rehab work	$4,000

			vehicular lane)		
SB-SBC-A112-2026	County of San Benito	LSR-OMR	Cole Road, from S Ricardo to N Ricardo to Anzar Road	Maintenance and rehab work.	$1,290
SB-SBC-A113-2026	County of San Benito	LSR-OMR	Fairview Rd - Los Viboras Rd toAcquistapace Rd	Maintenance and rehab work.	$364
SB-SBC-A114-2026	County of San Benito	LSR-OMR	Fairview Rd - Acquistapace Rd to 1000' N of Fallon RD	Maintenance and Rehab	$800
SB-SBC-A115-2026	County of San Benito	LSR-OMR	Fairview Road - San Felipe Rd to Ludis Ln	Maintenance and rehab work.	$415
SB-SBC-A116-2026	County of San Benito	LSR-OMR	Salinas Road (Alameda) SJ Hollister to Mission Vinyard	Maintenance and rehab work.	$310
SB-SBC-A117-2026	County of San Benito	LSR-OMR	F Street - Tres Pinos	Maintenance and rehab work.	$290
SB-SBC-A118-2026	County of San Benito	LSR-OMR	Fairview Rd CIR Santa Ranch to 100 south of Santa Ana Creek Bridge	Maintenance and rehab work.	$1,015
SB-SBC-A119-2026	County of San Benito	LSR-OMR	Fairview Rd CIR 100' S Santa Ana Creek Bridge to McCloskey	Maintenance and rehab work.	$790
SB-SBC-A120-2026	County of San Benito	LSR-OMR	Union Rd CIR 417' W Ladd Lane to Union Bridge Project Limit	Maintenance and rehab work.	$410
SB-SBC-A121-2026	County of San Benito	LSR-OMR	Panoche Road	Maintenance and rehab work.	$1,100
SB-SBC-A122-2026	County of San Benito	LSR-OMR	Coalinga Road	Maintenance and rehab work.	$500
SB-SBC-A123-2026	County of San Benito	LSR-OMR	King City Rd / Bitterwater Road	Maintenance and rehab work.	$700
SB-SBC-A124-2026	County of San Benito	LSR-OMR	Fairview Rd - MBGR Repair	Maintenance and rehab work.	$90
SB-SBC-A125-2026	County of San Benito	LSR-OMR	Speed Attenuation Projects – Various Locations	Maintenance and rehab work	$310
SB-SBC-A126-2026	County of San Benito	LSR-OMR	Guard Rail on Buena Vista (2), Quien Sabe Road, and Anzar Road	Maintenance and rehab work.	$90
SB-SBC-A128-2026	County of San Benito	LSR-OMR	CSA / CFD Capital Projects – Multiple Locations	Maintenance and rehab work.	$1,200
SB-SBC-A129-2026	County of San Benito	LSR-OMR	Storm Drain - Fairview Rd – Santana Ranch - Santa Ana Creek	Maintenance and rehab work.	$80

SB-SBC-A130-2026	County of San Benito	LSR-OMR	Lovers Lane Culvert Extension	Maintenance and rehab work.	$150
SB-SBC-A131-2026	County of San Benito	LSR-OMR	San Juan Canyon Rd - Salinas to 6.4 miles beyond Salinas Rd	Maintenance and rehab work.	$6,800
SB-SBC-A132-2026	County of San Benito	LSR-OMR	Seely Avenue - Carpenteria Rd to .5 miles beyond Carpenteria Rd.	Maintenance and rehab work.	$720
SB-SBC-A133-2026	County of San Benito	LSR-OMR	Union Rd - SR 156 to 3 miles beyond SR 156	Maintenance and rehab work.	$4,100
SB-SBC-A134-2026	County of San Benito	LSR-OMR	Tres Pinos Improvements	Maintenance and rehab work.	$1,075
SB-SBC-A135-2026	County of San Benito	LSR-OMR	Salinas Rd - the Alameda to County Limit	Maintenance and rehab work.	$2,870
SB-SBC-A136-2026	County of San Benito	LSR-OMR	Fairview Road - Orchard Rd to Los Viboras Rd	Maintenance and rehab work	$600
SB-SBC-A53-2026	County of San Benito	LSR-OMR	Panoche Road Bridge (Bridge No. 43C0016)	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	$3,700
SB-SBC-A54-2026	County of San Benito	LSR-OMR	Panoche Road Bridge (Bridge No. 43C0027)	Panoche Road, over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2- lane bridge. Bridge No. 43C0027. HBP	$4,825
SB-SBC-A56-2026	County of San Benito	LSR-OMR	Rosa Morada Bridge	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Road. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	$3,300
SB-SBC-A59-2026	County of San Benito	LSR-OMR	Anzar Road Bridge	Anzar Road over San Juan Creek, 0.35 Miles with San Juan Hwy Road. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	$2,870
SB-SBC-A69-2026	County of San Benito	LSR-OMR	Fairview Road and Hillcrest Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Road widening. TIF	$600
SB-SBC-A70-2026	County of San Benito	LSR-OMR	Union Road & Fairview Road Intersection	New signalization of future widening to 4-lane arterial (north&south; legs) with future new 4-lane arterial (west leg only); 3 approaches. Turning lanes on Fairview Rd.; turning lanes on Union Rd.	$655

				Included as regional component of developer-constructed improvements. TIF	
SB-SBC-A71-2026	County of San Benito	LSR-OMR	Enterprise Road & Airline Highway (SR 25) Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project with bicycle lanes. TIF	$700
SB-SBC-A73-2026	County of San Benito	LSR-OMR	McCloskey Road & Fairview Road Intersection	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	$734
SB-SBC-A74-2026	County of San Benito	LSR-OMR	Meridian Street & Fairview Road Meridian Street Extension (Intersection)	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	$600
SB-SBC-A75-2026	County of San Benito	LSR-OMR	Fairview Road & Fallon Road Intersection	New signalization of 4 lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	$3,400
SB-SBC-A77-2026	County of San Benito	LSR-OMR	San Benito County Local Street & Roadway Maintenance: 2035-2050	System preservation and maintenance - Lump Sum (includes multiple projects)	$27,300
SB-SBC-A83-2026	County of San Benito	LSR-OMR	Fairview Road & Airline Highway/SR 25 Intersection	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	$4,400
SB-SBC-A84-2026	County of San Benito	LSR-OMR	SR 156 & Buena Vista Road Intersection	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	$4,000
SB-SBC-A98-2026	County of San Benito	LSR-OMR	New Idria Rd - Emergency Crossing Repair - Bridge Construction	Emergency Crossing Repair	$2,890
SB-SBC-A99-2026	County of San Benito	LSR-OMR	Cienega Rd Bridge at Bird Creek Replacement	Creek Replacement	$3,100
				Total	**$215,403**

Regional Transportation Plan Project List

Various Agencies

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-VAR-A04-2026	Various	TSM	Unidentified Future Transportation System Management Improvements	Lump-sum of Future Unidentified Transportation System Improvements (2030-2050) in Hollister, San Juan Bautista, and San Benito County	$18,640
SB-VAR-A02-2026	Various	LSR-New	Lump Sum for Unidentified Future LS&R Capital Improvements (2030-2050)	Lump Sum of Future Unidentified LS&R Capital Improvements (2030-2050) in Hollister, San Benito County, and San Juan Bautista	$130,335
SB-VAR-A03-2026	Various	LSR-OMR	Lump Sum for Unidentified Future LSR Operations, Maintenance & Rehabilitation (2030-2050)	Lump Sum of Future Unidentified Local Street, Road, & Bridge Operations, Maintenance & Rehabilitation (2030-2050) in Hollister, San Benito County, and San Juan Bautista	$247,014
SB-VAR-A01-2026	Various	H-OMR	Lump Sum for Unidentified Future State Highway & Bridge Operations, Maintenance & Rehabilitation (2030-2050)	Lump Sum of Future Unidentified State Highway & Bridge Operations, Maintenance & Rehabilitation (2030-2050) in Hollister, San Benito County, and San Juan Bautista	$259,000
				Total	**$654,989**

SBCOG
Council of
San Benito
County Governments

Appendix B: Financially Unconstrained Projects

Regional Transportation Plan Unconstrained Project List

Various Agencies

Project ID	Agency	Project Type	Project Title	Project Description	Total Unconstrained Cost [$ in Thousands]
SB-LTA-A70-2026	LTA	TR-OPS	Route 21: Human Services Shuttle	Provides service between Hollister Exchange Mobility Hub (Target Shopping Center) and Community Service Facilities	$795
SB-LTA-A71-2026	LTA	TR-OPS	San Juan Bautista Shuttle	Provides service along 156 to and from San Juan Bautista and Hollister (Hollister Exchange)	$2,065
SB-LTA-A46-2026	LTA	TR-OPS	Regional Transit Connection to Salinas	Transit connection from the City of Hollister to City o of Salinas	$3,393
SB-LTA-A47-2026	LTA	TR-OPS	Regional Transit Connection to Watsonville	Transit connection from the City of Hollister to the City of Watsonville	$3,405
SB-CT-A17-2026	Caltrans	H-New	SR 25 (Airline Hwy) widening: Fairview Rd to Sunset Dr	Convert to 4 lane expressway from Fairview Rd to Sunset Dr with bicycle lanes. TIF	$33,025
SB-CT-A57-2026	Caltrans	H-OMR	US 101/SR 156 Ramp Meter and Acceleration Lane	Extend SR 156 southbound on-ramp to US 101 and construct a ramp meter	$3,500
SB-CT-A58-2026	Caltrans	H-OMR	101 Rocks Road Wildlife Connectivity Project	The project will identify wildlife crossing opportunities along US 101 in San Benito County in the Aromas Hills between postmile 0.0 and 2.8 to connect important habitat on both sides of the highway and to improve safety for drivers and wildlife.	$12,000
SB-SBC-A67	County of San Benito	LSR-NEW	Shore Road Extension	4-Lane Arterial with Class II Bike Lanes.	$20,350
SB-SBC-A79-	County of San Benito	LSR-NEW	Enterprise Road Extension	Extend Enterprise Road westerly from Southside Road toward Union Road.	$3,185
SB-SBC-A81-	County of San Benito	LSR-NEW	Meridian Street Extension: 185 feet east of Clearview Rd. to Fairview Rd.	Construct 4-lane road. Located in the City of Hollister and County with bicycle lanes. TIF	$9,445

SB-SBC-A82-	County of San Benito	LSR-NEW	Flynn Road Extension	San Felipe Rd. to Memorial Dr. north Extension. New roadway construction south of McCloskey Road with bicycle lanes. Located within the City of Hollister and County. TIF	$7,709
SB-SBC-A100-2026	County of San Benito	LSR-OMR	San Benito St - Nash to Union with Intersection Control	Intersection Control - Roundabout	$8,500
SB-SBC-A86-2026	County of San Benito	LSR-OMR	Smith Realignment at Fairview Intersection	This project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road.	$2,200
SB-SBC-A88-2026	County of San Benito	LSR-OMR	Carr Avenue Bridge Project	Potential bridge replacement. The bridge is located on Carr Avenue. 0.23 miles east from Carpenteria Road intersection.	$3,000
SB-SBC-A97-2026	County of San Benito	LSR-OMR	Shore Rd Bridge over Tequisquito	Fndn Repair	$2,300
SB-SBC-A96-2026	County of San Benito	LSR-OMR	Shore Road/Frazier Lake Intersection	Intersection Improvements	$3,185
SB-SBC-A95-2026	County of San Benito	LSR-OMR	Fairview/Acquistace/ Comstock Intersection	Intersection Improvements	$2,755
SB-SBC-A102-2026	County of San Benito	H-OMR	Barrier Rail Replacement - HSIP	Barrier Rail Replacement	$1,104
SB-COH-A89-2026	Hollister	LSR-OMR	4th Street/San Juan Bridge	Rehabilitate bridge and construct pedestrian pathway	$25,000
				Total	**$146,916**

SBCOG
Council of
San Benito
County Governments

Appendix C: 2050 RTP Revenues

Regional Transportation Plan Revenues

Federal Revenues

Index No.	Revenue Source	Projected Revenue [$ in Thousands]	Projected Escalated Revenue [$ in Thousands]
4.02	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	$775	$1,013
4.03	Transit Planning Grants (5304) Competitive	$5,500	$6,826
4.05	Rural Area Formula Program (5311)	$8,258	$10,907
4.06	Urbanized Area Formula Program (5307)	$15,817	$19,775
4.09	Bus and Bus Facilities Program (5339a)	$6,250	$9,252
4.11	Rural Intercity Bus Program (5311f)	$14,063	$14,063
4.12	Low and No Emission Vehicle Program (5339c	$14,000	$14,000
5.01	RAISE	$40,000	$52,273
5.02	Highway Bridge Program (HBP)	$27,650	$36,134
5.03	Highway Safety Improvement Program (HSIP)	$6,250	$8,168
5.04	Surface Transp. Block Grant (STBG) /Regional Surface Transportation Program (RSTP)	$21,075	$27,542
5.05	FEMA/CalOES/ER - Emergency Road Repair Funding	$6,293	$8,224
6.02	Federal Railroad Administration (FRA)	$10,000	$10,000
	Total	**$175,931**	**$218,177**

Regional Transportation Revenues

State Revenues

Index No.	Revenue Source	Project Revnue [$ in Thousands]	Projected Escalated Revenue [$ in Thousands]
3.01	Airport Improvement Program Match and A&D Grant	$21,975	$21,975
3.02	California Aid to Airports	$250	$250
3.04	Service Authority for Freeways and Expressways (SAFE)	$1,700	$2,222
3.05	State Highway Operations and Protection Program (SHOPP)	$257,500	$336,510
3.06	State Transit Assistance (STA)	$57,950	$75,731
3.08	SB1 Competitive Program: Solutions for Congested Corridors (SCCP)	$100,000	$130,684
3.09	SB1 Competitive Program: Local Partnership Program	$50,000	$65,342
3.1	SB1 State of Good Repair	$2,350	$3,071
3.11	State Transportation Improvement Program (STIP) – Interregional Share	$87,278	$114,058
3.12	State Transportation Improvement Program (STIP) – Regional Share	$125,000	$163,355
3.13	Active Transportation Program (ATP)	$12,500	$16,335
3.14	Low Carbon Transit Operations (LCTOP)	$3,525	$4,607
3.15	SB1 Local Partnership Program (SB1 LPP) Formula	$5,000	$5,000
3.17	Transit and Intercity Rail Capital Program (TIRCP)	$32,500	$42,472
3.20	SB125 TIRCP	$3,613	$3,613
3.21	Zero-Emission Transit Capital Program (ZETCP)	$233	$233
	Total	**$761,374**	**$985,458**

Regional Transportation Plan Revenues

Local Revenues

Index No.	Revenue Source	Project Revnue [$ in Thousands]	Projected Escalated Revenue [$ in Thousands]
1.04	Gas Tax (HUTA) and Gas Tax Replacement	$177,500	$255,687
1.05	SB1 LSRP/RMRA Local Gas Tax	$74,225	$74,225
1.06	Airport Revenue	$30,666	$46,064
1.09	Transit Fares	$3,250	$4,247
1.11	Transit Non-Fare Revenue	$550	$719
1.12	LTF/TDA	$57,950	$75,731
1.14	Transportation Sales Tax (Measure G)	$424,000	$577,527
1.01-1.15	Other Local Revenue Sources	$197,948	$258,686
	Total	**$966,089**	**$1,292,886**

SBCOG
Council of
San Benito
County Governments

Appendix D: 2050 MPO Performance Measures

This appendix highlights the performance of the MTP/SCS that rolls up the transportation investments in the three RTPAS that comprise the AMBAG region (Monterey, San Benito, and Santa Cruz counties).

The performance of the 2050 MTP/SCS also is compared to other network scenarios, such as 2022 Existing and 2050 No Build. The performance of the 2050 MTP/SCS compared to existing conditions (2022), 2035 MTP/SCS, and the 2050 No Build is shown in Table. In addition, this Appendix includes the methodology to estimate the performance measures.

Methodology to Estimate Performance Measures

The methodology used to calculate the regional performance measures is detailed below. A variety of tools such as the Regional Travel Demand Model (RTDM), geographic information system (GIS), and California Air Resource Board's Emission Factors (EMFAC) model were used to estimate the performance measures.

Daily Vehicle Delay Per Capita This performance measure is an output of the RTDM. To calculate the daily vehicle delay per capita, vehicle hours of delay were totaled for all classes and divided by the total population for each year/ scenario.

Commute Travel Time This performance measure is calculated by using outputs from the RTDM. It is the work trip person hours of travel divided by total work trips (peak period). Peak Period Congested Vehicle Miles of Travel This performance measure uses the RTDM. It is the total vehicle miles traveled at level of service, E and F (volume/capacity ≥ 0.86 for functional class 2 and where volume/capacity ≥ 0.90 for functional classes 3-7) divided by total vehicle miles traveled in the peak periods.

Maintain the Transportation System This performance measure was calculated by taking the sum of maintenance and rehabilitation transportation investments divided by all transportation investments.

Fatalities and Injuries per 1,000 VMT This performance measure evaluates the safety of the transportation system by using data on injuries and fatalities to calculate a per capita rate of injury or fatality. This is a particularly difficult measure to project because it assumes that fatalities and injuries are held constant for every vehicle mile traveled. However, by establishing it as a performance measure in the 2050 MTP/SCS, this is the third Plan that monitors past injuries and fatalities, which allows AMBAG to monitor the effects of the Plan as it is implemented over the course of time. Data for accidents and fatalities obtained from the Statewide Integrated Traffic Records System (SWITRS) for the most recent years available, 2024.

Annual Projected Bike/Pedestrian Fatalities and Injuries per 1,000 VMT This performance measure evaluates the safety of the transportation system by using data on bicycle and pedestrian injuries and fatalities to calculate a per capita rate of injury or fatality.

Greenhouse Gas Reductions This performance measure reports the CO2 emissions for SB 375 vehicle types per capita based on outputs from the RTDM and the CARB's EMFAC model. It is the daily pounds of CO2 divided by total population as a percent reduction from the 2005 baseline.

Alternative Transportation Trips This performance measure is an output from the RTDM. It is the total number of bike, walk, and transit trips.

Open Space Conservation This performance measure shows the total acreage of open space consumed by development. In that regard, it considers impacts to sensitive habitat only as it pertains to destruction of that potential habitat for development. The performance measures do not include a separate analysis for sensitive habitat, however a detailed discussion of the impacts to sensitive habitat can be found in the Environmental Impact Report. Calculation of the acreage of open space consumed by each scenario was performed at the parcel level using GIS by examining the changes between 2022 Existing and land use types for each scenario using Place Types data. To estimate the amount of open space consumed under any given scenario, the sum was derived of all parcel areas which changed from open space (undeveloped land) to developed land.

Farmland Preservation Calculation of the acreage of agricultural land consumed by each scenario was performed using GIS at the parcel level by examining the changes between existing and alternative land use types for each scenario. To estimate the amount of farmland consumed under any given scenario, the sum was derived of all parcel areas which changed from "Important Farmland" categorized as Prime, Unique, or Significant (as defined by California Department of Conservation DOC. 2020A) to developed land.

Climate Risk Areas This performance measure shows the percentage of region's population that lives in a climate risk area. A climate risk area is defined as those that are within a high fire zone, at risk for sea level rise or flooding, and extreme heat areas.

Growth in Opportunity Areas This performance measure was calculated using GIS. It shows the percent change in population within Opportunity Areas for each model scenario, compared to the 2022 Existing. Population Appendix G: Performance Measures Connect Monterey Bay 2050 G-6 was calculated by using population data at the traffic analysis zone (TAZ) spatial level. Spatially referenced population data for each scenario year was provided by AMBAG's 2026 Regional Growth Forecast and aggregated to the respective TAZs. The percentage of the population within the Opportunity Area for each model year was estimated as an equivalent proportion of TAZ area within the Opportunity Area. Each model scenario's populations were then summed by county individually and then summed regionally. The percent change for each model year was then calculated by subtracting model scenario data from the 2022 Existing data and dividing by base year data.

Population Near High Quality Transit This performance measure was calculated using GIS. It is the populations within a ½ mile of all high-quality transit services divided by the total population in the region. Populations are calculated by using population data at the TAZ spatial level. Spatially referenced population data for the years 2022, 2035, and 2050 was provided by AMBAG's 2026 Regional Growth Forecast and aggregated to the respective TAZs. The percentage of populations within a ½ mile of a high-quality transit service (HQTS) was estimated as an equivalent proportion of TAZ area within a ½ mile of an HQTS. In other words, the percent area of an individual TAZ within a ½ mile of an HQTS was applied to the total number of people within that TAZ. Those populations were then summed with all the rest of populations near an HQTS within the AMBAG region, using a ½ mile buffer in GIS. This process was conducted for each model year and scenario.

Population Near 30 Minutes Transit Service This performance measure tracks the percentage of the region's population living within ½ mile of 30-minute transit service. This performance measure was calculated using GIS. It is the population that lives within a ½ mile buffer of transit stops for routes with 30 minutes headways. Populations are calculated by using population data at the TAZ spatial level. The selected routes and respective stops intersected to the TAZ that has spatially referenced population data per AMBAG's 2026 Regional Growth Forecast at the jurisdictional level for the years 2022, 2035, and 2050. Those populations were then summed with all the rest of populations near these facilities in the AMBAG region and conducted for all scenarios.

Population Near Bike Facilities This performance measure was calculated using GIS and compiled bike facility data provided by the Council of San Benito County Governments, Transportation Agency for Monterey County, and Santa Cruz County Regional Transportation Commission. Population data was an output of the 2050 RTDM. Total population was summed for the TAZs and then used to calculate the percent of TAZ's population within a ½ mile of all classes of bike I, II, III, and IV.

Population Within 30 Minutes of Healthcare This performance measure was calculated using spatially referenced population data provided by AMBAG's 2026 Regional Growth Forecast and a point data set of all hospitals and community clinics in the AMBAG region, validated from employment data and Office of Statewide Health Planning and Development (OSHPD) data. Thirty (30) minutes travel time by mode (Drive Alone, Transit, Bike, and Walk) were calculated by using average speed calculations for each mode. TAZ files from each scenario from the 2050 RTDM were clipped by buffers to calculate the percent of population within the 30 minutes of healthcare buffer for each mode. Appendix G: Performance Measures Connect Monterey Bay 2050 G-7

Population Within 30 Minutes of Parks This performance measure was calculated using spatially referenced population data provided by AMBAG's 2026 Regional Growth Forecast and a point data set of federal, state, county, and local parks validated from the California Protected Areas Database.

Thirty (30) minutes travel time by mode (Drive Alone, Transit, Bike, and Walk) were calculated by using average speed calculations for each mode. TAZ files from each scenario from the 2050 RTDM were clipped by buffers to calculate the percent of population within the 30 minutes of parks buffer for each mode.

Jobs Near High Quality Transit This performance measure was calculated using GIS. It is the jobs within a ½ mile of all high-quality transit stops divided by the total jobs in the region. Jobs are calculated by using employment data at the TAZ spatial level. Spatially referenced employment data for the year 2022 was provided by InfoUSA and Employment Development Department (EDD) and aggregated to the respective TAZs. The percentage of employees within a ½ mile of a HQTS was estimated as an equivalent proportion of TAZ area within a ½ mile of an HQTS. In other words, the percent area of an individual TAZ within a ½ mile of an HQTS was applied to the total number of employees within that TAZ. Those employees were then summed with all the rest of employees near an HQTS within the AMBAG region. This method assumes that employees are equally distributed throughout the TAZ. However, given that individual TAZs within urbanized areas (and therefore HQTS) are not spatially broad, the possibility of underestimating employment numbers near HQTS is low.

Jobs Near Bike Facilities This performance measure was calculated using GIS and compiled bike facility data provided the Council of San Benito County Governments, Transportation Agency for Monterey County, and Santa Cruz County Regional Transportation Commission. Employment data was an output of the 2050 RTDM. Total employment was summed for the TAZs and then used to calculate the percent of TAZ's employment total within a ½ mile of all classes of bike I, II, III, and IV.

Work Trips Within 30 Minutes This performance measure is calculated by using the RTDM. It is the work trips that are 30 minutes or less and divided by total work trips by mode: drive alone, carpool, and transit.

Jobs in Opportunity Areas This performance measure was calculated using GIS. It shows the percent change in jobs within Opportunity Areas for each model scenario compared to the 2022 Existing. Spatially referenced jobs data for each scenario year was provided by AMBAG's 2026 Regional Growth Forecast and aggregated to the respective TAZs. The percentage of the jobs within the Opportunity Area for each model year was estimated leveraging TAZ employment data within the Opportunity Area. Each model scenario's jobs were then summed by county individually and then summed regionally. The percent change for each model year was then calculated by subtracting model scenario data from the 2022 Existing data and dividing by base year data.

Daily Truck Delay This performance measure is an output of the RTDM and is calculated by multiplying the daily total vehicle hour delay by total number of trucks as reported by the RTDM. (Please refer to AMBAG's Connect Monterey Bay 2050 G-8 Appendix G: Performance Measures)

Distribution of MTP/SCS Investments This performance measure is calculated using GIS. It is the dollar value of modelable MTP expenditures serving low income, minority, low mobility, and low community engagement communities divided by total MTP expenditures. Note: this indicator provides a snapshot of MTP expenditures by geographic area. Other factors such as proximity to impacts of transportation projects and services are not reflected in this indicator.

Defining Disadvantaged Communities (Low Income and Minority) The definition of minority individual was considered any non-white or mixed-race person according to the 2022 5-Year American Community Survey (ACS) data. Conversely, a non-minority individual was considered any white or non-Hispanic person. For the purposes of this analysis, a tract was considered to be predominantly minority if greater than 65% of the total population was nonwhite. This is the same definition used in the adopted 2045 MTP/SCS. AMBAG chose to use 200% of the federal poverty level for 2022 as the definition for low income. This reflects the higher cost of living in the AMBAG region. For the purpose of this analysis, a tract was considered predominantly low income if greater than 28% of residing families earned less than 200% of the federal poverty level annually.

*Defining Low Mobility (Low Income Aged Population and Zero Car Household*s) Population aged 65 and over that had income below the poverty level are considered low mobility. For this analysis, a tract was considered low mobility if 15% of the population aged 65 and over had income below the poverty level. Households that have zero vehicle ownership fall into the low mobility category. For this analysis, a tract was considered low mobility if 5% of the households in the tract had zero car ownership.

Defining Low Community Engagement (Limited English Proficiency and Educational Attainment) The definition of Limited English Proficiency (LEP) was considered households where English is not the primary language and English is not spoken "very well." A tract was considered to have low community engagement if 15% of the tract were households where English is not spoken "very well." The definition of educational attainment was considered population over age 25 who have not earned a high school diploma. A tract was considered to have low community engagement if 30% of the tract is over the age of 25 without a high school diploma.

Transit Access Within 1/2 Mile This performance measure was calculated using GIS. Existing and proposed transit were located based on information from the project lists and transit operators. The percentage of the regionwide population of each subgroup who reside within a ½ mile of a current or proposed transit was calculated using available demographic data from the ACS. Income and minority data were available at the census tract spatial resolution. Race populations were quantified by the number of minority/non-minority individuals residing within a tract. Income information was quantified by the number of individuals with an income below predefined thresholds residing within a tract. Low-income aged populations were quantified by the number of residents aged 65 and over living below the poverty level within each tract. Households without vehicle access were

counted as those reporting no available vehicles. LEP households were identified as those in which English is not spoken "very well." Low educational attainment was defined as individuals aged 25 and older without a high school diploma. Since census tracts can span broad spatial distances relative to a ½ mile buffer, a method was needed to parse the subpopulations within large tracts. The percentage of families and individuals residing within a ½ mile radius of transit was estimated using the ratio within the buffered ½ mile to the total number within each respective census tract. This method was found to be adequate for estimating the percentage of people within a ½ mile radius of transit given the lack of detailed and consistent parcel level data available for the region.

DESCRIPTION	2022 Existing/Baseline	2035 MTP/SCS	2050 No Build	2050 MTP/SCS
MOBILITY				
Daily vehicle delay per capita (hours)	0.03	0.04	0.05	0.05
Commute travel time (in minutes)	14.9	15.0	14.9	15.0
Peak period congested vehicle miles of travel (miles) (LOS E & F)**	538,951	582,103	684,645	614,814
Maintain the the Transportation System (percentage)	N/A	N/A	N/A	62.1%
Annual projected number of injury and fatal collisions per 1,000 VMT	1.03	0.96	0.90	0.90
Annual projected number of bike/pedestrian injury and fatal collisions per thousand VMT	0.27	0.25	0.23	0.23

ENVIRONMENT				
GHG Reductions for SB 375 (Percent reduction from 2005 baseline)	n/a	-7.70%	n/a	n/a
Total bike, walk, and transit trips (without/ Post Processing)	350,340	377,265	394,630	395,547
Impacts to open space (acres)***	n/a	29.7	29.7	29.7
Consumed farmland resources (acres)	n/a	3,685	3,685	3,685
COMMUNITIES				
Growth in Opportunity Areas (percentage of population change from 2022 base) Regional	n/a	6.1%	8.6%	8.6%
Monterey County	n/a	5.7%	6.9%	6.9%
San Benito County	n/a	3.2%	3.6%	3.6%
Santa Cruz County	n/a	7.1%	11.7%	11.7%
Population near high quality transit (percentage)*	19.2%	25.1%	25.0%	42.9%
Population near 30 minutes transit service (percentage)	41.5%	43.0%	43.2%	50.1%
Population near bike facilities (percentage)	69.6%	70.2%	70.4%	80.5%
Population within 30 minutes of healthcare				
Drive Alone	763,079	791,656	810,644	810,644

Transit	n/a	n/a	n/a	68,195
Bike	619,682	643,149	659,451	688,261
Walk	367,458	385,060	396,380	396,380
Population within 30 minutes of parks and open space				
Drive Alone	766,170	794,720	813,708	813,708
Transit	n/a	n/a	n/a	177,215
Bike	619,682	643,149	659,451	791,364
Walk	756,608	785,636	804,865	804,865
ECONOMIC				
Jobs near high quality transit (percentage)*	30.8%	39.0%	38.8%	46.1%
Jobs near bike facilities (percentage)	72.7%	72.5%	72.5%	82.5%
Work trips within 30 minutes (percentage)				
Drive Alone	84.3%	84.2%	84.4%	84.4%
Capool	85.0%	84.9%	85.3%	85.3%
Transit	36.6%	35.4%	34.2%	33.0%
Jobs in Opportunity Areas (percentage) (NEW)	79.6%	79.1%	79.7%	79.7%

Daily truck hours of delay (Truck Vehicle Hours)	2,538	4,732	6,139	5,917
EQUITABLE				
Distribution of MTP/SCS investments (Percentage)				
Low income populations	N/A	94.63%	N/A	76.78%
Non low income population	N/A	92.05%	N/A	83.22%
Minority population	N/A	78.77%	N/A	77.70%
Non minority population	N/A	91.12%	N/A	84.65%
Low mobility (zero car households and aged populations)	N/A	87.18%	N/A	80.20%
Non Low mobility (zero car households and aged populations)	N/A	93.51%	N/A	92.19%
Low community engagement (linguistic isolation and education attainment	N/A	69.57%	N/A	63.12%
Non Low community engagement (linguistic isolation and education attainment	N/A	93.25%	N/A	91.64%
Access to transit within 1/2 mile (percentage)				
Low income population	6.1%	10.2%	10.2%	29.0%
Non low income population	5.7%	8.9%	8.9%	19.4%

Minority population	5.9%	9.2%	9.2%	27.5%
Non minority population	5.5%	11.9%	11.9%	15.2%
Low mobility (zero car households and aged populations)	9.5%	17.0%	17.0%	27.9%
Non low mobility	5.6%	8.8%	8.8%	21.8%
Low community engagement (linguistic isolation and education attainment	6.2%	7.1%	7.1%	31.0%
Non low community engagement	5.7%	9.9%	9.9%	19.7%
**FC 2 where VOC is >0.86, and FC 3-7 where VOC is >=0.90 for peak periods				

SBCOG
Council of
San Benito
County Governments

Appendix E: RTP Checklist

Appendix E: RTP Checklist

Regional Transportation Plan Checklist for RTPAs (Revised November 2023)

(To be completed electronically in Microsoft Word format by the RTPA and submitted along with the draft and final RTP to Caltrans)

Name of RTPA: ***Council of San Benito County Governments***

Date Draft RTP Completed: ***December 10, 2025***

RTP Adoption Date: ***June 2026***

What is the Certification Date of the Environmental Document (ED)? ***N/A***

Is the ED located in the RTP or is it a separate document? ***N/A***

By completing this checklist, the RTPA verifies the RTP addresses all of the following required information within the RTP, where applicable.

Regional Transportation Plan Contents

General

		Yes/No/ N/A	Page #
1.	Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a))	Yes	pg i-144
2.	Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b) "Should" for RTPAs)	Yes	CH 2,3,4 pg 13-43
3.	Does the RTP address issues specified in the policy, action and financial elements identified in California GC Section 65080?	Yes	CH 2,3,4,5 pg 13-67
4.	Does the RTP include Project Intent i.e., Plan Level Purpose and Need Statements?	Yes	Pg i-ii

Consultation/Cooperation

		Yes/No/ N/A	Page #
1.	Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a)?	Yes	CH 7 & MTP/SCS Appendix D
2.	Does the documented public involvement process describe how the RTPA will seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.210(a)(1)(viii))	Yes	CH 7 pg 79-82 MTP/SCS Appendix D
3.	Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR 450.210(a)(1)(ix))	Yes	Ch 7 pg 80
4.	Did the RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b) "Should" for RTPAs)	Yes	CH 7 pg 79-82
5.	Did the RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.216(j))	Yes	DEIR
6.	Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation consulted? (23 CFR part 450.216(j))	Yes	Pg 79
7.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.216(j))	Yes	Pg 19
8.	Did the RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR part 450.216(i))	Yes	DEIR
9.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public involvement process developed under 23 CFR part 450.210(a)? (23 CFR 450.210(a)(1)(iii))	Yes	CH 7 pg 79-82 MTP/SCS Appendix D

10.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.210(a))	Yes	CH 7 pg 79-82
11.	Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR part 450.208(h))	Yes	CH 2 pg 20
12.	Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.216(o))	Yes	CH 7 pg 79-82
13.	If the RTPA made the election allowed by GC 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the estimated date required to be provided in writing to State Department of Housing and Community Development pursuant to GC 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the estimated RTP adoption date with the local government Housing Element planning period established from the actual RTP adoption date?	N/A	N/A

Modal Discussion

	Yes/No/ N/A	Page #
1. Does The RTP discuss intermodal and connectivity issues?	Yes	CH 2,3,4 pg 13-45
2. Does the RTP include a discussion of highways?	Yes	CH 3,4 Pg 22-45
3. Does the RTP include a discussion of mass transportation?	Yes	CH 3,4 Pg 31, 32, 40, 41
4. Does the RTP include a discussion of the regional airport system?	Yes	CH 3 pg 33
5. Does the RTP include a discussion of regional pedestrian needs?	Yes	CH 3,4 pg 29, 30, 40
6. Does the RTP include a discussion of regional bicycle needs?	Yes	CH 3,4 pg 29, 30, 40
7. Does the RTP address the California Coastal Trail? (GC 65080.1) (For RTPAs located along the coast)	N/A	N/A
8. Does the RTP include a discussion of rail transportation?	Yes	CH 3 Pg 32
9. Does the RTP include a discussion of maritime transportation?	N/A	N/A
10. Does the RTP include a discussion of goods movement?	Yes	CH 3 Pg 26-28

Programming

	Yes/No/ N/A	Page #
1. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture	Yes	CH 4 pg 42
2. Does the RTP identify the objective criteria used for measuring performance of the transportation system ?	Yes	CH 6 pg 71-77 Appendix D
3. Does the RTP contain a list of un-constrained projects??	Yes	Appendix B

Financial

	Yes/No/ N/A	Page #
1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(11) ("Should" for RTPAs)??	Yes	CH 5 Pg 47-69
2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the first 4-year STIP estimate?	Yes	CH 5 Pg 62
3. Do the projected revenues in the RTP reflect Fiscal Constraint? (GC 65080(b)(4)(A)	Yes	CH 5 pg 47-69 Appendix C
4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified? (GC 65080(4)(A))	Yes	Appendix A
5. Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv)) ("Should" for RTPAs)	Yes	Appendix A & B
6. After 12/11/07, Does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (65080(b)(4)(A) (23 CFR 450.324(f)(11)(i))	Yes	Appendix C
7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes	CH 5 Pg 62
8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes	CH 5 Pg 62

Environmental

	Yes/No/ N/A	Page #
1. Did the RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	CH 1 pg 11 & DEIR
2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	N/A	N/A
3. Does the RTP specify mitigation activities? (23 CFR part 450.324(f)(10))	Yes	DEIR
4. Where does the EIR address mitigation activities?	Yes	pg ES9-ES32
5. Did the RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQ guidelines?	No	N/A
6. Does the RTP specify the TCMs to be implemented in the regio? (federal nonattainment and maintenance areas only)	N/A	N/A

I have reviewed the above information and certify that it is correct and complete.

Binu Abraham — 10/06/2026

(Must be signed RTPA Executive Director of designated representative) — Date

Binu Abraham — Executive Director

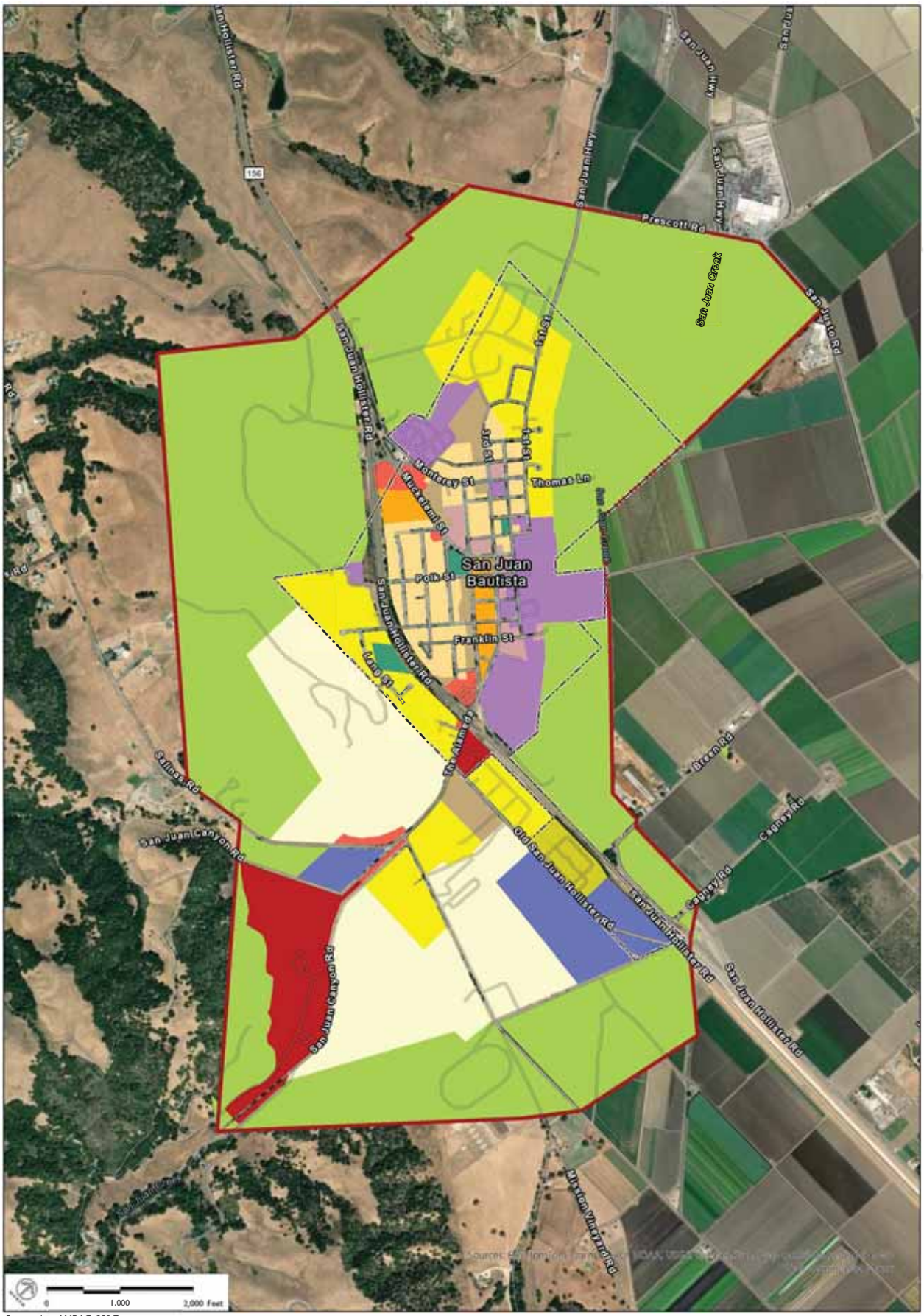
Print Name — Title

SBCOG
Council of
San Benito
County Governments

Appendix F: 2050 RTP Maps

2022 San Juan Bautista Place Types Map

ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS



Source data: AMBAG, 2026

2022 SAN JUAN BAUTISTA PLACE TYPES

Suburban Place Types
- Suburban Single-Family Residential
- Suburban Multi-Family Residential
- Neighborhood Commercial
- Regional Commercial
- Neighborhood Mixed Use

Town Place Types
- Town Multi-Family Residential

Non-Urban Place Types
- Agriculture
- Rural Town Commercial
- Rural Town Residential
- Exurban and Rural Residential

Other
- Industrial/ Manufacturing
- Institutional/Civic
- Open Space/ Recreational

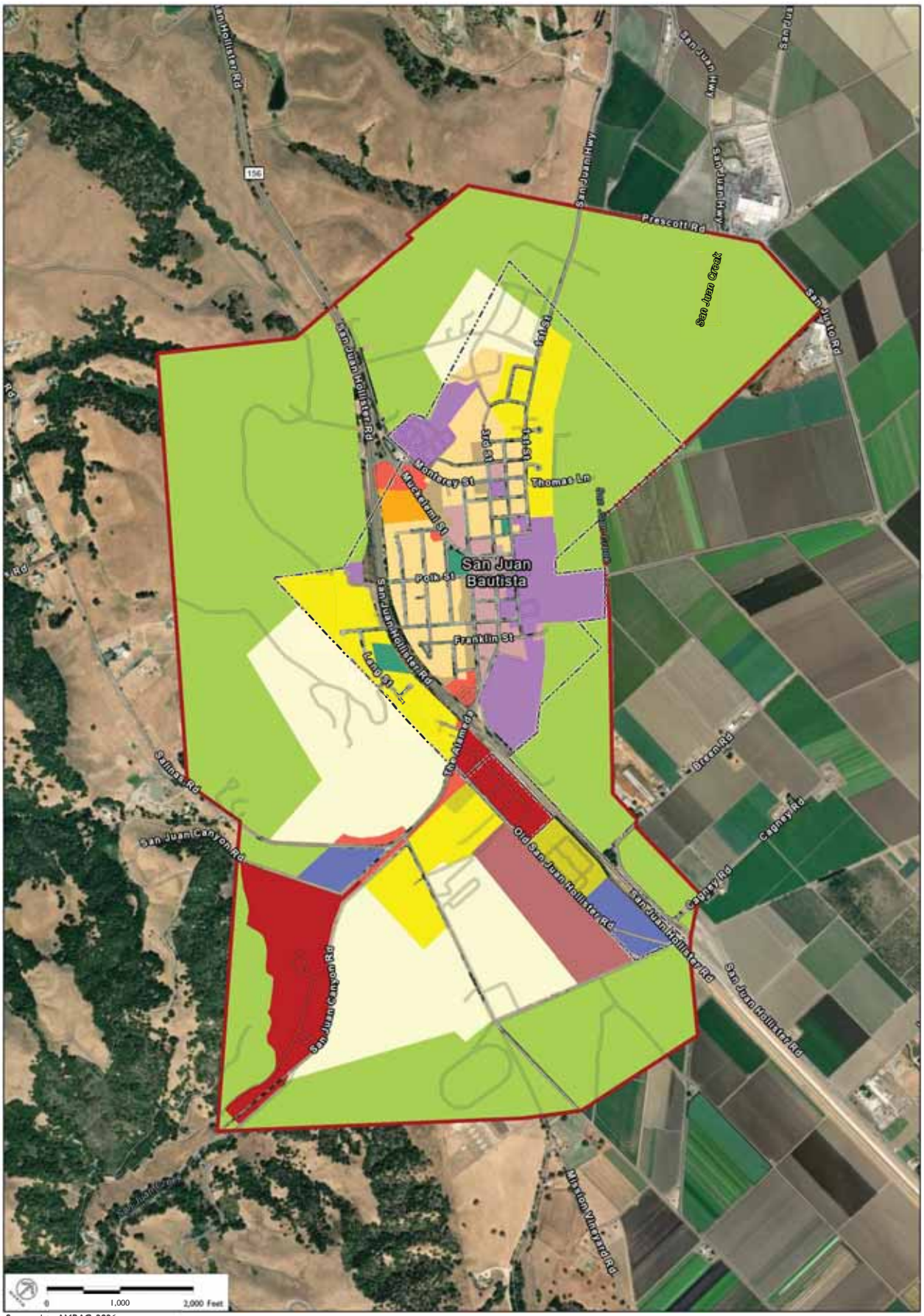
- City Limits
- Sphere of Influence

SAN JUAN BAUTISTA

2022 BASE

2050 San Juan Bautista Place Types Map

ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS



Source data: AMBAG, 2026

2050 SAN JUAN BAUTISTA PLACE TYPES

Suburban Place Types
- Suburban Single-Family Residential
- Suburban Multi-Family Residential
- Neighborhood Commercial
- Regional Commercial
- Employment Center
- Neighborhood Mixed Use

Town Place Types
- Town Multi-Family Residential

Non-Urban Place Types
- Agriculture
- Rural Town Commercial
- Rural Town Residential
- Exurban and Rural Residential

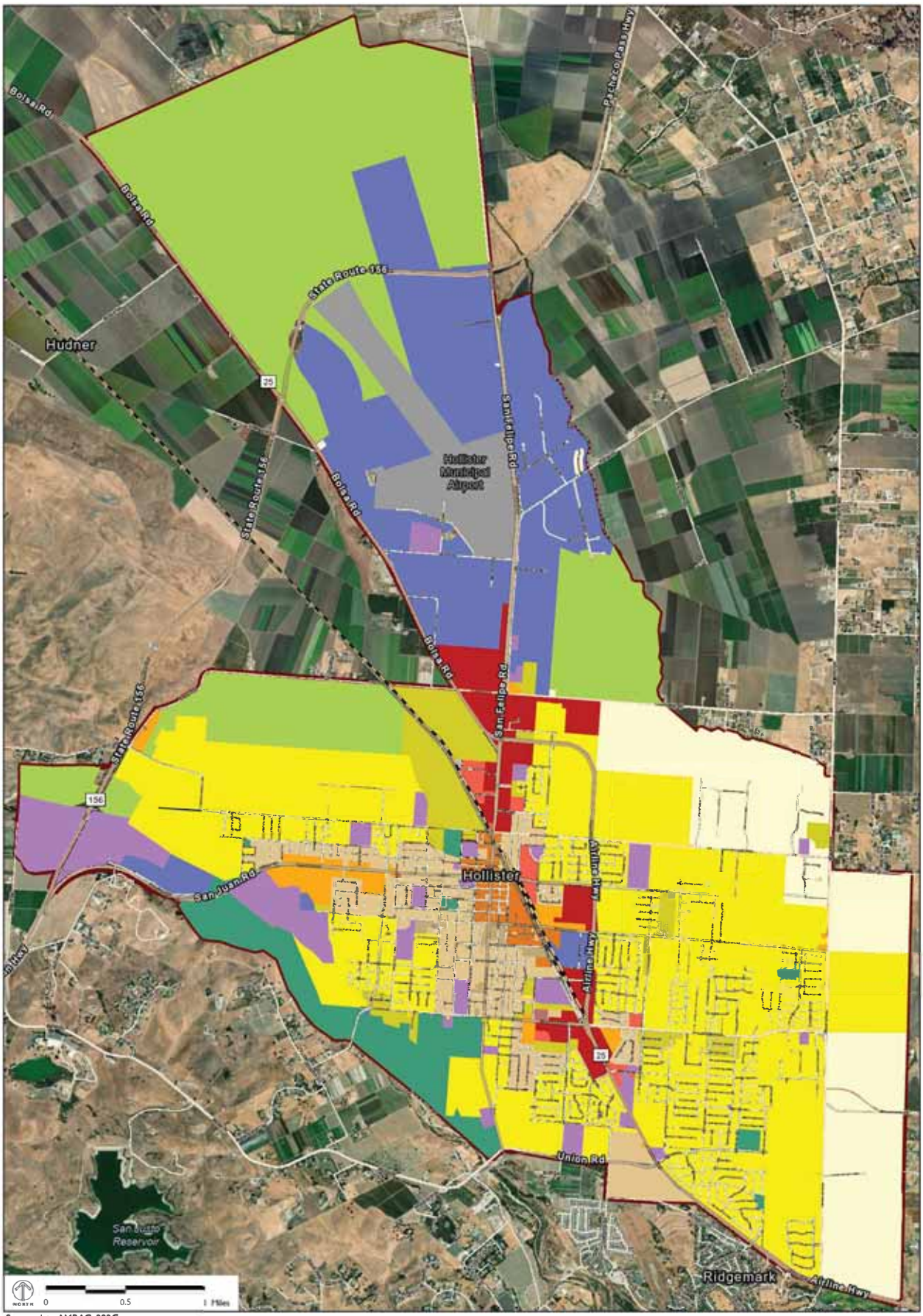
Other
- Industrial/ Manufacturing
- Institutional/Civic
- Open Space/ Recreational
- City Limits
- Sphere of Influence

SAN JUAN BAUTISTA

2050 MTP/SCS

2022 Hollister Place Types Map

ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS



Source data: AMBAG, 2026

2022 HOLLISTER PLACE TYPES

Suburban Place Types
- Suburban Single-Family Residential
- Suburban Multi-Family Residential
- Neighborhood Commercial
- Regional Commercial
- Employment Center
- Neighborhood Mixed Use

Town Place Types
- Town Single-Family Residential
- Town Multi-Family Residential
- Town Mixed Use

Non-Urban Place Types
- Agriculture
- Exurban and Rural Residential

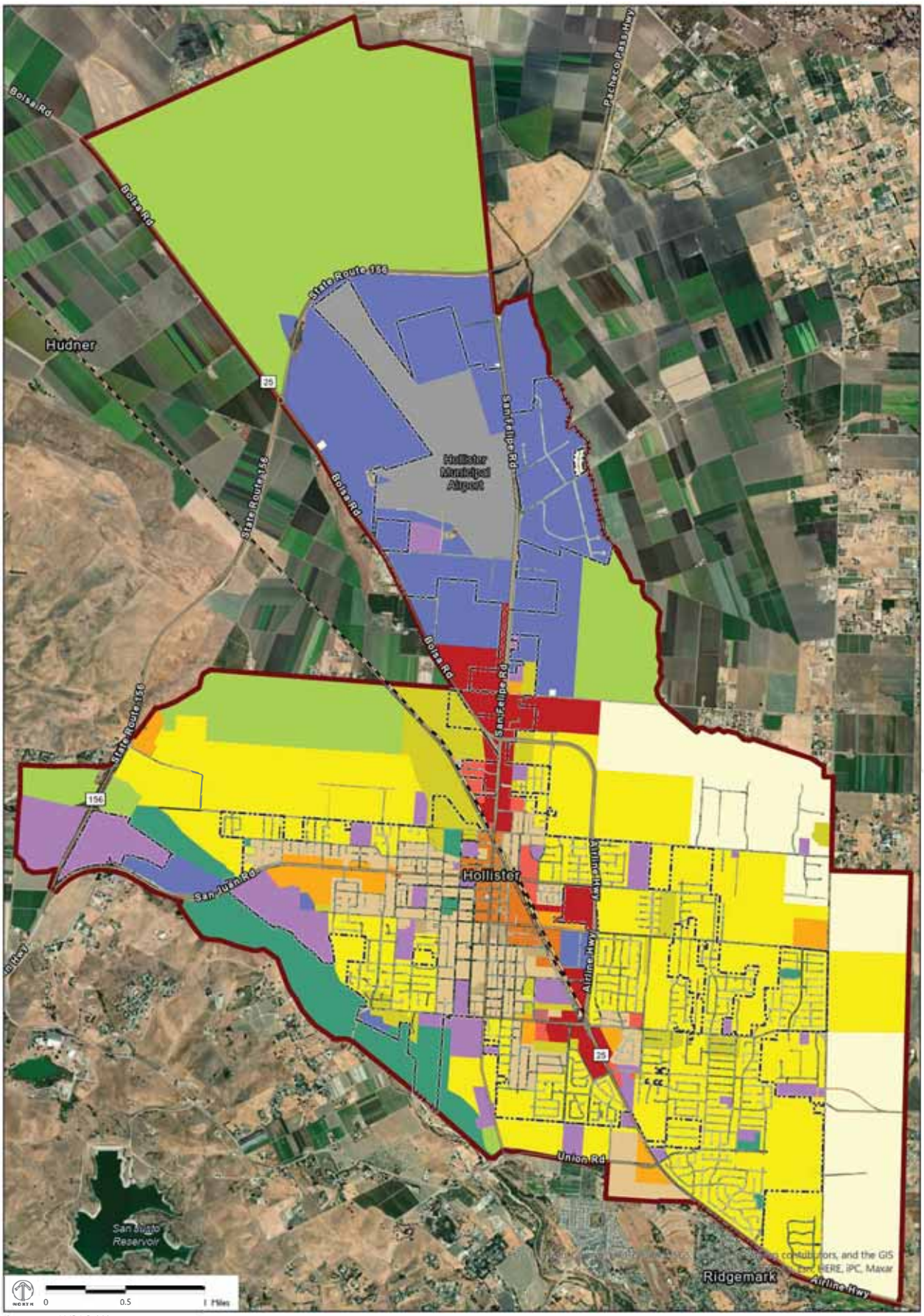
Other
- Industrial/ Manufacturing
- Institutional/Civic
- Open Space/ Recreational
- Airport

- City Limits
- Sphere of Influence
- Railroads

HOLLISTER
2022 BASE

2050 Hollister Place Types Map

ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS



Source data: AMBAG, 2026

2050 HOLLISTER PLACE TYPES

Suburban Place Types
- Suburban Single-Family Residential
- Suburban Multi-Family Residential
- Neighborhood Commercial
- Regional Commercial
- Employment Center
- Neighborhood Mixed Use

Town Place Types
- Town Single-Family Residential
- Town Multi-Family Residential
- Town Mixed Use

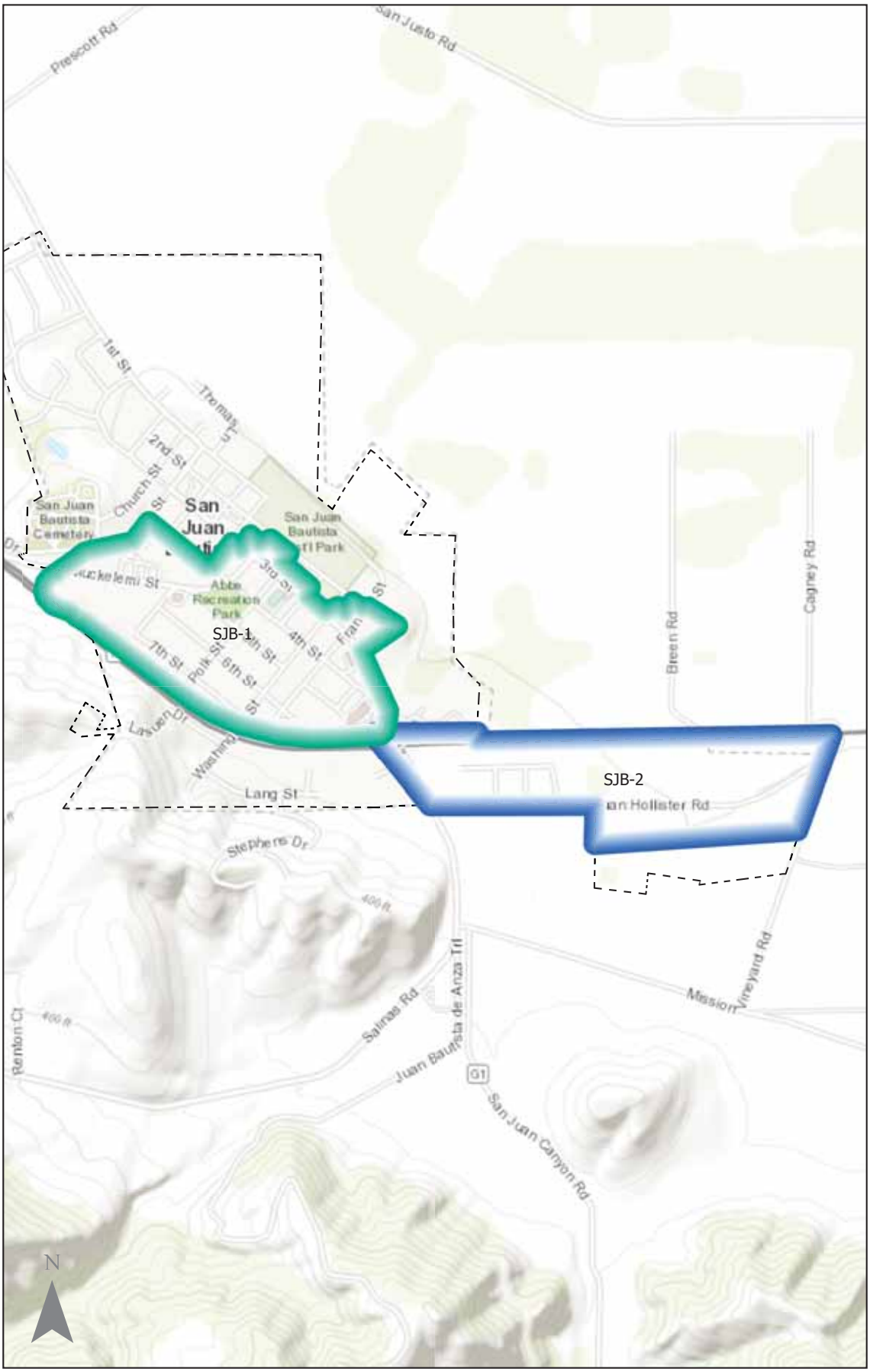
Non-Urban Place Types
- Agriculture
- Exurban and Rural Residential

Other
- Industrial/Manufacturing
- Institutional/Civic
- Open Space/Recreational
- Airport

- City Limits
- Sphere of Influence
- Railroads

HOLLISTER
2050 MTP/SCS

San Juan Bautista Opportunity Areas



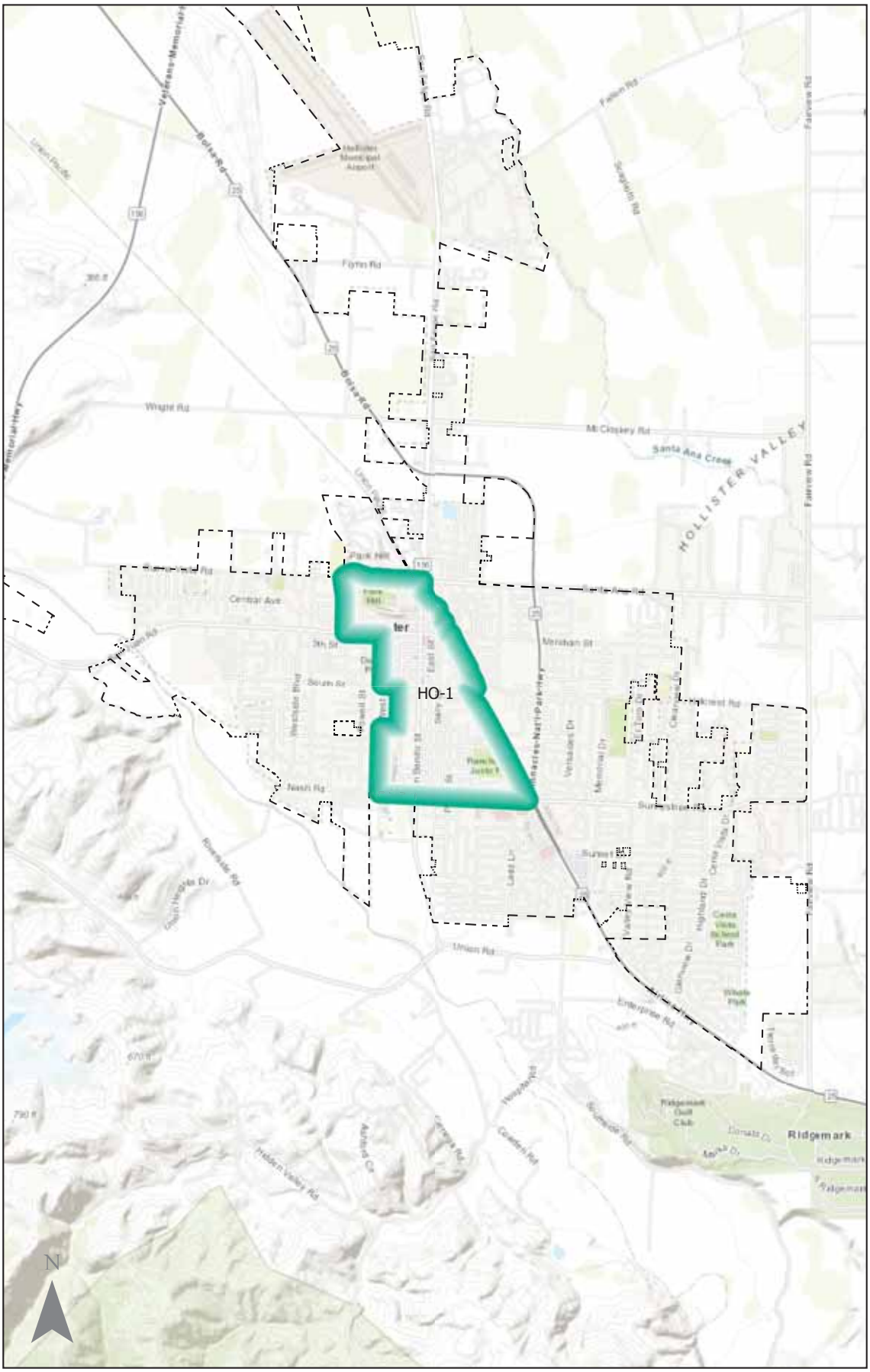
Opportunity Areas

- Existing / Planned Opportunity Areas
- Potential Opportunity Areas
- City of Census Designated Place (CDP) Boundaries

0.5 Miles

City of San Juan Bautista Opportunity Area Locations

Hollister Opportunity Areas



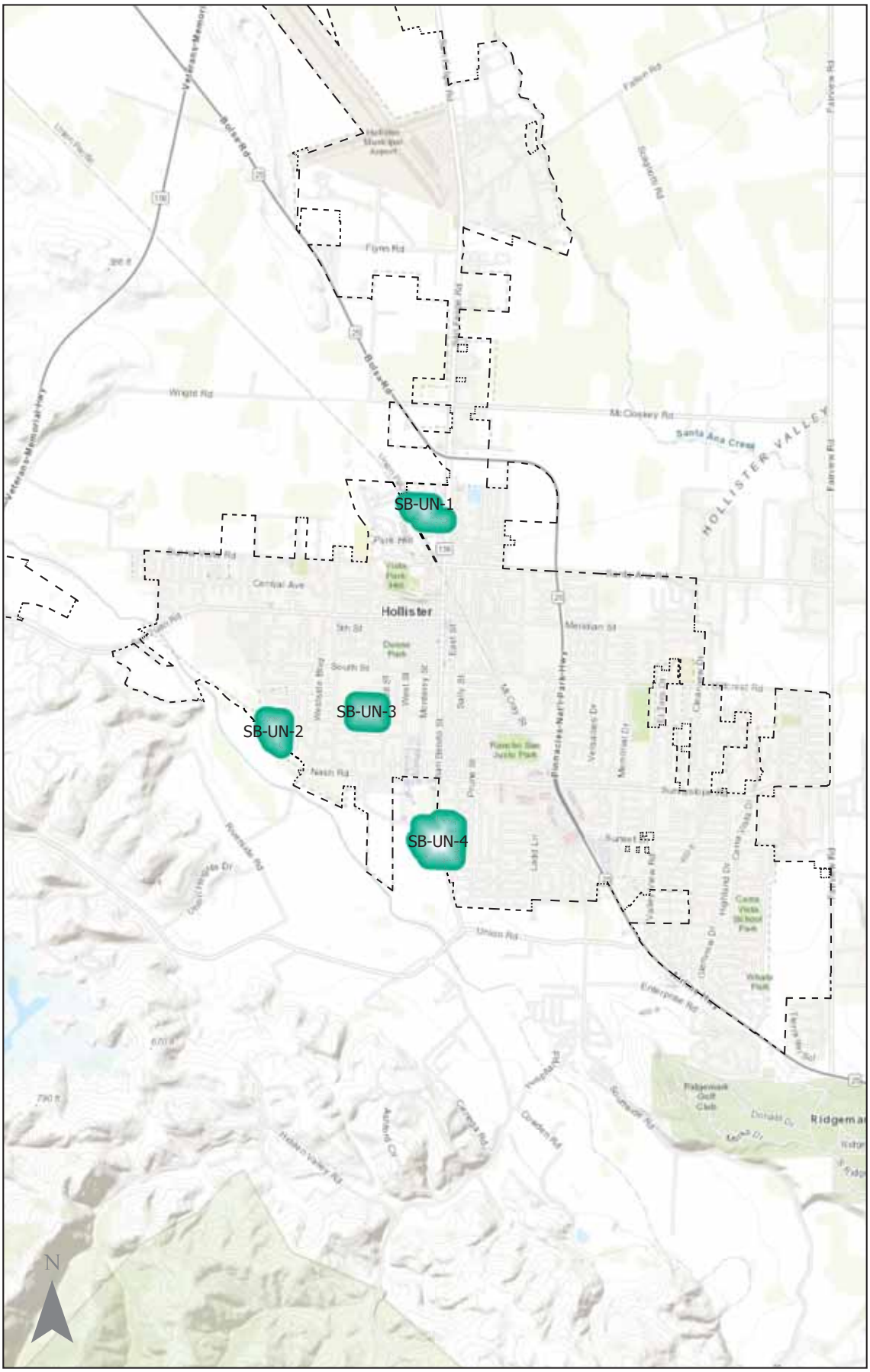
Opportunity Areas

- Existing / Planned Opportunity Areas
- Potential Opportunity Areas
- City of Census Designated Place (CDP) Boundaries

1 Miles

City of Hollister Opportunity Area Locations

San Benito County Opportunity Area



Opportunity Areas

- Existing / Planned Opportunity Areas
- Potential Opportunity Areas
- City of Census Designated Place (CDP) Boundaries

1.5 Miles

San Benito County Opportunity Area Locations

SBCOG
Council of
San Benito
County Governments

Appendix G: Public Comment and Response

On December 11, 2025, SBCOG released the Draft 2050 RTP for public review and comment. A public hearing was held on January 15, 2026, and a series of public workshops, led by AMBAG, were held to facilitate public comment. The close of the public comment period for the Draft 2050 RTP was January 30, 2026. Staff have compiled the comments received on the Draft 2050 RTP and prepared written responses, which are included below.

#	Date	Name / Agency	Category	Comment	Response
1	1/28/2026	Caltrans	General	Ensure that the RTP Checklist is accurate and encompasses all the pages in the RTP that meet the corresponding requirements.	Staff reviewed the RTP Checklist for accuracy and made revisions as needed.
2	1/28/2026	Caltrans	General	Most of the charts, maps, and figures throughout the RTP have a low image resolution. In some figures there are data labels that are difficult to read clearly. Many of these are from AMBAG's MTP/SCS or from other local agencies. Please contact the specific agency such as AMBAG to request the original charts, maps, and figures to be incorporated into the RTP where needed.	To the extent possible, staff has replaced lower-resolution images to higher-resolution images. Although some images cannot be replaced at this time, staff will work towards including more high-resolution images in future planning reports.
3	1/28/2026	Caltrans	General	The RTP Policy Goals are identified in the Executive Summary (page ii) and Chapter 2 (page 14), but they are renamed "policy objectives" in Chapter 6 (page 69). The federal transportation factors are listed on page 18 of Chapter 2, but there is no explanation of how they are considered in this plan. Chapter 2, page 18, is titled "Federal Planning Factors and Performance," but it makes no mention of performance or of how the RTP's policy goals align with the National Goals. Please revise.	Staff has edited the document to ensure consistency in references to policies and objectives. Text has been added in Chapter 2 to address the request that the RTP policy goals align with federal policy goals and some additional discussion added.
4	1/28/2026	Caltrans	Chapter 2	Page 15 and 16, Strategies are the approaches taken to achieve a goal, and actions are small, actionable tasks that support specific objectives. While the strategies align with the policy goals, they are not tied to objectives. Please explain	Staff has made edits on pages 15-16 to make the consistency clear that the 2050 RTP's policy goals are supported by supportive objectives. Plan recommendations or strategies to support the plan's goals and objectives are introduced in the action plan

				how the strategies support the specific objectives.	elements of the RTP. Please note that transportation agencies use varied terminology to describe a plan's policy framework and the RTP Guidelines do not require specified terminology.
5	1/28/2026	Caltrans	Chapter 3	Chapter 3, Existing Multimodal Transportation Network, could be improved to more clearly articulate the high-level project purpose and need as well as identifying the existing transportation systems, current (existing) and future (projected) conditions, current and future deficiencies, and the causes of the deficiencies. This includes more route-specific data and analysis, such as truck/vehicle volumes, truck percentages, crash locations, and pavement/bridge conditions. These types of data and analyses are necessary for performance-based planning and programming, and for identifying transportation deficiencies to establish project needs.	The existing transportation network descriptions as well as the data and policy framework used for 2050 RTP fully complies with the latest RTP Guidelines (FY 25-26) and the associated RTP Checklist. The 2050 RTP references considerably more information and data than prior RTP updates completed by SBCOG. Staff recognizes the value of continuing to secure new data and network information that can guide the agency's future transportation planning policies and investment strategies. Because of this, staff will continue to coordinate with Caltrans, AMBAG, and other agency partners to pursue new data resources to incorporate into future SBCOG planning efforts.
6	1/28/2026	Caltrans	Chapter 3	The Goods Movement section can be improved by clarifying the significance of “crossroads” for freight, identifying the network (specific freight highways and regional/local roads), and clearly identifying freight challenges by route and location (high-crash areas, high-congestion areas, infrastructure, connectivity, etc.). This includes providing the locations of these deficiencies to determine logical termini.	Staff has updated the Goods Movement discussion to clarify the significance of "crossroads" for freight and has added additional references to the California Central Coast Sustainable Freight Study, conducted by AMBAG in 2024, that can be linked to as an appendix. As for the specific freight data requested by this comment, they are beyond what is required by the latest RTP Guidelines (FY 25-26) and the associated RTP Checklist. Staff recognizes the value of continuing to secure new information and data that can guide the agency's future goods movement planning, policies and investment strategies. Because of this, staff will continue to coordinate with Caltrans, AMBAG, and

					other agency partners to pursue new commercial freight data sources in future SBCOG planning efforts.
7	1/28/2026	Caltrans	Chapter 3	This section references other studies, but it would be more effective to include relevant sections, data, and figures from those studies within this plan. This section should identify and describe the regional goods movement system, provide long-range system objectives to guide long- and short-term freight improvements, and include freight system deficiencies supported by data and analysis.	Staff has updated the Goods Movement discussion to further reference the California Central Coast Sustainable Freight Study, conducted by AMBAG in 2024, that serves as the region's primary goods movement planning reference and includes many of the detailed information requested in this comment. Other specific suggestions in the Caltrans comment will also be considered in future SBCOG/AMBAG planning efforts related to goods movement in the county.
8	1/28/2026	Caltrans	Chapter 3	Chapter 3, in conjunction with Chapter 4 and the RTP goals, objectives, strategies, PMs, and targets (PBPP framework), should be sufficiently detailed to identify, justify, and prioritize freight projects for transportation funding (both constrained and unconstrained project lists).	Staff has updated the Goods Movement discussion to further reference the California Central Coast Sustainable Freight Study, conducted by AMBAG in 2024, that serves as a regional modal planning study and includes many of the detailed information requested in this comment. Other specific suggestions in the comment will also be considered in future SBCOG/AMBAG planning efforts related to goods movement needs in San Benito County.
9	1/28/2026	Caltrans		Pages 28 and 29, The RTP section discussing bicycle and pedestrian issues should identify the following: 1.) A well-connected transportation network within the region that includes routes with all types of bicycle and pedestrian facilities on local streets which provide trips to destinations. 2.) Policies, plans, and programs used to promote the usage of bikes and walking. 3.) Transit and rail interface with bicyclists and pedestrians.	Staff has edited the discussion of bicycle and pedestrian issues on pages 28-29 to more clearly communicate the importance of the four actions identified in this comment.

				4.) Unmet bicycle and pedestrian needs. Refer to 2024 RTP Guidelines Section 6.11 for more details	
10	1/28/2026	Caltrans	Chapter 3	Page 22, Federal and State Highways. The second paragraph indicates "Existing highway facilities in San Benito face significant safety and congestion challenges, particularly along the segments of SR 25, SR 156, and U.S. 101 that connect the region to the Bay Area." This statement needs to be updated to include the new safety projects that are being implemented on SR 25. The SR 156 Improvement Project completion also reduced conflict points. It is unclear where there are challenges on US 101 in San Benito County. Please clarify this statement.	Staff has edited the description of federal and state highways in San Benito County to ensure the reader understands that new safety projects have been recently implemented along SR 25, recent safety countermeasures along SR 156 have improved that corridor, and US 101 safety improvements along Rocks Road have also enhanced corridor safety. It has been noted that Caltrans is currently reviewing two additional safety projects to be implemented along SR 25, which would further improve the corridor.
11	1/28/2026	Caltrans	Chapter 3	Page 22, Table 3-1. SR 146 should not be listed under highways since it has been relinquished to National Park Service within San Benito County.	Staff has revised Table 3-1 to reflect the relinquishment of SR146.
12	1/28/2026	Caltrans	Chapter 3	Page 25, SR 156 should have its own paragraph similar to the other routes in San Benito County in this section.	Staff has added a paragraph with additional information on SR 156.
13	1/28/2026	Caltrans	Chapter 3	Page 26, SR 146. Please explain that only the San Benito County segment has been relinquished to the National Parks Service.	Staff has revised the reference to SR 146 on page 26 to reflect the fact that only this segment has been relinquished to the National Park Service.
14	1/28/2026	Caltrans	Chapter 4	Table 4-3 reports San Benito Region (Total) housing units: “20,365 to 24,861 (22.1%) to 71,030 (185.7%).” The final value 71,030 duplicates the 2050 population from Table 4-2 (not housing units) and yields an implausible +185.7% change. That appears to be a paste/reference error. Correct the 2050 total housing to match the Executive Summary- Table	Staff has edited Table 4.3 to make the necessary data corrections and to ensure consistency with similar data in Table 4.2 and ES Table ES-1.

				ES-1 (Page ii) (26,293 units; +29% from 2022) and jurisdictional totals shown above/below (Hollister 16,164, SJB 992, Unincorporated 9,137 -> total = 26,293). Re-compute % changes to ensure internal consistency with ES Table ES-1. Also verify that all subsequent financing and project need statements using housing rely on the corrected number.	
15	1/28/2026	Caltrans	Chapter 4	Page 36, Opportunity Areas linkage: The text references updated Opportunity Areas and coordination with the 2050 MTP/SCS, but does not show expected shares of growth captured in those areas nor the modeling consequences (e.g., shorter trip lengths, higher transit/walk/bike shares). Adding a compact table (or cite an Appendix with supporting material) showing the percentage of new households/jobs placed in Opportunity Areas and estimated effects on average trip length, mode shares, and VMT per capita relative to a "No Build" pattern can help improve evidence that land-use strategy is driving forecasted performance.	Staff have included reference to metrics forecasting growth in San Benito Opportunity Areas by 2050.
16	1/28/2026	Caltrans	Chapter 4	Page 37, Regarding quantifying benefits, the narrative promises increased investment (e.g., active transportation budget +76%, transit capital tripled) but lacks mode share/VMT/health quantification. Recommendation: Add 2–3 headline metrics for San Benito (derived or allocated from AMBAG results), such as: Change in bike/walk trip share by 2035/2050; percent of population within a half mile of frequent transit;	Staff appreciates the interest in additional data quantifying benefits from increased active transportation investment. Although the performance outcome data already included in the 2050 RTP fulfills the current RTP Guidelines (FY 25-26) requirements, staff will contact AMBAG to see what additional data may be available to add to the plan's appendices. SBCOG utilized AMBAG for the travel demand modeling that includes active transportation

				VMT per capita change vs 2022; or safety outcomes for bike/ped per 1,000 VMT. Align these with Chapter 6/Appendix D.	performance indicators. The data included in the 2050 RTP and three-county MTP/SCS prepared by AMBAG allows for comparing modal performance outcomes in Monterey, San Benito, and Santa Cruz County plans and underpin the three-county EIR for the 2050 RTP and 2050 MTP/SCS. SBCOG relied on travel model data prepared by AMBAG for the 2050 RTP update. Using the same modal performance indicators for each county-level RTP was also important in preparing the three-county programmatic EIR for the MTP/SCS and RTP 2050. For specific data requests that cannot be completed with existing data sources, staff will consult with AMBAG about possibly adding these additional performance indicators into future regional active transportation planning efforts.
17	1/28/2026	Caltrans	Chapter 4	Pages 39-41, Maintenance need modeling: The PCI discussion and $500M need are strong, but there's no network-performance translation (e.g., how PCI improvements affect speeds, delay, crash risk in the RTDM models). Recommendation: Include a sentence acknowledging that RTDM typically does not endogenously model pavement condition, but that benefits are proxied via speed/incident assumptions in TSM scenarios (if used) or clarify that safety outcomes (per 1,000 VMT) reflect systemic investments rather than direct PCI modeling.	Staff has added to the discussion of road maintenance investment benefits in Chapter 4 to make sure it's clear that quantitative benefits from the increased investment are difficult to measure. The additional language is added to the discussion of TSM section on pp. 52-53.
18	1/28/2026	Caltrans	Chapter 4	Pages 39-41, TSM/TDM quantification. The plan doubles TSM and more than doubles TDM budgets, yet Chapter 4 does not provide expected uptake (carpool/vanpool counts, park-	Staff appreciates the interest in additional data on Transportation System Management (TSM) and Travel Demand Management (TDM) outcomes. Although there is no current RTP Guidelines (FY 25-26)

				and-ride occupancy), delay reduction, or VMT impacts from these programs. Recommendation: Add compact benefit metrics (e.g., estimated carpool/vanpool formation per $M invested, peak-hour person-throughput change on key corridors, and daily delay reduction) grounded in standard elasticities or past program performance. Even ranges would strengthen the modeling story	requirement for forecasting TDM or TSM investment impact, staff will contact AMBAG to see if there is any additional TSM or TDM data to reference in the plan or appendices. For specific data requests that cannot be completed from existing sources, staff will coordinate with Caltrans and AMBAG to identify potential new TSM and TDM data that can be collected and used in future planning efforts.
19	1/28/2026	Caltrans	Chapter 4	Page 42, Improving State Route 25 Safety with the Turbo Roundabout. Indicate this was a Caltrans led safety project in this paragraph.	Staff revised the Improving State Route 25 Safety with the Turbo Roundabout section to reflect the project was a Caltrans led safety effort.
20	1/28/2026	Caltrans	Chapter 5	Page 66, State Route 25 Corridor Improvement Project list numbers are incorrect. Revise to SB-CT-A44 and SB-CT-A45.	Staff has amended the project list numbers for the State Route 25 Corridor Improvement Project
21	1/28/2026	Caltrans	Chapter 6	Page 69, Objectives are specific, measurable (as much as possible) statements that support and break down goals into more explicit directions, for example, “reduce the number and severity of crashes involving freight-related vehicles by X% by date.” The Outcomes appear to be performance targets. If so, they may benefit from more introductory information to provide clarity. For example, does “77% (average) of plan investments m rerference is a umake it clear if such low-income or minority areas” mean that this percentage is a target or a summary statistic? Confirm that this performance measurement structure includes objectives that address National Goals (23 USC §150(b)).	Staff has edited Chapter 6 to clarify that "outcomes" are the key performance indicators (KPIs) that support the evaluation of the performance measures. Also, staff edited Chapter 6 to make sure that any data references (e.g. 77% of plan investments...) that are not performance measures are called out. Please note that state and regional transportation agencies in California use varied terminology to describe a plan's goals, objectives, strategies, etc. The RTP Guidelines do not specify a required approach to a plan's policy framework.
22	1/28/2026	Caltrans	Chapter 6	Page 69, Performance Measures are quantifiable metrics used to evaluate effectiveness,	Although Chapter 6 and the RTP 2050 plan performance appendix meets the performance

				efficiency, and the achievement of objectives. The plan should provide clear, measurable objectives, including federal performance measures and targets. Please provide additional detail regarding how the region set its targets and how it plans to achieve them. Additionally, please include how the performance measures relate to the identification and prioritization of transportation projects for federal funding.	reporting requirements in the current RTP Guidelines (FY 25-26), staff will coordinate with Caltrans and AMBAG to identify potential new data and performance indicators that can be developed and used to measure policy goals, objectives and strategies in future planning efforts.
23	1/28/2026	Caltrans	Chapter 6	Page 73, Pavement Conditions. US 101 is not an Interstate, please revise discussion section and tab.	Staff has edited page 73 to reflect this clarification on the classification of US 101.
24	1/28/2026	Caltrans	Chapter 6	Page 73, Pavement Conditions. SR 156 has been completed with new pavement; therefore, it should be removed from poor pavement condition listing.	SBCOG has removed mention of SR156 as a corridor with poor pavement condition.
25	1/28/2026	Caltrans	Appendix A	Page 84, Caltrans Project List, Caltrans SHOPP projects also fund safety improvements, which should be added under Project Description.	Staff has revised the referenced project description on page 84 to include mention of safety.
26	1/28/2026	Caltrans	Appendix A	Page 84, Caltrans Project List, the State Route 25 Corridor Improvement Project, Phase I SB-CT-A44-2026 (preliminary total cost estimates including all support and capital phases) should be revised to $600M. The State Route 25 Corridor Improvement Project, Phase II SB-CT-A45-2026 should be revised to $700M (this is also preliminary total cost estimates including all support and capital phases).	Due to the changes and direction for the SR 25 corridor, it is premature to change the SR 25 Corridor Improvement Project project description or cost estimates because Caltrans is leading an active EIR planning alternatives analysis that will result in updated costs. Once a preferred alternative is selected, the updated project scope and description in the 2050 RTP can be updated through a plan amendment. Selecting a preferred alternative is also necessary before any updated costs can be estimated.
27	1/28/2026	Caltrans	Appendix E: General	Checklist Item #4 – The checklist indicates that pages i through 11 include the Project Intent. This information is found on pages i and ii. Please	Staff has revised the checklist and/or plan references to address this comment.

				revise the checklist accordingly.	
28	1/28/2026	Caltrans	Appendix E: Coordination	Checklist Item #3 – The checklist indicates that Chapter 7 includes information about a periodic review of the strategies contained in the participation plan. However, this information could not be found. Please ensure this requirement is met and revise the RTP and checklist accordingly.	Staff has revised the checklist and/or plan references to address this comment.
29	1/28/2026	Caltrans	Appendix E: Coordination	Checklist Item #6 – The checklist indicates that Chapter 7 and Appendix D of the MTP/SCS specify the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation. However, this information could not be found in either location. Please ensure this requirement is met and revise the RTP and checklist accordingly.	Staff has revised the checklist and/or plan references to address this comment.
30	1/28/2026	Caltrans	Appendix E: Coordination	Checklist Item # 7 – The checklist indicates that the DEIR includes a comparison with the California State Wildlife Action Plan. However, this information could not be found. Please ensure this requirement is met and revise the RTP and checklist accordingly.	Staff has revised the checklist and/or plan references to address this comment.
31	1/28/2026	Caltrans	Appendix E: Modal	Checklist Item #3 – The checklist notes that pages 21-43 include a discussion of mass transportation. However, this information is only found on pages 29, 30, 38, and 39. Please revise the checklist accordingly.	Staff has revised the checklist accordingly
32	1/28/2026	Caltrans	Appendix E: Modal	Checklist Item #5 – The checklist indicates that pages 21-43 include information about regional pedestrian needs. However, this information is only found on pages 28, 29, and 38. Please revise	Staff has revised the checklist accordingly

				the checklist accordingly.	
33	1/28/2026	Caltrans	Appendix E: Modal	Checklist Item #6 – The checklist indicates that pages 21-43 include information about regional bicycle needs. However, this information is found specifically on pages 28, 29, and 38. Please revise the checklist accordingly.	Staff has revised the checklist accordingly
34	1/28/2026	Caltrans	Appendix E: Modal	Checklist Item #8 – The checklist indicates that page 38 includes information about rail transportation. However, no discussion about rail transportation can be found on this page or elsewhere in the RTP. Please ensure this requirement is met and revise the RTP and checklist accordingly	Staff has revised the checklist and/or plan references to address this comment.
35	1/28/2026	Caltrans	Appendix E: Financial	Checklist Item #7 – The checklist indicates that page 60 includes the consistency statement between the projects in the RTP and ITIP. However, this information could not be found. Please ensure this requirement is met and revise the RTP and checklist accordingly.	Staff has revised the checklist and/or plan references to address this comment.
36	1/28/2026	Caltrans	Appendix E: Financial	Checklist Item #8 – The checklist indicates that page 60 includes the consistency statement between the projects in the RTP and RTIP. However, this information could not be found. Please ensure this requirement is met and revise the RTP and checklist accordingly.	Staff has revised the checklist and/or plan references to address this comment.
37	1/28/2026	Caltrans	Appendix E: Environmental	Checklist Item #4 – The checklist indicates that pages ES9-ES52 in the DEIR address mitigation activities. However, this information is found on pages ES9-ES32. Please revise the checklist accordingly.	Staff has revised the checklist and/or plan references to address this comment.
38	1/28/2026	Caltrans	Appendix E: Environmental	We recommend that a link to the Draft EIR be included on SBCOG's RTP webpage to make it	We appreciate this suggestion. Staff has added the recommend link on the 2050 RTP webpage.

				easier to find. Currently, you need to go through AMBAG's website to find the Draft EIR.	
39	1/28/2026	Caltrans (Aero)	General (Aero)	It is important to note that the Airport Land Use Compatibility Plans (ALUCP) for Frazier Lake Airpark and Hollister Municipal Airport were last adopted in December 2019 and June 2012, respectively. According to the California Airport Land Use Planning Handbook, an ALUCP should undergo a comprehensive review and update at least every five years. However, this is a guideline, and local jurisdictions have the discretion to determine the appropriate timing for updates. Airports requiring updated plans may apply for California Airport Improvement Program grants, provided they are eligible. Additionally, we commend the County for ensuring that the current ALUCPs are accessible to the public via the County's website.	Staff appreciates the comment and will continue to monitor its ALUCPs.
40	1/28/2026	Caltrans (Aero)	General (Aero)	The Division recommends that regional planning agencies prepare, when appropriate, to address the following areas of future focus: - Advanced Air Mobility Services; - Wayside equipment for electrified aircraft, and electric avigation in general; - Sustainable Aviation Fuel (SAF), currently in the testing stages for commercial aircraft, but will eventually trickle down to general aviation; - Improved ground access for multimodal transportation alternatives.	Staff appreciates the recommendations to consider the four strategies mentioned for aviation system improvements. Although the aviation planning discussions in the RTP 2050 fulfills current RTP Guidelines requirements (FY 25/26), staff will share these recommended strategies with responsible parties in San Benito County and consider them in future aviation planning efforts.
41	1/28/2026	Caltrans (Aero)	General (Aero)	In planning for additional housing development, special care must be included to prevent encroachment on airports, sustain healthy communities with a focus on equity when siting	Staff acknowledges the comment and strives to sustain healthy communities in its airport land use responsibilities.

				future development, and preserve the viability of the aviation system as an economic engine for the region.	
42	1/28/2026	Caltrans (Aero)	Funding Resources (Aero)	Managing the finances required for airport maintenance can pose significant challenges. While grants are subject to availability, there are resources that can assist the County in securing financial aid through the California Aid to Airports Program (CAAP), with a particular focus on the Airport Improvement Program, Acquisition and Development Program, or Local Airport Loan Program. These avenues may offer valuable support in addressing financial needs related to airport upkeep.	Staff acknowledges the comment and will explore available airport funding grants as appropriate.
43	1/15/2026	Joe Tonascia	General	Mr. Tonascia stated that while the plan is updated every five years, it needs a much more thorough review. He believes dates, completed projects, costs, and missing items should be updated, and that several important elements need to be added. He expressed concern that road projects submitted by different jurisdictions conflict with one another and are not being coordinated. As an example, he cited inconsistencies between plans for Memorial Drive, Santa Ana Road, and surrounding developments, noting that roundabouts and reduced lanes may undermine intended traffic flow if major thoroughfares are not properly completed. He emphasized that no one appears to be ensuring plans are aligned or followed, while cities pursue traffic-calming strategies without providing adequate routes for moving	Staff used the best available information provided by Caltrans and local agencies in preparing the 2050 RTP project list and recommended future plan investments. Staff will share with the City of Hollister the concern that there is a misalignment of Hollister streets, as the local agencies are the appropriate contact for such comments. It should be noted that SR 152 is not in San Benito County and that the RTP 2050 does include a mention of potential future connectivity between transit services from San Benito County to the Gilroy Station in Santa Clara County where bus, Caltrain, and highspeed rail services may all connect in the future.

				traffic in and out. He also noted the absence of a previously discussed Highway 152 map—despite SBCOG, VTA, Mobility Partnership and Caltrans agencies having signed onto it—and said it should be included since the plan extends to 2050. Additionally, he pointed out that high-speed rail is not mentioned, even though Caltrans District 5 is staffing up for it and San Benito County would be affected. He concluded that these conflicts and omissions should be addressed in the current update.	
44	1/15/2026	Stephen Rosati	General	Mr. Rosati focused on concerns about funding assumptions in the Regional Transportation Plan (RTP). While acknowledging that the RTP is not a funding document, he noted that it repeatedly assumes adequate funding exists and questioned whether project costs have been updated to reflect current prices rather than original estimates. He referenced reductions in development impact fees around 2010, which were intended to stimulate the economy but, in his view, had little effect and were not restored for many years, resulting in significant loss of revenue. He suggested this pattern of underfunding has continued across multiple councils and boards. He recommended adding clarifying language on page 60, under Funding Uncertainties (last paragraph), to acknowledge that transportation impact fees may be underfunded and to state that elected officials should correlate the relationship between available funding sources and transportation	Staff used the best available information provided by Caltrans and local agencies in preparing the 2050 RTP project list cost estimates and project descriptions. The financial information in the 2050 RTP has more data and is more extensive than prior RTP updates. All required financial elements required in the RTP Guidelines are met and staff will monitor revenue sources so that future RTP updates reflect the latest forecasts available. Staff appreciates the clarification edits recommended for specific discussion on pages 60-61. The 2050 RTP recognizes that all future funding projections carry some level of uncertainty; staff developed the funding assumptions using the most reasonable and supportive information currently available. On page 61 staff will add a statement that the RTP 2050 is seeking to address the transportation needs of disadvantaged communities.

				costs and respond with solutions, even though the RTP (2025-2050) is not a funding document. He also proposed revisions on page 61, second paragraph from the end, adding language that states “seeks to proactively address the needs of disadvantaged communities,” specifically in San Benito County, which he believes may be deficient in this regard. Additionally, he recommended adding language emphasizing that elected officials should, at a minimum, ensure development impact fees reflect the current cost of roadway improvements, in addition to small annual cost-of-living increases. He concluded that if development impact fees are found to be 30–40% below needed levels, this is likely due to long-standing delays in updating fee structures.	

SBCOG
Council of
San Benito
County Governments

STAFF REPORT

Action
Prepared By: Osman I. Mufti, SBCOG Legal Counsel
Subject: Second Amendment to SBCOG ED Employment Agreement

Agenda Item No. 10
Approved By: Binu Abraham, Executive Director

Meeting Date: June 18, 2026

Recommendation:

Discuss and Approve Second Amendment to SBCOG Executive Director Employment Agreement with Binu Abraham.

Background/ Discussion:

The SBCOG Board met in closed session on May 21, 2026, to conduct a performance review for the Executive Director. Based on the outcome of the review, the Board is considering an amendment to the existing Employment Agreement with the Executive Director.

Attachments:

1. Second Amendment to Employment Agreement (to be provided under separate cover)

STAFF REPORT

Information
Prepared By: Myranda Arreola, Transportation Planner
Subject: Travel Behavior Analysis Final Report

Agenda Item No. 11
Approved By: Binu Abraham, Executive Director
Meeting Date: June 18, 2026

Recommendation:

Receive presentation on the Travel Behavior Analysis for San Benito County Final Report

Summary:

The Council of San Benito County Governments (SBCOG) received a $120,000 Caltrans Rural Planning Assistance (RPA) grant to complete a San Benito County Travel Behavior Analysis project. SBCOG awarded the project to Fehr & Peers through a competitive procurement process. Staff from Fehr & Peers will present the findings of the report.

Background/ Discussion:

In April 2024, SBCOG received a $120,000 Caltrans RPA grant to complete a San Benito County Travel Behavior Analysis project. The contract was awarded to Fehr & Peers to complete the San Benito County Travel Behavior Analysis project by June 30, 2026, consistent with the grant requirements and funding period, which expire on that date.

The San Benito region has grown and seen a change in travel behavior since the COVID-19 pandemic, however there was a lack of dependable and detailed data to reflect post-pandemic conditions. The report addresses the limitations of existing data sources and provides a more comprehensive profile of the travel patterns within San Benito County and between adjoining counties, such as Monterey and Santa Clara. Using big data, public data, and traffic counts, the report establishes a current baseline of travel behavior and system performance.

The information and findings in the report are intended to be accessible to different audiences, with additional technical information included in the appendices. Key findings outlined in the final report reveal considerations for near-term decisions and where further analysis is needed. The findings will help guide future transportation planning efforts undertaken by SBCOG and its three local member agencies in three key areas:

- Infrastructure and Strategic Planning
- Mobility and Transit Access
- Travel Demand Forecasting and Future Planning

The report supports an array of uses in future planning efforts, such as policy development, grant applications, and project prioritization. The technical foundation positions SBCOG to develop countywide travel demand forecasting model and future project-level analysis.

Fehr & Peers staff will be presenting the methodology and findings detailed in the report and will be available to answer questions.

The final report will be submitted to Caltrans in June 2026, as required by the grant award.

Attachments:

1. Travel Behavior Analysis for San Benito County Final Report (to be provided under separate cover)

STAFF REPORT

Information
Prepared By: Samuel Borick, Transportation Planner
Subject: SR 25 High-Level Alternative Screening Update

Agenda Item No. 12
Approved By: Binu Abraham, Executive Director

Meeting Date: June 18th, 2026

Recommendation:

RECEIVE information on the final outcomes of the SR 25 High-Level Screening Process

Summary:

The State Route 25 (SR 25) Corridor Improvement Project is currently in the Project Approval and Environmental Document (PA&ED) phase. In December 2025, Caltrans District 5, in coordination with Council of San Benito County Governments (SBCOG) staff and consultants, initiated a high-level screening of project alternatives. Monthly updates regarding the screening process were provided at the Board meetings between February and April 2026. The high-level screening effort concluded in May 2026, and a final overview of the process and its outcomes will be presented to the Board this evening.

Background/ Discussion:

SBCOG, in cooperation with Caltrans District 5 and the Santa Clara Valley Transportation Authority (VTA), has been proposing to improve 10.8 miles of the existing two-lane State Route 25 in San Benito and Santa Clara counties.

A Final Environmental Impact Report (EIR), completed in June 2016, adopted a new alignment for SR 25. The preferred route adoption alternative in the Final EIR was a four-lane expressway alternative on a new alignment that included an interchange at SR 156/ SR25. In October 2016, Caltrans submitted documentation to the California Transportation Commission for the route adoption of the preferred alternative, which was subsequently approved.

Other prior policy actions to advance the route adoption alternative included a Cooperative Agreement for the SR 25 Expressway Conversion Project between SBCOG and Caltrans that was signed in May 2021. In that agreement, SBCOG is the sponsor for the SR 25 Expressway Conversion Project and is responsible for establishing the scope of the project and securing the financial resources to fund the work/project. Caltrans is the implementing agency for the SR 25 Expressway Conversion Project and is responsible for managing the scope, cost, schedule, and quality of the work activities and products of the project. The PA&ED phase includes the completion of the Final Environmental Document and the Project Report.

An environmental planning effort was formally initiated by SBCOG and Caltrans in the fall of 2024 to fully analyze a range of alternatives for the future of SR 25. The Environmental Impact Report (EIR) was scoped to fulfill necessary federal and state requirements and allow the sponsor agencies to move towards implementing critical improvements along the corridor. To kick off the environmental process a scoping meeting was held in Hollister in November 2024. Following the scoping meeting, the SBCOG Board received numerous public comments requesting reconsideration of the EIR alternatives. In response, the Board directed SBCOG staff and Caltrans to identify and evaluate additional options along the existing SR 25 corridor, including alternatives that may offer reduced costs.

Caltrans and SBCOG partnered to host an in-person public outreach/scoping meeting in Hollister on November 19, 2025, to allow the public to provide input regarding the additional alternatives under consideration to be included in the SR 25 EIR. To support these discussions, hardcopy conceptual layouts of the entire SR 25 corridor were made available for review, including alternatives on both the 2016 adopted route and existing alignment. These materials were supplemented with transparencies of typical intersection improvements that could be overlaid on the layouts. The public comment period following the meeting concluded on December 19, 2025.

In December 2025, Caltrans District 5, in coordination with SBGOG staff and consultants, initiated a high-level screening of project alternatives. The screening considered alternatives along the 2016 adopted route, the existing alignment, and transit-oriented options. This high-level screening is a systematic, objective-based assessment that uses available data, standards, and guidelines to identify low-viability alternatives and establish the set of alternatives to be carried forward for further analysis in the Environmental Document. The screening helps reduce project costs and accelerate the project schedule.

Caltrans, in coordination with SBCOG staff, provided monthly progress updates to the SBCOG Board on the status of the high-level screening process between February and April 2026. The high-level screening process concluded in May 2026, and staff is presenting a summary of the outcomes.

Financial Impact:

There is no additional financial impact at this time. The environmental studies on SR 25 are funded through Measure G.

Attachments:

1. SR 25 - High-Level Alternative Screening Memorandum

MEMORANDUM

To: High-Level Screening Focus PDT (Caltrans, SBCOG, Mark Thomas)
From: Rachel Wooldridge, PE (Mark Thomas)
Date: June 11, 2026
RE: State Route 25 - High-Level Alternative Screening Memorandum

A. Executive Summary

The Council of San Benito County Governments (SBCOG), in cooperation with Caltrans District 5 and the Santa Clara Valley Transportation Authority (VTA), proposes to improve 10.8 miles of the existing two-lane State Route 25 (SR-25) in San Benito and Santa Clara counties. A Final Environmental Impact Report (FEIR) was a route adoption study, completed in June 2016, identifying a specific corridor for placement of an expressway for future needs. This did not include a buildable project. Following the initiation of the environmental study effort for the first segment of a Build Alternative in the Fall of 2024, the SBCOG Board received numerous public comments requesting reconsideration of the EIR alternatives. In response, the Board directed SBCOG staff and Caltrans to identify and evaluate additional alternatives along the existing SR-25 corridor. Alternatives were developed in alignment with the adopted Purpose and Need Statement (March 2024). For the complete Purpose and Need, see Attachment A.

In December 2025, Caltrans, in coordination with SBGOG staff and consultants, initiated a high-level screening of project alternatives. The screening considered alternatives along the 2016 adopted route, the existing alignment, and transit-oriented options. The threshold for this high-level screening analysis was measured against the application of the adopted Purpose and Need statement. The high-level screening was developed as a systematic, objective-based assessment that leveraged available data, standards, and guidelines to identify low-viability alternatives and establish the set of alternatives to receive further analysis in the Environmental Document. The Environmental Document is a combined CEQA and NEPA document in which the Purpose and Need and Project Objectives are considered and similar. The intent of the screening exercise was to arrive at a set of alternatives that reduce significant impacts, have high long-term viability and ability to meet the adopted Purpose and Need. Completion of the screening process also helped reduce project costs, accelerate the project schedule, and contribute to the Environmental Document. This memorandum serves as a summary of the screening process, conclusions and recommendations. A detailed analysis of these conclusions will be included in the Environmental Document.

Caltrans, in partnership with SBCOG staff and their consultants, including Mark Thomas, the author of this memorandum, recommends adopted route alignment alternatives 2, 2a, 2b, 2c, 3, 3a, and 4 and existing

alignment alternative 8 to receive further technical analysis as part of the Environmental Document. Alternatives 3b, 3c 4a, 5, 6, 7 and 9 are not recommended to receive further technical analysis. The results of the high-level screening across all alternatives are depicted in Table 1 below, with additional detail and justification included in Section D of this memorandum.

Table 1 High-Level Screening Results

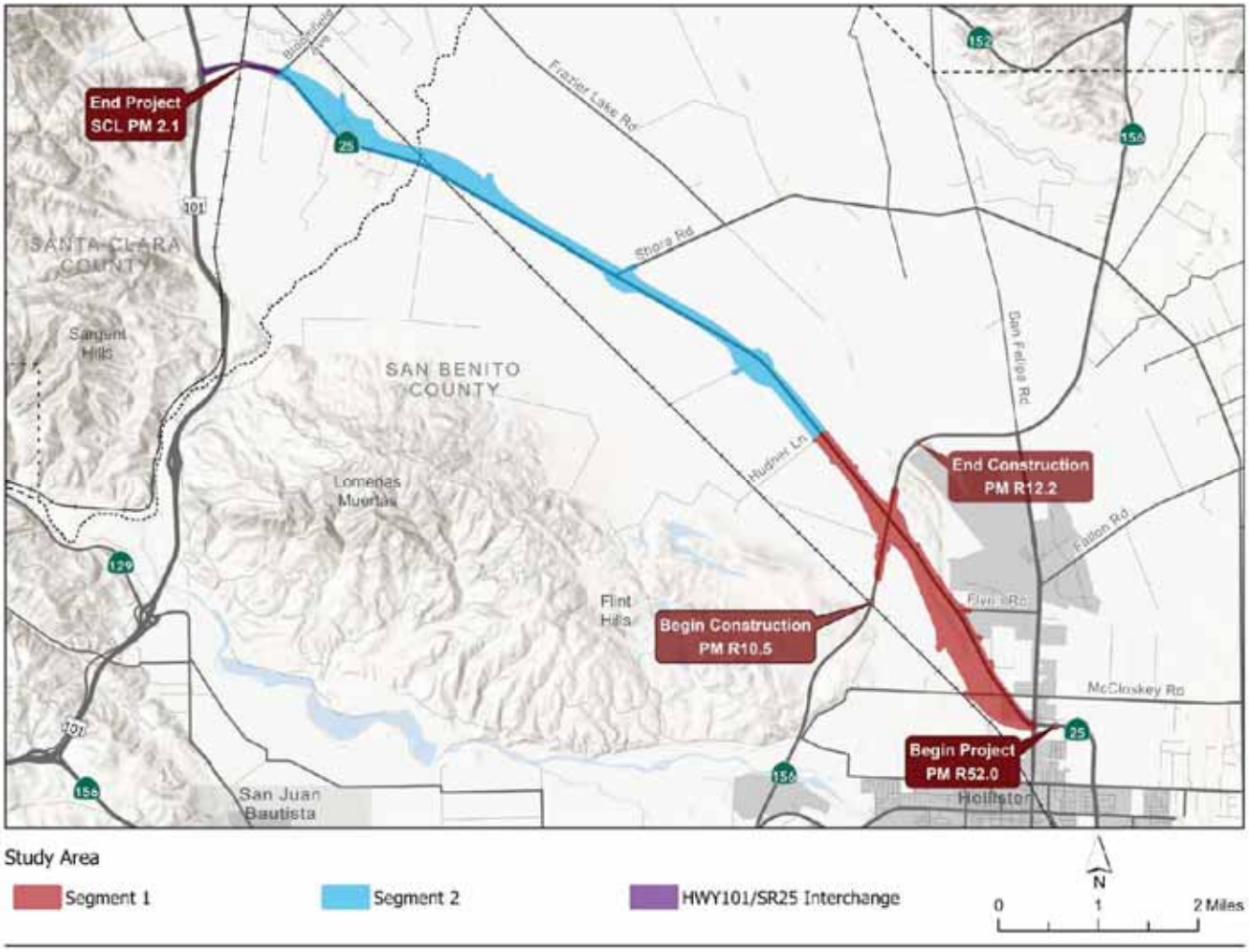
Alternative	Name	Variation	Design Option	Description	Screening Result
2	**4 Lanes - Adopted Alignment**	*2*	4 Lane Expressway	4 Lanes General Purpose (GP)	**Y**
		2a	Managed Lane - High Occupancy Vehicle (HOV)	2 Lanes GP; 2 Lanes HOV	**Y**
		2b	Managed Lane - High Occupancy Toll (HOT)	2 Lanes GP; 2 Lanes HOT	**Y**
		2c	Managed Lane - Busway	2 Lanes GP; 2 Lanes Transit Only	**Y**
3	**3 Lanes - Adopted Alignment**	*3*	Reversible General Purpose Lane	2 Lanes GP; 1 Lane Reversible GP	**Y**
		3a	Reversible HOV Lane	2 Lanes GP; 1 Lane Reversible HOV	**Y**
		3b	Reversible HOT Lane	2 Lanes GP; 1 Lane Reversible HOT	N
		3c	Reversible Busway	2 Lanes GP; 1 Lane Reversible Transit Only	N
4	**2 Lanes - Adopted Alignment**	*4*	2 Lane Expressway	2 Lanes GP	**Y**
		4a	2 Lane Expressway with Bus-on-Shoulder	2 Lanes GP with Bus on Shoulder	N
5	**2 Lane Transit Only Busway on New Alignment**				N
6	**1 Lane Reversible Transit Only Busway Beside Rail Corridor**				N
7	**Passenger Commuter Rail Service on Union Pacific Hollister Branch Line**				N
8	**4 Lanes - Existing Alignment**	-	4-Lane Conventional		**Y**
9	**4 Lanes - Existing Alignment**	-	4-Lane Expressway		N*

Y – Continuing to receive further technical analysis
N – Not continuing to receive further technical analysis
** Recommendation with concurrence from SBCOG Board in April 2026*

B. Project Background

To accommodate existing and future traffic needs as well as improve safety and operation along SR-25, SBCOG, in cooperation with Caltrans District 5 and VTA, proposes to improve 10.8 miles of the existing two-lane SR-25 in San Benito and Santa Clara counties. SR-25 is a two-lane undivided conventional highway located in California's Central Coast Region, primarily traversing agricultural land. The project limits are shown in Figure 1 below. The entire 10.8-mile section of SR25 will be considered in the Environmental Document and Project Report; however, Segment 1 is the only section that will move forward into the Design, Plans, Specifications and Estimate (PS&E), phase.

Figure 1 Project Location Map



A FEIR, completed in June 2016, adopted a new alignment for SR-25. The preferred route adoption alternative in the FEIR was a four-lane expressway alternative on a new alignment that included an

interchange at SR 156/ SR25. In October 2016, Caltrans submitted documentation to the California Transportation Commission (CTC) for the route adoption of the preferred alternative, which was subsequently approved.

A Cooperative Agreement for the SR-25 Expressway Conversion Project[1] (project) between SBCOG and Caltrans was signed in May 2021 for the Project Approval and Environmental Document (PA&ED) phase. In that agreement, SBCOG is the sponsor for the project and is responsible for establishing the scope of the project and securing financial resources to fund the work/project. Caltrans is the implementing agency for the project and is responsible for managing the scope, cost, schedule, and quality of the work activities and products of the project. The PA&ED phase includes the completion of the Final Environmental Document and the Project Report.

An environmental planning effort was formally initiated by SBCOG and Caltrans in the Fall of 2024 to analyze a range of alternatives for the future of SR-25. The Environmental Impact Report (EIR) was scoped to fulfill necessary federal and state requirements and allow the sponsor agencies to move towards implementing critical improvements along the corridor. To kick off the environmental process, several scoping meetings were held in Hollister and Gilroy in November 2024. Following the scoping meetings, the SBCOG Board received numerous public comments requesting reconsideration of the EIR alternatives. In response, the Board directed SBCOG staff and Caltrans to identify and evaluate additional options along the existing SR-25 corridor, including alternatives that may offer reduced costs.

Following the release of a revised Notice of Preparation (NOP), Caltrans and SBCOG partnered to host an additional public scoping meeting in Hollister on November 19, 2025, to allow the public to provide input regarding the additional alternatives under consideration to be included in the SR-25 EIR. The public comment period following the meeting concluded on December 19, 2025. Alternatives were developed in alignment with the adopted Purpose and Need Statement (March 2024). For the adopted Purpose and Need Statement, see Attachment A.

In December 2025, Caltrans District 5, in coordination with SBCOG staff and consultants, initiated a high-level screening of the project alternatives to identify those with the potential to reduce significant impacts, maintain long-term viability, and satisfy the Purpose and Need. The screening process also helped to reduce project costs and accelerate the project schedule. The screening considered alternatives along the 2016 adopted route, the existing alignment, and transit-oriented options. The high-level screening was a systematic, objective-based assessment that utilized available data, standards, and guidelines to identify low-viability alternatives and establish the set of alternatives to receive further analysis in the Environmental Document.

Caltrans and SBCOG staff maintained transparency around the high-level screening process at every step. Following initial updates to the SBCOG Board at the February, March and April 2026 Board meetings, the

[1] Project was renamed as the SR-25 Corridor Improvement Project.

high-level screening concluded in May 2026, with the results presented at the June 2026 SBCOG Board meeting.

C. High-Level Screening

A high-level screening process arose from the need for an objective and systematic assessment to determine which alternatives warranted further analysis during the development of the Environmental Document. Conducted through the lens of technical feasibility and policy alignment, this evaluation aimed to isolate viable options. Ultimately, the goal was to identify a set of long-term alternatives that meet the adopted Purpose and Need and Project Objectives while offering the greatest potential to reduce significant impacts. Completion of the screening process also helped reduce project costs, accelerate the project schedule, and contribute to the Environmental Document. By leveraging existing data and established standards and guidelines, each alternative was screened for overall impacts and projected long-term benefits.

A focus project development team (PDT) was assembled with representatives from SBCOG management and planning staff, SBCOG technical and legal consultants, including Mark Thomas, and Caltrans District 5 Project Management and functional unit leads. Caltrans functional unit representatives included, but were not limited to:

- Design
- Traffic Operations
- Traffic Safety
- Environmental Planning
- Transportation Planning
- Traffic Modeling and Forecasting

This PDT focused on considering current standards, guidelines, and policies including, but not limited to, the following:

- CEQA Guidelines (Section 15126)
- Highway Safety Manual (HSM)
- Highway Capacity Manual (HCM)
- Local Planning Procedures and Policies
- Caltrans Standard Plans and Specifications
- Federal Highway Administration (FHWA) standards

The high-level screening for both the adopted route and existing route alignment alternatives considered key criteria including capacity, safety, right of way, constructability, construction, environmental impacts, and long-term planning. Long-term ability and viability to meet the adopted Purpose and Need was evaluated in consideration of receiving further analysis in the Environmental Document. Alternatives not

continuing to receive further technical analysis as a result of the high-level screening process will still be described in the Environmental Document with a specific, detailed discussion of why they were "considered but rejected" from further analysis.

D. High-Level Screening Results

Caltrans, in partnership with SBCOG staff and their consultants, including Mark Thomas, is recommending adopted route alignment alternatives 2, 2a, 2b, 2c, 3, 3a, and 4 and existing alignment alternative 8 to receive further technical analysis as part of the Environmental Document. Alternatives 3b, 3c, 4a, 5, 6, 7 and 9 are not recommended to receive further analysis. Below is a summary of the results from the high-level screening.

Alternatives Developed Along the Adopted Alignment:

Alternative 2: 4-Lane Expressway

This alternative includes four general purpose (GP) lanes along the adopted route. Through the high-level screening process, this alternative demonstrated a high ability to meet the Purpose and Need with significant improvement in congestion and safety and exhibits attributes that would benefit from receiving further technical analysis. This alternative is recommended to receive further technical analysis in the Environmental Document.

Alternative 2a: 4-Lane Expressway - Managed Lane - High Occupancy Vehicle (HOV)

This alternative includes two GP and two HOV lanes along the adopted route. Through the high-level screening process, this alternative demonstrated an ability to meet the Purpose and Need with some improvement in congestion and exhibits attributes that would benefit from receiving further technical analysis, including HOV usage, operational and safety analysis. This alternative is recommended to receive further technical analysis in the Environmental Document.

Alternative 2b: 4-Lane Expressway - Managed Lane - High Occupancy Toll (HOT)

This alternative includes two GP lanes and two HOT lanes along the adopted route. Although the high-level screening indicated congestion and safety concerns, further analysis is recommended to generate additional data and information, given the specific conditions and rural element of this corridor. This alternative is recommended to receive further technical analysis in the Environmental Document.

Alternative 2c: 4-Lane Expressway - Managed Lane - Busway

This alternative includes two GP lanes and two transit-only lanes along the adopted route.

Although the high-level screening indicated congestion, safety and operational concerns, further analysis is recommended to generate additional data and information, given the specific conditions and rural element of this corridor. This alternative is recommended to receive further technical analysis in the Environmental Document.

Alternative 3: 3-Lane - Reversible General Purpose Lane

This alternative includes two GP lanes and one reversible GP lane along the adopted route. Although the high-level screening indicated operational and safety concerns that are inherent to a 3-lane reversible design, further analysis is recommended to generate additional data and information, given the specific conditions and rural element of this corridor. This alternative is recommended to receive further technical analysis in the Environmental Document.

Alternative 3a: 3-Lane - Reversible HOV Lane

This alternative includes two GP lanes and one reversible HOV lane along the adopted route. Although the high-level screening indicated congestion, operational and safety concerns that are inherent to a 3-lane reversible design, further analysis is recommended to generate additional data and information, given the specific conditions and rural element of this corridor. This alternative is recommended to receive further technical analysis in the Environmental Document.

Alternative 3b: 3-Lane - Reversible HOT Lane

This alternative includes two GP lanes and one reversible HOT lane along the adopted route. Through the high-level screening process, this alternative demonstrated a low ability to meet the Purpose and Need based on congestion, safety, and operations. This alternative is not recommended to receive further technical analysis in the Environmental Document.

Alternative 3c: 3-Lane - Reversible Busway

This alternative includes two GP lanes and one reversible transit-only lane along the adopted route. Through the high-level screening process, this alternative demonstrated a low ability to meet the Purpose and Need based on congestion, safety, and operations. This alternative is not recommended to receive further technical analysis in the Environmental Document.

Alternative 4: 2-Lane Expressway

This alternative includes two GP lanes along the adopted route. While the high-level screening notes that a two-GP lane alternative offers limited long-term congestion relief and reaches capacity sooner than a 4-lane expressway, further analysis is recommended to generate additional data and information given the specific conditions and rural element of this corridor. This

alternative is recommended to receive further technical analysis in the Environmental Document.

Alternative 4a: 2-Lane Expressway with Bus-on-Shoulder

This alternative includes two GP lanes with Bus-on-Shoulder along the adopted route. Through the high-level screening process, this alternative demonstrated a low ability to meet the Purpose and Need based on congestion, operations, and safety. There is also a lack of legislation allowing the implementation of Bus-on-Shoulder in this region. This alternative is not recommended to receive further technical analysis in the Environmental Document.

Alternatives Specific to Transit Only Improvements:

Alternative 5: 2-Lane Transit Only Busway on New Alignment

This alternative includes two transit-only busway on a new alignment. Through the high-level screening process, in conjunction with separate transit only evaluation by SBCOG staff and consultants, it was determined that this alternative would not provide relief for current congestion and safety concerns, therefore demonstrated low ability to meet the long-term purpose and need based on the same criteria. This alternative is not recommended to receive further technical analysis in the Environmental Document.

Alternative 6: 1-Lane Reversible Transit Only Busway Beside Rail Corridor

This alternative includes one reversible transit-only busway beside the rail corridor. Through the separate transit only evaluation and analysis performed by SBCOG staff and consultants, it was determined that this alternative would not provide relief for current congestion and safety concerns, therefore demonstrated low ability to meet the long-term purpose and need based on the same criteria. This alternative had low fiscal feasibility with a potential $60M+ "double-build" redundancy effect of spending significant funds on two parallel corridors. In addition, right of way requirements based on safety requirements and the potential conditions in the rare issuance of an encroachment permit by the railroad, would likely result in significant environmental impacts and additional costs well over original estimates. This alternative is not recommended to receive further technical analysis in the Environmental Document.

Alternative 7: Passenger Commuter Rail Service on Union Pacific Hollister Branch Line

This alternative includes passenger commuter rail service on the existing Union Pacific Hollister Branch Line. Through the separate transit only evaluation and analysis performed by SBCOG staff and consultants, it was determined that this alternative would not provide relief for current congestion and safety concerns, therefore demonstrated low ability to meet the long-term purpose and need based on the same criteria. This evaluation was associated with the inability to

address the safety and congestion issues on existing SR25, as well as being fiscally infeasible due to a $155M+ cost associated with focusing solely on a transit mode and $4M+ annual expense needed to maintain operations. This alternative is not recommended to receive further technical analysis in the Environmental Document.

Alternatives Developed Along the Existing Alignment:

Alternative 8: 4-Lane Conventional

This alignment includes a four-lane conventional highway on the existing alignment. Through the high-level screening process, this alternative demonstrated a high ability to meet the Purpose and Need based on congestion and safety. Although right of way and environmental impacts are a concern, with a significantly smaller footprint and less impact on farmland than a 4-lane expressway, this alternative exhibits attributes that would benefit from receiving further technical analysis. This alternative is recommended to receive further technical analysis in the Environmental Document.

Alternative 9: 4-Lane Expressway

This alignment includes a four-lane expressway on the existing alignment. Through the high-level screening process, this alternative demonstrated a high-ability to meet the Purpose and Need based on congestion and safety but has significantly larger footprint than a 4-lane conventional highway causing increased right of way impacts associated existing homes and businesses and significant environmental impacts considering existing wetlands in the vicinity. This alternative is not recommended to receive further technical analysis in the Environmental Document.

E. Next Project Steps

As documented within this memorandum, the focus PDT (Caltrans, SBCOG and Mark Thomas) recommends the following alternatives to receive further technical analysis in the Environmental Document.

- Alternative 2 – 4-Lane Expressway on Adopted Alignment
- Alternative 2a – 4-Lane Expressway on Adopted Alignment - Managed Lane - High Occupancy Vehicle (HOV)
- Alternative 2b – Managed Lane - High Occupancy Toll (HOT)
- Alternative 2c – Managed Lane - Busway
- Alternative 3 – Reversible General Purpose Lane
- Alternative 3a – Reversible HOV Lane
- Alternative 4 – 2 Lane Expressway
- Alternative 8 – 4-Lane Conventional Highway on Existing Alignment

No preferred or selected alternative was identified as part of this high-level screening process; nor has the lead agency committed to a definite course of action for approval of the project or any of the alternatives. Further technical analysis will be performed in the development of the Environmental Document for each of the alternatives identified as "continuing to receive further technical analysis" as described in Section D of this memorandum. All California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements will be complied with during the Environmental Document Phase, informing the process to support the lead agency's ultimate discretionary action to select a preferred alternative and approve the project. As the CEQA and NEPA lead agency, Caltrans will formalize the technical analysis in the required Environmental Document prior to project approval. The Final Environmental Document will accompany a Project Report, also fully developed during the PA&ED phase.

It is important to note that all alternatives identified through the high-level screening process and outlined in this memorandum will be referenced and discussed in the Environmental Document. Those not continuing to receive further technical analysis have been considered and explored through this screening process and will be included as "considered but rejected" alternatives, with a detailed discussion of the reasons for rejection provided for each.

Attachments

A. Adopted Purpose and Need Statement

Attachment A
Adopted Purpose and Need Statement

SR 25 - San Felipe Rd to the US 101 – Need and Purpose

Project Need

The project is needed due to:

- Multiple at-grade access points and congestion lead to a high number of conflict points creating safety issues on SR 25.
- Due to an existing jobs/housing imbalance, and an increase in population growth, partly driven by state mandated affordable housing allocation (Regional Housing Needs Allocation), there is an increased demand for travel along the corridor.
- Increased demand along SR 25, especially during morning and evening peak periods, reduces reliability for automobile travelers and transit.
- Lack of employment centers, institutions of higher education, health facilities, hospitals, and emergency care within San Benito County creates transportation demand for residents to travel to points north of the County, where jobs, educational institutions, and health facilities, hospitals, and emergency care are abundant.
- Lack of reliable multi-modal transportation options for traveling north of the County.
- Traffic diversion to surrounding rural roads due to travel delays on SR 25 raises safety and access concerns on rural roads not designed for the increased capacity.

Project Purpose

The project's purpose is to:

- Reduce fatal and serious injury collisions on SR 25.
- Provide sustainable multimodal mobility and travel options to improve person throughput while meeting current and future projected travel demand on the corridor to support and encourage the region's housing, economic, and job creation goals.
- Provide reliable goods movement between San Benito County and destinations on the Coast, Central Valley, and the Bay Area.
- Improve travel time reliability between San Benito County and Santa Clara County.
- Equitably improve connectivity and mobility for communities in San Benito County and provide access to job centers and services in Santa Clara County.
- Alleviate regional/inter-regional traffic diversion onto the local roads to bypass congestion.

Project Update Report – San Benito County

Council of San Benito County Governments Board Meeting – June 18, 2026

Prepared June 9, 2026

REPORT PURPOSE: This report lists high profile or moderate to high impact to the traveling public projects on the State Highway System (SHS) in San Benito County (SBt). This report does not necessarily list all projects or encroachment permit activities. To be included in the SBCOG's agenda packet, this report generally begins compiling information two to three weeks in advance of the SBCOG's board meeting. Please refer to Caltrans' News Releases and social media posts for the most up to date road closure information and activity notices.

For information on current roadway conditions and active closures: https://quickmap.dot.ca.gov/
For a 7-day look-ahead on planned lane closures, updated each Friday: https://lcswebreports.dot.ca.gov/searchdistricts?district=5

If a Commissioner/Commissioner's Alternate of the SBCOG intends in advance to ask about a particular project at the Board meeting, it is kindly requested that they submit their inquiry in advance so that Caltrans staff have time to research details & nuances on the matter.

The projects below are listed in order of State Route, then by beginning post mile. There are two tables of projects displayed:

1. "*Projects in Construction"* (Milestone range: Construction Contract Approval to Construction Contract Acceptance);
2. *"Projects in Development"* (project phases "Project Initiation Document" (PID), "Project Approval & Environmental Documents" (PA&ED), "Plans, Specifications, & Estimates" (PS&E), and "Right of Way" (RW));

The Right of Way phase often overlaps with the Plans, Specifications, & Estimates (PS&E) phase. Oversight Projects are usually only included below when Caltrans is the Lead Agency for a given phase or activity. Maintenance activities are not generally included. Generally, updates since the last publication of the project update list are in **bold** type.

Please see a list of Caltrans resources available to the public at the end of this document.

Project Update Report – San Benito County

Council of San Benito County Governments Board Meeting – June 18, 2026

Prepared June 9, 2026

PROJECTS IN DEVELOPMENT									
	Project	**Location & Post Mile (PM)**	**Description**	**Estimated Construction Timeline**	**Construction Capital Cost**	**Funding Source**	**Project Manager**	**Phase**	**Comments**
D1	**SR 156/Alameda EB Right-Turn Channelization (1P300)**	In San Juan Bautista at the intersection of SR 156 and The Alameda (PM 2.9/3.1)	Installation of eastbound right-turn channelization from SR 156 onto the Alameda	Spring 2026	N/A	Oversight/ Local	Terry Thompson	PS&E	The DEER has been approved. The next step is the San Juan Bautista City Council approval of the Maintenance Agreement at an upcoming Council Meeting.
D2	**State Route 25 Corridor Improvement Project (48541)**	San Felipe Road to 0.3 miles north of Hudner Lane to Highway 101 (PM SBt R52.0/60.1, SCl 0/2.6)	Conversion of 2-lane conventional highway to a 4-lane expressway	N/A	N/A	Local, potential grant funding	Chad Stoehr	PA&ED	High-level screening of alternatives, in cooperation with SBCOG staff and consultants is complete. Caltrans will provide a presentation to the SBCOG Board at the June 2026 Board meeting with a summary of results from the high-level screening process. SBCOG staff and consultants provided a similar effort for transit and rail-based alternatives. The project team continues to work on the Environmental process for all relevant alignments.
D3	**US 101/ Rocks Road Wildlife Connectivity Project (1Q260)**	In San Benito County in the Aromas Hills (PM 0.0/2.8)	Construct a wildlife crossing to connect important habitat on both sides of US 101 and improve safety for drivers and wildlife.	N/A	N/A	Other, grant funding	Terry Thompson	PA&ED	The Statutory Exemption for Restoration Projects (SERP) was approved for this project. The project report has been signed. A Value Analysis study will be conducted in July 2026. The Wildlife Conservation Board has provided Grant Funding for this project.
D4	**Hollister SR25 Median Barrier Project (1R540)**	In Hollister, San Benito County on State Route 25, between north of Santa Ana Road, and east of San Felipe Road. (PM R51.22/R52.12)	Install median barrier	Early 2027	TBD	SHOPP	Terry Thompson	PS&E/RW	Design work continues. RTL planned Summer 2026 and construction starting early 2027.

Project Update Report – San Benito County

Council of San Benito County Governments Board Meeting – June 18, 2026

Prepared June 9, 2026

PROJECTS IN DEVELOPMENT									
	Project	**Location & Post Mile (PM)**	**Description**	**Estimated Construction Timeline**	**Construction Capital Cost**	**Funding Source**	**Project Manager**	**Phase**	**Comments**
D5	**San Benito 101 Pavement Rehabilitation Project (1J840)**	US 101 in San Benito County from the Monterey County line to the Santa Clara County line. (PM 0.0/7.55)	Rehabilitate pavement (approx. 30 lane miles), median barrier, guardrail, drainage, traffic census stations and remove wildlife barrier	Winter 2030 – Winter 2033	TBD	SHOPP	Terry Thompson	PA&ED	Preliminary work on the project is proceeding. Anticipated completion of Project Approval and Environmental Document in late June 2026.
D6	**SR 25 Shore Rd Intersection Improvement (1T300)**	In San Benito County, Route 25 & Shore Rd intersection. (PM 57.80)	Construct a roundabout at Route 25 & Shore Rd	TBD	TBD	SHOPP	Terry Thompson	PID	Project Initiation Document (PID) is in development. PID completion is targeted for late June 2026.
D7	**SR 25 Highway Safety Improvements Project (1T320)**	In San Benito County on SR 25 between San Felipe Rd and the San Benito County/Santa Clara County line (PM R52.21/60.08)	Refresh pavement, striping, pavement markers and rumble strips. Install reflectors on K-rail and MGS, replace existing crash cushions, add channelizers, install additional speed limit signs	TBD	TBD	SHOPP	Terry Thompson	PID	Project Initiation Document (PID) is in development. PID completion is targeted for late June 2026.

Project Update Report – San Benito County

Council of San Benito County Governments Board Meeting – June 18, 2026

Prepared June 9, 2026

ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMIA	Corridor Mobility Improvement Account
CON	Construction, as a phase title
CTC	California Transportation Commission
DEER	Design Engineering Evaluation Report
ED	Environmental Document
EIR	Environmental Impact Report
HFST	High Friction Surface Treatment
MA	Maintenance Agreement
MON	Monterey County
NOP	Notice of Preparation
PA&ED	Project Approval and Environmental Document
PID	Project Initiation Document
PIR	Project Initiation Report
PM	Post Mile or Project Manager (based on context)
PS&E	Plans, Specifications, and Estimates
RTL	Ready to List
RW	Right of Way
SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SBCOG	Council of San Benito County Governments
SBt	San Benito County
SCL	Santa Clara County
SERP	Statutory Exemption for Restoration Projects
SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TBD	To Be Determined
TMS	Traffic Management System
VMT	Vehicle Miles Traveled

Project Update Report – San Benito County

Council of San Benito County Governments Board Meeting – June 18, 2026
Prepared June 9, 2026

-Resources-

COMMUNICATIONS:

For General Caltrans' Inquiries, or to be added to the San Benito County News Release Distribution List:

Public Information Office, District 5
Info-d5@dot.ca.gov
General Phone: (805) 549-3318

For Project Specific Questions or Partnering Opportunities:

Please reach out to the Public Information Office who will assist with coordinating your inquiry.

REQUESTS:

Customer Service Requests:
To notify Caltrans of specific concerns regarding current roadway or facility conditions, please submit a Customer Service Request through the following website: https://csr.dot.ca.gov/

Examples of Customer Service Requests:
Any of the following on the State's highway system:

- Streetlight issues
- Plant over-growth
- Damaged roadway
- Graffiti
- Trash on the roadway
- Any other highway concern or maintenance issue

For less specific concerns, please reach out to the Public Information Officer to be directed to the appropriate respondent.

Project Update Report – San Benito County

Council of San Benito County Governments Board Meeting – June 18, 2026

Prepared June 9, 2026

Public Records Requests:
For all public records requests, please submit your request through the Public Records Request portal:
https://caltrans.mycusthelp.com/WEBAPP/_rs/(S(4iui15cbqujv3ppvenlmgvx1))/supporthome.aspx

INFORMATIONAL:

Quickmaps Mobile App/Caltrans Website: "Caltrans QuickMap"
- Available for free in the Apple App Store and Google Play Store
- Provides real-time conditions for the State Highway System
- Desktop Format: https://quickmap.dot.ca.gov/

Caltrans Lane Closures Reporting System: https://lcswebreports.dot.ca.gov/
- Provides a 7-day look-ahead for planned lane closures
- Does not include unanticipated emergency closures (see Quickmaps for in-the-moment roadway conditions)

Caltrans' Postmile Tool
- Postmiles or Post Miles are used to specify locations on California's State Highway System.
- Postmiles may have prefixes or suffixes and may use up to three decimal places.
- Use this website to locate or determine postmiles along the State Highway System (SHS) or to determine the closest highway postmile to a location off the system.
- https://postmile.dot.ca.gov/PMQT/PostmileQueryTool.html

Caltrans CCTV Camera Map: https://cwwp2.dot.ca.gov/vm/iframemap.htm
- Allows the public to see current conditions along the State Highway System

The Caltrans District 5 Office of Local Assistance: https://dot.ca.gov/programs/local-assistance/
- Includes links to many Federal and State funding opportunities
- Can help guide interested folks through the above-mentioned program requirements

The Official Caltrans District 5 Webpage: https://dot.ca.gov/caltrans-near-me/district-5

Project Update Report – San Benito County

Council of San Benito County Governments Board Meeting – June 18, 2026

Prepared June 9, 2026

Caltrans
Project Update
San Benito County

D1. SR 156/Alameda EB Right Turn Channelization

D2. State Route 25 Corridor Improvement Project

D3. US 101/Rocks Road Wildlife Connectivity Project

D4. Hollister SR25 Median Barrier Project

D5. SBT 101 Pavement Rehabilitation Project

D6. SR Shore Rd Intersection Improvement

D7. SR 25 Highway Safety Improvements Project