CITY COUNCIL REGULAR MEETING

JOINT SAND CITY COUNCIL AND SUCCESSOR AGENCY OF THE REDEVELOPMENT AGENCY

TUESDAY, JUNE 18, 2024

5:30 PM

AGENDA
JOINT SAND CITY COUNCIL AND SUCCESSOR AGENCY OF THE REDEVELOPMENT AGENCY

City Council Regular Meeting - Tuesday, June 18, 2024
5:30 PM

THIS MEETING WILL BE HELD VIRTUALLY AND IN PERSON, IS COMPLIANT WITH ASSEMBLY BILL ("AB") 2449, SIGNED INTO LAW ON SEPTEMBER 13, 2022, WHICH AMENDS GOVERNMENT CODE SECTION 54953 TO PROVIDE AUTHORITY FOR PUBLIC AGENCIES TO CONTINUE TO HOLD VIRTUAL MEETINGS AND REMAIN IN COMPLIANCE WITH THE BROWN ACT (GOV. CODE §§ 54950 ET SEQ.).
TO PARTICIPATE IN THE ZOOM COUNCIL WEBINAR LIVE:

https://us02web.zoom.us/j/88349100938

Webinar ID: 883 4910 0938

To participate telephonically by calling the number below:
(669) 900-6833

Webinar ID: 883 4910 0938#

If prompted to enter a participant ID, press #

TO PARTICIPATE IN PERSON:
City Hall Council Chamber
1 Pendergrass Way
Sand City, CA

How to submit written Public Comments:
If any member of the public would like to provide written comments at the meeting, please do as set forth below.

Written: All comments received before 8:00 am the day of the meeting will be posted on the City's website as "Correspondence" under the relevant agenda item and provided to the City Council members at the meeting. Please email your comments to: cityclerk@sandcityca.org.

Read Aloud During the Meeting: Email your comments to cityclerk@sandcityca.org. When the Mayor opens the public comment period for the relevant agenda item; please indicate the agenda item and title in your email subject line. If you want your comment read aloud, prominently write "Read Aloud at Meeting" at the top of the email and your comments will be read into the record (not to exceed three minutes at staff's cadence).

DURING EACH MEETING, members of the public may participate by calling and speaking live during the designated time(s), subject to time limits that may be imposed pursuant to the Brown Act at the number provided above. Please use the "raise your hand" option on Zoom, and the City Clerk will call on your name.

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1. ROLL CALL

2. PLEDGE OF ALLEGIANCE

3. INVOCATION

4. ANNOUNCEMENT BY MAYOR, CITY ATTORNEY, AND CITY MANAGER

5. COMMUNICATIONS

Members of the public may address the City Council/Successor Agency on matters not appearing on the City Council/Successor Agency Agenda at this time for up to three minutes. In order that the City Clerk may later identify the speaker in the minutes of the meeting, it is helpful if speakers state their names. Public comments regarding items on the scheduled agenda will be heard at the time the item is being considered by the City Council/Successor Agency. The City Council Chambers podium is equipped with a portable microphone for anyone unable to come to the podium. If you need assistance, please advise the City Clerk as to which item you would like to comment on and the microphone will be brought to you.

6. CONSENT CALENDAR

The Consent Agenda consists of routine items for which City Council approval can be taken with a single motion and vote. A Council member may request that any item be placed on the Regular Agenda for separate consideration.

6A. Approve the City Council Special Meeting and Regular Meeting Minutes for June 4, 2024
Minutes

6B. Acceptance of City/Successor Agency Financial Reports from May 2024
Staff Report
May Cash Register Activity Report
May Cash Disbursement Report
Trial Balance May

6C. Approve a Resolution Establishing a Special Revenue Fund for the Long-Term Maintenance of Environmentally Sensitive Areas that are Impacted by Development
Staff Report
Resolution

6D. Approve a Resolution Authorizing Agreement for Property Tax Audit and Information Services with HDL Coren & Cone, A California Corporation
Staff Report
Resolution

HdL Coren & Cone Agreement

6E. Approve a Resolution Authorizing an Amendment to the Memorandum of Understanding between ReGen Monterey and its Member Agencies Regarding Assistance with Compliance with California Senate Bill 1383
Staff Report
Resolution
MOU with Revised Exhibits A & B

6F. Approve a Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Monterey Peninsula Special Response Unit Memorandum of Understanding (MOU) adding the City of Del Rey Oaks as a Participating Agency
Staff Report
Resolution
SRU MOU 2010
SRU-MOU Amendment 1

6G. Approve a Resolution Authorizing Renewal of Sheltering Agreement with the Society for the Prevention of Cruelty to Animals for Monterey County (SPCA)
Staff Report
Resolution
SPCA Sheltering Services Agreement

7. CONSIDERATION OF ITEMS PULLED FROM CONSENT CALENDAR

8. PRESENTATION

8A. 3CE Annual Update - Judith Young, 3CE Senior Account Manager
Presentation

9. PUBLIC HEARING

9A. Approve a Resolution Approving a Coastal Development Permit (CDP 23-009), Including a Tree Removal Permit and Design Permit for the Proposed Monterey-Salinas Transit (MST) SURF! Bus Rapid Transit Project and Finding the Project Exempt from CEAQ per Public Resources Code Section 21080325(b)
Staff Report
Resolution
EXHIBIT A_Findings (CDP 23-009)
EXHIBIT B_ Conditions of Approval_CDP 23-009
Exhibit C, SURF! Busway Overall Route
Exhibit D, Coastal Commission Letter
Exhibit E, MST Response to Coastal Commission Letter
Exhibit F, SURF! Sand City Site Plan
Exhibit G, SURF! Busway 100% Plans
Exhibit H, DD&A ESHA Impacts Report

Exhibit I, Intersection Control Evaluation Memo
Exhibit J, Multi-Use Trail Impacts and Improvements
Exhibit K, Application Letter of Intent
Exhibit L, MST SURF! Final Initial Study
Exhibit M, Notice of Exemption

10. NEW BUSINESS

10A. Consideration and Approval for the Cancellation of the August 6, 2024 Regular City Council Meeting

10B. Approve a Resolution Establishing a Façade Improvement Program
Staff Report
Resolution
Exhibit A1 Sand City
Exhibit A2 Sand City Facade Program Application

10C. Approve a Resolution Approving the City's Fiscal Year 2023-2024 General Employees Salary Schedule and the City's 2022-2024 POA Salary Schedule
Staff Report
Resolution
General Employees Salary Schedule
2022-2024 POA Salary Schedule

10D. Approve a Resolution Authorizing the City Manager to Enter Into an Agreement with Motorola Solutions for the Body Worn Camera/In-Car Video System Purchase in an Amount not to Exceed $71,170.00
Staff Report
Resolution
Agreement

11. COMMENTS BY COUNCILMEMBERS ON ITEMS OF INTEREST TO SAND CITY

12. ADJOURNMENT

The current agenda is available in PDF format on our website at:
www.sandcity.org

If you have a request for a disability-related modification or accommodation, including auxiliary aids or services, which will allow you to participate in a Sand City public meeting, please call the City Clerk at (831) 394-3054 extension 220, or give your written request to the City Clerk at 1 Pendergrass Way, Sand City, CA 93955 at least 48 hours prior to the scheduled meeting to allow the City Clerk time to arrange for the requested modification or accommodation.

AGENDA ITEM
6A.

Approve the City Council Special Meeting and Regular Meeting Minutes for June 4, 2024

MINUTES
JOINT SAND CITY COUNCIL AND SUCCESSOR AGENCY OF THE REDEVELOPMENT AGENCY

City Council Special Meeting - Tuesday, June 4, 2024 4:30 PM

Mayor Carbone called the meeting to order at 4:35 PM.

1. ROLL CALL

Present: Mayor Carbone
Vice Mayor Blackwelder
Councilmember Diaz
Councilmember Hawthorne
Councilmember Sofer

Staff: City Manager Vibeke Norgaard
Interim City Attorney Adam Lindgren
City Clerk Kerry Lindstrom

2. COMMUNICATIONS

No public comment received.

3. CLOSED SESSION

3A.

City Council/Successor Agency Board to adjourned to Closed Session regarding:

Conference with labor negotiators pursuant to Government Code §54957.6. Negotiators: Vibeke Norgaard, City Manager, Adam Lindgren, Interim City Attorney, and Che Johnson, LCW Attorney. Employee Organization: Police Officer's Association

3B. Re-adjourned to Open Session to report any action taken at the conclusion of Closed Session in accordance with California Government Code §54957.1

Interim City Attorney Adam Lindgren reported the Council received updates from labor negotiators and provided direction to labor negotiators. No reportable action was taken.

4. ADJOURNMENT

City Council adjourned the meeting at approximately 5:00 PM

MINUTES
JOINT SAND CITY COUNCIL AND SUCCESSOR AGENCY OF THE REDEVELOPMENT AGENCY

City Council Regular Meeting - Tuesday, June 4, 2024 5:30 PM

Mayor Carbone called the meeting to order at 5:30 PM.

1. ROLL CALL

Present: Mayor Carbone
Vice Mayor Blackwelder
Councilmember Diaz
Councilmember Hawthorne
Councilmember Sofer

Staff: City Manager Vibeke Norgaard
Interim City Attorney Adam Lindgren
City Clerk Kerry Lindstrom

2. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Interim City Attorney Adam Lindgren.

3. INVOCATION

No invocation was made.

4. ANNOUNCEMENT BY MAYOR, CITY ATTORNEY, AND CITY MANAGER

City Manager Vibeke Norgaard provided updates on the implementation of the façade improvement program and will bring back to Council at the next regular meeting for approval. The City Manager stated the Design Review Committee me and reviewed the MST SURF! Bus CDP application, approved forwarding it to Council to be heard by Council at the Regular Meeting on June 18, 2024. The City Manager asked the Council if there was an interest in touring the South of Tioga project, the entire Council expressed there was an interest. The City Manager let the Council know the City has entered into escrow for the purchase of 501 Ortiz Avenue.

5. COMMUNICATIONS

Public comment received from Michele Adams.

6. CONSENT CALENDAR

No public comment received.

Upon motion by Councilmember Hawthorne and seconded by Vice Mayor Blackwelder, Council voted 5-0 to approve the Consent Calendar.

6A. Approved the City Council Special Meeting and Regular Meeting Minutes for March 19, 2024, April 16, 2024, and May 21, 2024.

6B. Approved Resolution SC 24-29 calling for the holding of a November 5, 2024 General Municipal Election, requesting the County of Monterey Board of Supervisors to consolidate the General Municipal Election, and requesting the County of Monterey Elections Department to Conduct the Election.

6C. Approved Resolution SC 24-30 establishing an Appropriations Limit for Fiscal Year 2024- 2025 pursuant to Article XIII B of the California Constitution.

6D. Approved Resolution SC 24-31 granting CUP 24-001 for 398 Shasta Street.
This item was continued from May 21, 2024.

7. CONSIDERATION OF ITEMS PULLED FROM CONSENT CALENDAR
No items were pulled.

8. PRESENTATION
None.

9. PUBLIC HEARING
None.

10. NEW BUSINESS

10A. Approve a Resolution Adopting the City of Sand City's Budget for the Fiscal Year 2024-2025

No public comment received.

Upon motion by Councilmember Hawthorne and seconded by Councilmember Sofer, Council voted 5-0 to approve Resolution SC 24-32 adopting the City of Sand City's Budget for the Fiscal Year 2024-2025.

10B. Approve a Resolution Approving Delegation of Authority for Executing Caltrans Documents

No public comment received.

Upon motion by Councilmember Sofer and seconded by Councilmember Hawthorne, Council voted 5-0 to approve Resolution SC 24-33 approving delegation of Authority for executing Caltrans documents.

10C. 2023-2031 Housing Element of the General Plan:
1. Approve a Resolution Adopting a Categorical Exemption for the 2023-2031 Housing Element Update and;
2. Approve a Resolution Adopting a General Plan Amendment to Repeal the 2015-

2023 Housing Element and Adopt the 2023-2031 Housing Element of the General Plan in Compliance with State Housing Element Law

Public Comment received from Michele Adams.

Upon motion by Councilmember Hawthorne and seconded by Councilmember, Council voted 5-0 to approve Resolution SC 24-34 adopting a Categorical Exemption for the 2023-2031 Housing Element Update and;

Upon motion by Councilmember Sofer and seconded by Councilmember Diaz, Council voted 5-0 to approve Resolution SC 24-35 adopting a General Plan Amendment to repeal the 2015-2023 Housing Element and adopt the 2023-2031 Housing Element of the General Plan in compliance with state Housing Element Law.

11. COMMENTS BY COUNCILMEMBERS ON ITEMS OF INTEREST TO SAND CITY

None.

12. ADJOURNMENT

Council adjourned the meeting at 6:55 PM.

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Kerry Lindstrom, City Clerk

AGENDA ITEM
6B.

Acceptance of City/Successor Agency Financial Reports from May 2024

City of Sand City

STAFF REPORT

TO: Honorable Mayor and City Council/Successor Agency Board Members
FROM: Jennifer Pope, Finance Manager
SUBJECT: May 2024 Financial Report
DATE: June 18, 2024

BACKGROUND/DISCUSSION:
Attached are the financial reports for the City of Sand City and the Sand City Successor Agency of the former Redevelopment Agency.

A. City of Sand City Reports

a. Cash Register Activity Report, May 2024 (Attachment 1)
   Revenue total - **$662,228**
b. Cash Disbursement Report, May 2024 (Attachment 2)
   Expenditure total - **$351,584**

B. Sand City Successor Agency for the former Redevelopment Agency Reports

a. Trial Balance Report, May 2024 (Attachment 3)
   i. Revenue total - **$644,773**
   ii. Expenditures total - **$0**

Transfers
Transfers are shown on the Month End Cash Register Activity Report; they are transfers from one bank account to another and should not be considered as a revenue or expenditure.

Date	Source	Amount	Description

There were no transfers in May 2024.

CEQA:
This action does not constitute a "project" as defined by the California Environmental Quality Act (CEQA) guidelines section 15378.

FISCAL IMPACT:
There is no fiscal impact with receiving this report.

RECOMMENDATION:
Receive the report.

ATTACHMENTS:

1. Sand City Month End Cash Register Activity Report
2. Sand City Month End Cash Disbursement Report
3. Successor Agency Trial Balance Report

City of Sand City
Month End Cash Register Activity Report
For Period: 04-24

Period	Deposit/Posting Date	Receipt Date	Receipt	Description	Debit Acct	Credit Acct	Amount Paid
24-May	5/2/2024	4/30/2024	29423	TOT TAX	99 1001	10 4034 00	317.52
24-May	5/2/2024	4/30/2024	29424	UTILITY USERS TAX	99 1001	10 4025 00	3,215.55
24-May	5/2/2024	4/30/2024	29425	UTILITY USERS TAX	99 1001	10 4025 00	68.61
24-May	5/2/2024	4/30/2024	29426	UTILITY USERS TAX	99 1001	10 4025 00	0.36
24-May	5/2/2024	4/30/2024	29427	UTILITY USERS TAX	99 1001	10 4025 00	14,296.20
24-May	5/2/2024	4/30/2024	29428	SAND CITY PARKING	99 1001	10 4221 08	100.00
24-May	5/2/2024	4/30/2024	29429	SAND CITY PARKING	99 1001	10 4221 08	40.00
24-May	5/2/2024	4/30/2024	29430	SAND CITY PARKING	99 1001	10 4221 08	40.00
24-May	5/2/2024	4/30/2024	29431	SAND CITY PARKING	99 1001	10 4221 08	40.00
24-May	5/2/2024	4/30/2024	29432	SAND CITY PARKING	99 1001	10 4221 08	40.00
24-May	5/2/2024	4/30/2024	29433	SAND CITY PARKING	99 1001	10 4221 08	40.00
24-May	5/2/2024	4/30/2024	29434	SAND CITY PARKING	99 1001	10 4221 08	40.00
24-May	5/2/2024	4/30/2024	29435	FRNCHISE TX RF. 4040	99 1001	10 4040 00	16,856.74
24-May	5/2/2024	4/30/2024	29436	RENTAL INCOME	99 1001	10 4740 00	1,699.59
24-May	5/2/2024	4/30/2024	29437	ROAD MAINTENANCE & REHAB	99 1001	37 4306 11	793.46
24-May	5/2/2024	4/30/2024	29438	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	4/30/2024	29439	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	4/30/2024	29440	WEST END REVENUE	99 1001	10 4500 00	450.00
24-May	5/2/2024	4/30/2024	29441	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	4/30/2024	29442	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	4/30/2024	29443	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	4/30/2024	29444	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	4/30/2024	29445	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	4/30/2024	29446	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	4/30/2024	29447	WEST END REVENUE	99 1001	10 4500 00	500.00
24-May	5/2/2024	4/30/2024	29447	WEST END REVENUE	99 1001	10 4500 00	100.00
24-May	5/2/2024	4/30/2024	29448	BUSINESS LICENSE	99 1001	10 4055 00	917.56
24-May	5/2/2024	4/30/2024	29448	BUSINESS LICENSE CASP FEE	99 1001	10 4033 00	4.00
24-May	5/2/2024	5/1/2024	29449	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	5/1/2024	29450	WEST END REVENUE	99 1001	10 4500 00	300.00
24-May	5/2/2024	5/1/2024	29451	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	5/1/2024	29452	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	5/1/2024	29453	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	5/1/2024	29454	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	5/1/2024	29455	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	5/1/2024	29456	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	5/1/2024	29457	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	5/1/2024	29458	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	5/1/2024	29459	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	5/1/2024	29460	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/2/2024	5/1/2024	29461	WEST END REVENUE	99 1001	10 4500 00	500.00
24-May	5/2/2024	5/1/2024	29461	WEST END REVENUE	99 1001	10 4500 00	100.00
24-May	5/2/2024	5/1/2024	29462	TRANSACTION/USE TAX	99 1001	10 4032 00	325,428.31
24-May	5/2/2024	5/1/2024	29463	TRANSACTION/USE TAX	99 1001	10 4032 00	0.45
24-May	5/2/2024	5/1/2024	29464	TRANSACTION/USE TAX	99 1001	10 4032 00	46.37
24-May	5/2/2024	5/1/2024	29465	WEST END REVENUE	99 1001	10 4500 00	2,500.00
24-May	5/7/2024	5/7/2024	29466	SAND CITY PARKING	99 1001	10 4221 08	40.00
24-May	5/7/2024	5/7/2024	29467	UTILITY USERS TAX	99 1001	10 4025 00	805.39
24-May	5/7/2024	5/7/2024	29468	TOT TAX	99 1001	10 4034 00	454.80
24-May	5/7/2024	5/7/2024	29469	SALES TAX RECEIVED	99 1001	10 4030 00	257,573.46
24-May	5/20/2024	5/8/2024	29470	WEST END REVENUE	99 1001	10 4500 00	500.00
24-May	5/20/2024	5/8/2024	29470	WEST END REVENUE	99 1001	10 4500 00	100.00
24-May	5/20/2024	5/20/2024	29471	TOT TAX	99 1001	10 4034 00	270.00
24-May	5/20/2024	5/20/2024	29472	TOT TAX	99 1001	10 4034 00	1,258.75
24-May	5/20/2024	5/20/2024	29473	TOT TAX	99 1001	10 4034 00	1,160.52
24-May	5/20/2024	5/20/2024	29474	SHORT TERM RENTAL INSPECTION FEE	99 1001	10 4164 06	197.00
24-May	5/20/2024	5/20/2024	29475	TOT TAX	99 1001	10 4034 00	1,662.61

City of Sand City
Month End Cash Register Activity Report
For Period: 04-24

Period	Deposit/Posting Date	Receipt Date	Receipt	Description	Debit Acct	Credit Acct	Amount Paid
24-May	5/20/2024	5/20/2024	29476	TOT TAX	99 1001	10 4034 00	563.76
24-May	5/20/2024	5/20/2024	29477	TOT TAX	99 1001	10 4034 00	797.40
24-May	5/20/2024	5/20/2024	29478	TOT TAX	99 1001	10 4034 00	333.60
24-May	5/20/2024	5/20/2024	29479	TOT TAX	99 1001	10 4034 00	302.40
24-May	5/20/2024	5/20/2024	29480	SHORT TERM RENTAL INSPECTION FEE	99 1001	10 4164 06	197.00
24-May	5/20/2024	5/20/2024	29481	UTILITY USERS TAX	99 1001	10 4025 00	97.78
24-May	5/20/2024	5/20/2024	29482	UTILITY USERS TAX	99 1001	10 4025 00	0.34
24-May	5/20/2024	5/20/2024	29483	UTILITY USERS TAX	99 1001	10 4025 00	3,014.30
24-May	5/20/2024	5/20/2024	29484	UTILITY USERS TAX	99 1001	10 4025 00	173.94
24-May	5/20/2024	5/20/2024	29485	UTILITY USERS TAX	99 1001	10 4025 00	120.47
24-May	5/20/2024	5/20/2024	29486	UTILITY USERS TAX	99 1001	10 4025 00	1.14
24-May	5/20/2024	5/20/2024	29487	UTILITY USERS TAX	99 1001	10 4025 00	17.07
24-May	5/20/2024	5/20/2024	29488	COUNTY/TRAFFIC	99 1001	35 4205 11	52.82
24-May	5/20/2024	5/20/2024	29488	CRIMINAL PC1463/CITY FINES	99 1001	10 4210 08	141.69
24-May	5/20/2024	5/20/2024	29488	COUNTY/PROOF OF CORR	99 1001	35 4205 11	9.90
24-May	5/20/2024	5/20/2024	29488	1/2 TAX POLICE/PROP 172	99 1001	10 4330 08	30.93
24-May	5/20/2024	5/20/2024	29488	COUNTY/REV & RECOVERY	99 1001	10 4210 08	284.06
24-May	5/20/2024	5/20/2024	29489	BUSINESS LICENSE- BALANCE DUE	99 1001	10 4055 00	4,716.71
24-May	5/20/2024	5/20/2024	29489	BUSINESS LICENSE CASP FEE	99 1001	10 4033 00	4.00
24-May	5/20/2024	5/20/2024	29490	CABLE FRANCHISE	99 1001	10 4035 00	273.26
24-May	5/20/2024	5/20/2024	29491	CABLE FRANCHISE	99 1001	10 4035 00	1,351.57
24-May	5/20/2024	5/20/2024	29492	GAS TAX 2103	99 1001	31 4305 11	228.10
24-May	5/20/2024	5/20/2024	29492	GAS TAX - 2105 31	99 1001	31 4305 11	172.67
24-May	5/20/2024	5/20/2024	29492	GAS TAX - 2106 32	99 1001	31 4305 11	477.57
24-May	5/20/2024	5/20/2024	29492	GAS TAX - 2107 33	99 1001	31 4305 11	235.70
24-May	5/20/2024	5/20/2024	29493	COPS GRANT	99 1001	10 4069 08	8,333.33
24-May	5/20/2024	5/20/2024	29494	SOUTH OF TIOGA REIMBURSEMENTS	99 1001	10 4530 00	1,898.93
24-May	5/20/2024	5/20/2024	29496	WEST END REVENUE	99 1001	10 4500 00	100.00
24-May	5/20/2024	5/20/2024	29497	WEST END REVENUE	99 1001	10 4500 00	500.00
24-May	5/20/2024	5/20/2024	29498	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29499	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29500	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29501	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29502	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29503	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29504	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29505	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29506	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29507	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29508	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29509	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29510	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29511	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29512	WEST END REVENUE	99 1001	10 4500 00	150.00
24-May	5/20/2024	5/20/2024	29513	SAND CITY PARKING	99 1001	10 4221 08	40.00
24-May	5/20/2024	5/20/2024	29514	SAND CITY PARKING	99 1001	10 4221 08	40.00
24-May	5/20/2024	5/20/2024	29515	SAND CITY PARKING	99 1001	10 4221 08	40.00
24-May	5/20/2024	5/20/2024	29516	SAND CITY PARKING	99 1001	10 4221 08	40.00
24-May	5/20/2024	5/20/2024	29517	SAND CITY PARKING	99 1001	10 4221 08	40.00
24-May	5/20/2024	5/20/2024	29518	SAND CITY PARKING	99 1001	10 4221 08	40.00
	TOTAL						**662,227.69**

City of Sand City
Month End Cash Disbursements Report
Report for 05-24

Period	Check Number	Check Date	Vendor # (Name)	Gross Amount	Net Amount	Check Description
24-May	39407	5/3/2024	AFL01 (AFLAC)	527.94	527.94	Automatic Generated Check
	39408	5/3/2024	ALA04 (ALHAMBRA)	165.82	165.82	Automatic Generated Check
	39409	5/3/2024	ALT01 (ALTERNATOR AND STARTER EXCHANGE)	6,148.96	6,148.96	Automatic Generated Check
	39410	5/3/2024	AME04 (AMERICAN LOCK & KEY)	278.6	278.6	Automatic Generated Check
	39411	5/3/2024	ASC01 (AMERICAN SUPPLY CO)	43.59	43.59	Automatic Generated Check
	39412	5/3/2024	AVA01 (AVAYA, INC)	227.07	227.07	Automatic Generated Check
	39413	5/3/2024	CAL01 (CAL-AM WATER)	729.79	729.79	Automatic Generated Check
	39414	5/3/2024	CHA04 (CALIFORNIA HIGHWAY)	350	350	Automatic Generated Check
	39415	5/3/2024	COA07 (MONTEREY COUNTY WEEKLY)	1,244.00	1,244.00	Automatic Generated Check
	39416	5/3/2024	COM11 (COMCAST)	44.4	44.4	Automatic Generated Check
	39417	5/3/2024	COR01 (CORBIN WILLITS SYSTEMS)	256.05	256.05	Automatic Generated Check
	39418	5/3/2024	ELK01 (ELKS LODGE)	500	500	Automatic Generated Check
	39419	5/3/2024	FIR03 (FIRST ALARM SECURITY)	1,246.20	1,246.20	Automatic Generated Check
	39420	5/3/2024	GRA02 (GRANITEROCK CO # 29137)	53,922.00	53,922.00	Automatic Generated Check
	39421	5/3/2024	HDL01 (HDL COREN & CONE)	1,260.00	1,260.00	Automatic Generated Check
	39422	5/3/2024	MAL01 (MALLORY SAFETY AND SUPPLY, LLC)	423.87	423.87	Automatic Generated Check
	39423	5/3/2024	MBA01 (MONTEREY BAY AREA SELF INS.)	641	641	Automatic Generated Check
	39424	5/3/2024	MEY01 (MEYERS NAVE, CORPORATION)	33,121.63	33,121.63	Automatic Generated Check
	39425	5/3/2024	MME01 (MUNICIPAL MAINTENANCE EQUIPMENT)	877.46	877.46	Automatic Generated Check
	39426	5/3/2024	MON04 (MONTEREY TIRE SERVICE,INC)	773.15	773.15	Automatic Generated Check
	39427	5/3/2024	MON10 (COUNTY OF MONTEREY)	29	29	Automatic Generated Check
	39428	5/3/2024	NAT10 (NATIVE CALIFORNIA RESEARCH INSTITUTE)	2,500.00	2,500.00	Automatic Generated Check
	39429	5/3/2024	OFF03 (ODP BUSINESS SOLUTIONS)	138.29	138.29	Automatic Generated Check
	39430	5/3/2024	PET01 (PETTY CASH-CASHED BY SHAN NORTON)	148.82	148.82	Automatic Generated Check
	39431	5/3/2024	QUA05 (QUALITY CODE PUBLISHING, LLC)	911	911	Automatic Generated Check
	39432	5/3/2024	RUS01 (DARCY RUSSAK)	150	150	Automatic Generated Check
	39433	5/3/2024	SAF02 (SAFEGUARD BUSINESS SYSTEMS)	80.85	80.85	Automatic Generated Check
	39434	5/3/2024	SAN01 (SAND CITY POLICE OFFICERS)	1,420.00	1,420.00	Automatic Generated Check
	39435	5/3/2024	STU02 (STURDY OIL COMPANY)	1,064.34	1,064.34	Automatic Generated Check
	39436	5/3/2024	SUN02 (SUN LIFE FINANCIAL)	850.42	850.42	Automatic Generated Check
	39437	5/3/2024	TIT01 (MARY TITUS)	160	160	Automatic Generated Check
	39438	5/15/2024	ALT01 (ALTERNATOR AND STARTER EXCHANGE)	2,640.51	2,640.51	Automatic Generated Check
	39439	5/15/2024	AME04 (AMERICAN LOCK & KEY)	260.58	260.58	Automatic Generated Check
	39440	5/15/2024	AME10 (VESTIS)	660.52	660.52	Automatic Generated Check
	39441	5/15/2024	ATT05 (AT&T MOBILITY)	994.43	994.43	Automatic Generated Check
	39442	5/15/2024	BAL05 (BALTHROP ELECTRIC)	7,439.25	7,439.25	Automatic Generated Check
	39443	5/15/2024	BCM01 (BCM ONE, INC.)	321.13	321.13	Automatic Generated Check
	39444	5/15/2024	BUS05 (JEFF BUSHNELL)	209.06	209.06	Automatic Generated Check
	39445	5/15/2024	CAL15 (CALIFORNIA CONSULTING, INC.)	4,250.00	4,250.00	Automatic Generated Check
	39446	5/15/2024	CBS02 (CANON SOLUTIONS AMERICA, INC.)	295.52	295.52	Automatic Generated Check
	39447	5/15/2024	CHA04 (CALIFORNIA HIGHWAY)	350	350	Automatic Generated Check
	39448	5/15/2024	CLE01 (CALIFORNIA LAW)	320	320	Automatic Generated Check
	39449	5/15/2024	COM11 (COMCAST)	346.8	346.8	Automatic Generated Check
	39450	5/15/2024	COR04 (CORODATA SHREDDING, INC.)	61.75	61.75	Automatic Generated Check
	39451	5/15/2024	COR05 (CORODATA RECORDS MANAGEMENT)	56.45	56.45	Automatic Generated Check
	39452	5/15/2024	CSD01 (CALIFORNIA STATE DISBURSE UNIT)	385	385	Automatic Generated Check
	39453	5/15/2024	CYP04 (CYPRESS COAST FORD)	1,286.97	1,286.97	Automatic Generated Check
	39454	5/15/2024	DEL04 (DELL MARKETING L.P.)	6,636.72	6,636.72	Automatic Generated Check
	39455	5/15/2024	EMC02 (EMC PLANNING GROUP, INC.)	658.62	658.62	Automatic Generated Check
	39456	5/15/2024	GAT02 (HOPE SERVICES)	6,542.14	6,542.14	Automatic Generated Check
	39457	5/15/2024	GRE01 (MITSUGU MORI)	800	800	Automatic Generated Check
	39458	5/15/2024	HAR06 (HARRIS & ASSOCIATES, INC.)	34,952.24	34,952.24	Automatic Generated Check
	39459	5/15/2024	HER01 (THE MONTEREY COUNTY HERALD)	379.24	379.24	Automatic Generated Check
	39460	5/15/2024	HOM01 (HOME DEPOT CREDIT SERVICE)	473.05	473.05	Automatic Generated Check
	39461	5/15/2024	LIN01 (LINGO)	139.88	139.88	Automatic Generated Check
	39462	5/15/2024	MBP03 (MONTEREY BAY PEST CONTROL)	130	130	Automatic Generated Check
	39463	5/15/2024	MBT01 (MONTEREY BAY TECHNOLOGIES, INC.)	2,700.00	2,700.00	Automatic Generated Check
	39464	5/15/2024	MME01 (MUNICIPAL MAINTENANCE EQUIPMENT)	1,539.85	1,539.85	Automatic Generated Check
	39465	5/15/2024	MON04 (MONTEREY TIRE SERVICE,INC)	34.83	34.83	Automatic Generated Check
	39466	5/15/2024	MRW02 (MRWMD)	566.84	566.84	Automatic Generated Check
	39467	5/15/2024	PET01 (PETTY CASH-CASHED BY SHAN NORTON)	168.69	168.69	Automatic Generated Check
	39468	5/15/2024	PGE01 (PACIFIC GAS & ELECTRIC)	3,641.03	3,641.03	Automatic Generated Check
	39469	5/15/2024	RED01 (BECK'S SHOES)	775.11	775.11	Automatic Generated Check
	39470	5/15/2024	SEA09 (SEASIDE GROUNDWATER BASIN WATERMASTER)	1,768.00	1,768.00	Automatic Generated Check
	39471	5/15/2024	SLV01 (STEPHEN L. VAGNINI)	6,000.00	6,000.00	Automatic Generated Check
	39472	5/15/2024	SPC01 (SPCA)	184	184	Automatic Generated Check

City of Sand City
Month End Cash Disbursements Report
Report for 05-24

Period	Check Number	Check Date	Vendor # (Name)	Gross Amount	Net Amount	Check Description
	39473	5/15/2024	STA03 (STAR SANITATION, LLC)	909.2	909.2	Automatic Generated Check
	39474	5/15/2024	STU02 (STURDY OIL COMPANY)	1,119.16	1,119.16	Automatic Generated Check
	39475	5/15/2024	TYL02 (TYLER TECHNOLOGIES, INC)	145	145	Automatic Generated Check
	39476	5/15/2024	VER01 (VERIZON WIRELESS)	127.36	127.36	Automatic Generated Check
	39477	5/15/2024	VIS01 (MECHANICS VISA CARD)	21	21	Automatic Generated Check
	39478	5/15/2024	WEE02 (BOB WEEMS)	266.27	266.27	Automatic Generated Check
	39479	5/30/2024	4LE01 (4LEAF, INC.)	7,865.00	7,865.00	Automatic Generated Check
	39480	5/30/2024	AFL01 (AFLAC)	527.94	527.94	Automatic Generated Check
	39481	5/30/2024	ALA04 (ALHAMBRA)	87.91	87.91	Automatic Generated Check
	39482	5/30/2024	ATT03 (A.T. & T.)	202.72	202.72	Automatic Generated Check
	39483	5/30/2024	BRI04 (BRITT GLOBAL INDUSTRIES LLC)	500	500	Automatic Generated Check
	39484	5/30/2024	COM11 (COMCAST)	291.9	291.9	Automatic Generated Check
	39485	5/30/2024	COR01 (CORBIN WILLITS SYSTEMS)	256.05	256.05	Automatic Generated Check
	39486	5/30/2024	EMC02 (EMC PLANNING GROUP, INC.)	54,148.88	54,148.88	Automatic Generated Check
	39487	5/30/2024	FLO04 (FLOOR COVERINGS INTERNATIONAL)	2,603.95	2,603.95	Automatic Generated Check
	39488	5/30/2024	GRA02 (GRANITEROCK CO # 29137)	41,626.90	41,626.90	Automatic Generated Check
	39489	5/30/2024	HUM02 (HUMANA INSURANCE COMPANY)	4,428.24	4,428.24	Automatic Generated Check
	39490	5/30/2024	LEF02 (LEFTA SYSTEMS)	6,440.00	6,440.00	Automatic Generated Check
	39491	5/30/2024	MAL01 (MALLORY SAFETY AND SUPPLY, LLC)	1,994.13	1,994.13	Automatic Generated Check
	39492	5/30/2024	MAR09 (MARKS BARN AUTO BODY, INC.)	2,097.65	2,097.65	Automatic Generated Check
	39493	5/30/2024	MCP01 (M.C.P.O.A.)	280	280	Automatic Generated Check
	39494	5/30/2024	MFE01 (MONTEREY FIRE)	790.98	790.98	Automatic Generated Check
	39495	5/30/2024	MOB02 (MCGRATH RENTCORP)	998.62	998.62	Automatic Generated Check
	39496	5/30/2024	MRW01 (MONTEREY ONE WATER)	7,120.00	7,120.00	Automatic Generated Check
	39497	5/30/2024	PET01 (PETTY CASH-CASHED BY SHAN NORTON)	59.25	59.25	Automatic Generated Check
	39498	5/30/2024	SNO01 (SHANNON NORTON)	293.77	293.77	Automatic Generated Check
	39499	5/30/2024	STU02 (STURDY OIL COMPANY)	1,299.39	1,299.39	Automatic Generated Check
	39500	5/30/2024	SUN02 (SUN LIFE FINANCIAL)	1,184.42	1,184.42	Automatic Generated Check
	39501	5/30/2024	TRO01 (TROIA FOODS)	395.5	395.5	Automatic Generated Check
	39502	5/30/2024	URE01 (THOMAS URETSKY)	5,850.00	5,850.00	Automatic Generated Check
	39503	5/30/2024	USB01 (U.S. BANK CORP PAYMENT SYSTEMS)	9,450.15	9,450.15	Automatic Generated Check
				---	---	
	Total for Bank Account 1001 ----->			**351,583.80**	**351,583.80**	

Beginning of.: May 1, 2024 (11-24) Thru Ending of.: May 31, 2024 (11-24)

G/L Account No Ctr	Cal.	Fiscl	Date	Jrnl	Line	Description		Debit	Credit
40	1005					Fiduciary Fund Tax Increment Account			
						Balance May 1, 2024 (11-24)		1,195,131.19	
May 2024	11-2024		05/31/24	00-00	0002	ROPS 24-25		640,281.00	
May 2024	11-2024		05/31/24	DL-00	0002	May Interest		4,491.74	
** Budget not Applicable **							Activity ---->	644,772.74	.00
						Balance May 31, 2024 (11-24)		1,839,903.93	
40	1025					Fiduciary Fund 2008 TAX EXEMPT CD#69981148831			
						Balance May 1, 2024 (11-24)		535,050.30	
** Budget not Applicable **							Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)		535,050.30	
40	1026					Fiduciary Fund 2008 TAX EXEMPT CD#53567157891			
						Balance May 1, 2024 (11-24)		540,471.43	
** Budget not Applicable **							Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)		540,471.43	
40	1070					Fiduciary Fund 2008B RESERVE ACCOUNT			
						Balance May 1, 2024 (11-24)		216,039.34	
** Budget not Applicable **							Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)		216,039.34	
40	1072					Fiduciary Fund 2008B Debt Service Fund			
						Balance May 1, 2024 (11-24)		1,511.78	
** Budget not Applicable **							Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)		1,511.78	

Beginning of.: May 1, 2024 (11-24) Thru Ending of.: May 31, 2024 (11-24)

G/L Account No Ctr	Cal.	Fiscl	Date	Jrnl	Line	Description		Debit	Credit
40	1085					Fiduciary Fund 2017 Debt Service Fund			
						Balance May 1, 2024 (11-24)		3.99	
	** Budget not Applicable **						Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)		3.99	
40	1291					Fiduciary Fund Land			
						Balance May 1, 2024 (11-24)		1,100,000.26	
	** Budget not Applicable **						Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)		1,100,000.26	
40	1293					Fiduciary Fund FURNITURE AND FIXTURES			
						Balance May 1, 2024 (11-24)		40,218.25	
	** Budget not Applicable **						Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)		40,218.25	
40	1297					Fiduciary Fund SIGNS AND LANDSCAPING			
						Balance May 1, 2024 (11-24)		182,630.99	
	** Budget not Applicable **						Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)		182,630.99	
40	1300					Fiduciary Fund ACCUMULATED DEPRECIATION			
						Balance May 1, 2024 (11-24)			222,849.24
	** Budget not Applicable **						Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			222,849.24

G/L Account No Ctr	Cal.	Fiscl	Date	Jrnl	Line	Description		Debit	Credit
40	2045					Fiduciary Fund REFUNDABLE FEES			
						Balance May 1, 2024 (11-24)			1,455,000.00
** Budget not Applicable **							Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			1,455,000.00
40	2050					Fiduciary Fund Deferred Revenue			
						Balance May 1, 2024 (11-24)			575,959.00
** Budget not Applicable **							Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			575,959.00
40	2055					Fiduciary Fund Due to General Fund			
						Balance May 1, 2024 (11-24)			127,330.33
** Budget not Applicable **							Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			127,330.33
40	2330					Fiduciary Fund GENERAL LT- ADVANCE COSTC0/SEA			
						Balance May 1, 2024 (11-24)			4,650,000.00
** Budget not Applicable **							Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			4,650,000.00
40	2455					Fiduciary Fund LT ADVANCES FOR OPERAT EXPENSE			
						Balance May 1, 2024 (11-24)			3,626,057.91
** Budget not Applicable **							Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			3,626,057.91

Beginning of.: May 1, 2024 (11-24) Thru Ending of.: May 31, 2024 (11-24)

G/L Account No Ctr	Cal.	Fiscl	Date	Jrnl	Line	Description		Debit	Credit
40	2460					Fiduciary Fund ADVANCES COP REIMBURSEMENTS			
						Balance May 1, 2024 (11-24)			1,454,766.42
	** Budget not Applicable **						Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			1,454,766.42
40	2485					Fiduciary Fund SERIES B BONDS			
						Balance May 1, 2024 (11-24)			210,000.00
	** Budget not Applicable **						Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			210,000.00
40	2490					Fiduciary Fund Refunding Bonds, Series 2017			
						Balance May 1, 2024 (11-24)			2,210,000.00
	** Budget not Applicable **						Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			2,210,000.00
40	3400					Fiduciary Fund Unappropriated Fund Balance			
						Balance May 1, 2024 (11-24)		11,178,162.24	
	** Budget not Applicable **						Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)		11,178,162.24	
40	4007					Fiduciary Fund RPTTF			
						Balance May 1, 2024 (11-24)			696,150.00
	Annual Budget		-1,391,368.00			Remaining Balance -695,218.00	Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			696,150.00

Beginning of.: May 1, 2024 (11-24) Thru Ending of.: May 31, 2024 (11-24)

G/L Account No Ctr	Cal.	Fiscl	Date	Jrnl	Line	Description			Debit	Credit
40	4007	00				Fiduciary Fund RPTTF Non Department				
						Balance May 1, 2024 (11-24)			.00	
May 2024 11-2024			05/31/24	00-00	0001	ROPS 24-25				640,281.00
Annual Budget			.00			Remaining Balance	640,281.00	Activity ---->	.00	640,281.00
						Balance May 31, 2024 (11-24)				640,281.00
40	4450					Fiduciary Fund TAX INCR INTER				
						Balance May 1, 2024 (11-24)				21,778.44
Annual Budget			-13,444.00			Remaining Balance	8,334.44	Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)				21,778.44
40	4450	00				Fiduciary Fund TAX INCR INTER Non Department				
						Balance May 1, 2024 (11-24)				4,576.85
May 2024 11-2024			05/31/24	DL-00	0001	May Interest				4,491.74
Annual Budget			.00			Remaining Balance	9,068.59	Activity ---->	.00	4,491.74
						Balance May 31, 2024 (11-24)				9,068.59
40	5415	03				Fiduciary Fund Finance Srvc Finance				
						Balance May 1, 2024 (11-24)			155,622.83	
Annual Budget			143,996.00			Remaining Balance	-11,626.83	Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			155,622.83	
40	5545					Fiduciary Fund OUTSIDE COUNSEL				
						Balance May 1, 2024 (11-24)			6,831.00	
Annual Budget			.00			Remaining Balance	-6,831.00	Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			6,831.00	

Beginning of.: May 1, 2024 (11-24) Thru Ending of.: May 31, 2024 (11-24)

G/L Account No Ctr	Cal.	Fiscl	Date	Jrnl	Line	Description			Debit	Credit
40	5545	04				Fiduciary Fund OUTSIDE COUNSEL Attorney				
						Balance May 1, 2024 (11-24)			34,468.50	
	Annual Budget		.00			Remaining Balance	-34,468.50	Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			34,468.50	
40	5980	03				Fiduciary Fund BANK CHARGES Finance				
						Balance May 1, 2024 (11-24)			12.00	
	Annual Budget		.00			Remaining Balance	-12.00	Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			12.00	
40	6390					Fiduciary Fund Bond Expenses				
						Balance May 1, 2024 (11-24)			2,300.00	
	Annual Budget		3,400.00			Remaining Balance	1,100.00	Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			2,300.00	
40	6571					Fiduciary Fund 2017A Interest				
						Balance May 1, 2024 (11-24)			66,014.09	
	Annual Budget		82,009.00			Remaining Balance	15,994.91	Activity ---->	.00	.00
						Balance May 31, 2024 (11-24)			66,014.09	

AGENDA ITEM
6C.

Approve a Resolution Establishing a Special Revenue Fund for the Long-Term Maintenance of Environmentally Sensitive Areas that are Impacted by Development

City of Sand City

STAFF REPORT

TO: Honorable Mayor and City Council
FROM: Jennifer Pope, Finance Manager
SUBJECT: Environmental Enhancement Fund
DATE: June 18, 2024

BACKGROUND/DISCUSSION:
At the April 16, 2024, Council Meeting, staff proposed a new Environmental Enhancement Fund fee that was approved by Council. The purpose of the Environmental Enhancement Fund fee is to collect in-lieu fees which are paid to the City to mitigate impacts to dune habitat or other environmentally sensitive habitats from development projects.

In accordance with the fee schedule, fees are charged for development which results in permanent or temporary impacts to dune habitat or ESHA. Applicants for certain permits may mitigate such impacts by paying into an Environmental Enhancement Fund at the rate set by the City's fee schedule ($2.50/sq. ft). The acreage or square footage of required mitigation will be determined by approved conditions in the requisite development permit including Conditional Use Permit and/or Coastal Development Permits.

The Environmental Enhancement Fund is a restricted fund which must be used to pay for projects which restore environmentally sensitive habitat within Sand City, consistent with the purposes of the Environmental Enhancement Fee.

CEQA:
This action does not constitute a "project" as defined by the California Environmental Quality Act (CEQA) guidelines section 15378.

FISCAL IMPACT:
There is no fiscal impact in setting up the Environmental Enhancement Fund.

RECOMMENDATION:
Approve the establishment of an Environmental Enhancement Fund.

ATTACHMENTS:
1. Resolution

CITY OF SAND CITY
RESOLUTION SC 24- ___, 2024

RESOLUTION OF THE CITY COUNCIL OF SAND CITY ESTABLISHING A SPECIAL REVENUE FUND FOR THE LONG-TERM MAINTENANCE OF ENVIRONMENTALLY SENSITIVE AREAS THAT ARE IMPACTED BY DEVELOPMENT

WHEREAS, the City of Sand City has environmentally sensitive habitat areas; and

WHEREAS, the City Council approved a Fee Schedule that includes an Environmental Enhancement Fund Fee at the April 16, 2024 Council meeting; and

WHEREAS, Environmental Enhancement Fund fees will be used to mitigate for impacts to habitat including the preparation, implementation, and monitoring of the restoration projects that restore dune habitat or ESHA.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Sand City does hereby establish a special revenue fund within the general fund to be known as the Environmental Enhancement Fund for the purpose of mitigating impacts to the dune habitat or other environmentally sensitive habitat Area (including ESHA) from development projects.

PASSED AND ADOPTED by the City Council of the City of Sand City this __, day of ___, 2024 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

_____
Mary Ann Carbone, Mayor

ATTEST:
DATED: _____

_____
Kerry Lindstrom, City Clerk

AGENDA ITEM
6D.

Approve a Resolution Authorizing Agreement for Property Tax Audit and Information Services with HDL Coren & Cone, A California Corporation

City of Sand City

STAFF REPORT

TO: Honorable Mayor and City Council
FROM: Jennifer Pope, Finance Manger
SUBJECT: Property Tax Services
DATE: June 18, 2024

BACKGROUND/DISCUSSION:
HdL Coren & Cone (HdLCC) is a pioneer and leader of auditing, operations, and revenue solutions for public agencies. HdL partners with over 500 government agencies and has recovered more than $2 billion in revenue for their clients. Founded by local government leaders, HdL maintains a unique government perspective and dedication to supporting clients.

Sand City has contracted with HdLCC for Property Tax services since 2001. Their services include revenue forecasting, property tax audits, data analysis, successor agency services, special assessment administration, quarterly reporting, and more. The City has benefited from their levels of service and professionalism. The cost of their services is $5,544 for Fiscal Year 2024-2025. This fee will be adjusted annually by the California Consumer Price Index as determined by the California Department of Industrial Relation as measured February to February by the California All Urban Consumer Index. Fees received from an audit performed by HdLCC are payable on a contingent basis, HDLCC will receive 25 percent of net proceeds recovered or reallocated which are directly or indirectly the result of an audit, analysis or consultation performed by HdLCC.

CEQA:
This action does not constitute a "project" as defined by the California Environmental Quality Act (CEQA) guidelines section 15378.

FISCAL IMPACT:
The funds to support this agreement are included in the FY 2024-2025 budget.

RECOMMENDATION:
Authorize the City Manager to enter into a three year agreement with HdL Coren & Cone for property tax services.

ATTACHMENTS:

1. Resolution
2. HdL Coren & Cone Agreement

CITY OF SAND CITY
RESOLUTION SC ___, 2024

RESOLUTION OF THE CITY COUNCIL OF SAND CITY AUTHORIZING AGREEMENT FOR PROPERTY TAX AUDIT AND INFORMATION SERVICES WITH HDL COREN & CONE, A CALIFORNIA CORPORATION

WHEREAS, property tax revenues can be verified and potentially increased through a system of continuous monitoring, identification and reconciliation to county records; and

WHEREAS, an effective program of property tax management will assist the City in fiscal, economic and community development planning; and

WHEREAS, City desires the property tax data based reports and data analysis required to effectively manage the city property tax base and identify and recover revenues misallocated within the City, or to other jurisdictions; and

WHEREAS, Contractor is a state-wide expert in such data analysis with over 260 public agency clients for whom such services are performed and has the programs, equipment, data and personnel required to deliver the property tax services referenced herein; and

WHEREAS, certain services are payable on a contingent basis, Contractor shall receive 25 percent of net proceeds recovered or reallocated which are directly or indirectly the result of an audit, analysis or consultation performed by Contractor.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Sand City does hereby approve an agreement with HdL Coren and Cone to provide property tax services and authorize the City manager to execute an agreement in substantially the same form as attached at Exhibit A subject to City Attorney's approval.

PASSED AND ADOPTED by the City Council of the City of Sand City this 18, day of June 2024, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

_____
Mary Ann Carbone, Mayor

ATTEST:
DATED: _____

_____
Kerry Lindstrom, City Clerk

CITY OF SAND CITY
PROFESSIONAL SERVICE AGREEMENT

This PROFESSIONAL SERVICE AGREEMENT (PSA) FOR NON-CONSTRUCTION PROJECT (“AGREEMENT”) is made and effective as of July 1, 2024, between the City of Sand City ("CITY"), a municipal corporation and HdL Coren & Cone a corporation ("CONSULTANT"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

I. TERM

This AGREEMENT shall commence on July 1, 2024, and shall remain and continue in effect until tasks described herein are completed, but in no event later than June 30, 2027, unless sooner terminated pursuant to the provisions of this AGREEMENT.

II. SERVICES

CONSULTANT shall perform the tasks described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full. CONSULTANT shall complete the tasks according to the schedule of performance which is also set forth in Exhibit A. To the extent that Exhibit A is a proposal from CONSULTANT, such proposal is incorporated only for the description of the scope of services and no other terms and conditions from any such proposal shall apply to this AGREEMENT unless specifically agreed to in writing. Unless otherwise explicitly stated in Exhibit A, contractor shall at it sole cost and expense furnish all facilities and equipment which may be required for completing the tasks set forth in Exhibit A.

III. PERFORMANCE

CONSULTANT shall at all times faithfully, competently and to the best of his/her ability, experience, and talent, perform all tasks described herein. CONSULTANT shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing similar services as are required of CONSULTANT hereunder in meeting its obligations under this AGREEMENT.

IV. CITY MANAGEMENT

City Manager shall represent CITY in all matters pertaining to the administration of this AGREEMENT, review and approval of all products submitted by CONSULTANT, but not including the authority to enlarge the Tasks to Be Performed or change the compensation due to CONSULTANT. The City Manager shall be authorized to act on CITY's behalf and to execute all necessary documents which enlarge the Tasks to Be Performed or change CONSULTANT's compensation, subject to Section 5 hereof.

V. PAYMENT

A. The CITY agrees to pay CONSULTANT $5,544 annually (This fee will be adjusted annually by the California Consumer Price Index as measured February to February by the California All Urban Consumer Index.) in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit A, attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. This amount shall not exceed nineteen thousand dollars ($19,000) for the total term of the AGREEMENT unless additional payment is approved as provided in this AGREEMENT.

B. CONSULTANT shall not be compensated for any services rendered in connection with its performance of this AGREEMENT which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City Manager. CONSULTANT shall be compensated for any additional services in the amounts and in the manner as agreed to by City Manager and CONSULTANT at the time CITY's written authorization is given to CONSULTANT for the performance of said services. The City Manager may approve additional work not to exceed ten percent (10%) of the amount of the AGREEMENT. Any additional work in excess of this amount shall be approved by the City Council of Sand City.

C. CONSULTANT will submit invoices quarterly for actual services performed. Invoices shall be submitted on or about the first business day of each month, or as soon thereafter as practical, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the CITY disputes any of CONSULTANT's fees it shall give written notice to CONSULTANT within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice. Any final payment under this AGREEMENT shall be made within forty-five (45) days of receipt of an invoice therefore.

VI. SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE

A. The CITY may at any time, for any reason, with or without cause, suspend or terminate this AGREEMENT, or any portion hereof, by serving upon the CONSULTANT at least ten (10) days prior written notice. Upon receipt of said notice, the CONSULTANT shall immediately cease all work under this AGREEMENT, unless the notice provides otherwise. If the CITY suspends or terminates a portion of this AGREEMENT such suspension or termination shall not make void or invalidate the remainder of this AGREEMENT.

B. In the event this AGREEMENT is terminated pursuant to this Section, the CITY shall pay to CONSULTANT the actual value of the work performed

up to the time of termination, provided that the work performed is of value to the CITY. Upon termination of the AGREEMENT pursuant to this Section, the CONSULTANT will submit an invoice to the CITY pursuant to Section 5.

VII. DEFAULT OF CONSULTANT

A. The CONSULTANT's failure to comply with the provisions of this AGREEMENT shall constitute a default. In the event that CONSULTANT is in default for cause under the terms of this AGREEMENT, CITY shall have no obligation or duty to continue compensating CONSULTANT for any work performed after the date of default and can terminate this AGREEMENT immediately by written notice to the CONSULTANT. If such failure by the CONSULTANT to make progress in the performance of work hereunder arises out causes beyond the CONSULTANT's control, and without fault or negligence of the CONSULTANT, it shall not be considered a default.

B. If the City Manager or his/her designee determines that the CONSULTANT is in default in the performance of any of the terms or conditions of this AGREEMENT, he/she shall cause to be served upon the CONSULTANT a written notice of the default. The CONSULTANT shall have ten (10) days after service upon it of said notice in which to cure the default by rendering a satisfactory performance. In the event that the CONSULTANT fails to cure its default within such period of time or fails to present the CITY with a written plan for the cure of the default, the CITY shall have the right, notwithstanding any other provision of this AGREEMENT, to terminate this AGREEMENT without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this AGREEMENT.

VIII. OWNERSHIP OF DOCUMENTS

A. CONSULTANT shall maintain complete and accurate records with respect to sales, costs, expenses, receipts, and other such information required by CITY that relate to the performance of services under this AGREEMENT. CONSULTANT shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. CONSULTANT shall provide free access to the representatives of CITY or its designees at reasonable times to such books and records; shall give CITY the right to examine and audit said books and records; shall permit CITY to make transcripts or copies therefrom as necessary; and shall allow inspection of all work, data, documents, proceedings, and activities related to this AGREEMENT. Such records, together with supporting

documents, shall be maintained for a period of three (3) years after receipt of final payment.

B. Upon completion of, or in the event of termination or suspension of this AGREEMENT, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this AGREEMENT shall become the sole property of the CITY and may be used, reused, or otherwise disposed of by the CITY without the permission of the CONSULTANT. With respect to computer files, CONSULTANT shall make available to the CITY, at the CONSULTANT's office and upon reasonable written request by the CITY, the necessary computer software and hardware for purposes of accessing, compiling, transferring, copying and/or printing computer files. CONSULTANT hereby grants to CITY all right, title, and interest, including any copyright, in and to the documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared by CONSULTANT in the course of providing the services under this AGREEMENT.

IX. INDEMNIFICATION AND DEFENSE

A. Indemnity

To the fullest extent permitted by law, CONSULTANT shall indemnify and hold harmless CITY and any and all of its officials, employees, consultants and agents (“Indemnified Parties”) from and against any and all claims, losses, liabilities, damages, costs and expenses, including legal counsel’s fees and costs, caused in whole or in part by the negligent or wrongful act, error or omission of CONSULTANT, its officers, agents, employees or subconsultants (or any agency or individual that CONSULTANT shall bear the legal liability thereof) in the performance of services under this AGREEMENT. CONSULTANT’s duty to indemnify and hold harmless CITY shall not extend to the CITY’s sole or active negligence.

B. Duty to defend

In the event the CITY, its officers, employees, agents and/or volunteers are made a party to any action, lawsuit, or other adversarial proceeding arising from the performance of the services encompassed by this AGREEMENT, and upon demand by CITY, CONSULTANT shall defend the CITY at CONSULTANT’s cost or at CITY’s option, with counsel selected by CITY, to reimburse CITY for its costs of defense, including reasonable attorney’s fees and costs incurred in the defense of such matters to the extent the matters arise from, relate to or are caused by CONSULTANT’s negligent acts, errors or omissions. Payment by CITY is not a condition precedent to enforcement of this indemnity. In the event of any dispute between CONSULTANT and CITY, as to whether liability

arises from the sole or active negligence of the CITY or its officers, employees, or agents, CONSULTANT will be obligated to pay for CITY's defense until such time as a final judgment has been entered adjudicating the CITY as solely or actively negligent. CONSULTANT will not be entitled in the absence of such a determination to any reimbursement of defense costs including but not limited to attorney's fees, expert fees and costs of litigation.

X. INSURANCE

CONSULTANT shall maintain prior to the beginning of and for the duration of this AGREEMENT insurance coverage as specified in Exhibit B attached to and part of this AGREEMENT.

XI. INDEPENDENT CONSULTANT

A. CONSULTANT is and shall at all times remain as to the CITY a wholly independent consultant and/or independent contractor. The personnel performing the services under this AGREEMENT on behalf of CONSULTANT shall at all times be under CONSULTANT's exclusive direction and control. Neither CITY nor any of its officers, employees, or agents shall have control over the conduct of CONSULTANT or any of CONSULTANT's officers, employees, or agents, except as set forth in this AGREEMENT. CONSULTANT shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of the CITY. CONSULTANT shall not incur or have the power to incur any debt, obligation, or liability whatever against CITY, or bind CITY in any manner.

B. No employee benefits shall be available to CONSULTANT in connection with the performance of this AGREEMENT. Except for the fees paid to CONSULTANT as provided in the AGREEMENT, CITY shall not pay salaries, wages, or other compensation to CONSULTANT for performing services hereunder for CITY. CITY shall not be liable for compensation or indemnification to CONSULTANT for injury or sickness arising out of performing services hereunder.

XII. LEGAL RESPONSIBILITIES

The CONSULTANT shall keep itself informed of State and Federal laws and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this AGREEMENT. The CONSULTANT shall at all times observe and comply with all such laws and regulations. The CITY, and its officers and employees, shall not be liable at law or in equity occasioned by failure of the CONSULTANT to comply with this Section.

XIII. UNDUE INFLUENCE

CONSULTANT declares and warrants that no undue influence or pressure was used against or in concert with any officer or employee of the CITY in connection with the award, terms or implementation of this AGREEMENT, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of the CITY has or will receive compensation, directly or indirectly, from CONSULTANT, or from any officer, employee or agent of CONSULTANT, in connection with the award of this AGREEMENT or any work to be conducted as a result of this AGREEMENT. Violation of this Section shall be a material breach of this AGREEMENT entitling the CITY to any and all remedies at law or in equity.

XIV. NO BENEFIT TO ARISE TO LOCAL EMPLOYEES

No member, officer, or employee of CITY, or their designees or agents, and no public official who exercises authority over or responsibilities with respect to the Project during his/her tenure or for one year thereafter, shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with the Project performed under this AGREEMENT.

XV. RELEASE OF INFORMATION/CONFLICTS OF INTEREST

A. All information gained by CONSULTANT in performance of this AGREEMENT shall be considered confidential and shall not be released by CONSULTANT without CITY's prior written authorization. CONSULTANT, its officers, employees, agents, or subconsultants, shall not without written authorization from the City Manager or unless requested by the City Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this AGREEMENT or relating to any project or property located within the CITY. Response to a subpoena or court order shall not be considered "voluntary" provided CONSULTANT gives CITY notice of such court order or subpoena.

B. CONSULTANT shall promptly notify CITY should CONSULTANT, its officers, employees, agents, or subconsultants be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request (“Discovery”), court order, or subpoena from any person or party regarding this AGREEMENT and the work performed there under or with respect to any project or property located within the CITY, unless the CITY is a party to any lawsuit, arbitration, or administrative proceeding connected to such Discovery, or unless CONSULTANT is prohibited by law from informing the CITY of such Discovery. CITY retains the right, but has no obligation, to represent CONSULTANT and/or be present at any

deposition, hearing, or similar proceeding as allowed by law. Unless CITY is a party to the lawsuit, arbitration, or administrative proceeding and is adverse to CONSULTANT in such proceeding, CONSULTANT agrees to cooperate fully with CITY and to provide the opportunity to review any response to discovery requests provided by CONSULTANT. However, CITY's right to review any such response does not imply or mean the right by CITY to control, direct, or rewrite said response.

XVI. NOTICES

Any notices which either party may desire to give to the other party under this AGREEMENT must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, which provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by notice:

To CITY:
City of Sand City
1 Pendergrass Way
Sand City, CA 93955
Attention: City Clerk

To CONSULTANT:
HdL Coren & Cone
Nichole Cone-Morishita, CFO
120 S. State College Blvd., Suite 200
Brea, CA 92821

XVII. ASSIGNMENT

The CONSULTANT shall not assign the performance of this AGREEMENT, nor any part thereof, nor any monies due hereunder, without prior written consent of the CITY. Because of the personal nature of the services to be rendered pursuant to this AGREEMENT, only CONSULTANT shall perform the services described in this AGREEMENT. Upon termination of this Agreement, CONSULTANT's sole compensation shall be payment for actual services performed up to, and including, the date of

termination or as may be otherwise agreed to in writing between CITY and the CONSULTANT. Before retaining or contracting with any consultant for any services under this AGREEMENT, CONSULTANT shall provide CITY with the identity of the proposed sub-consultant, a copy of the proposed written contract between CONSULTANT and such sub-consultant which shall include and indemnity provision similar to the one provided herein and identifying CITY as an indemnified party, or an incorporation of the indemnity provision provided herein, and proof that such proposed sub-consultant carries insurance at least equal to that required by this AGREEMENT or obtain a written waiver from CITY for such insurance.

XVIII. LICENSES

At all times during the term of this AGREEMENT, CONSULTANT shall have in full force and effect, all licenses required of it by law for the performance of the services described in this AGREEMENT.

XIX. GOVERNING LAW

The CITY and CONSULTANT understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this AGREEMENT and also govern the interpretation of this Agreement. Any litigation concerning this AGREEMENT shall be brought and maintained in the Superior Court of the State of California in and for the County of Monterey.

XX. ENTIRE AGREEMENT

This AGREEMENT contains the entire understanding between the parties relating to the obligations of the parties described in this AGREEMENT. All prior or contemporaneous agreements, understandings, representations, and statements, oral or written and pertaining to the subject of this AGREEMENT or with respect to the terms and conditions of this AGREEMENT, are merged into this AGREEMENT and shall be of no further force or effect. Each party is entering into this AGREEMENT based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

XXI. AUTHORITY TO EXECUTE THIS AGREEMENT

The person or persons executing this AGREEMENT on behalf of CONSULTANT warrants and represents that he/she has the authority to execute this AGREEMENT on behalf of the CONSULTANT and has the authority to bind CONSULTANT to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the parties hereto have caused this AGREEMENT to be executed the day and year first above written.

CONSULTANT

By:_____
(Signature)

_____
(Typed Name)

_____
(Title)

CITY OF SAND CITY

_____

Vibeke Norgaard, City Manager

ATTEST:

_____
Kerry Lindstrom, City Clerk

APPROVED AS TO FORM:
City Attorney

By: _____

Attachments:	Exhibit A	Consultant's Proposal
	Exhibit B	Insurance Requirements

EXHIBIT "A"

SCHEDULE OF PERFORMANCE

TIMELINE FOR DELIVERABLES

July/August	Data available for purchase from counties
September 30	Data available on HdLCC's web-based property tax application
September/October	Unsecured audits performed and forwarded to county assessor
October	Appeals quarterly updates emailed in counties where the data is available
October-February	Delivery of preliminary property tax reports
January	Appeals quarterly updates emailed in counties where the data is available
January/February	General Fund Budget Projections
April	Appeals quarterly updates emailed in counties where the data is available
April/May	Final Books – Addendums emailed to clients
July	Appeals quarterly updates emailed in counties where the data is available
Ongoing	Secured Audits – City Property sales reports City and Successor Agency mid-year budget reviews and budget projections Analytical work at the request of clients Monthly updates of database with property sale information

EXHIBIT B

INSURANCE REQUIREMENTS

Without limiting CONSULTANT's indemnification of CITY, and prior to commencement of Work, CONSULTANT shall obtain, provide and maintain at its own expense during the term of this AGREEMENT, policies of insurance of the type and amounts described below and in a form satisfactory to CITY.

Note: Verify minimum limit for each coverage with City Manager.

General liability insurance. CONSULTANT shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than $1,000,000 per occurrence, $2,000,000 general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

Automobile liability insurance. CONSULTANT shall maintain automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with Work to be performed under this AGREEMENT, including coverage for any owned, hired, non-owned or rented vehicles, in an amount not less than $1,000,000 combined single limit for each accident.

Professional liability (errors & omissions) insurance. CONSULTANT shall maintain professional liability insurance that covers the Services to be performed in connection with this AGREEMENT, in the minimum amount of $1,000,000 per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the effective date of this AGREEMENT and CONSULTANT agrees to maintain continuous coverage through a period no less than three (3) years after completion of the services required by this AGREEMENT.

Note: May need to delete workers' compensation and employer's liability insurance requirements for certain sole proprietorships, partnerships, or corporations without employees.

Workers' compensation insurance. CONSULTANT shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least $1,000,000).

CONSULTANT shall submit to CITY, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of CITY, its officers, agents, employees and volunteers.

Note: If the required limits for general liability, auto and employer's liability are $1 million or less, the following paragraph may be omitted.

Umbrella or excess liability insurance. [Optional depending on limits required]. CONSULTANT shall obtain and maintain an umbrella or excess liability insurance policy with limits that will provide bodily injury, personal injury and property damage liability coverage at least as broad as the primary coverages set forth above, including commercial general liability, automobile liability, and employer's liability. Such policy or policies shall include the following terms and conditions:

- A drop down feature requiring the policy to respond if any primary insurance that would otherwise have applied proves to be uncollectible in whole or in part for any reason;
- Pay on behalf of wording as opposed to reimbursement;
- Concurrency of effective dates with primary policies;
- Policies shall "follow form" to the underlying primary policies; and
- Insureds under primary policies shall also be insureds under the umbrella or excess policies.

Other provisions or requirements

Proof of insurance. CONSULTANT shall provide certificates of insurance to CITY as evidence of the insurance coverage required herein, along with a waiver of subrogation endorsement for workers' compensation. Insurance certificates and endorsements must be approved by City's Risk Manager prior to commencement of performance. Current certification of insurance shall be kept on file with CITY at all times during the term of this contract. CITY reserves the right to require complete, certified copies of all required insurance policies, at any time.

Duration of coverage. CONSULTANT shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the Work hereunder by CONSULTANT, his agents, representatives, employees or subconsultants.

Primary/noncontributing. Coverage provided by CONSULTANT shall be primary and any insurance or self-insurance procured or maintained by CITY shall not be required to contribute with it. The limits of insurance required herein may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of CITY before the CITY's own insurance or self-insurance shall be called upon to protect it as a named insured.

City's rights of enforcement. In the event any policy of insurance required under this AGREEMENT does not comply with these specifications or is canceled and not replaced, CITY has the right but not the duty to obtain the insurance it deems necessary

and any premium paid by CITY will be promptly reimbursed by CONSULTANT or CITY will withhold amounts sufficient to pay premium from CONSULTANT payments. In the alternative, CITY may cancel this AGREEMENT.

Acceptable insurers. All insurance policies shall be issued by an insurance company currently authorized by the Insurance Commissioner to transact business of insurance or is on the List of Approved Surplus Line Insurers in the State of California, with an assigned policyholders' Rating of A- (or higher) and Financial Size Category Class VI (or larger) in accordance with the latest edition of Best's Key Rating Guide, unless otherwise approved by the City Manager.

Waiver of subrogation. All insurance coverage maintained or procured pursuant to this agreement shall be endorsed to waive subrogation against CITY, its elected or appointed officers, agents, officials, employees and volunteers or shall specifically allow CONSULTANT or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. CONSULTANT hereby waives its own right of recovery against CITY, and shall require similar written express waivers and insurance clauses from each of its subconsultants.

Enforcement of contract provisions (non estoppel). CONSULTANT acknowledges and agrees that any actual or alleged failure on the part of the CITY to inform CONSULTANT of non-compliance with any requirement imposes no additional obligations on the CITY nor does it waive any rights hereunder.

Requirements not limiting. Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Consultant maintains higher limits than the minimums shown above, the CITY requires and shall be entitled to coverage for the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the CITY.

Notice of cancellation. Consultant agrees to oblige its insurance agent or broker and insurers to provide to CITY with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

Additional insured status. General liability policies shall provide or be endorsed to provide that CITY and its officers, officials, employees, and agents, and volunteers shall be additional insureds under such policies. This provision shall also apply to any excess/umbrella liability policies.

Prohibition of undisclosed coverage limitations. None of the coverages required herein will be in compliance with these requirements if they include any limiting endorsement of any kind that has not been first submitted to CITY and approved of in writing.

Separation of insureds. A severability of interests provision must apply for all additional insureds ensuring that Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the insurer's limits of liability. The policy(ies) shall not contain any cross-liability exclusions.

Pass through clause. CONSULTANT agrees to ensure that its subconsultants, subcontractors, and any other party involved with the project who is brought onto or involved in the project by CONSULTANT, provide the same minimum insurance coverage and endorsements required of CONSULTANT. CONSULTANT agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. CONSULTANT agrees that upon request, all agreements with consultants, subcontractors, and others engaged in the project will be submitted to CITY for review.

City's right to revise specifications. The CITY reserves the right at any time during the term of the contract to change the amounts and types of insurance required by giving the CONSULTANT ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the CONSULTANT, the CITY and CONSULTANT may renegotiate CONSULTANT's compensation.

Self-insured retentions. Any self-insured retentions must be declared to and approved by CITY. CITY reserves the right to require that self-insured retentions be eliminated, lowered, or replaced by a deductible. Self-insurance will not be considered to comply with these specifications unless approved by CITY.

Timely notice of claims. CONSULTANT shall give CITY prompt and timely notice of claims made or suits instituted that arise out of or result from CONSULTANT's performance under this AGREEMENT, and that involve or may involve coverage under any of the required liability policies.

Additional insurance. CONSULTANT shall also procure and maintain, at its own cost and expense, any additional kinds of insurance, which in its own judgment may be necessary for its proper protection and prosecution of the work.

AGENDA ITEM
6E.

Approve a Resolution Authorizing an Amendment to the Memorandum of Understanding between ReGen Monterey and its Member Agencies Regarding Assistance with Compliance with California Senate Bill 1383

City of Sand City

Staff Report

TO: Honorable Mayor and City Council
FROM: Mark Parker, Public Works Manager
SUBJECT: Approve FY 25 Amendments to Exhibits A & B of the MOU between ReGen Monterey and its Member Jurisdictions Regarding Compliance with California's Senate Bill 1383
DATE: June 18, 2024

Recommendation:
Approve FY 25 Amendments to Exhibits A & B of the MOU between ReGen Monterey and its Member Jurisdictions regarding compliance with California's Senate Bill 1383.

Background:
The State of California has passed legislation, known as Senate Bill 1383, California's Short-Lived Climate Pollutants legislation. The regulation has significant impact on each Member Agency with the goal of reducing organic material being landfilled by 75% by 2025, compared to a 2014 basis. The legislation mandates that Member Agencies undertake certain activities around the handling of organic waste materials collected within their jurisdictions. The regulation also requires 20% recovery of edible food by 2025 to direct it to a beneficial use and thus, prevent it from entering the waste stream. Regulations took effect and local program implementation began on January 1, 2022. In 2021, the Member Agencies determined that it was in their best interest to coordinate their activities related to this legislation. This coordination is being facilitated by ReGen Monterey's Technical Advisory Committee (TAC) comprised of staff from each Member Agency, the three haulers in our service area (Haulers) and ReGen Monterey.

The Member Agencies determined that ReGen Monterey has the expertise and resources necessary to implement shared activities on the Member Agencies' behalf and requested that the ReGen incur costs to provide these activities. The Member Agencies have agreed to reimburse ReGen for proportionate shares of certain designated annual costs incurred by ReGen for these activities under a Memorandum of Understanding (MOU) between the Monterey Regional Waste Management District (DBA ReGen Monterey) and its Member Agencies Regarding Assistance with Compliance with California Senate Bill 1383.

The purpose of the MOU is to provide a structure for the Member Agencies to reimburse ReGen Monterey for SB 1383 related activities it performs on behalf of the Member Agencies. The MOU was voluntarily entered into by the Parties for the purpose of facilitating the implementation of SB 1383. The MOU was adopted by the ReGen Monterey Board on June 18,2021, the Member Agencies soon thereafter, and became effective July 1, 2021.

- **Exhibit A** - Detailed Activities and Costs: Contains the scope of work, and associated costs related to general SB 1383 activities. (Enacted June 2021, updated annually.)
- **Exhibit B** - Member Agencies' Annual Proportionate Shares and Costs: Allocation of such costs to the Member Agencies. (Enacted June 2021, updated annually.)
- **Exhibit C** - Member Agencies' Estimated Allocation of CalRecycle Local Assistance Grant Program Funding for OWR1: Details proposed programs funded by the CalRecycle Local Assistance Grant Program. (Enacted February 2022. OWR1 grant term extended through November 2024.. Note: Per the application, CalRecycle Local Assistance Grant OWR4 (FY 2022-23) grant funds will be remitted directly to ReGen Monterey on behalf of member jurisdictions.)
- **Exhibit D** – Member Agencies' Estimated Procurement Requirements of Organic Material: Details the organic materials (compost or mulch) procurement requirements and costs for each Member Agency. (Enacted April 16, 2022, to be updated in 2026 when CalRecycle reevaluates annual procurement targets.)

Review and Analysis:

Each year ReGen Monterey staff identifies expected expenses associated with jurisdictional compliance of SB 1383 and compiles those expenses in Exhibit A of the MOU. Expenses include items such as program administration, public education, monitoring, reporting and edible food recovery capacity building, program administration and outreach.

These expenses are then broken down to proportional percentages per population in Exhibit B.

The draft budget is first presented to the TAC for review, feedback, and consensus. It then is presented to the ReGen Monterey Board of Directors and Member Agencies' Councils and Boards for approval.

The amendment to Exhibits A and B of the MOU would supersede exhibits covering previous fiscal years.

CEQA:
This action does not constitute a "project" as defined by the California Environmental Quality Act (CEQA) guidelines section 15378.

Financial Impact:
These are costs that ReGen Monterey incurs and is then reimbursed by our Member Agencies, with invoicing occurring twice annually. Sand City's portion is $9,000, in two equal installments of $4500. Outlined in exhibit A of revised MOU

Conclusion:
ReGen Monterey will continue to support its Member Agencies with SB 1383 compliance in a manner that provides cost savings for the communities we serve.

Attachments:
1. Resolution
2. MOU with revised exhibits A & B for 2025

CITY OF SAND CITY
RESOLUTION SC 24-__, 2024

RESOLUTION OF THE CITY COUNCIL OF SAND CITY AUTHORIZING AN AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING BETWEEN REGEN MONTEREY AND ITS MEMBER AGENCIES REGARDING ASSISTANCE WITH COMPLIANCE WITH CALIFORNIA SENATE BILL 1383

WHEREAS, the State of California has passed legislation, known as Senate Bill 1383, California's Short-Lived Climate Pollutants regulation with the goal of reducing organic material being landfilled by 75% by 2025, compared to a 2014 basis; and

WHEREAS, the legislation mandates that the City undertake certain activities around the handling of organic waste materials collected within our jurisdiction and requires 20% recovery of edible food by 2025 be directed to a beneficial use; and

WHEREAS, regulations took effect, and local program implementation began, on January 1, 2022; and

WHEREAS, in 2021, the Member Agencies determined that it was in their best interest to coordinate their activities related to this legislation and that that ReGen has the expertise and resources necessary to implement shared activities on the Member Agencies' behalf and requested that ReGen incur costs to provide these activities; and

WHEREAS, the Member Agencies have agreed to reimburse ReGen for proportionate shares of certain designated annual costs incurred by ReGen for these activities under a Memorandum of Understanding (MOU) between the Monterey Regional Waste Management District and its Member Agencies Regarding Assistance with Compliance with California Senate Bill 1383; and

WHEREAS, an MOU was adopted by the Member Agencies, and became effective July 1, 2021; and

WHEREAS, the amended Exhibit A and Exhibit B to the MOU amend the activities and costs with the anticipated regional cost of $197,412.00 and the cost to Sand City ratepayers is $9,000.00.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Sand City does hereby direct the City Manager to accept and execute on behalf of the City Council, the Amendment to Exhibit A & B of the Memorandum of Understanding between ReGen Monterey and its member agencies regarding assistance with compliance with California Senate Bill 1383.

PASSED AND ADOPTED by the City Council of the City of Sand City this ___, day of ____, 2024 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

_____
Mary Ann Carbone, Mayor

ATTEST:
DATED: _____

_____
Kerry Lindstrom, City Clerk

MEMORANDUM OF UNDERSTANDING

BETWEEN THE MONTEREY REGIONAL WASTE MANAGEMENT DISTRICT AND ITS MEMBER AGENCIES REGARDING ASSISTANCE WITH COMPLIANCE WITH CALIFORNIA SENATE BILL 1383

This Memorandum of Understanding ("MOU") is made and entered into as of the date of the signatures set forth below by and between the MONTEREY REGIONAL WASTE MANAGEMENT DISTRICT ("District", "MRWMD"), a California Garbage and Refuse Disposal District, and its member agencies including the cities of CARMEL-BY-THE-SEA, DEL REY OAKS, MARINA, MONTEREY, PACIFIC GROVE, SAND CITY, and SEASIDE; THE PEBBLE BEACH COMMUNITY SERVICES DISTRICT; and THE COUNTY OF MONTEREY ("Member Agencies"). Collectively these entities shall be known herein as "Parties" or individually as a "Party."

Recitals

A. The State of California has passed legislation, known as Senate Bill 1383, California's Short-Lived Climate Pollutants regulation. The regulation will have significant impact on each Member Agency, with the goal of reducing organic material being landfilled by 75% by 2025, compared to a 2014 basis. The legislation mandates that Member Agencies undertake certain activities around the handling of organic waste materials collected within their jurisdictions. The regulation also requires 20% recovery of edible food by 2025 to direct it to a beneficial use and thus prevent it from entering the waste stream. Regulations take effect, and local program implementation will begin, on January 1, 2022.

B. The Member Agencies have determined that it is in their best interest to coordinate their activities related to this legislation. This coordination is being facilitated by the District's Technical Advisory Committee (TAC) comprised of staff from each Member Agency, the three Haulers in the District service area (Haulers), Salinas Valley Recycles (SVR) and MRWMD.

C. The Member Agencies have further determined that the District has the expertise and resources necessary to implement some of these activities on the Member Agencies' behalf and have now requested that the District incur costs to provide these activities.

D. The Member Agencies have agreed to reimburse the District for proportionate shares of certain designated annual costs incurred by the District for these activities.

E. The form and content of this MOU have been presented to the TAC, and the TAC has recommended it for approval by the Parties

NOW THEREFORE, in consideration of the mutual benefits to be derived by the District and the Member Agencies, and of the promises contained in this MOU, the Parties agree as

follows:

Section 1. Recitals: The recitals set forth above are incorporated into this MOU.

Section 2. Purpose: The purpose of this MOU is to provide a structure for the Member Agencies to reimburse the District for SB 1383 related activities it performs on behalf of the Member Agencies.

Section 3. Voluntary: This MOU is voluntarily entered into by the Parties for the purpose of facilitating the implementation of SB 1383.

Section 4. Term: This MOU shall become effective on the last day of its execution by a Party and shall remain in effect until terminated by the Parties.

Section 5. Scope of Work, Costs & Cost Sharing: The scope of work, and associated costs, are set out in Exhibit A, entitled Detailed Activities and Costs, attached hereto and incorporated herein. Allocation of such costs to the Member Agencies is set out in Exhibit B, entitled Member Agencies' Annual Proportionate Shares and Costs, attached hereto and incorporated herein. Exhibit C outlines estimated individual Member Agencies' allocations related to the Department of Resources Recycling and Recovery (CalRecycle) SB 1383 Local Assistance Grant Program (OWR1: 2021-22), attached hereto and incorporated herein. Exhibit D defines the estimated annual procurement requirements of organic material and estimated cost per ton of compost for each Member Agency, attached hereto and incorporated herein.

No later than March 1 of each year, and at such other times as directed by the Parties, the TAC shall meet to consider and, if deemed necessary, modify Exhibits A, B, C, and/or D subject to direction from the governing bodies of each Member Agency to its TAC representative.

Section 6. The District Agrees:

(a) District staff will manage activities as identified in Exhibit A, C, and D which activities include contracting with third party vendors when reasonably necessary and paying those vendors for contracted costs.

(b) Two times per year, on dates to be determined by the TAC, District will invoice Member Agencies for each Member Agency's proportionate share of costs as shown in Exhibit B with each invoice to be fifty percent (50%) of the Member Agency's share of costs.

(c) Upon award of CalRecycle SB 1383 Local Assistance Grant Program funds, the District will invoice Member Agencies for their full allocation of grant funds as shown in Exhibit C. Four times during the grant term, aligned with dates identified by CalRecycle grant Terms & Conditions, the District shall report to Member Agencies a summary of actual grant expenditures and progress toward grant tasks to date.

(d) District will maintain an accounting of activities and expenses and provide reconciliation of payments annually. Material differences between estimated costs and actual incurred costs will result in either: 1) an adjustment made to the final annual payment for each Member Agency, or 2) such cost difference shall be incorporated into the subsequent year cost allocation.

(e) In year one only, in recognition of expected continuation of improved recycling revenues for the District from recyclable material sales, the District will off-set $140,000 of the costs identified in Exhibit A. This off-set is reflected in the cost allocations set out in Exhibit B for FY 2021-22.

Section 7. The Member Agencies Agree:

(a) To reimburse the District for all expenses incurred by the District under this MOU in accordance with each Member Agency's proportionate share as shown on Exhibit B, C, and D.

(b) To make a full-faith effort to cooperate with one another and with the District to achieve the purposes of this MOU by providing information, reviewing information in a timely manner, and informing their respective administration and governing bodies.

Section 8. Termination. Any Party may terminate its participation in this MOU upon giving written notice to the District no later than April 1 of any calendar year during the term of this MOU. Within ten days following a Party's termination date, such party shall pay District all charges then due and payable and shall pay when determined any additional charges that shall later come due under the MOU, subject to the limits set out in Exhibits A, B, C, and D.

Section 9. General Provisions.

(a) This MOU is binding and for the benefit of the respective successors, heirs, and assigns of each Party and the District; provided however, no Party may assign its respective rights or obligations under this MOU without the prior written consent of the District.

(b) This MOU is governed by, interpreted under, and construed and enforced in accordance with the laws of the State of California.

(c) If any provision of this MOU is determined by any court to be invalid, illegal, or unenforceable to any extent, then the remainder of this MOU will not be affected, and this MOU will be construed as if the invalid, illegal, or unenforceable provision had never been contained in this MOU.

(d) Waiver by the District or any Party to this MOU of any term, condition, or covenant of this MOU will not constitute a waiver of any other term, condition, or covenant.

Waiver by the District or any Party of any breach of the provisions of this MOU will not constitute a waiver of any other provision, nor a waiver of any subsequent breach or violation of any provision of this MOU.

(e) This MOU may be executed in any number of counterparts, each of which is an original but all of which taken together will constitute one and the same instrument, provided, however, that such counterparts have been delivered to all parties to this MOU.

(f) All parties acknowledge they have been represented, or have had the opportunity to be represented, by counsel in the preparation and negotiation of this MOU. Accordingly, this MOU will be construed according to its fair language. Any ambiguities will be resolved in a collaborative manner by the District and the Parties and must be rectified by amending this MOU.

IN WITNESS WHEREOF, the District and the Parties have caused this MOU to be executed by their duly authorized representatives as of the date of their respective signatures.

MONTEREY REGIONAL WASTE MANAGEMENT DISTRICT

By: _____ DATE: _____

APPROVED AS TO FORM:

_____

CITY OF CARMEL-BY-THE-SEA

By: _____ DATE: _____

APPROVED AS TO FORM:

_____

CITY OF DEL REY OAKS

By: _____ DATE: _____

APPROVED AS TO FORM:

_____

CITY OF MARINA

By: _____ DATE: _____

APPROVED AS TO FORM:

_____

CITY OF MONTEREY

By: _____ DATE: _____

APPROVED AS TO FORM:

_____

CITY OF PACIFIC GROVE

By: _____ DATE: _____

APPROVED AS TO FORM:

_____

SAND CITY

By: _____ DATE: _____

APPROVED AS TO FORM:

_____

CITY OF SEASIDE

By: _____ DATE: _____

APPROVED AS TO FORM:

_____

PEBBLE BEACH COMMUNITY SERVICES DISTRICT

By: _____ DATE: _____

APPROVED AS TO FORM:

_____

COUNTY OF MONTEREY

By: _____ DATE: _____

APPROVED AS TO FORM:

_____

EXHIBIT A

DETAILED ACTIVITIES & COSTS
FY 2024-2025

Scope of Work

The activities related to the implementation of SB 1383 may include contracting and policy development; public education; materials purchasing and distribution; reporting; contamination monitoring; edible food waste recovery; enforcement; procurement; organics processing; rate setting; cost monitoring; and any other related activities the Parties choose to address.

The District will take the lead producing public education campaigns in concert with the already-provided Hauler and/or Member Agency resources. The Member Agencies will be responsible for production and mailing fees associated with outreach. The District will also contract with a vendor to administer contamination monitoring in the form of curbside lid flipping. The District will also provide CalRecycle reporting services to the Member Agencies. In addition, funds will be allocated to food recovery organizations for procurement of refrigerated holding facilities or transport vehicles to support edible food recovery efforts.

Costs

SB 1383 Fee Category	Detail	FY 24/25 Cost	Notes
HF&H General Support & TAC meetings	Task #5 (general support) & task #6 (monthly TAC meetings) of HF&H FY 2025 proposal	$ 20,500	
Edible Food Recovery Capacity Building	$40,000 for grant allocations. $10,000 for grant administration.	$ 50,000	Grants offered jointly by ReGen & SVR. SVR allocating $60k. ReGen allocating $50k (inclusive of $10k for grant admin) as County is omitted from this line item.
Edible Food Recovery Program Administration	Assessment Updates - Living Document Generation Estimate Update-Using ReGen WCS FRO Capacity Survey - Annual Update Conference Presentations (CRRA) and Other Support TBD EFR E&O - Cycle 2 - Tier 1&2 Follow-up target groups TBD Organics Collections E&O - Target Groups TBD School Food Waste Reductions - Targeted Groups TBD Total split 50/50 with Salinas Valley Recycles	$ 25,000	ReGen member agency portion only. Split 50/50 with SVR. Omits County of Monterey.
Edible Food Generator Inspections for Tier 1 & 2		$ 4,000	Omits County of Monterey.
Public Education	Design/creation of public education materials. Does not include production or distribution of materials created.	$ 20,000	
Contamination Monitoring (Lid Flipping)		$ 15,000	Omits County of Monterey due to WM Smart Truck.
Recyclist Fees	Cloud-based recordkeeping and reporting system shared by haulers, jurisdictions and processor.	$ 12,912	Omits County & City of Monterey, who subscribe separately.
ReGen Monterey Staff Time	Coordination and Hosting of Monthly TAC Meetings Hosting and/or participating in TAC Subcommittees SB 1383 Program Coordination and Development of Pub Edu CalRecycle Reporting Outreach at Community Events School Outreach & Compliance Coordination with Sustainability Groups	$ 50,000	
Total		**$ 197,412**	

EXHIBIT A

DETAILED ACTIVITIES & COSTS
FY 2024-2025 (CONTINUED)

HF&H Franchise Management Fees

Task #	Detail	FY 2025	
1	Review Contractor's Quarterly Reports	$	12,500.00
2	Review Contractor's Annual Report	$	2,500
3	Review Franchise Fee Payments	$	2,500
4	Review Contractor's Annual Rate Adjustments	$	50,000
7	Develop New Reporting Templates	$	8,000
8	Monitor Contract Compliance	$	24,000
	Total	**$**	**99,500**

These fees are charged to ReGen Monterey by HF&H and are to be billed to the GreenWaste Recovery member jurisdictions only (omitting the City and County of Monterey).

EXHIBIT B

MEMBER AGENCIES' ANNUAL PROPORTIONATE SHARES & COSTS*
FY 2024-2025

	Population			
	#	%	Per Agency Cost/Year	With Minimums
Carmel	3,830	2.4%	$ 11,018	$ 11,225
DRO	1,525	1.0%	$ 4,387	$ 9,000
Marina	21,981	13.7%	$ 63,233	$ 59,982
PG	15,522	9.7%	$ 44,653	$ 42,357
PBCSD	4,531	2.8%	$ 13,034	$ 12,821
Sand City	310	0.2%	$ 892	$ 9,000
Seaside	33,956	21.2%	$ 97,682	$ 92,660
Monterey City	28,352	17.7%	$ 47,013	$ 44,867
County	50,128	31.3%	$ 15,000	$ 15,000
TOTAL	**160,135**		**$ 296,912**	**$ 296,912**

*Member Agencies' proportionate costs subject to adjustment annually in accordance with any change in scope and total costs. Costs "with minimums" will be utilized.

EXHIBIT C

MEMBER AGENCIES' ESTIMATED ALLOCATION OF CALRECYCLE LOCAL ASSISTANCE GRANT PROGRAM FUNDING (OWR1: 2021-22)**

The Member Agencies of Carmel, Del Rey Oaks, Marina, Monterey, Sand City, Seaside, Pacific Grove, and the Pebble Beach Community Services District (PBCSD) join the Local Assistance Grant Program as a regional collaborative project for the implementation of regulation requirements associated with SB 1383, in coordination with other jurisdictions of the Monterey County region to maximize project impact and cost-effectiveness across the countywide area. This regional grant-funded project will be coordinated through the two local waste management governmental agencies within Monterey County, Monterey Regional Waste Management (MRWMD), and Salinas Valley Solid Waste Authority (SVSWA).

The Member Agencies, along with each of the MRWMD and SVSWA member agencies are applying individually to this grant program using a unified regional project design, budget and implementation approach. All participating jurisdictions' individual grant funding will be pooled together and expended in a cooperative manner by their agencies' respective waste districts, MRWMD and SVSWA. The County of Monterey is applying separately and will manage its budget and project implementation independently, in coordination with broader regional planning efforts.

Based on current regional needs and findings to date related to SB 1383 in Monterey County, the following four major components will comprise the principal focus areas of program expenditures under the proposed regional project approach:

1) Grant Management, Tracking & Reporting
2) Agency Procurement Support
3) Edible Food Recovery Implementation and Capacity Building
4) Organics & Edible Food Recovery Education, Outreach and Technical Assistance

Each element will be informed by regional coordination through the established MRWMD and SVSWA Technical Advisory Committee forums, Capacity Planning Assessments and related studies completed or in process throughout the region, and new data and information obtained through program implementation trials, stakeholder feedback and best practices as identified. All expenditures will be incurred jointly, facilitated through each respective waste agency, and tracked and reported by each jurisdiction, based on the percentage of grant funds received by each agency compared to the full funding received collectively by all participating member agencies. CalRecycle, based on per capita calculations, using the Department of Finance's January 2021 population statistics, estimates jurisdictions' proportionate grant allocations. A summary of individual and collective agency grant allocations is presented below as **Table 1**.

Table 1. Thirteen Agency Collaborative Approach Budget Summary

Agencies	Estimated Funding	% of District Subtotal	% of Region Total	Waste District
Carmel-by-the-Sea	$20,000	9%	4%	MRWMD
Del Rey Oaks	$20,000	9%	4%	MRWMD
Marina	$29,771	14%	6%	MRWMD
Monterey	$38,247	18%	7%	MRWMD
Pacific Grove	$21,398	10%	4%	MRWMD
Sand City	$20,000	9%	4%	MRWMD
Seaside	$43,151	20%	8%	MRWMD
Pebble Beach Community Services District	$20,000	9%	4%	MRWMD
Subtotal (MRWMD):	**$212,566**	**100%**	**41%**	
Gonzales	$20,000	6%	4%	SVSWA
Greenfield	$25,157	8%	5%	SVSWA
King City	$20,665	7%	4%	SVSWA
Salinas	$211,143	68%	40%	SVSWA
Soledad	$33,095	11%	6%	SVSWA
Subtotal (SVSWA):	**$310,060**	**100%**	**59%**	
TOTAL (13 Agency Regional Approach):	**$522,626**		**100%**	

** Working in coordination with the designated CalRecycle grant manager or other agency representatives as appropriate, the region may adjust these proposed expenditure areas, amounts, or priorities, consistent with grant expenditure eligibility requirements, as needed during the course of the grant term based on the needs of the region.

EXHIBIT D

MEMBER AGENCIES' ESTIMATED PROCURMENT REQUIRMENTS
OF ORGANIC MATERIAL

The list below indicates the annual recovered organic waste product procurement targets for each jurisdiction (city, county, or city and county) that will be in effect from January 1, 2022, through December 31, 2026 per CalRecycle.

Member Jurisdiction	Population (1/1/21 estimate)	% of Population	Annual Procurement Target (Tons of Organic Waste)	Tons of Compost (.58)	Cost /Ton Compost	Cost of Compost
Carmel-by-the-Sea	4,023	1%	322	187	$ 28.00	$ 5,229.28
Del Rey Oaks	1,670	0%	134	78	$ 28.00	$ 2,176.16
Marina	21,920	7%	1,754	1,017	$ 28.00	$ 28,484.96
Monterey	28,382	8%	2,271	1,317	$ 28.00	$ 36,881.04
Pacific Grove	15,536	5%	1,243	721	$ 28.00	$ 20,186.32
Sand City	385	0%	31	18	$ 28.00	$ 503.44
Seaside	32,121	10%	2,570	1,491	$ 28.00	$ 41,736.80
Pebble Beach CSD	4531	1%	362	210	$ 28.00	$ 5,878.88
Unincorporated County*						$ -
Total MRWMD	**108,568**	**32%**	**8,687**	**5,038**		**$ 141,076.88**

*Unincorporated County not participating in procurement portion of MOU
All product quoted as unbagged F.O.B MRWMD site.
Transportation costs are not included.

AGENDA ITEM
6F.

Approve a Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Monterey Peninsula Special Response Unit Memorandum of Understanding (MOU) adding the City of Del Rey Oaks as a Participating Agency

City of Sand City

STAFF REPORT

TO: Honorable Mayor and City Council
FROM: David Honda, Chief of Police
SUBJECT: Authorizing the City Manager to execute Amendment No.1 to the Monterey Peninsula Special Response Unit (SRU) Memorandum of Understanding (MOU) adding the City of Del Rey Oaks as a participating agency.
DATE: June 18, 2024

BACKGROUND/DISCUSSION:
In 2010 the cities of Seaside, Marina, Monterey, Pacific Grove, Sand City, Carmel, and California State University at Monterey Bay entered into a Memorandum of Understanding (MOU) for the "Implementation and Deployment of a Regional Police Special Response Unit (SRU) Consisting of Special Weapons and Tactics, Tactical Medicine, and Crisis Negotiation Team Components". The City of Del Rey Oaks is the only Peninsula agency not to have joined SRU. Each of the participating agencies dedicate resources and personnel in support of SRU's objective, which is to provide specialized support in handling critical field operations where intense negotiations and/or special tactical deployment methods are required, but beyond the normal scope of field officers.

Section 8 of the MOU allows a new agency to join the SRU if agreed upon by all current parties. Currently all parties agree to add Del Rey Oaks as a participating agency to the SRU MOU. On April 23, 2024, the Del Rey Oaks City Council adopted a resolution adding their city as a participating agency to the Monterey Peninsula SRU.

CEQA:
This action does not constitute a "project" as defined by the California Environmental Quality Act (CEQA) guidelines section 15378.

FISCAL IMPACT:
This action will not have a fiscal impact on the City.

RECOMMENDATION:
It is recommended that the City Council approve the attached Resolution authorizing the City Manager to execute the amendment to the Monterey Peninsula SRU MOU adding the City of Del Rey Oaks as a member agency.

ATTACHMENTS:
1. Resolution
2. Monterey Peninsula SRU MOU
3. Monterey Peninsula SRU MOU Amendment No. 1

CITY OF SAND CITY
RESOLUTION SC____ , 2024

RESOLUTION OF THE CITY COUNCIL OF SAND CITY AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 1 TO THE MONTEREY PENINSULA SPECIAL RESPONSE UNIT MEMORANDUM OF UNDERSTANDING (MOU) ADDING THE CITY OF DEL REY OAKS AS A PARTICIPATING AGENCY

WHEREAS, in 2010, the cities of Seaside, Marina, Monterey, Pacific Grove, Sand City, Carmel, and California State University at Monterey Bay entered into an agreement to form the Monterey Peninsula Special Response Unit (SRU).

WHEREAS, Section 8 of the MOU allows a new agency to join the SRU if agreed upon by all current parties, and currently all parties are in agreement to add Del Rey Oaks as a participating agency to the SRU MOU.

WHEREAS, on April 23, 2024, the Del Rey Oaks City Council approved a resolution approving staff to execute the MOU Amendment No. 1, adding the City of Del Rey Oaks to the Monterey Peninsula SRU MOU.

WHEREAS, Except as provided herein, all remaining terms, conditions and provisions of the MOU are unchanged and unaffected by this AMENDMENT NO. 1 and shall remain in full force and effect as set forth in the MOU.

WHEREAS, This AMENDMENT NO. 1 shall be effective upon execution by all parties.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Sand City hereby authorizes the City Manager to execute Amendment No. 1 of the SRU MOU adding the City of Del Rey Oaks as a participating member agency.

PASSED AND ADOPTED, at a regular meeting of the City Council of the City of Sand City, this ___, day of ___, 2024 by the following votes:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

_____
Mary Ann Carbone, Mayor

ATTEST:
DATED: _____

_____
Kerry Lindstrom, City Clerk

AGREEMENT BETWEEN THE CITIES OF SEASIDE, MARINA, MONTEREY, PACIFIC GROVE, SAND CITY, CARMEL, AND CALIFORNIA STATE UNIVERSITY AT MONTEREY BAY FOR THE IMPLEMENTATION AND DEPLOYMENT OF A REGIONAL POLICE SPECIAL RESPONSE UNIT (SRU) CONSISTING OF SPECIAL WEAPONS & TACTICS, TACTICAL MEDICINE AND CRISIS NEGOTIATION TEAM COMPONENTS

This agreement ("**Agreement**") is made by and between the Cities of **SEASIDE, MARINA, MONTEREY, PACIFIC GROVE, SAND CITY, CARMEL, AND CALIFORNIA STATE UNIVERSITY AT MONTEREY BAY** (hereinafter collectively as the "**Parties**" or "**Police Agencies**" or in their individual capacities as "**Police Agency**" or "**Party**").

The Parties share not only common boundaries and/or geographic proximity on the Monterey Peninsula, but also mutual demands for police response. It is to the mutual advantage and benefit of the Parties to render supplemental police services to each other in the event of dangerous and unusual critical incidents, high-risk planned tactical operations, the execution of search warrants, or other situation that are likely to be beyond the control of the services, personnel, equipment, and facilities of the Police Agency having jurisdiction of the area in which the incident occurs.

The Parties recognize that mutual aid and cooperation in response to critical incidents can be enhanced and made more flexible and effective by combining police and other personnel for such situations.

The Parties desire to formally establish by this Agreement a regional effort to work in conjunction with each other to effectively meet such demands for police response and to clarify the legal relationships of the Parties.

In consideration of the mutual promises contained herein, it is agreed as follows:

1. Personnel and Selection.

a. The Regional Special Response Unit ("**Regional SRU**") shall consist of a Special Weapons and Tactics ("**SWAT**") Team , a Tactical Emergency Medic Team ("**TEM's**"), and a Crisis Negotiations Team ("**CNT**"). The Regional SRU configuration may be comprised of as many sub-teams or reserve teams as needed for a particular incident.

b. A Regional SRU Board ("**Board**") shall be established to provide oversight of the Regional SRU to include, but not be limited to, the adoption of policies and procedures, the selection of command staff and team members, Agreement compliance, and budget management. The Board shall consist of the Parties' police chiefs, and one city Party's fire chief selected by the Board.

c. The Parties shall assign and maintain officers, supervisors, and employees for the Regional SRU sufficient to provide appropriate joint coverage for critical incidents as determined by the Board.

d. The Board shall establish minimum qualifications and selection process for team members, including, but not limited to, physical agility and tactical firearms qualifications. The Board shall mutually agree upon the selection of candidate(s) for the Regional SRU and each member of the Board will have final approval or rejection of any candidate, regardless of which Party employs the candidate.

2. Supervision and Command.

a. The incident commander of the Police Agency in whose jurisdiction a critical incident is located may request a response from the Regional SRU. The Regional SRU commander, in his or her sole discretion, shall decide whether the Regional SRU should respond to the incident. If the Regional SRU commander decides a Regional SRU response is appropriate, then each Police Agency should respond to the request for Regional SRU services as promptly and fully as possible.

b. All employees of the Parties participating in any response under this Agreement, or any training involving a Regional SRU exercise or event, shall be subject to the exclusive chain of command of the Regional SRU.

c. The Police Agency requesting Regional SRU assistance shall identify the incident commander. The incident commander must approve any tactical plan. The Police Agency incident commander shall work collaboratively with the Regional SRU commander to facilitate the Regional SRU response. The Regional SRU commander will take charge of the operational function of the Regional SRU and will present a tactical action plan to the Police Agency incident commander for approval as soon as possible. The Police Agency incident commander must approve the Regional SRU commander's tactical plan before its implementation.

d. In the event of the death of or serious injury to any person(s) when the circumstances of the death or injury involves a peace officer, the Regional SRU shall request that the Monterey County District Attorney's Office conduct an independent investigation pursuant to the Monterey County District Attorney's Protocol For Officer-Involved Shootings (OIS) and In-Custody Death (ICD) protocol, or any version subsequently adopted.

e. In its sole discretion and pursuant to its own policy, each Police Agency is responsible for conducting its own internal affairs investigation pertaining to its own officers. In cases that involve officers from different Police Agencies, the investigation may be conducted by an independent law enforcement agency or consultant selected by the Board and with approval from the Police Agencies whose officers are subjects of the investigation. The cost of any joint investigation will be shared equally by the Police Agencies involved in the investigation.

3. Costs and Expenses.

a. No Police Agency furnishing aid pursuant to this Agreement shall be entitled to compensation for services rendered to a requesting Police Agency. Each Party (i) will be responsible for all personnel costs and obligations associated with any staff member it assigns to the Regional SRU, including, but not limited to, base salary and benefits, overtime salary and benefits, Worker's Compensation benefits, death benefits, disability benefits, and safety officer industrial disability retirement benefits; and (ii) agrees to waive any and all subrogation rights against Parties that may accrue from payment of such benefits.

b. Each Party will also be responsible for the costs of all necessary individual tactical equipment and weapon(s) issued to the team member employed by the Party.

c. The Board will manage any grants received by the Regional SRU.

4. Policies and Procedures.

a. The Board shall establish and agree upon Standard Operating Procedures ("**SOP**") for the operation of the Regional SRU.

b. The SOP will be consistent with the California Commission of P.O.S.T. (Peace Officers Standards and Training) "S.W.A.T. Operational Guidelines and Standardized Training Recommendations" report from July 2005, or as it may be amended or revised in the future.

c. The SOP shall include, but not be limited to, executive oversight of the Regional SRU, chain of command control over the critical incident responses, and procedures for activation of the Regional SRU in response to critical incidents. In cases of conflicting Police Agency policy regarding enforcement activities, including, but not limited to, shooting policy, approved weapons, pursuit policy) the policies of the officer's employing Police Agency in effect at the time of the enforcement activity shall apply.

5. Liability

a. In assigning personnel to the Regional SRU, or while performing under this Agreement, or while participating in Regional SRU training, each Party shall consider any such assignment, deployment, or training an act of "mutual aid" in assistance of a law enforcement agency pursuant to California Government Code sections 55632 and 55634.

b. The city or public entity whose Police Agency requests Regional SRU assistance shall indemnify, hold harmless, and defend all other agencies and public entities that are signatories to this agreement from any claims or liabilities that may arise out of the implementation of a Regional SRU tactical plan as described herein if (1) the request for Regional SRU response was authorized by the requesting agency incident commander, and (2) the Regional SRU commander approved response by the Regional SRU, and (3) a tactical plan was communicated to the requesting Police Agency incident commander by the Regional SRU commander, and (4) the requesting Police Agency incident commander approved the tactical plan, and (5) the conduct of the Regional SRU members was in compliance with the approved tactical plan.

c. In any and all other circumstances apart from the implementation of the Regional SRU tactical plan as set forth in Paragraph 5(b) above, each Party shall be responsible for the acts, errors, or omissions of its own assigned officers, agents, or employees and shall incur any liabilities arising out of the services and activities of those officers, agents, or employees while participating in the Regional SRU. Personnel assigned to perform services for the Regional SRU shall be deemed to be continuing under the employment of their respective employers, and shall continue to have the same powers, duties, privileges, responsibilities, and immunities as are conferred upon them as peace officers or other employees in their own jurisdictions.

d. Except as set forth in Paragraph 5(b) above, each Party shall hold harmless, defend, and indemnify each and every other Party, its officers, agents, and employees from and against any liabilities, claims, actions, costs, damages or losses of any kind, including, but not limited to, death or injury to any person, and/or damage to property, arising out of the acts, errors, or omissions of its officers, agents, and employees under this Agreement.

e. Except as set forth in Paragraph 5(b) above, no Party shall be responsible for the acts, errors, or omissions of another Party's officers, agents, or employees, nor incur any liabilities arising out of the services and activities of another Party's officers, agents, or employees.

f. In the event of a civil claim (the "**Underlying Claim**") by a third party (which could include an employee of one Party who is filing a civil claim) against any one or more Parties based on the Regional SRU's activities, all Parties agree to defer any claims against another participating agency, its officer(s) or employees until the Underlying Claim is settled or otherwise determined. Thereafter, any claims between or among Parties shall be resolved in accordance with law.

h. Nothing in this Agreement shall be read as waiving or limiting any defense to claims of liability otherwise available to law enforcement officers, fire personnel, and/or public employees, such as the defense of qualified immunity. Nothing in this Agreement shall be read as intending to create or creating a higher duty of care on the part of any Party or its officers than would otherwise exist under existing law and the involved Party's own policies, practices, and procedures.

Personnel assigned to perform services for the SRU shall be deemed to be continuing under the employment of their respective employers, and shall continue to have the same powers, duties, privileges, responsibilities, and immunities as are conferred upon them as peace officers or fire personnel or other employees in their own jurisdictions.

6. Implementation Guidelines.

The Police Chiefs of all the Parties shall jointly promulgate written guidelines for the implementation of this Agreement. Said guidelines shall be in writing and approved by a majority vote of the Board. Such guidelines may be changed as necessary from time to time.

7. Third Parties

This Agreement shall not be construed as, or deemed to be an Agreement for the benefit of any third party or parties, and no third party or parties shall have a right of action hereunder for any cause whatsoever.

8. Modification

This Agreement is the entire contract between the parties. This Agreement shall supercede any previous agreements, oral or written, implied or express, between the parties, with respect to implementation and deployment of the Regional SRU. No waiver or modification of this Agreement shall be valid unless it is in writing and executed by the Parties.

9. Independent Advice

Each Police Agency hereby represents and warrants that in executing this Agreement, it does so with full knowledge of the rights and duties it may have with respect to the other. Each Police Agency also represents and warrants that it has received independent legal advice from its attorney with respect to the matters set forth in this Agreement, and the rights and duties arising out of this Agreement.

10. Notices

All notices which are required or allowed under this Agreement shall be given to a Police Agency's representative on the Board, or that Board Member's designee. All notices shall be deemed given or sent when deposited, as certified mail or for overnight delivery, postage and fees prepaid, in the United States mails; when delivered to Federal Express, United Parcel Service, DHL WorldWide Express, or Airborne Express, for overnight delivery, charges prepaid or charged to the sender's account; when personally delivered to the recipient; when transmitted by electronic means, and such transmission is electronically confirmed as having been successfully transmitted; or when delivered to the home or office of a recipient in the care of a person whom the sender has reason to believe will promptly communicate the notice to the recipient.

11. Dispute Resolution

If any dispute arises between the Parties as to proper interpretation or application of this Agreement, the Parties shall first meet and confer in a good faith attempt to resolve the matter between themselves. If the dispute is not resolved by meeting and conferring, the matter shall be submitted for formal mediation to a mediator selected mutually by the parties. The expenses of such mediation shall be shared equally between the Parties.

12. Termination

This Agreement shall be for an indefinite term unless the Parties implement a joint exercise of powers agreement pursuant to Government Code section 6500, et. seq. ("JPA") at which time this Agreement shall automatically terminate. Any Party may terminate its participation by delivering a resolution of termination to the Regional SRU Board thirty (30) days prior to the effective date of such termination. The Parties shall work cooperatively toward the formation of a JPA with the goal being to have the necessary documents taken to each Party's City Council or other governing body for consideration by January 1, 2011. The City of Seaside will begin immediately to facilitate the formation of the joint powers authority.

13. Signatures.

Agreement certifies that he or she has the lawful authority to execute this Agreement for and on behalf of the Party named herein.

City of Seaside

12.15.09

City of Marina

City Administrator
City of Sand City

1-11-10

City of Carmel

City of Monterey

1/21/10

California State University at
Monterey Bay

1-9-10

City of Pacific Grove

AMENDMENT NO. 1 TO
REGIONAL POLICE SPECIAL RESPONSE UNIT (SRU) CONSISTING OF SPECIAL WEAPONS AND TACTICS, TACTICAL MEDICINE AND CRISIS NEGOTIATION TEAM COMPONENTS

Among the Following agencies:

City of Carmel
City of Marina
City of Monterey
City of Pacific Grove
City of Sand City
City of Seaside
California University Monterey Bay
City of Del Rey Oaks (to be added via this Amendment No. 1)

AMENDMENT NO. 1 TO
REGIONAL POLICESPECIAL RESPONSE UNIT (SRU) CONSISTING OF SPECIAL WEAPONS AND TACTICS, TACTICAL MEDICINE, AND CRISIS NEGOTIATION TEAM COMPONENTS

This AMENDMENT NO. 1 is made to the Regional Police Special Response Unit (SRU) Consisting Of Special Weapons And Tactics, Tactical Medicine, And Crisis Negotiation Team Components Memorandum of Understanding dated 01-21-2010 (hereinafter the MOU) establishing the Regional Special Response Unit (SRU) by and between the original Participating Agencies (hereinafter the Agencies).

WHEREAS, the Agencies wish to amend the MOU to add the City of Del Rey Oaks as a Participating Agency.

NOW THEREFORE, the Agencies hereby agree to amend the MOU as follows:

1. This AMENDMENT NO. 1 shall be effective upon execution by all parties.

2. As of the effective date, the City of Del Rey Oaks shall be a Participating Agency in the MOU.

3. The following language shall be added to the heading of page 1 and the first paragraph of page 1 of the MOU: City of Del Rey Oaks

4. Except as provided herein, all remaining terms, conditions and provisions of the MOU are unchanged and unaffected by this AMENDMENT NO. 1, and shall remain in full force and effect as set forth in the MOU.

5. A Copy of this AMENDMENT NO. 1 shall be attached to the original MOU executed by the Agencies.

(The remainder of this page is intentionally left blank.)

City of Seaside	
NAME (Print):	
X	/
SIGNATURE	DATE

City of Marina	
X	/
SIGNATURE	DATE

City of Monterey	
NAME (Print):	
X	/
SIGNATURE	DATE

City of Pacific Grove	
X	/
SIGNATURE	DATE

City of Sand City	
NAME (Print):	
X	/
SIGNATURE	DATE

City of Carmel	
X	/
SIGNATURE	DATE

California State University at Monterey Bay	
NAME (Print):	
X	/
SIGNATURE	DATE

AGENDA ITEM
6G.

Approve a Resolution Authorizing Renewal of Sheltering Agreement with the Society for the Prevention of Cruelty to Animals for Monterey County (SPCA)

City of Sand City

STAFF MEMO

TO: Honorable Mayor and City Council
FROM: David Honda, Chief of Police
SUBJECT: Approval of the Animal Sheltering Services Agreement
DATE: June 18, 2024

BACKGROUND/DISCUSSION:

The City currently has an Animal Sheltering Services Agreement Amendment with the SPCA for animal disposition services that was adopted by the City Council on June 21, 2022 by Resolution SC 22-52, 2022.

The contract with the SPCA is due for renewal on July 1,2024 for a thirty-six (36) month term, and per the contract may be renewed for an additional two years. In this agreement, the fees will be as such: FY 2024-2025, the City will pay $245 per impounded animal with an additional $25 if SPCA staff is required to provide additional assistance with the animal. This is an increase from the FY 2023/2024 cost of $184 per impounded animal. For fiscal year 2025-26 the cost would increase to $260 per impounded animal, and for fiscal year 2026-2027, the cost would increase to $275 per impounded animal along with the additional $25 for additional assistance. The City shelters a small volume of animals on an annual basis therefore, the annual cost increases should not have a significant budgetary impact.

CEQA:
This action does not constitute a "project" as defined by the California Environmental Quality Act (CEQA) guidelines section 15378.

FISCAL IMPACT:
The City impounds 18-28 animals annually and the additional fiscal impact of the amended contract would be approximately $1,708 for fiscal year 2024-25, and $2,128 for fiscal year 2025-2026, and $2,548 for fiscal year 2026-2027. The exact fiscal impact depends upon the number of impounded animals. The Fiscal Year 2024-25 Budget has $6000.00 allocated.

RECOMMENDATION:
It is recommended that the City Council approve the attached Resolution authorizing renewal of Sheltering Agreement with the Society for the Prevention of Cruelty to Animals for Monterey County (SPCA)

ATTACHMENTS:
1. Resolution
2. Sheltering Services Agreement

CITY OF SAND CITY
RESOLUTION SC____ , 2024

RESOLUTION OF THE CITY COUNCIL OF SAND CITY AUTHORIZING RENEWAL OF SHELTERING AGREEMENT WITH THE SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS FOR MONTEREY COUNTY (SPCA)

WHEREAS, in 2003 the County of Monterey Health Department established a temporary animal shelter program for the humane boarding, care, and disposition of animals; and

WHEREAS, on August 2, 2016, the City Council approved the Public Safety's recommendation to terminate the Animal Service Agreement with the County of Monterey Health Department and enter into an animal service agreement with the Society for the Prevention of Cruelty to Animals for Monterey County (SPCA); and

WHEREAS, the County and other participating jurisdictions agreed to share the cost of renovating the shelter and establishing and operating a shelter program, as approved by the Sand City Council by Resolution SC 03-43 (2003) and has been continually renewed through FY 2021-2022 by Resolution (SC 19-38) (SC 21-52); and

WHEREAS, the Sheltering Agreement (Attachment 2) shall take effect beginning July 1, 2024 through June 30, 2027 and shall remain in full force and effect for thirty-six (36) months with the option to extend the Agreement an additional two years; and

WHEREAS, the financial obligation of Sand City under the agreement shall include:

1. The following fees shall apply for each domestic and exotic animal brought to the SPCA:

    - $245 for Fiscal Year ending June 2025
    - $260 for Fiscal Year ending June 2026
    - $275 for Fiscal Year ending June 2027

2. A surcharge of $25.00 per animal will be assessed if SPCA staff assists City's employee or representative in receiving impounded animals; and

3. After holding an animal for five (5) days, a charge to the City of $30.00 per additional day will be charged for animals held in protective custody;

4. An agreed upon fee of $28.12 for mammal and wildfowl carcasses weighing from five pounds to two hundred pounds and $6.49 for a mammal or carcasses weighing less than five pounds.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Sand City hereby approves the 2024-2027 Sheltering Service Agreement with the Society for the Prevention of Cruelty to Animals for Monterey County (SPCA).

PASSED AND ADOPTED, at a regular meeting of the City Council of the City of Sand City, this ___, day of ___, 2024 by the following votes:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

_____
Mary Ann Carbone, Mayor

ATTEST:
DATED: _____

_____
Kerry Lindstrom, City Clerk

SHELTERING SERVICES AGREEMENT

THIS AGREEMENT is made and entered into by and between the City of Sand City hereinafter referred to as "City", which has duly executed, pursuant to resolution or ordinance, a counterpart hereof and the Society for the Prevention of Cruelty to Animals for Monterey County, hereinafter referred to as "Society".

WHEREAS, City is required by state law to provide for the capture, impoundment, sheltering and disposition of certain non-human vertebrates within the corporate limits of the City and City has qualified personnel to perform field services but does not operate an animal shelter, City desires to contract for the humane sheltering, impoundment and disposition of said non-human vertebrates, including stray and unwanted animals, pursuant to the provisions of applicable California State Code, Agency Rules, County Ordinances, Judicial Orders and City Codes; and

WHEREAS, Society owns and operates an animal shelter and represents itself as being willing and able to provide the services required by City and to carry out the provisions of the aforesaid California Codes and City Ordinances pertaining to the shelter, impoundment, humane care, and disposition of stray and unwanted animals covered by said codes, rules, ordinances, and judicial orders; and

NOW, THEREFORE, for and in consideration of the mutual covenants, conditions and provisions herein contained, the parties hereto agree as follows:

1. <u>DEFINITIONS</u>. The following definitions shall apply to this Agreement:

a. Terms defined in the City's codes shall have the meanings described in said Codes except for the following:

i. "Animal" means all non-human vertebrates;

a) "Domestic Animal" means animals that are habituated to live in or about the habitations of humans and includes livestock.

b) "Exotic Animal" means animals not commonly habituated to live in or about the habitations of humans.

c) "Wild Animal" means native and non-native animals in California, which retain their wild nature and which have not been held in captivity.

ii. "Animal Control Business Hours" means those hours enumerated in section 3

(c) during which Society staff members will assist City's Animal Control Officers in the intake to Society of impounded animals without City incurring additional fees for these services.

iii. "A nuisance animal control operator" means a private individual or other non-governmental entity that removes animals from structures or other areas for a fee;

iv. "Field services" means stray animal pickup, owned animal pickup, injured animal pick up, animal nuisance, and animal complaint investigations and similar services.

v. "Animal Control Officer" is a role provided by Cities and not by the Society. The person in the role (who may have the title Animal Control Officer, Community Services Officer, Police Officer, or another similar title depending on the City) has multiple functions which include pick-up of strays in their city and delivering these strays to the Society

2. <u>TERM AND TERMINATION.</u> This Agreement shall take effect on July 1, 2024 and shall remain in full force and effect for thirty-six (36) months, ending on June 30, 2027, with an option to extend the Agreement an additional two (2) years, so long as City and Society agree upon fees and terms within sixty (60) days of the expiration of this agreement.

In addition, either party may terminate this Agreement by presentation to the other party hereto a written notice of said termination thirty (30) days prior to the effective date of said termination.

Notwithstanding any other provision to the contrary, failure to provide humane care, handling, or treatment of animals shall constitute a material breach of this Agreement that must be remedied within 24 hours of written notice delivered to the authorized representative of the breaching party. Failure to remedy such a breach of contract within the 24 hours shall terminate this Agreement without further notice.

In the event of termination, regardless of the type of termination, the parties shall fulfill their obligations to the other party up to and including the day of termination.

3. <u>SERVICES TO BE PERFORMED BY SOCIETY</u>.

a. Society shall operate and maintain at 1002 Monterey-Salinas Highway, Salinas, California, an animal shelter in a secure and sanitary manner adequate for the confinement, treatment, and disposition of all animals which may be delivered to it from City, and, except as otherwise agreed, shall furnish at its sole expense all supervision, labor, animal food, tools, supplies and other things necessary for satisfactory performance of the services herein agreed. Society shall maintain on its property all animal food, tools, supplies, etc. and said items may not be removed from Society's property without authorization of the Society's Executive Director or his/her designee.

b. Society shall provide the means to accept during Animal Control Business Hours, and without charge to the person delivering the animal, all stray, abandoned and surrendered dogs, cats, and other domestic and exotic animals delivered to the animal shelter by City's Animal Control or Police Department personnel. Society shall also provide the means to accept during its public business hours, and without charge to the person delivering the same, all live, stray or abandoned dogs, cats, and other domestic or exotic animals delivered to the animal shelter from within the corporate limits of City by the City's residents or others.

c. Animal Control Business Hours for receiving animals from Animal Control or Police Department personnel are 8:00 am until 4:00 pm daily. As always, your staff have access to our shelter outside of these hours, but we can't provide regular assistance after 4:00 pm. A surcharge of $25.00 per animal will be assessed if SPCA staff members assist City's employee or representative in receiving impounded animals at the SPCA shelter between 4:00 pm and 5:00 pm. After 5:00 pm, SPCA staff generally won't be available at all. SPCA staff must have completed paperwork in hand by 4:00 pm or the surcharge will be assessed.

d. Society shall require all such persons who deliver domestic and exotic animals to give their names and present home or post office address and, if they deliver a stray, abandoned, or injured animal, to identify the place where the animal was found. Failure to provide part or all of the required information shall not prevent Society from accepting an animal.

e. Any animal taken into custody by an employee of City shall be delivered to the Society at its shelter in a humane manner or held in a humane way at City's designated holding area until it is delivered to the Society or returned to its owner. Society shall maintain a listing for the public of all stray dog/cat-holding facilities in the County, including location, telephone number and hours of operation, in accordance with state and local laws.

f. Society shall maintain a quarantine section within the animal shelter facility for the confinement and care of any dogs, cats, or ferrets that have bitten persons for a ten day observation period at the discretion of City. Disposition of those animals that have bitten a person and are exhibiting neurological symptoms shall be disposed of in accordance with instructions of the Monterey County Health Officer (MCHO) as listed in the Health Department's Rabies Protocols (updated copies to be provided to Society by City). If kennel or cage space is not available in the isolation/quarantine sections of the shelter facility, Society will consult with the County Health Officer to determine how the animal(s) shall be housed and isolated. If directed by the City or the Monterey County Health Officer that the brain of an animal must be tested for rabies, Society shall euthanize the animal and turn over the carcass to County or City personnel who will remove the brain and deliver it to the County Health Department Laboratory for testing. Regardless of the test results, City shall be responsible for the disposal of the remains and reimbursement of any fees charged by County Health

Department. Society will not be responsible for removal of the brain or costs attendant thereto.

g. With respect to domestic livestock animals and exotic animals, Society shall use its best efforts to provide these animals with shelter and care. However, the parties acknowledge that Society is not equipped to handle significant numbers of such animals and may decline to provide services if Society in its sole discretion believes that it is unable to provide for the humane sheltering and care for such animals in a cost effective manner. In the event that Society must decline such animals, Society shall cooperate with and assist City in locating other sheltering and care options for those animals.

h. When an impounded domestic or exotic animal bears a license tag from any jurisdiction or other identification tag or can otherwise be identified as to its ownership, Society shall notify the owner in the manner provided by law and include in such notice information regarding the procedure whereby the owner can recover the animal Any animal suspected of rabies or which has bitten or otherwise exposed any person shall not be released to its owner prior to the end of the quarantine period without express approval of City and MCHO.

i. Before releasing an impounded animal to its owner, Society shall (1) determine, using reasonable prudence, the owner's identity, (2) collect the redemption and maintenance fees prescribed by City's Fee Schedule unless otherwise waived by City, and any other fees set by the Society, (3) provide owner with a receipt for fee payment and (4) obtain a receipt for the return of the animal.

j. Society shall assist City to the extent provided herein in the enforcement of the licensing and anti-rabies vaccination provisions of City's ordinances. Society shall require a redeeming owner to provide proof of a current dog license or anti-rabies vaccination before releasing the impounded dog to its owner. If a redeeming owner does not provide proof of a current dog license or rabies vaccination, Society will administer the rabies vaccination at the owner's expense. If a qualified Society staff member is not available to administer the vaccination, the owner redeeming the dog will be required to pay for a license and anti-rabies vaccination. The license tag will not be issued and information will be forwarded to City for follow-up to assure compliance. This will also apply to animals released that are under the age to be vaccinated. The Society is not responsible for enforcement or failure to vaccinate or license once the animal leaves its property. The Society will not issue license renewals or assess late fees unless provided for under separate agreement. The above provisions apply to cats if City requires that cats be licensed.

k. Any animal may be redeemed by the owner or owners thereof or adopted in accordance with applicable law, ordinances, and Society policies. The disposition of domestic animals not redeemed by their owner shall be at the sole discretion of Society at the end of any

legally mandated holding period. No animal taken into custody within City's jurisdiction and delivered to Society shall be sold, loaned or given to any person, firm, group, society, hospital, corporation, institution, or university for research purposes.

l. Subject to the provisions of Sub-paragraph (h.) above, Society may dispose of currently licensed dogs and identified cats and otherwise identified animals which are not redeemed by their owners after the legally mandated notice has been given. The holding period for such animals shall be that period mandated by law. Animals which are not reclaimed, are relinquished by their owner, or cannot be identified as to ownership, may be disposed of by whichever of the following methods Society may elect:

1. Adoption at such price as Society may determine, subject to licensing requirements and laws pertaining to the sale or transfer of animals.
2. Euthanasia at a time and in a manner that is in accordance with applicable laws pertaining to impounding, housing, and disposition of animals.
3. Transfer to a rescue group.

m. City shall be responsible for emergency treatment of animals in accordance with Sections 597f and 597.1 of the California Penal Code for the mandated holding period. City personnel or agent shall transport injured or sick domestic or exotic animals to the shelter only after they have been seen by a veterinarian. In what in its sole discretion Society considers to be a medical emergency, Society may transport domestic or exotic animals to a veterinarian designated by City. City shall provide Society with a list of the approved veterinarians. If an animal becomes sick or injured at the shelter during the legally mandated holding period, Society shall arrange for the treatment of the animal by Society's veterinarian staff or by one of City's approved veterinary providers at City's expense. If City does not designate approved veterinarians or if those veterinarians are unavailable, Society will transport the animal to a veterinarian of its choosing on behalf of City at City's expense. After the mandated holding period, Society shall be responsible for the cost of any veterinary treatment it chooses to provide to the animal. If the owner of an injured or sick stray animal redeems the animal, the owner shall be responsible for reimbursing City and Society for all costs incurred; Society shall not be required to collect City's reimbursement from the owner or withhold returning the animal to its owner. Society shall notify City if the animal is redeemed.

n. To facilitate redemption and adoption of impounded animals, Society shall provide a section of the shelter facility for viewing animals by prospective adopters and a section of the shelter office for redemption and adoption administration. The shelter office and viewing area hours of operation shall coincide with the hours the kennels are open to the public.

o. Society shall collect and remit to City not later than the fifteenth (15th) working day of each month following the end of a quarter those fees enumerated in City Code and collected by

Society on behalf of City pursuant to this Agreement during the prior month. The nomenclature of these fees may vary from jurisdiction to jurisdiction but in general they include impound fees, license fees, quarantine fees and maintenance or board fees. Society shall be entitled to retain a $5.00 processing fee for each license sold for City and any other fees not mandated by City Code that it may collect. The City is responsible for providing Society with the most current fee schedule in writing in a timely manner.

p. Society shall keep complete and accurate records on the receipt, source, holding time and disposition of all dogs, cats, and other domestic and exotic animals delivered into its custody at the Animal Shelter. Said record shall be delivered to the City each month by the twentieth (20) working day of the month for the prior month's activity. All relevant records and accounts shall be made physically or electronically available for viewing at the animal shelter on Society's premises at reasonable times by an authorized representative of the City with 24 hours notice.

q. Society shall use its best efforts to provide opportunities for City's residents to adopt, vaccinate, and microchip dogs and cats. Society shall retain all fees for services and adoptions other than licensing which shall be handled as provided in Paragraph 3(o) above.

r. Society and City believe that neither party has an obligation to subsidize fee based nuisance animal control operators. Consequently, Society shall not charge City for wild animals brought to it by nuisance animal control operators and City shall support Society's protocols requiring nuisance animal control operators to pay a fee to Society for wild animals they bring to Society.

s. Society shall not be responsible for any animal control field services mandated by City ordinance.

4. PAYMENT. Except for animals held in protective custody or as otherwise noted, the financial obligation of City under this Agreement shall be to pay a fee to Society for each domestic and exotic animal brought to Society from within the corporate limits of City and accepted by Society irrespective of what agency or individual brings the animal to Society based on the following schedule;

For the Year Ending June 30,	2025	2026	2027
Dogs and Cats	$245	$260	$275
Small Domestic Animals	$150	$150	$150

A surcharge of $25 per animal will be assessed if SPCA staff members assist City's employee or representative in receiving impounded animals at the Society shelter outside of the Animal Control Business Hours set forth in Section 3 (c) above. After holding for five (5) days, a charge to City of $30 per additional day will be made for animals held in protective custody by

Society at the request of City, District Attorney, or pursuant to a judicial order. Any animals held longer than 60 days from the intake date at the direction of the City or Courts will be billed at a rate of 150% of the daily boarding rate.

On a limited basis and for a fee Society will accept from City's Animal Control, Police, or Public Works Departments, animal carcasses for disposal. The agreed upon fee for the period of July 1, 2024 through June 30, 2027 is $28.12 for mammal and wildfowl carcasses weighing from five pounds to two hundred pounds and $6.49 for mammal or wildfowl carcasses weighing less than five pounds. Society will not accept livestock carcasses or carcasses weighing in excess of two hundred pounds.

Society shall invoice City monthly for the number of animals sheltered for city under this Agreement in the previous month. The invoice shall be accompanied by an activity report listing individual animals by a control number, their origin, and the billing for each animal. City shall pay said invoice within 30 days of the invoice date and will incur a late fee of one and a half (1 ½) percent per month on amounts more than fifteen (15) days past due. Payments made will apply to current billings first and arrears second.

Failure of the parties to negotiate fees and terms within sixty (60) days of the expiration of the existing agreement may result in Society's election, at its sole discretion, to continue services after the end of the term at the then rate charged City per animal per day plus ten (10) percent.

5. CONTRACT SUPERVISION. City shall designate an official assigned to represent the interest of the City and to ensure that the terms and conditions of this Agreement are carried out. That official will be identified to the Society upon execution of this Agreement. Society's Executive Director or his/her designee shall administer this Agreement on behalf of Society.

6. INDEPENDENT SOCIETY STATUS. Society understands and agrees that the services performed hereunder by its and its directors, officers, agents, employees or contracting persons or entities are performed in an independent capacity and not in the capacity of officers, agents or employees of the City. All personnel, supplies, equipment, furniture, quarters, and operating expenses of any kind required for on premise performance of this Agreement shall be provided by Society in performance of the contracted services. It is also understood that Society shall have control of its work and the manner in which it is performed, provided Society meets all legal requirements. While under contract with City, the Society shall be free to contract for similar shelter services to be performed for other agencies and/or jurisdictions.

Society employs Level 2 Humane Officers who are empowered under California Corporations Code Section 14502 to investigate and prepare for prosecution cases involving animal neglect

and cruelty within Monterey County. City agrees to cooperate fully with SPCA Humane Officers during the performance of their duties in City. If requested by City, Society may, at its sole discretion and upon request by City assist in an investigation initiated by City. Society's Humane Officers will provide technical assistance to City at no charge. Society will shelter animals seized during the course of an investigation under the terms and conditions set forth in Section 3 of this agreement. Where City and Society have each incurred costs in the successful prosecution of a case, each will request and make a good faith effort to secure restitution for both City and Society and will ask that any order of restitution require that funds be allocated proportionally to City and Society based on actual costs incurred by each.

7. INDEMNIFICATION AND INSURANCE. Each party agrees to indemnify, defend and save harmless the other party, their directors, officers, agents, and employees, from and against any and all claims and losses whatsoever accruing or resulting to any and all persons, firms or corporations furnishing or supplying work, services, materials, or supplies in connection with the performance of this Agreement and from any and all claims and losses accruing or resulting to any person, firm, or corporation for damage, injury or death arising out of or connected with the indemnifying party's performance of this Agreement.

To this end, Society shall maintain in force at all times during the performance of this Agreement a policy of insurance covering all of its operations (including public liability and property damage coverage but not including contingent malpractice) with not less than $1,000,000.00 single limit liability and motor vehicle insurance, covering all motor vehicles (whether or not owned) used in providing services under the Agreement with a combined single limit of not less than $1,000,000.00. A certificate evidencing the maintenance of such insurance shall be filed with the City. City shall be given notice in writing at least thirty (30) days in advance of cancellation or any modification thereof. Insurance shall be in a company authorized by law to transact insurance business in the State of California. All policies shall provide an endorsement naming City, its officers, agents, and employees as Additional Insured, and shall further provide thirty (30) days written notice to the City in advance of cancellation or non-renewal of said policies.

Policies shall also be endorsed to provide such insurance as Primary Insurance and that no insurance of the additional insured shall be called on to contribute to a loss covered by Society's insurance.

City shall maintain in force at all times a Comprehensive Liability Insurance including automobile liability in the amount of $1,000,000. Proof of such coverage will be a Certificate of Insurance with written notice to the Society of not less than 30 days prior to cancellation. The Society shall be named as an additional insured for acts or failure to act, arising out of the performance of this Agreement. Any required insurance may be provided by a plan of

self-insurance at the option of the City.

8. WORKERS' COMPENSATION. Society shall, throughout the period of this Agreement, maintain in full force and effect a policy of Workers' Compensation insurance, with employers' liability limits of not less than $100,000.00, covering all of its employees and shall furnish to City evidence of said insurance.

9. INSURANCE COVERAGE CHANGE. If City requires the Society to increase its insurance coverage within a contract year, the City agrees to pay any additional premium cost resulting from that change.

10. SECTION 504 COMPLIANCE. Section 504 of the Federal Rehabilitation Act of 1973, as amended, requires that all benefits, aids and services are made available to handicapped persons on an equivalent basis with those received by non-handicapped persons. The Society shall agree to be in compliance with Section 504 requirements.

11. COOPERATION. City and Society shall cooperate with each other in carrying out the terms of this Agreement and in order to be in compliance with state law and local ordinances or regulations. City and Society shall each make available to the other all knowledge and information each has that may be of benefit to the other party. City's Animal Control or Police Department personnel shall be subject to the rules, regulations and requirements of Society while at the Shelter. City and Society agree that results of their joint proactive programs will not be immediately evident and that each will make a good faith effort to eliminate the euthanasia of adoptable animals from within City's jurisdiction.

12. ENABLING ACTS. City shall enact all necessary and reasonable Codes, resolutions and/or regulations to the extent permitted by applicable law, to enable Society to carry out all of its performances and functions under the terms and conditions of this Agreement and incidental thereto.

13. NOTICE. In addition to all other notices provided for herein, City shall give Society notice of any Code, resolution, or regulation changes contemplated by it relating to any matters affecting Society's performance or the well-being or humane treatment of animals in the community and/or functions under the terms and conditions of the Agreement. All notices herein provided to be given, or which may be given, by either party to the other, shall be in writing and be given by personal service or by United States mail postage prepaid, certified mail return receipt requested, and addressed.

14. NONDISCRIMINATION CLAUSE. During the performance of this Agreement, Society and its subcontractors shall not unlawfully discriminate against any employee or

applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, age or sex. Society and subcontractors shall insure that the evaluation and treatment of their employees and applicants for employment are free of such discrimination. Society and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code Section 12900 et seq.). The applicable regulations of the Fair Employment Housing Commission implementing Government Code Section 12900, set forth in Chapter 5 of Division 4 of Title 2 of the California Administrative Code are incorporated into this Agreement by reference and made a part of as if set forth in full. Society shall also abide by the Federal Civil Right Act of 1964 (42 U.S.C. Section 1981 et seq.) and all amendments thereto, and all administrative rules and regulations issued pursuant to said Act. Society and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. Society shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under this Agreement.

15. SOLICITATION BY SOCIETY. Throughout the term of this Agreement, Society shall be free to solicit and accept donations from any person or organization to defray the cost of any of Society's programs, including sheltering services for government organizations and general education.

16. ASSIGNMENT AND SUBCONTRACTING. This Agreement shall not be assigned or subcontracted by Society, either in whole or in part, without the prior written consent of the City, and any assignment without such consent shall automatically terminate this Agreement.

17. TIMELINESS: Time is of the essence in this Agreement.

18. AGREEMENT PREPARATION: It is agreed and understood by the parties hereto that this Agreement has been arrived at through thorough negotiation and that neither party is to be deemed that party which prepared this Agreement within the meaning of Civil Code Section 1654.

19. ATTORNEYS' FEES AND COSTS: The prevailing party in any action brought to enforce the terms of this Agreement or arising out of this Agreement may recover from the other party its reasonable costs and attorneys' fees expended in connection with such an action.

20. AMENDMENT: This Agreement may only be modified or amended by the written agreement of the parties.

IN WITNESS WHEREOF, the parties hereto, by and through their respective duly authorized representatives, have executed this Agreement on the date(s) so indicated.

SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS, a California nonprofit public benefits corporation

By: _____ Date: 4.11.24

Scott Delucchi
Executive Director

CITY OF SAND CITY Date: 4.15.24

By: _____

Its: _____

Attest: _____

By: _____
City Clerk

AGENDA ITEM
8A.

3CE Annual Update - Judith Young, 3CE Senior Account Manager

CITY OF SAND CITY
3CE Annual Presentation

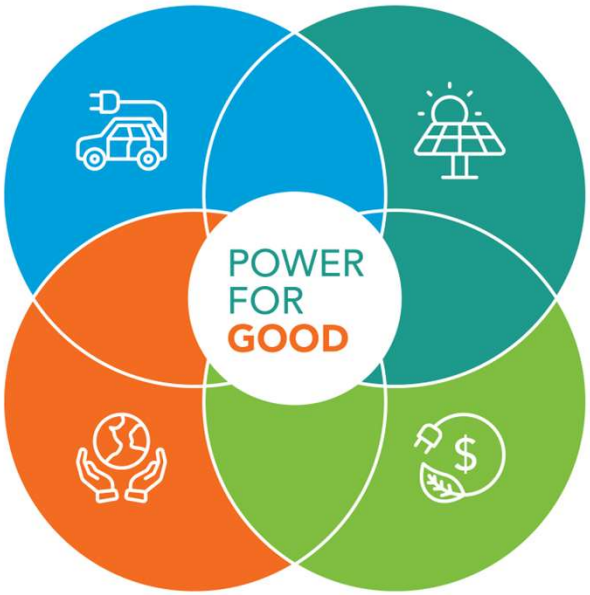
Judith Young
Senior Account Manager, Member Agencies
June 18, 2024

Central Coast Community Energy

A PARTNERSHIP TO SUPPORT SHARED CUSTOMERS

Central Coast Community Energy

2023 YEAR IN REVIEW



- Lower emissions
- Cleaner more reliable grid
- Community investment
- Stable and responsible rates

Central Coast Community Energy

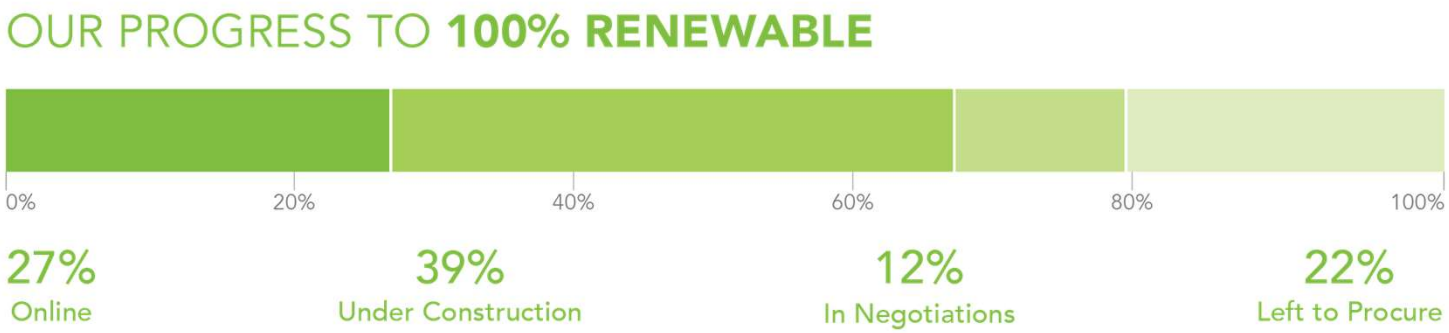
3CE PRIORITIZES INNOVATION

- *One of California's first solar + storage projects*
- *The state's first new geothermal project in three decades*
- *The largest compressed air battery storage in the world*

Central Coast Community Energy

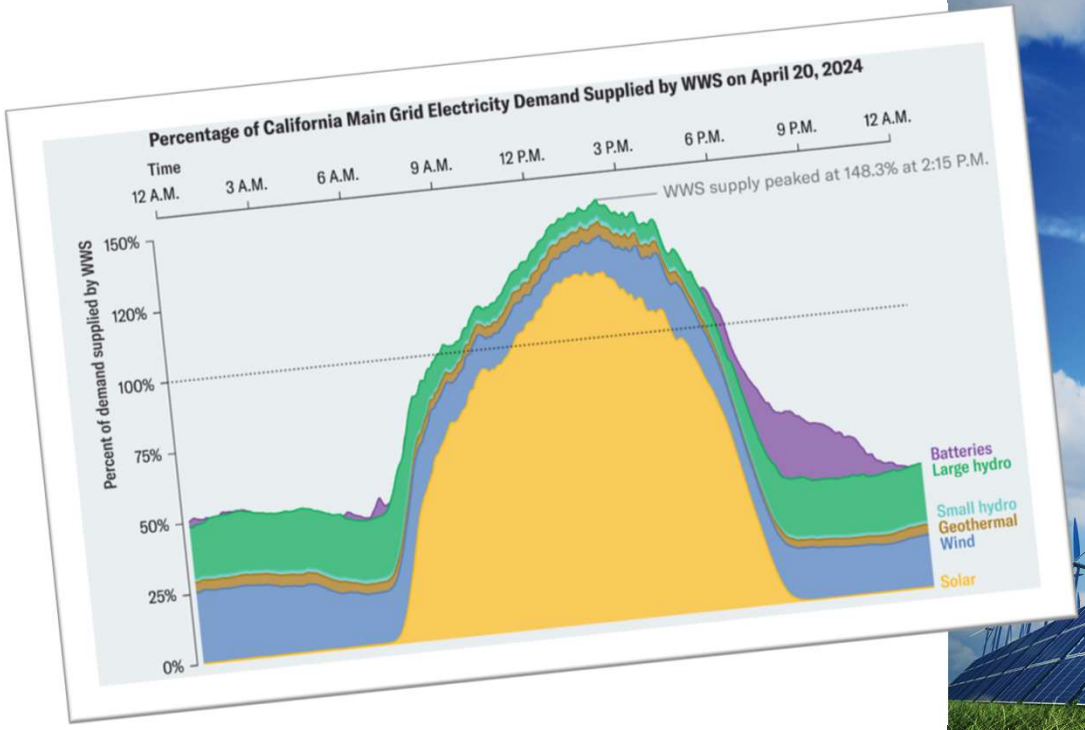
ADDITIONALITY – THE KEY TO OUR PROCUREMENT STRATEGY

Investing in a diverse portfolio of renewables coupled with innovative energy storage capacity



Central Coast Community Energy

CALIFORNIA BREAKS RENEWABLE ENERGY RECORDS



Central Coast Community Energy

3CE DELIVERS POWER FOR GOOD

- *Affordable Rates*
- *Project Selection Criteria*
- *Rebates & Incentives*

Central Coast Community Energy

INVESTING IN YOUR COMMUNITY

Residential, Commercial, & Agriculture Rebates Available

	Agriculture Electrification Program	Concierge	Electrify Your Home	Electrify Your Ride	New Construction Electrification	Electric Bus
Residential	-	-	$17,385	$1000-4000	$5,000	-
Commerical & Ag	$75,000	$24,000	$2,500 per unit	$150,000	$250,000	$200,000

Central Coast Community Energy

INVESTING IN YOUR CITY'S ENERGY TRANSITION

Member Agency Programs:

Plan Your Fleet

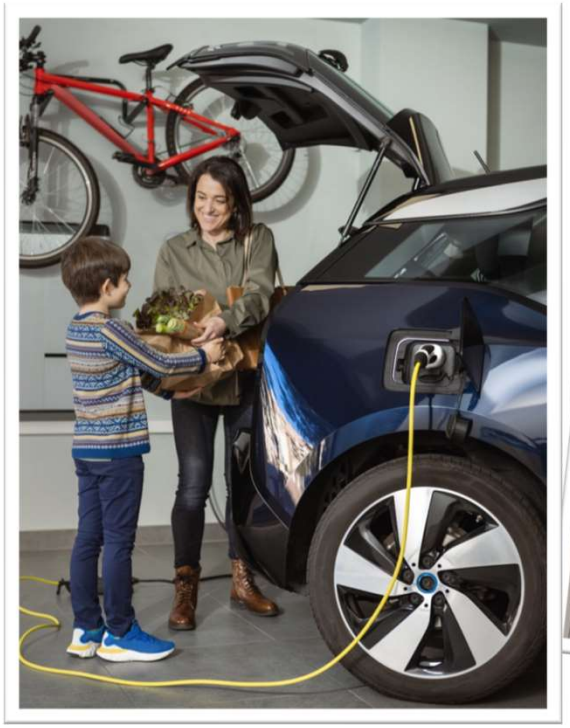
Electrify Your Fleet

Charge Your Fleet

Central Coast Community Energy

INVESTING IN YOUR CITY'S ENERGY TRANSITION

- *Reach Code Program*
- *Charging Stations/Charge-ready*
- *Member Agency Communications*



Central Coast Community Energy

Thank You

3CE.org

877-455-2223

info@3CE.org

Judith Young jyoung@3ce.org
Senior Account Manager (805) 693-2000

AGENDA ITEM
9A.

Approve a Resolution Approving a Coastal Development Permit (CDP 23-009), Including a Tree Removal Permit and Design Permit for the Proposed Monterey-Salinas Transit (MST) SURF! Bus Rapid Transit Project and Finding the Project Exempt from CEAQ per Public Resources Code Section 21080325(b)

City of Sand City

STAFF REPORT

TO: Honorable Mayor and City Council
FROM: Michael Groves, AICP, Contract Senior Principal
SUBJECT: Application for a Coastal Development Permit (CDP) including a tree removal permit and design permit for the Monterey-Salinas Transit (MST) SURF! Busway and Bus Rapid Transit Project Application CDP 23-009, CEQA exempt pursuant to PRC 21080.25(b)
DATE: **June 18, 2024**

BACKGROUND/DISCUSSION:

A Coastal Development Permit (CDP 23-009) application was submitted by Monterey-Salinas Transit (MST) (the "Applicant") for a bus rapid transit project known as the SURF! Busway. A Design Permit and Tree Removal Permit are also required for the project. Municipal Code Section 18.72.030 (Combining Permits) provides a means to combine multiple permits into one for development projects that require multiple facets of review. Therefore, this Coastal Development Permit (CDP) is a combined permit for a CDP, Design Permit, and Tree Removal Permit, pursuant to Municipal Code Section 18.72.030 (Combining Permits). The project includes approximately six (6) linear miles of new roadway surface adjacent to State Route 1 that would be dedicated to the SURF! busway. The SURF! busway will run between Marina and Sand City with the northern terminus located at MST's Marina Transit Exchange at Reservation Road and De Forest Road and the southern terminus located at Contra Costa Street in Sand City. Given the length of the proposed busway and its physical location, the project would be located in and/or adjacent to the cities of Marina, Seaside, and Sand City, extending parallel to Highway 1 and Fort Ord Dunes State Park. See Exhibit A, Findings of Approval, Exhibit B, Conditions of Approval, and Exhibit C, Surf! Busway Overall Route.

The project will use 100 percent zero-emission, near-zero emission, low oxide or nitrogen engines, compressed natural gas fuel, fuel cell, or hybrid powertrain buses. The purpose of the project is to establish faster, more efficient bus rapid transit between the Monterey Peninsula and the Salinas Valley to help relieve commuter congestion on Highway 1 and to better serve environmental justice communities including low income, minority, and other disadvantaged populations within MST's service area.

Coastal Commission Staff Letter of Opposition:

The City was copied on a May 17, 2024 letter sent from Kevin Kahn, District Manager of the Central Coast District of the California Coastal Commission to the California

Transportation Commission (CTC) and California Public Utilities Commission (CPUC). Mr. Kahn's letter raised two major concerns. The first concern was that the Applicant lacked the legal ability to construct the project because the project is not compatible with the requirements of the property owners Proposition 116 funding source or with the intended future use of the TAMC corridor for rail use. The second concern surrounded the project's inconsistency with the Coastal Act as a result of the projects impact to Environmentally Sensitive Habitat Area (ESHA). See Exhibit D, Coastal Commission Letter.

TAMC/MST Joint Response to Coastal Commission Letter:

On May 21, 2024, TAMC, the property owner, and MST, the Applicant, provided a joint response to the Coastal Commission letter. The response states that the Proposition 116 funding that TAMC received is allowed to be used for rail projects. Under Proposition 116, they explain, exclusive public mass transit guideway projects, which the SURF! Busway project is, fall under the definition of a "rail project". The letter opines that the SURF! Busway is an allowed use under the Proposition 116 grant funding and that the use of the TAMC corridor for the SURF! Busway does not preclude the future use of the corridor to also be used for rail. The letter states that the SURF! Busway will increase ridership and would help build demand for a future rail project. The letter did not address the Coastal Commission's comments regarding impacts to ESHA. See Exhibit E, TAMC AND MST Response to CCC Letter.

Staff Analysis:

The City has considered both the points raised by the Coastal Commission and the response by the Applicant. The City defers to the Applicant regarding conformance with their grant funding source. The City would generally not question the funding and financing of public agency applicants for projects within the City. Regarding ESHA, the Applicant has agreed to the City's required 1:1 mitigation for impacts to ESHA, with the opportunity for enhanced mitigation of up to 3:1, as discussed in more detail below.

Project Description:

The Sand City portion of the MST SURF! Busway and Bus Rapid Transit Project (project) is approximately 0.67 miles long and begins at Sand City's northern city-limit and terminates at Playa Avenue to the south. See Exhibit F, Sand City SURF! Busway Alignment. From Sand City's northern city-limit to the future Monterey Bay Shores development project (located where California Avenue intersects the southbound Highway 1 on-ramp) the busway would be located between Beach Range Road and the Monterey Bay Coastal Recreation Trail, seaward of State Route 1. After passing the future Monterey Bay Shores development project entrance location, the busway alignment will meet California Avenue at the SR 1 southbound on-ramp. Buses will re-enter the public right-of-way via a new roundabout at the junction of California Avenue, the SR 1 southbound on-ramp, and the Monterey Bay Shores access road. Buses would navigate the roundabout, proceed through the existing signalized intersection, and continue on California Avenue for a few-hundred feet before making a left turn back into the undeveloped TAMC corridor just south of the

California/Fremont/Del Monte/Monterey intersection. Once back within the corridor, buses would travel on dedicated lanes down to Playa Avenue to a new bus stop and platforms within the TAMC right-of-way. Following this stop, buses would turn left on Playa Avenue and then right back on to Del Monte Boulevard where they would continue south to Contra Costa Street on existing roadways. See Exhibit G, Sand City SURF! Busway 100% Plans.

The project alignment within Sand City includes the following: approximately 0.67 miles of new dedicated SURF! busway lanes located adjacent to SR 1 and California Avenue; a new multi-use trail adjacent to the new SURF! Busway lanes along the California Avenue portion of the route; a new roundabout at the SR 1 southbound on-ramp, which includes a new bus stop; a new dedicated SURF! bus stop and platform at Playa Avenue and California Avenue; a new traffic signal at Playa Avenue/California Avenue; re-alignment of beach range road and closure of a portion of the Monterey Peninsula Coastal Recreation Trail; and removal of nine trees.

The project is located within an existing transportation corridor that is assumed for continued transportation use in local land use and zoning documents. The majority of the alignment of the new "off-road" busway would be within the Transportation Agency for Monterey County (TAMC) Monterey Branch Line rail corridor right-of-way, an approximately 100-foot-wide corridor generally located between Beach Range Road and the Monterey Peninsula Recreation Trail on the ocean side of Highway 1, and adjacent to California Avenue in Sand City, which has been used for transportation purposes (rail) since the late 1800s. Some existing public roadways would be used for the SURF! line throughout the route.

Regulatory Setting:

The project improvements related to the SURF! Busway are located almost entirely within the Coastal Zone in Sand City. Therefore, the standard of review for this Coastal Development Permit is Sand City's certified Local Coastal Program (LCP). The LCP includes regulations for land uses, development standards, coastal access, and addressing potential impacts to special status species and Environmentally Sensitive Habitat Areas or ESHAs. Public transportation rights-of-ways have neither land use designations nor zoning ascribed to them as their only uses are for transportation. Where Sand City's certified Local Coastal Program does not include clear regulations, the Coastal Act and the City's General Plan are used as guidance.

Sand City Municipal Code (SCMC) Section 16.12.030 requires a tree removal permit from the City to perform or cause to be performed the removal, cutting down, or trimming of more than one-third of the green foliage of, poisoning, or otherwise killing or destroying, any significant tree within City limits, unless exempted by SCMC Section 16.12.080. Under Municipal Code Section 18.72.030, Combining Multiple Permits, when development projects require multiple permit approvals within the coastal zone, the coastal development permit may serve as the single overriding land use entitlement permit for the project. In this case, a separate tree removal permit is not required, and the proposed tree removal is addressed in this CDP.

ESHA:

The project is located mostly within the TAMC corridor which is characterized by coastal scrub and ruderal habitat. According to the Biological Resources Report prepared by Denise Duffy & Associates, Inc., May 2021, multiple special-status species, including Hooker's manzanita, Sandmat manzanita, Monterey spineflower, and Coast and seacliff buckwheat, have been identified in the project area. These areas are considered environmentally sensitive habitat (ESHA) under the LCP. The LCP includes the Coastal Act definition of ESHA, which is:

> Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could easily be disturbed or degraded by human activities and developments.

Section 30240 of the Coastal Act further states that ESHA "shall be protected against any significant disruption of habitat values, and only uses dependent on those resources should be allowed within those areas."

To reduce impacts to ESHA, the City asked the Applicant to explore locating the SURF! Busway on the existing California Avenue right-of-way to connect between the proposed roundabout and Playa Avenue. The Applicant provided that the project includes dedicated SURF! Busway lanes along the railroad corridor adjacent to California for multiple reasons: 1) the existing bus stops on Playa Avenue are currently running at full capacity during peak hours and MST will gain operational efficiencies and travel time savings by utilizing two new SURF-themed bus stops along this route; 2) locating the busway within the rail corridor allows MST to install a new multiuse trail immediately adjacent to the busway, and separated from California Avenue vehicular traffic, further supporting safe routes to Seaside High School and supporting Sand City's planning efforts to use the rail corridor for bicycle/pedestrian use; and 3) in the future, MST hopes to extend the busway through the rail corridor and eventually connecting to downtown Monterey. In short, the proposed alignment is part of a larger multi-use transportation vision that will utilize the TAMC right-of-way. The Applicant has demonstrated that the success of the project is dependent upon use of this transportation corridor. City staff finds that, if mitigated, the project is compliant with the LCP's ESHA policies.

According to Table 6 of the ESHA Impacts Memo prepared by Denise Duffy & Associates on March 18, 2024, the project includes 4.53 acres of impact to ESHA within Sand City. This includes both long-term temporary impacts and permanent impacts. See Exhibit H, DD&A ESHA Impacts Report. Of the 4.53 acres, 0.49 acres are impacted as a result of the proposed multi-use bicycle and pedestrian trail. Given the bicycle and pedestrian trails location in highly fragmented, ruderal habitat and the fact that the bicycle/pedestrian trail

has been included in the project to meet the public access and recreation provisions of the LCP, this area has been removed from the ESHA mitigation requirements. In total, 4.04 acres of ESHA must be mitigated as a result of the project.

Sand City's LCP does not contain specific mitigation ratios for the disturbance of ESHA. However, as part of the Mitigated Negative Declaration, the Applicant prepared a Biological Resource Evaluation which requires 1:1 mitigation ratio for impacts to special-status species and dune scrub habitat. The City has conditioned the permit to mitigate impacts to ESHA at a 1:1 ratio by payment of in-lieu fees into the City's Environmental Enhancement Fund. The City's Environmental Enhancement Fund is a fund that has been established for the purpose of ESHA and dune restoration with Sand City. In addition to the required mitigation, MST has indicated a willingness to apply for a grant which would fund enhanced mitigation. The City is in support of assisting with the grant application, which would fund mitigation above the required 1:1 ratio, to an enhanced mitigation ratio of 1.5:1 for long-term temporary impacts and a ratio of 3:1 for permanent impacts.

Landscaping:
The City's LCP requires landscaped areas to utilize native coastal plants, as shown below:

> **LUP Policy 4.3.21.** Enhance coastal plant communities by requiring new developments to utilize appropriate native coastal plants in landscaping plans that are compatible with existing native species. Prohibit the use of invasive plants in landscaping schemes.

The project includes landscaping surrounding the proposed roundabout, the proposed new bus stop platform at California and Playa, and adjacent to the new bus lanes and multi-use path along California Avenue. The majority of the planting palette includes native coastal dunes species and native trees. This permit includes a condition which requires the Applicant to submit an updated landscape plan to include irrigation for all landscaping. The irrigation and landscaping will be maintained by the Applicant for the life of the project, that is, for the perpetuity of the operation and use of the SURF! Busway lanes. The project is in conformance with the LCP's policies regarding native landscaping.

Tree Removal:
Within Sand City, there are 39 significant trees that are within the project area but are outside of the project grading area and will be avoided and protected in place during construction through the use of exclusionary fencing per Mitigation Measure (MM) BIO 4.12 from the IS/MND. There are nine significant trees, as defined in Municipal Code Section 16.12, within the grading area that cannot be avoided. Removal of these trees will require pre-construction surveys for protected avian species (MM BIO-1.4). Tree's will be replaced at a ratio of a 2:1 for significant trees, and shall be increased based on available planting space when project design is complete.

Traffic:
A traffic impact assessment was prepared in March 2021 as part of the IS/MND. The traffic impact assessment found that all intersections in Sand City would remain above Level of Service (LOS) D as a result of the project and no traffic mitigation measures were included in the IS/MND. Sand City's traffic engineer reviewed the project and raised concerns with the impact of the project on the Playa / California intersection. In response to the City's concerns, the Applicant prepared an Intersection Control Evaluation (ICE) memo, dated February 7, 2024, for the California Avenue & Playa Avenue intersection within Sand City. As a result of the findings of the ICE memo, the Applicant has included a signal at the Playa / California intersection to improve congestion and traffic conditions and has agreed to provide grant writing support to Sand City for activities beneficial to the SURF! operational service and City bike, pedestrian, and shared mobility plans. See Exhibit I, Intersection Control Evaluation memo.

Public Access and Recreation:
A portion of the project is located seaward of Highway 1, between Beach Range Road and the Monterey Bay Coastal Recreation trail, both of which serve as lateral coastal access ways and are heavily used by walkers, runners, and bicyclists. The project will result in a temporary closure to a portion of the Monterey Peninsula Coastal Recreation Trail just north of the proposed roundabout during construction. To compensate for this temporary closure, the project will include a partial re-alignment of the Monterey Peninsula Coastal Recreation and Beach Range Road in order to maintain the continuous trail connection between the Monterey Peninsula Coastal Recreation and Beach Range Road during construction. The project also includes a multi-use trail located parallel to the new bus lanes which will run adjacent to California Avenue. See Exhibit J, Multi-Use Trail Impacts and Improvements.

One of the key provisions of the Coastal Act is to maximize public access to and along the coast. The LCP includes the following policies regarding public access:

> **LCP Policy 2.3.4.** …Future developments shall implement safe access ways and improvements as determined by the City. Site specific locations shall be developed as part of future development proposals, and according to guidelines established by the City….

Overall, a continuous bicyclist and pedestrian trail will be maintained along the Monterey Peninsula Coastal Recreation Trail / Beach Range Road connection. However, bicyclists and pedestrians using the Monterey Peninsula Coastal Recreation Trail and/or Beach Range Road in this area will have to cross the proposed roundabout as a result of this project. In order to ensure safe crossing and reduce barriers to public access, the roundabout has been sited and designed to include crosswalks, signs that indicate pedestrian crossings, and MST drivers will be notified and trained to proceed into the

roundabout with caution for trail users. Additionally, the Applicant has staged the Monterey Peninsula Coastal Recreation Trail closure and Beach Range Road improvements in such a way to ensure that use of the trails remain open throughout construction of the project.

Additionally, the project includes a new multi-use trail which will be located adjacent to the new bus lanes paralleling California Avenue.

In summary, the project is in compliance with the LCP as it relates to public access.

Visual Resources:
The scenic and visual qualities of coastal areas are considered a resource of public importance. The LCP contains the following policies which address visual resources:

> **LCP Policy 5.3.1.** Views of Sand City's coastal zone shall be enhanced and protected through regulation of siting, design, and landscaping of all new development in the coastal zone, adjacent to Highway One (on both the east and west) in order to minimize the loss of visual resources.
>
> **LCP Policy 5.3.2.** Views of Sand City's coastal zone, Monterey Bay and Monterey Peninsula shall be protected through provision of view corridors, vista points, development height limits, and dune restoration areas, as shown on Figure 9.
>
> **LCP Policy 5.3.4.** Develop design standards for future development proposals based on LCP policies and the following general design guidelines. These standards shall be used by the City's Design Committee to ensure that new development will be sited, designed and landscaped in a manner that provides view corridors and considers protection and/or enhancement of visual resources in a manner consistent with all LUP policies, including but not limited to, those governing required view corridors, dune preservation/restoration areas, and height regulations.
>
> **LCP Policy 5.3.5.** Require all future developments to obtain a design permit, in order to assure conformance with the City's design standards, and design compatibility with surrounding development. All design permit applications shall be reviewed by the City's Design Committee.

According to Figure 9 in the LCP, the project is not located within an identified view corridor. Additionally, the busway is located in a depression between Highway One and the railroad tracks and will not block views to the coastline from Highway 1. While the busway lanes would be visible from Highway 1 and the Monterey Bay Coastal Recreation Trail in some locations, the lanes do not significantly differ in visual character from the existing railroad tracks within the corridor. In conclusion, the project as proposed is in conformance with the LCP’s visual resource policies.

Archaeological Resources:
The project is not located within a designated archaeological sensitivity area. However, in the event that an archaeological resource is found during ground disturbance the LCP includes the following policy:

> **LCP Policy 4.4.30** Require protection, evaluation, and/or removal under supervision by a qualified archaeologist and consultation with a qualified Native American representative, archaeological resources that may be found during the construction process**.**

If archaeological resources are found during ground disturbance, they will be protected and evaluated by a qualified archaeologist in consultation with a qualified Native American Representative, as conditioned by this CDP. As a result, the project is in compliance with the LCP with regard to protection of archaeological resources.

The Applicant provided a Letter of Intent for the project, which is included here as Exhibit K, Application Letter of Intent.

CEQA:
Early on in the CEQA process, MST, as the lead agency, considered declaring the project exempt from CEQA under a then-recently enacted statutory exemption pursuant to Senate Bill (SB) 288, which exempts certain types of transit projects, including bus rapid transit projects, from CEQA. Public Resources Code § 21080.25(b). MST nonetheless prepared an Initial Study and Mitigated Negative Declaration (IS/MND). As part of that process, MST consulted with the City as a "responsible agency" under CEQA (CEQA Guidelines, § 15096). On June 14, 2021, MST filed a Notice of Determination of MST's adoption of a MND for the project. MST determined that, based on the results of the Initial Study and supporting documentation, all potential environmental effects resulting from the project are either less than significant, or can be avoided or mitigated to a less than significant level, and that there is no substantial evidence that the project as mitigated would have a significant effect on the environment.

As such, an Environmental Impact Report is not required. On July 11, 2021, MST found the Project exempt from CEQA under the statutory exemption in SB 288 (2021) and filed a Notice of Exemption.

See Exhibit L, MST SURF! Final Initial Study and Exhibit M, Notice of Exemption.

APPEALABILITY:
Per Sand City Municipal Code Section 18.50.120, an appeal of a decision regarding a coastal development permit may be made to the State Coastal Commission for the following types of development:

1. Developments approved located between the sea and the first public road paralleling the sea or within 200 feet of the inland extent of any beach or 200 feet of the mean high tide line of the sea where there is no beach, whichever is the greater distance;

2. Developments approved located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, stream, or within 200 feet of the top of the seaward face of any coastal bluff;

3. Any development which constitutes a major public works project or a major energy facility.

In addition, Coastal Act Section 30603 (3) identifies developments that are located in a sensitive coastal resource areas as appealable to the Coastal Commission.

This Coastal Development is appealable to the California Coastal Commission per Sand City Municipal Code Section 18.50.120 (2) because the project is partially located between the sea and the first public road paralleling the sea and per Coastal Act Section 30603 (3) because the project is located within a sensitive coastal resource area.

FISCAL IMPACT:
Costs associated with the processing of this CDP are being reimbursed by the applicant per a signed reimbursement agreement with the City and therefore, there will be minimal direct costs to the City associated with staff time.

RECOMMENDATION:
Staff recommends **APPROVAL** of the Coastal Development Permit CDP23-009 for the SURF! Busway.

ATTACHMENTS:

1. Exhibit A: Findings of Approval
2. Exhibit B: Conditions of Approval
3. Exhibit C: SURF! Busway Overall Route
4. Exhibit D: Coastal Commission Letter
5. Exhibit E: MST Response to Coastal Commission Letter
6. Exhibit F: SURF! Sand City Site Plan
7. Exhibit G: SURF! Busway 100% Plans
8. Exhibit H: DD&A ESHA Impacts Report
9. Exhibit I: Intersection Control Evaluation Memo
10. Exhibit J: Multi-Use Trail Impacts and Improvements
11. Exhibit K: Application Letter of Intent
12. Exhibit L: MST SURF! Final Initial Study
13. Exhibit M: Notice of Exemption

CITY OF SAND CITY
RESOLUTION SC ___, 2024

RESOLUTION OF THE CITY COUNCIL OF SAND CITY APPROVING A COASTAL DEVELOPMENT PERMIT (CDP 23-009), INCLUDING A TREE REMOVAL PERMIT AND DESIGN PERMIT FOR THE PROPOSED MONTEREY-SALINAS TRANSIT (MST) SURF! BUS RAPID TRANSIT PROJECT AND FINDING THE PROJECT EXEMPT FROM CEQA PER PUBLIC RESOURCES CODE SECTION 21080.25(b).

WHEREAS, an application was submitted by Monterey-Salinas Transit (the "Applicant") on August 29, 2023 for a Coastal Development Permit to allow for approximately 0.67 miles of new roadway to be dedicated to the SURF! Busway; a new segment of multi-use bicycle trail; a new roundabout at the SR 1 southbound on-ramp; a new dedicated SURF! bus stop and platform at Playa Avenue and California Avenue; a new traffic signal at Playa Avenue and California Avenue; re-alignment of beach range road and closure of a portion of the Monterey Peninsula Coastal Recreation Trail; and removal of nine significant trees; and

WHEREAS, the Applicant's proposed project is located almost entirely within a transportation corridor that is assumed for continued transportation use in local land use and zoning documents; and

WHEREAS, public transportation rights-of-way have neither land use designations nor zoning ascribed to them; and

WHEREAS, the project was duly noticed for the Design Review Committee Meeting held on May 30, 2024 and the City Council Meeting held on June 18, 2024; and

WHEREAS, the Applicant prepared an Initial Study in June 2021; and

WHEREAS, the Applicant's use is exempt from CEQA (California Environmental Quality Act) Guidelines per Section 21080.25 (b) because the project is a bus rapid transit and bus transit project that includes transit stations which utilize a rail corridor and public streets, and utilize 100% zero emission vehicles. In addition, it is located in an urbanized area and will use a skilled and trained workforce; and

WHEREAS, the City Council of the City of Sand City has accepted the findings (Exhibit A) and associated conditions (Exhibit B) for Coastal Development Permit CDP 23-009, as outlined in the City Staff report, dated June 18, 2024; and attached hereto and incorporated herein by reference.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Sand City does hereby grant and issue the Coastal Development Permit CDP23-009 based on the findings in Exhibit A, attached hereto and incorporated herein by reference, and according to the terms and conditions in Exhibit B, attached hereto and incorporated herein by reference.

PASSED AND ADOPTED by the City Council of the City of Sand City this __, day of ___, 2024 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

_____
Mary Ann Carbone, Mayor

ATTEST:
DATED: _____

_____
Kerry Lindstrom, City Clerk

EXHIBIT A

CITY OF SAND CITY
COASTAL DEVELOPMENT PERMIT CDP23-009 FINDINGS OF APPROVAL

Project Name and Description:	Coastal Development Permit (CDP23-009) including a tree removal permit and design permit for the proposed Monterey-Salinas Transit (MST) SURF! Bus Rapid Transit project.
Address:	Transportation Agency of Monterey County (TAMC) right-of-way from northern city-limit to Playa Avenue; including APN 011-501-015; and APN 011-011-029.
Hearing Date:	June 18th, 2024

Findings:
The below findings are based on all of the evidence in the record, including without limitation, all written documents and oral testimony at public meetings on the project.

Coastal Development Permit findings per Sand City Municipal Code Section 18.50.090(C):

1. **Finding**: Project complies with provisions for public access.

   Evidence:
   a) The project is a bus rapid transit facility;
   b) The project includes a new segment of multi-use trail along the TAMC corridor adjacent to California Avenue; and
   c) A continuous connection will be maintained between the Monterey Peninsula Coastal Recreation Trail and Beach Range Road both during construction and long-term as a result of the project.
   d) A new bus stop within the coastal zone is incorporated within the project as well as pedestrian at grade crossing to maintain and enhance coastal access.

2. **Finding:** Appropriate legal documents are submitted to ensure provision of vertical and lateral access or in-lieu fees paid as may be required by the LCP Land Use Plan.

   Evidence:
   a) The project as submitted complies with LCP requirements for providing lateral and vertical access. A continuous lateral trail connection is maintained between Beach Range Road and the Monterey Peninsula Recreation Trail. A pedestrian at grade crossing is incorporated in the project to provide continued coastal access across the new bus lanes.

b) The project includes a new segment of pedestrian and bicycle trail in Sand City.

3. **Finding:** Project complies with provisions for public visitor serving facilities and services.

   Evidence:
   a) The project is a transportation project located within an existing transportation corridor that is assumed for continued transportation use in local land use and zoning documents; and
   b) The project provides transportation for visitors and employees of visitor accommodation facilities, including two new bus stops within the coastal zone.

4. **Finding:** Identified geologic, flood, groundwater and fire hazards are mitigated as recommended in the geologic and soils reports pursuant to the Local Coastal Plan Land Use Plan and deed restrictions are recorded which provide:

   a) That the permittee(s) understand that the site is subject to extraordinary hazard and the permittee(s) assume(s) the liability for this (these) hazard(s),
   b) That the permittee(s) unconditionally waive any claim of liability on the part of the City or other regulatory agency for any damage from such hazard(s), and
   c) That the permittee(s) understand that the construction in the face of the known hazard(s) may make them ineligible for public disaster funds or loans for repair, replacement or rehabilitation of the property in the event of storms or natural disasters.

   Evidence:
   a) The LCP identifies that a deed restriction should be recorded to specify the above. However, MST does not own the land that the project being built upon and, therefore, does not have the right or ability to deed restrict land it does not own. The City is waiving the specified deed restriction, and requiring acknowledgement and responsibility for liability by the permittee as a part of the Conditions of Approval (#6); and
   b) The Applicant has prepared a geotechnical investigation report dated November 10, 2023; and
   c) Condition #22 requires the Applicant to follow the recommendations of the geotechnical investigation.

5. **Finding:** Project complies with measures in approved habitat restoration plan to protect identified environmentally sensitive habitats and archaeological resources and/or develop dune restoration programs.

Evidence:

a) The project will mitigate impacts to ESHA, as defined in Denise Duffy and Associates May 2021 Biological Resources Report and March 2024 ESHA Impacts Memorandum, at a ratio of 1:1 by payment of in-lieu fees to the City's Environmental Enhancement Fund (Condition #16); and
b) Archaeological resources inadvertently found during the ground disturbance will be protected and evaluated by a qualified archaeologist in consultation with a qualified Native American Representative per Condition #20.

6. **Finding:** Provision of view corridors and vista points pursuant to the Local Coastal Land Use Plan and appropriate easements or other legal mechanisms to ensure their permanent provision.

   Evidence:

   a) The proposed development is not located within a view corridor or vista point as defined by the City's LCP.

7. **Finding:** Approval by City design committee of project design, siting, landscaping and provision of view corridors from Highway 1 to the ocean in conformance with policies and guidelines set forth in the Local Coastal Program Land Use and Implementation Plans.

   Evidence:

   a) The proposed project was presented to the City Design Review Committee on May 30, 2024. The body recommended approval of the project (3-0-2 (Davis and Lewis absent)).

8. **Finding:** Demonstrated ability and adequacy of water and sewer services. If there is a limit placed on the amount of wastewater that may flow into the Seaside Treatment Plant or pump station, then no coastal permits for new development which require sewer hookups shall be issued until the City Council adopts a wastewater allocation plan. This plan must allocate at least 50% of the City's remaining capacity to coastal dependent and visitor serving uses within the coastal zone.

   Evidence:

   a) The proposed project includes minimal water for irrigation of landscaping; and
   b) The project does not include wastewater demand.

9. **Finding:** Provision of minimal water flow rates and fire response times.

   Evidence:

   a) The proposed project does not require use of potable water and flow rates and fire response times will not be impacted.

10. **Finding:** Compliance with City water allocation.

    Evidence:
    a) The proposed project requires minimal use of water for landscaping and the City has adequate water available.

11. **Finding:** Provision of adequately sized water and sewer lines.

    Evidence:
    a) The project does not include new water or sewer lines.

12. **Finding:** Provision of required parking.

    Evidence:
    a) The Sand City Municipal Code does not establish the number of required parking spaces for public transportation projects; and
    b) The project does not include parking spaces.

13. **Finding:** Uses proposed adjacent to existing industrial manufacturing uses and the sewage treatment plant will be sited and designed in a manner that is compatible with these uses.

    Evidence:
    a) The project is not sited adjacent to industrial manufacturing uses or the sewage treatment plant.

14. **Finding:** New uses proposed adjacent to locations of known environmentally sensitive habitat shall be sited and designed to prevent impacts which would significantly degrade such areas and shall be compatible with the continuance of such habitat areas based on the standards set forth by the City in the Local Coastal Land Use Plan.

    Evidence:
    a) The project results in impacts to 4.96 acres of ESHA as documented in a report by Denise Duffy and Associates dated March 18, 2024;
    b) The impacted areas will be mitigated for at a 1:1 ratio by payment into the City's Environmental Enhancement Fund.

15. **Finding:** Project complies with policies regarding shoreline structures; and

    Evidence:
    a) The project does not include shoreline armoring.

16. **Finding:** The project complies with all permit conditions as set forth in Sand City Municipal Code Section 18.50.090, Permit Conditions.

    Evidence:
    a) The project complies with the provisions of the design control (DC) overlay zone and a design permit and tree removal permit are included in the Coastal Development Permit per Municipal Code 18.72.030;
    b) The project complies with parking and landscaping requirements as set forth in Chapters 18.62 and 18.64;
    c) The project includes appropriate native coastal plants in the landscaping plans provided to the City;
    d) The project does not represent conflicting land uses;
    e) The project utilizes minimal irrigation for landscaping;
    f) The project does not include planned unit development and is not located in an area subject to a specific plan.

Tree Removal Permit findings per Sand City Municipal Code Section 16.12.050:

17. **Finding:** That tree removal is necessary in conjunction with another permit to allow the property owner an economic use of the site consistent with the land use designation of the General Plan and/or the Local Coastal Plan.

    Evidence:
    a) Tree removal of a total of 9 significant trees of varying circumference and species as documented in a November 9, 2023 arborist report is necessary for the project and will be mitigated at a 2:1 ratio; and all other non-significant trees will be mitigated at a 1:1 ratio; and,
    b) All trees outside of the project grading area will be protected.

Design Permit findings per Sand City Municipal Code Section 18.58.050 (B):

18. **Finding:** The Design Review Committee shall review proposed coastal zone developments according to standards and guidelines established in the local coastal program.

    Evidence:
    a) This item was brought before the Design Review Committee at a Special Meeting on May 30, 2024 for recommendation to the Sand City City Council, and, as conditioned, the proposed project is sited, designed and landscaped in conformance with the provisions of the LCP.

CEQA finding:
The project was analyzed previously in an Initial Study (June 2021). The project is a Bus Rapid Transit and Bus Service project that includes transit stations which utilizes an existing urbanized rail corridor and public streets. Zero emission vehicles will be utilized and a skilled and trained workforce employed. Therefore, the project qualifies for a

Statutory Exemption under CEQA (California Environmental Quality Act) Guidelines, Section 21080.25(b)

EXHIBIT B

CITY OF SAND CITY
COASTAL DEVELOPMENT PERMIT CDP23-009
CONDITIONS OF APPROVAL

Project Name and Description:	Coastal Development Permit (CDP23-009) including a tree removal permit and design permit for the proposed Monterey-Salinas Transit (MST) SURF! Bus Rapid Transit project.
Address:	Transportation Agency of Monterey County (TAMC) right-of-way from northern city-limit to Playa Avenue; including APN 011-501-015; and APN 011-011-029.
Hearing Date:	June 18th, 2024

Conditions of Approval:

Standard Conditions:

1. **General**. Coastal Development Permit CDP23-009 is not valid, and project use(s) shall not commence, until two (2) copies of this Resolution/Permit, signed by the permittee, acknowledging receipt of the Resolution/Permit and acceptance of the terms and conditions, are returned to the City's Planning Department. Failure of the permittee to return the two (2) copies of the signed Resolution/Permit within thirty (30) days from the date of City Council approval shall cause said Coastal Development Permit to become null and void unless good cause to grant an extension is found acceptable by the City Manager.

2. **Effective Date, Expiration, and Extensions.** This approval shall become effective immediately, except when an appeal period applies pursuant to SCMC Section 18.50.120 in which case actions shall become effective ten (10) days after the approval date provided that no appeal is filed. Approval shall expire **two (2) years** from the Approval date, or from the date of the final decision in the event of an appeal, unless within such period a complete building permit application has been filed with the City's Building Department, or the authorized activities have commenced in the case of a permit not involving construction. Upon written request and payment of appropriate fees submitted no later than the expiration date of this Approval, the City Manager or designee may grant a one-year extension of this date, with additional extensions subject to approval by the approving body (City Council). Expiration of any necessary building permit or other construction-related permit for this project may invalidate this Approval if said Approval has also expired. If litigation is filed challenging this Approval or its implementation, then the time period stated above for obtaining necessary permits for construction and/or commencement of authorized activities is automatically extended for the duration of the litigation.

3. **Compliance with Other Requirements.** The permittee shall comply with all other applicable federal, state, regional, and local laws, codes, requirements, regulations, and guidelines. Compliance with other applicable requirements may require changes to the approved use and/or plans. All such changes shall be in accordance with these conditions of approval and any revised plans shall be submitted to the City for review and approval by the City Manager.

4. **Modifications**. Any modification to the approved project, site plan, conditions of approval, or use requires consistency review and approval by the Planning Department. Major and/or significant modifications and/or revisions may require review and approval by the original approving body or a new independent permit.

5. **Compliance with Conditions of Approval.** The Applicant shall be responsible for compliance with all Conditions of Approval. The City reserves the right at any time during construction to require certification by a licensed professional at the applicant's expense that the as-built project conforms to all applicable requirements. Violation of any term, project description, or Condition of Approval is prohibited. Noncompliance with the requirements of this Coastal Development Permit shall result in revocation of said permit.

   Upon completion of construction, and prior to any use by Permittee of the constructed property, the Permittee shall request approval and sign-off by the City Manager that all Conditions of Approval have been met, prior to any use of the site. Approval will not be unreasonably withheld if the conditions of this permit have been satisfied.

6. **Indemnification.** To the extent allowable by law, the Applicant and operator agree to indemnify with counsel selected by the City and hold the City harmless from costs and expenses, including attorney's fees, incurred by the City or held to be the liability of the City in connection with the City's defense of its actions in any proceeding brought in any state or federal court challenging the City's actions with respect to the project. The Applicant and operator understand and acknowledge that the City is under no obligation to defend any legal actions challenging the City's actions with respect to the project.

7. **Violation.** If the City determines any term or condition of Coastal Development Permit CDP 23-009 has been violated, written notice shall be issued to the Applicant, that if such violation is not corrected or removed within a specified time, a public hearing may then be scheduled where the City Council may consider amending or revoking Coastal Development Permit CDP 23-009 and may then order said Permits amended or revoked.

8. **Interpretation.** Any questions of intent or interpretation regarding any condition of Coastal Development Permit CUP 23-009 shall be resolved by the City Manager.

9. **Revocation.** Where one or more project Conditions of Approval are not met, or the development is not within compliance of the approved plans, the City Manager may revoke or modify the approval for the project.

10. **Agency/Department Compliance**: All requirements of the City's Planning, Building, Fire, Public Works, and Engineering Departments shall be implemented to the satisfaction of each agency/department. If a dispute arises that cannot be resolved by the individual departments, the dispute shall be taken to the City Manager for resolution. The decision of the City Manager is appealable to the City Council.

11. **Property Maintenance**: The site shall be maintained in a clean, orderly, weed-free, and litter-free condition. The Applicant shall remain responsible for maintenance and upkeep of the property, including landscaping and maintenance of the right-of-way, that is the subject of this CDP for the duration of the operation and use of the SURF! bus lanes.

12. **Final Plan Set.** A revised plan set shall be submitted within 30-days of approval of this permit to include all permit conditions and requirements, to be signed off by the City Manager.

13. **Timing of Construction.** No activities approved by this CDP shall commence in Sand City until any challenges to the CDP have been resolved in the favor of the Applicant in all jurisdictions making a CDP decision on the SURF! Busway project.

Planning:

14. **Design of Bus Stop.** The design of the new SURF! themed bus station at California Avenue and Playa Avenue must be approved by the City of Sand City Design Review Committee prior to construction.

15. **Landscaping.**
    a. **Restoration.** All impacted areas outside of the development footprint shall be restored.

    b. **Native Landscaping.** Native coastal plants shall be utilized in landscaping. A revised final landscaping and irrigation plan shall be submitted to the City for approval by the City Manager prior to issuance of Building Permits.

    c. **Water Conservation.** Applicant shall utilize water conservation fixtures for irrigation and landscaping that maximizes the planting of drought tolerant plants as provided in the City's water conservation ordinance codified in Chapter 15.12 of the City's Municipal Code, subject to review and approval by the City Manager prior to issuance of Building Permits.

    d. **Maintenance.** The Applicant shall maintain all landscaping, within the project boundaries, for the duration of the operation and use of the SURF! bus lanes.

e. **Irrigation**. Within 30-days of approval of this permit, the Applicant shall submit to the City Manager for approval, a revised landscaping plan which includes an irrigation system for all landscaping. The irrigation system shall be implemented at the time of planting of the landscaping. The irrigation system shall be maintained by the Applicant for the duration of the operation and use of the SURF! busway and bus lanes.

16. **Environmentally Sensitive Habitat Restoration.** Prior to issuance of building permits, the Applicant must pay a mitigation fee to the City's Environmental Enhancement Fund at the rate established by the City's Fee Schedule. The fee shall be paid to mitigate the project impacts to 4.96 acres of ESHA at a mitigation ratio of 1:1.

17. **Mitigation Measures BIO 1 – BIO 6.** The owner, applicant, and operator shall be responsible for compliance with the Construction Best Management Practices, Construction-Phase Monitoring, Non-Native/Invasive Species Controls, Pre-Construction Surveys for Protected Avian Species, Pre-Construction Surveys for Monterey Dusky-Footed Woodrat, and Pre-Construction Surveys for Townsend's Big-eared Bat as described in the Biological Report and MMRP.

18. **Tree Removal**

a. **Timing of Tree Removal.** Tree removal is prohibited until construction has commenced.

i. Per Mitigation Measure (MM) BIO-1.4 from MST's adopted MND: Construction activities that may directly (e.g., vegetation removal) or indirectly (e.g., noise/ground disturbance) affect protected nesting avian species will be timed to avoid the breeding and nesting season. Specifically, vegetation and/or tree removal can be scheduled after September 16 and before January 31. Alternatively, a qualified biologist will be retained by the project applicant to conduct pre-construction surveys for nesting raptors and other protected avian species within 500 feet of proposed construction activities if construction occurs between February 1 and September 15. Pre-construction surveys will be conducted no more than 14 days prior to the start of construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). Because some bird species nest early in spring and others nest later in summer, surveys for nesting birds may be required to continue during construction to address new arrivals, and because some species breed multiple times in a season. The necessity and timing of these continued surveys will be determined by the qualified biologist based on review of the final construction plans and in coordination with the CDFW [California Department of Fish and Wildlife], as needed.

If raptors or other protected avian species nests are identified during the pre-construction surveys, the qualified biologist will notify the project applicant and an appropriate no disturbance buffer will be imposed within which no construction activities or disturbance should take place (generally 500 feet in all directions

for raptors; other avian species may have species-specific requirements) until the young of the year have fledged and are no longer reliant upon the nest or parental care for survival, as determined by a qualified biologist.

ii. Per MM BIO-1.5:
Not more than thirty (30) days prior to the start of construction of Segments 1-4 and the 5th Street Station (including vegetation removal), a qualified biologist shall conduct a survey of suitable habitat within the work site to locate existing Monterey dusky-footed woodrat nests. All Monterey dusky-footed woodrat nests shall be mapped and flagged for avoidance. Graphics depicting all Monterey dusky-footed woodrat nests shall be provided to the construction contractor. Any Monterey dusky-footed woodrat nests that cannot be avoided shall be relocated according to the following procedures:

- Each active nest shall be disturbed by the qualified biologist to the degree that the woodrats leave the nest and seek refuge elsewhere.

- Nests shall be dismantled during the non-breeding season (between October 1 and December 31), if possible.

- If a litter of young is found or suspected, nest material shall be replaced and the nest left alone for 2-3 weeks, after this time the nest will be rechecked to verify that young are capable of independent survival before proceeding with nest dismantling.

iii. Per MM BIO-1.6: To avoid and reduce impacts to Townsend's big-eared bat, if the project construction is planned during the reproductive season (May 1 through September 15), MST will retain a qualified bat specialist or wildlife biologist to conduct site surveys to characterize bat utilization within and adjacent to the project site and potential species present (techniques utilized to be determined by the biologist) prior to construction. Based on the results of these initial surveys, one or more of the following will occur:

- If it is determined that bats are not present within or adjacent to the site, no additional mitigation is required.

- If it is determined that bats are utilizing the trees or abandoned buildings within or adjacent to the site and may be impacted by the proposed project, pre-construction surveys will be conducted within 50 feet of construction limits no more than 30 days prior to the start of construction. If, according to the bat specialist, no bats or bat signs are observed in the course of the pre-construction surveys, construction may proceed. If bats and/or bat signs are observed during the pre-construction

b. **Tree Removal Restoration.** The ground surface shall be restored in the vicinity of any tree removals. Restoration shall include, but not be limited to, the removal of tree stumps, filling of any holes left by removal, and restoration of any existing infrastructure (concrete, asphalt, signs, poles,

posts, fences, striping, etc.) if removed or damaged during tree removals. Restoration shall be per city standards and requirements.

c. **Display of Tree Removal Permit.** Prior to and during the removal of any tree approved for removal, a copy of the tree removal permit shall be displayed on site. If no tree removal permit is displayed, the City will issue a stop work order and commence the City's administrative fine process.

d. **Tree Protection.**

i. Per MM BIO-1.1 from MST's adopted MND: Tree and vegetation not planned for removal or trimming shall be protected prior to and during construction to the maximum extent possible through the use of exclusionary fencing, such as hay bales for herbaceous and shrubby vegetation and protective wood barriers for trees. Only certified weed-free straw shall be used to avoid the introduction of non-native, invasive species. A biological monitor shall supervise the installation of protective fencing and monitor at least once per week until construction is complete to ensure that the protective fencing remains intact.

ii. Per MM BIO-4.12 from MST's adopted MND: Temporary construction fencing shall be placed at approximately 10 feet from the trunk, limiting work within the dripline (e.g., and no grading, trenching, or vegetative alteration shall occur within this environmental exclusion zone). Grading, vegetation removal, and other ground disturbing construction activities may not commence until the project forester has inspected and approved the protective fencing installed by the contractor. No equipment or materials, including soil, shall be stored within the established environmental exclusion zone. Prior to grading within 25 feet of retained trees, the project forester, arborist, or other tree care professional shall be consulted to determine whether pruning is necessary to protect limbs from grading equipment.

- To avoid soil compaction from damaging the roots, heavy equipment shall not be allowed to drive over the root area. If deemed necessary and approved by the forester, equipment may drive across one side of the tree. To reduce soil compaction, wood chips shall be spread 6-12 inches deep to disperse the weight of equipment and plywood sheets shall be placed over the wood chips for added protection.

- Roots exposed by excavation must be pruned and recovered as quickly as possible to promote callusing, closure, and healthy regrowth.

- Retained trees shall be watered periodically in accordance with species need to promote tree health. Transplanted trees and their intended planting areas shall be pre-watered. Post planting watering shall be done as needed to assure establishment.

e. **Replacement Trees.** The trees shall be replaced at no less than a 2:1 ratio for significant trees.

i. **Tree replacement report.** Replacement trees (minimum five-gallon specimens) shall be planted along boundaries and within landscape

areas. Replacement trees must be native species and the report shall determine the number and types of trees to be replanted. Final replanting numbers may be modified by additional tree retention and should be made part of the tree replacement report. The report shall be submitted to the City Manager for review and approval prior to tree planting.

ii. **Transplanting.** If possible, transplants are encouraged and shall be credited on a 1:1 basis.

19. **Tree, Landscaping, and Maintenance.** The trees and landscaping installed under this permit shall be maintained by the Applicant for the duration of operation and use of the SURF! bus lanes using the International Society of Arboriculture (ISA) best management practices (BMPs).

20. **Inadvertent Discovery of Archaeological, Tribal Cultural Resources, Paleontological Resources or Human Remains.** Any inadvertent discovery during any ground disturbance activities, including removing trees, grading and/or restoring the site post-removal shall be mitigated in accordance to MM CR-2 in the adopted MMRP.

Transportation:

21. **Traffic Improvements.** To comply with General Plan Policy 3.1.1, the Applicant shall implement the intersection improvements to California / Playa intersection, including assisting the City of Sand City with facilitating improvements for minor modifications needed for the efficient and safe movement of transit vehicles, and bicycles, and improve intersection performance during the AM/PM weekday peak periods within existing public rights-of-way:

    a. **California / Playa Intersection Traffic Signal**. During project construction, the Applicant shall construct a five-way traffic signal at the California/ Playa Intersection to accommodate busway and mixed-flow traffic operations. The Applicant shall ensure that sufficient traffic flow through this intersection is maintained at all times during construction of the traffic signal.

    b. **Timing of Implementation.** These improvements shall be completed before the first day of the SURF! Bus Rapid Transit operational service.

    c. **Approval.** The plans for these improvements-are subject to review and approval by the City's Engineer and Transportation Engineer. Once installed, the City may review and inspect the improvements to ensure compliance with City-approved project plans.

    d. **Support**. The Applicant shall provide support to the City in the form of grant writing and related administrative support, for activities that are mutually beneficial to the SURF! operational service and City bike, pedestrian, and shared mobility plans.

e. **Limitations and Non-Contravention of Laws:** The applicant shall provide support for activities that are reimbursable by its federal, state, and local funding programs, and allowable under federal, state, and municipal laws and regulations including the SB 922 CEQA Exemption relied upon by the City in taking this action.

f. **Mutual Agreement and Cooperation:** This condition is intended to be flexible and to be satisfied by MST based on a mutually acceptable agreement between the City Manager and the MST General Manager/Chief Executive Officer, with sign-off on the condition subject to approval of the City Manager. MST and the City are mutually committed to providing quality multimodal mobility services to the public.

Engineering and Building:

22. **Geotechnical Report.** All recommendations of the geotechnical report prepared by Kimley-Horn on November 10, 2023 must be complied with during construction.

23. **Geotechnical Evaluation.** A construction level geotechnical evaluation shall be prepared and implemented for the project based on the final engineering plans. The project shall be required to adhere to and incorporate all standards and recommended engineering measures to mitigate for liquefaction, expansive soils and other local soil constraints. The final geotechnical evaluation will be prepared by MST and provided to the City of Sand City for review by the City Engineer and Building Official prior to the issuance of local building permits or related local approvals.

24. **Encroachment Permit(s)**. The applicant shall obtain an encroachment permit from the City's Engineering and Public Works Department prior to the commencement of any work within the City's public rights-of-way (ROW). A copy of the approved encroachment permit shall be maintained on-site at all times during construction of the project and made available for review by the City and/or designated representatives.

a. **Public Improvements and Plans.** The project shall construct public improvements as necessary to accommodate the approved use. The permittee shall submit Improvement Plans to the City for review and approval prior to the issuance of any encroachment and/or grading permits. The plans shall be prepared, signed, and stamped by a California Registered Professional Civil Engineer. The permittee shall be responsible for the design and construction of the improvements. The Improvement Plans shall clearly show the proposed improvements necessary to serve the project and shall be designed per City standards and requirements.

b. **Utility Plans:** The Applicant shall submit Utility Improvement Plans showing how utilities will be provided to serve the project. The Utility Improvement Plan shall identify all utilities and utility connections required for the Project, including but not limited to, storm drainage, water, electric, gas, telephone, cable, onsite utilities, and associated infrastructure. Any trenching of street asphalt and/or concrete for utility connections shall be replaced per City standards and requirements.

c. **Coordination of Plans:** All improvement plans (architectural, civil, electrical, mechanical, landscaping, etc.) shall be fully coordinated with each other to ensure that the improvements may be constructed safely and without conflict with one another.

d. **Examination of Plans:** All construction plans, documents, reports, and supporting materials for the project shall be reviewed and approved by the City prior to the issuance of any encroachment and/or grading permits. Any and all requirements specified by the City during the plan review process, including previous review comments provided by the City, shall be satisfied.

25. **Lighting.** Lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties. After installation, the City Building Official or designee shall retain the right to require reduction in the intensity of illumination or change of light color of said illumination if it creates any undue public nuisance. Busway and bike path lighting shall provide appropriate lighting per City standards and requirements and shall be approved by the City Manager.

26. **Water and Sewer**: Any proposed water and sewer infrastructure, if needed, shall be designed and constructed in accordance with the standards and specifications of California American Water – Monterey District (Cal-Am) and the Seaside County Sanitation District (SCSD). The permittee shall provide a copy of any plan approvals and acceptance of constructed infrastructure from both Cal-Am and the SCSD for all water and sewer infrastructure, to the City Engineer.

Public Works:

27. **Construction Hours.** All non-emergency construction activities shall be limited to the following schedule:
    i. Monday through Friday: 7:00 a.m. to 6:00 p.m.
    ii. Saturday: 9:00 a.m. to 5:00 p.m.
    iii. Sunday and city observed holidays: no work shall occur.

    No construction activities shall be performed outside of the schedule listed above unless authorized in writing by the City.

28. **Construction Noise**. No construction, vehicles, equipment or tools shall produce a decibel level of more than sixty (60) decibels for twenty-five (25) percent of an hour at any receiving property line.
    a. If Sand City receives a noise complaint related to construction noises, the City's Police or Public Works Department shall address the noise complaint and the Applicant will be required to mitigate construction related noise nuisances.

29. **Construction Impacts.** The Applicant shall ensure that sufficient traffic flow is maintained at all times during construction.

30. **Waste Receptacles.** No storage of trash, recycling, or food waste receptacles shall be permitted within the public right-of-way. Receptacles shall be stored on site and screened from public view. The Building Official shall review the construction plans to ensure that all requirements of the City's municipal code

pertaining to recycling and solid waste disposal are met prior to issuance of building permits.

31. **Graffiti.** All graffiti on facilities must be removed at the sole expense of the permittee within 48 hours after notification from the City. Failure to do so is a violation of this CDP.

32. **Hazardous Material.** No hazardous materials will be stored or used on-site.

33. **Site Maintenance.** The site shall be kept in a blight- and nuisance-free condition, and healthy and well-kept landscaping shall be continuously maintained by the Applicant for the duration of the operation and use of the SURF! busway and bus lanes. Any existing blight or nuisance shall be abated within 60 days of a written notice from the City. Failure to maintain or address blight or nuisance issue(s) will result in a violation of the CDP and corrective action will be enforced by the City.

Stormwater Management:

34. **Applicability**. The project shall comply with the requirements of Sand City Municipal Code (SCMC) 13.05 Stormwater Management and the City's Phase 2 National Pollutant Discharge Elimination System (NPDES) General Permit, including the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region (PCRs).

35. **Stormwater Control Plan (SWCP):** Prior to issuance of building permits, the Applicant shall prepare and submit to the City Engineer for review and approval a Stormwater Control Plan (SWCP) for the project demonstrating compliance with the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region (PCRs). The SWCP shall be prepared by the project civil engineer in accordance with the City's adopted Stormwater Technical Guide (STG) and templates.

36. **Agreement Regarding Maintenance and Right of Entry for Stormwater Control Measures**: The property owner shall enter into a written agreement with the City to provide for the long-term operation and maintenances of all Stormwater Control Measures (SCMs). This agreement shall provide for ongoing maintenance and verification of maintenance by the Owner and any successors in interest, among other provisions. This agreement shall be based on the City's latest adopted template and shall be prepared per City requirements. A fully executed copy of this Agreement shall be required prior to final certificate of operation.

37. **Operation and Maintenance Plan (OMP):** If determined that the project is subject to the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region (PCRs) and structural SCMs are required, the Applicant shall prepare and submit to the City Engineer for review and approval an OMP that establishes, identifies, directs, and records the operation and maintenance of all Development Project SCMs. The OMP shall be prepared by the project civil engineer in accordance with City requirements. The OMP shall be

prepared in accordance with the latest adopted Stormwater Technical Guide (STG) and templates.

38. **Best Management Practices (BMPs):** During all phases of construction and/or land disturbance activities, the project shall implement site-specific BMPs to protect water quality and prevent storm water pollution, as required by SCMC 13.05 Stormwater Management. The permittee shall submit an Erosion and Sediment Control Plan (ESCP) or Water Pollution Prevention Plan (WPPP), as applicable, for review and approval by the City Engineer, prior to the issuance of any encroachment and/or grading permit(s).

_____ _____

Applicant (Monterey-Salinas Transit) Date

Source: Kimley Horn, 2020

Figure 3-2: General Project Location

MST SURF! Busway and Bus Rapid Transit Project

CALIFORNIA COASTAL COMMISSION
CENTRAL COAST DISTRICT
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
PHONE: (831) 427-4863
EMAIL: CENTRALCOAST@COASTAL.CA.GOV
WEB: WWW.COASTAL.CA.GOV

May 17, 2024

Kacey Ruggiero
California Transportation Commission
Assistant Deputy Director – Programming
State Transportation Improvement Program
Kacey.Ruggiero@catc.ca.gov

Eyitejumade "Ade" Sogbesan
California Public Utilities Commission
Rail Safety Division – Rail Crossings Engineering Branch
es3@cpuc.ca.gov

Subject: MST SURF! Busway Project

Dear Ms. Ruggiero and Mr. Sogbesan:

As you know, it has recently come to our attention that it is not clear that the proposed SURF! Busway project in Monterey County can proceed without certain California Transportation Commission (CTC) and California Public Utilities Commission (CPUC) determinations. We asked that the applicant (Monterey Salinas Transit) withdraw its coastal development permit (CDP) application to the California Coastal Commission so that it could take care of these CTC and CPUC requirements, because the deadline for the CDP application to be acted upon is September 27, 2024, but they would not agree to do so. Thus, since we are required to take this application forward by that date, we are contacting you to ask for CTC and CPUC determinations as to whether the project is (a) compatible with Proposition 116 funding requirements; and (b) compatible with the intended future use of the rail corridor for rail.[1]

An essential component of any CDP application is proof of the applicant's legal ability to construct the project, and evidence of all required authorizations. In this case, it seems clear to us that (a) a busway is not allowed on land purchased for rail purposes through Proposition 116 funding (and in fact that legislation appears to explicitly prohibit a busway); and (b) even if it were allowed, it would appear that the busway now proposed would essentially preclude future rail development for a number of reasons. On the latter, as you may or may not be aware, the rail corridor in question is made up entirely of dune environmentally sensitive habitat area (ESHA), where only development dependent on the ESHA resource (i.e., habitat restoration and the like) is allowed pursuant to the Coastal Act. A busway does not so qualify, and thus the proposed

[1] On this point we note that CPUC informed the applicant on April 22, 2024 of the need for a corridor-wide diagnostic review to be able to resolve this question.

project is inconsistent with Coastal Act Section 30240. This fact would typically direct denial of the required CDP. We have informed the applicant of this determination for several years, but they have continued to propose the project.

If, notwithstanding this Coastal Act inconsistency, the project were to be approved because denial would lead to conflicts with other Coastal Act Chapter 3 policies, which is possible under certain very limited circumstances (that do not appear to apply here at the current time), then any such approval would limit the allowed development footprint, and would require everything else in the corridor to be enhanced/restored and deed restricted against any future development (in addition to significant additional offsite mitigation given there would be a loss of over 20 acres of dune ESHA in such a scenario). As such, from a Coastal Act permitting perspective, construction of the busway would almost assuredly preclude the addition of rail, and the only potential path forward for a rail project in the future would be in the footprint of the so-constructed busway project. Given the proposed configuration of the busway (e.g., crisscrossing the corridor), even that seems to be infeasible, notwithstanding it would also mean destroying the busway to do so. Put another way, the busway would not only appear to make a future rail project infeasible, but it would 'use up' any development potential that might be able to be considered under the Coastal Act and its ESHA provisions for the corridor, thus displacing any potential for rail in that corridor in the future.

Given the serious Coastal Act conformance issues of the project, we have continued to advocate to the applicant that it pursue other alternatives that do not use the proposed rail corridor alignment through dune ESHA (such as bus on highway shoulder, dedicated highway bus line during commute hours, bus on highway median, alternative inland of Highway 1 routings, etc.), but the applicant to date has not been interested in pursuing such alternatives, and continues to pursue the busway project in the ESHA rail corridor. While we understand and can address the Coastal Act ramifications of that applicant decision, and although we have our own opinions about the Proposition 116 and future rail feasibility questions, we recognize that these latter questions are directly within your purviews, and would like to have the benefit of your determinations on these questions as soon as possible. Given that we must publish a staff report and recommendation on this CDP application by August 23rd, we request the benefit of your response no later than June 23rd.

We would be happy to meet with you again to discuss this matter if it would help you in developing your determinations on the above questions. In any case, thank you again for your assistance in this matter.

Sincerely,

Kevin Kahn

Kevin Kahn
District Manager
Central Coast District
California Coastal Commission

cc: Michelle Overmeyer, Monterey-Salinas Transit (applicant)
Todd Muck, Transportation Agency of Monterey County
Alyson Hunter, City of Marina
Zane Mortensen, City of Sand City

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May 21, 2024

City Councilmembers
City of Marina
211 Hillcrest Avenue
Marina, CA 93933

City Councilmembers
City of Sand City
1 Pendergrass Way
Sand City, CA 93955

Kevin Kahn
District Manager
Central Coast District
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Subject: Joint Statement Regarding TAMC Use of the Monterey Branch Line for the MST SURF! Busway and Bus Rapid Transit Project

To Interested Parties:

A few members of the public have questioned the use of the Monterey Branch rail line for the new SURF! Busway and Bus Rapid Transit Project (SURF! Project). Their unfounded contention is that the SURF! Project is an ineligible use of Proposition 116 funds, that the Attorney General opined as to definition of exclusive public mass transit guideways, and the project does not have the required permissions from the California Public Utilities Commission (CPUC).

The Transportation Agency for Monterey County (TAMC) purchased the Monterey Branch rail corridor in 2003 from Union Pacific Railroad with Proposition 116 funds. The statute governing Prop 116 grants to Monterey County, titled "Allocation for rail projects in Monterey County," allocates $17,000,000 for eligible projects. Public Utilities Code Section 99638 states that they may be used for "Extension of CalTrain service" or "**Other rail projects** within Monterey County".

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Proposition 116 definitions pertinent to this project include:

> "Rail project" means a commuter passenger rail service project, an intercity passenger rail project, or a rail transit project, and **includes exclusive public mass transit guideway projects** and the project described in Section 99624.

In 2003, TAMC applied to the California Transportation Commission (CTC) for $9,370,000 in Prop 116 funding, which CTC approved later that year. (CTC Resolution PA-03-06, Exhibit A). The project applied for and approved was the "San Francisco-Monterey Intercity Rail Service project" and the funds were to be used "for right of way acquisition" for that project. There is nothing that precludes TAMC from allowing a bus-rapid transit operation as an interim exclusive public mass transit guideway project within the purchased right of way until local conditions progress to a point where passenger rail service would be viable.

The SURF! Project includes design and construction of an exclusive busway, as defined by Prop 116, within the public right-of-way for the exclusive use by bus vehicles, and operated by Monterey-Salinas Transit (MST), a public entity established in state law by AB 644 (Caballero, 2009).

Opponents to the SURF! Project have cited the Attorney General Opinion No. 87-101 which clarifies language regarding "bus-carpool transitways" and concludes that they are not the same as "exclusive public mass transit guideways.". Within the cited opinion it is acknowledged that "bus-carpool transitways" was an early term for what are now referred to as "high occupancy vehicle," HOV, or carpool lanes. The SURF! Project does not include HOV or carpool lanes and again, conforms with state regulations.

These same opponents' argument against the SURF! Project rely upon a Webster's dictionary definition of guideway; however, the entity responsible for oversight of transportation projects, the State of California Department of Transportation (Caltrans), has included within its published Proposition 116 Implementation Guidelines the following definition:

> "Rail project" means a commuter passenger rail service project, an intercity passenger rail project, or a rail transit project, and **includes exclusive public mass transit guideway projects** and the project described in Section 99624. Eligible project types include, but are not limited to, the following: design, construction, or rehabilitation of **exclusive busways** (facilities for the exclusive use by bus vehicles that are operated by a public entity or under authority of a commercial certificate of public convenience and necessity or transportation permit issued by the California Public Utilities Commission or Interstate Commerce Commission).

The SURF! Busway and Bus Rapid Transit project as a precursor to future passenger rail service is supported by the Caltrans Division of Rail in both the 2018 State Rail Plan and the draft 2023 State Rail Plan. The initial service scenario (near-term, 2027) shows the SURF!

project within the TAMC-owned Monterey Branch Line corridor as a precursor to rail service. The State Rail Plan's long-term vision service scenario (2050) shows a passenger rail service on the Monterey Branch Line, connecting "around the bay" to the Santa Cruz Branch Line, enabling a one-seat ride from the City of Monterey to the City of Santa Cruz in the full buildout scenario and connecting to intercity passenger service on the coast rail line at the community of Castroville.

Finally, the project opponents object that the busway project is ineligible because a small amount of existing rail track is being removed to build a safe and affordable busway, further claiming that TAMC and MST did not receive permission from CPUC to build this project within the right of way. A July 27, 2022 correspondence from CPUC Senior Engineer, Felix Ko, to TAMC staff states "CPUC considers most of the Monterey rail line inactive since there hasn't been a train in decades, trains cannot currently operate on the tracks, and it is not connected to the nationwide rail network.... Use of the corridor for BRT in the meantime, and modification of the previous crossings, do not fall under CPUC jurisdiction and we would not be involved in the designs."

It is important to note that a 2010 TAMC study found that the track within the Monterey Branch Line was in a state of disrepair and of an unusable condition. Over the intervening 14 years, conditions of the rail, supporting ties, and ballast within the Branch Line have only continued to worsen. The existing trackage is considered obsolete under Federal Rail Administration guidelines, unsafe for rail service, and not salvageable. The ancient wooden rail ties are obsolete, the ballast has structural problems, and the structural integrity of the entire rail line is undermined by decades of deferred maintenance, erosion, corrosion, and burrowing rodents.

The MST SURF! Project is clearly an eligible project as defined by the State, and it is designed to preserve the TAMC rail corridor for future rail planning and operations with minimal impacts toward this effort, so that a future passenger rail project consistent with the State Rail Plan's long-term vision for State rail service can be developed.

We are excited to see the SURF! Project operational in the coming years as the Project is a transformative generational investment in public transportation by helping existing and future transit rider access to jobs, educational opportunities, healthcare, and recreation on the coast.

Sincerely.

DocuSigned by:
Anna Velazquez
28EF293D24A04EF...
Anna Velazquez
Chair
Monterey-Salinas Transit District

DocuSigned by:
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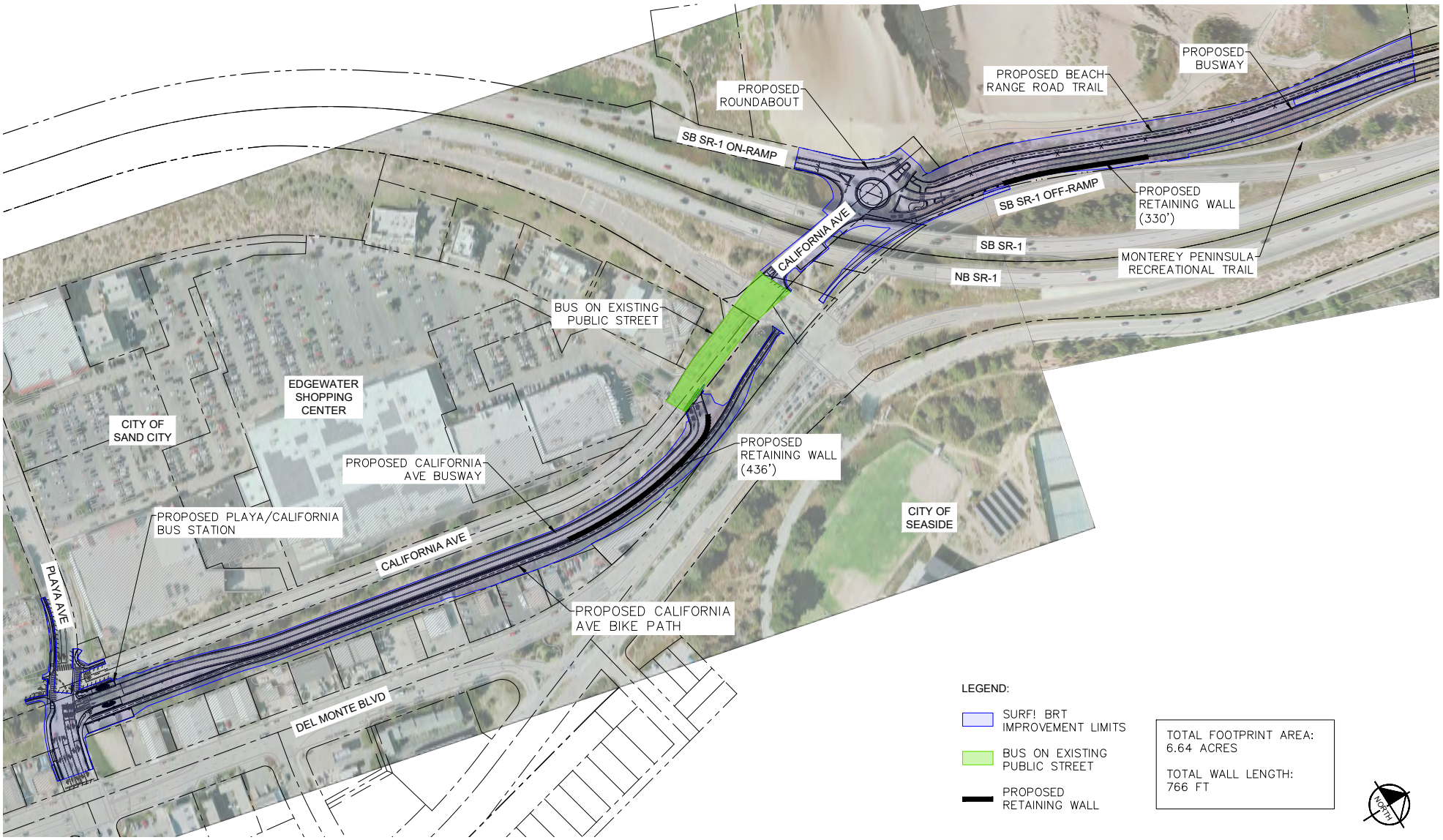
Chris Lopez
Chair
Transportation Agency for Monterey County



Source: Kimley Horn, 2023

Figure, Site Plan

MST SURF! Busway and Bus Rapid Transit Project

Not to scale

MONTEREY-SALINAS TRANSIT

MONTEREY-SALINAS TRANSIT SURF! BUSWAY AND BUS RAPID TRANSIT (BRT) PROJECT MONTEREY COUNTY, CALIFORNIA

CITY OF SAND CITY SUBMITTAL
04/13/2024

SHEET INDEX

PAGE	DESCRIPTION	SHEET NUMBER
1	TITLE	G–001
2 – 4	GENERAL NOTES	G–002 – G–004
5 – 35	HORIZONTAL CONTROL	HC–001 – HC–204
36 – 67	DEMOLITION	DM–000 – DM–204
68 – 98	EROSION & TWPC	EC–000 – EC–203
99 – 108	TYPICAL SECTIONS	TX–001 – TX–202
109 – 173	BUSWAY PLAN AND PROFILE	CI–000 – CI–307
174 – 179	PAVING AND JOINTING PLANS	PJ–001 – PJ–006
180 – 233	CROSS SECTIONS	CX–001 – CX–205
235 – 317	GRADING & DRAINAGE	GD–001 – GD–408
318 – 323	CONSTRUCTION DETAILS	CD–001 – CD–006
324 – 379	RETAINING WALL	RW–001 – RW–056
380 – 389	EXISTING UTILITIES	UX–001 – UX–303
390 – 399	PROPOSED UTILITIES	UP–001 – UP–303
400 – 431	SIGNING & MARKING	SM–000 – SM–204
432 – 463	TREE DISPOSITION PLAN	TP–001 – TP–032
464 – 496	LANDSCAPE PLAN	LS–001 – LS–033
497 – 523	ELECTRICAL LIGHTING AND COMMUNICATIONS	E–101 – E–312
524 – 542	TRAFFIC SIGNAL	TS–101 – TS–301
543 – 568	TRAFFIC CONTROL	TC–010 – TC–108
569 – 600	WAYFINDING PLAN	WF–001 – WF–032
603 – 617	ARCHITECTURAL PLAN	A0.01 – S2.01

100% DESIGN

OWNER

MONTEREY–SALINAS TRANSIT
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MONTEREY, CA 93940
PHONE: (831) 264–5002
CONTACT: CARL SEDORYK

CIVIL ENGINEER

KIMLEY–HORN AND ASSOCIATES, INC
10 ALMADEN BLVD, SUITE 1250
SAN JOSE, CA 95113
PHONE: (669) 800–4130
CONTACT: PETER MEYERHOFER

SURVEYOR

WHITSON ENGINEERS
6 HARRIS COURT
MONTEREY, CA 93940
PHONE: (831) 649–5225
CONTACT: RICHARD WEBER

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KIMLEY–HORN AND ASSOCIATES, INC
10 ALMADEN BLVD, SUITE 1250
SAN JOSE, CA 95113
PHONE: (408) 785–3518
CONTACT: MATTHEW MORGAN

DATUM

VERTICAL: NAD 1988
HORIZONTAL: NAD 1983
CALIFORNIA STATE PLANE COORDINATES
ZONE IV

TAMC

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
55–B PLAZA CIRCLE
SALINAS, CA 93901
PHONE: (831) 775–4407
CONTACT: TODD MUCK

CITY OF MARINA

DEPARTMENT OF PUBLIC WORKS 209
CYPRESS AVENUE
MARINA, CA 93933
PHONE: (831) 884–1212
CONTACT: BRIAN McMINN

CITY OF SEASIDE

DEPARTMENT OF PUBLIC WORKS 440 HARCOURT AVENUE
SEASIDE, CA 93955
PHONE: (831) 899–6885
CONTACT: SCOTT OTTMAR

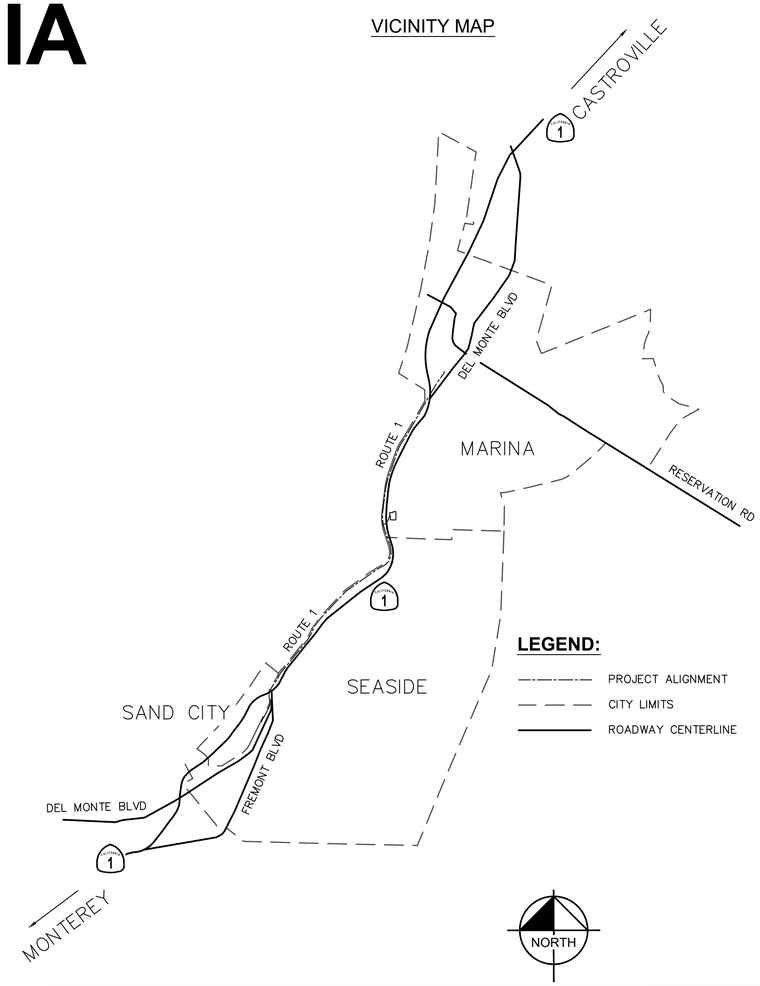
CALTRANS

CALTRANS DISTRICT 5 PERMITS OFFICE
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401 PHONE: (805) 549–3227
CONTACT: MIKE LEW

CITY OF SAND CITY

PUBLIC WORKS DEPARTMENT
ONE SYLVAN PARK
SAND CITY, CA 93955
PHONE: (831) 394–6700 ext 216 CONTACT: CHUCK POOLER

VICINITY MAP



MST MONTEREY-SALINAS TRANSIT
TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY
Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
TITLE SHEET
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. G–001		
1 OF 610 SHEETS		

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ABBREVIATIONS

AGGREGATE SUBBASE	ASB
AMERICAN DISABILITY ACT	ADA
BOTTOM OF WALL	BW
BOULEVARD	BLVD
CALIFORNIA	CA
CALIFORNIA STATE PARKS	STATE PARKS
CATCH BASIN	CB
CENTRAL COAST LID STORMWATER MANAGEMENT STANDARD	CC LID SW STD
CENTERLINE	CL
CLEANOUT	CO
CONCRETE TREATED BASE	CTB
CURB AND GUTTER	C&G
CURB FACE	CF
DEMOLITION	DEMO
DRAWING	DWG
DRIVE	DR
ELECTRIC	ELEC
ELEVATION	ELEV, EL
EXISTING	EXIST, EX., (E)
FACE OF CURB	FOC
FEET	FT
FLARED END SYSTEM	FES
GEOTECHNICAL	GEOTECH
HOT MIX ASPHALT	HMA
LINEAR FEET	LF
MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES	MUTCD
MONTEREY–SALINAS TRANSIT	MST
NEW	N
PROTECT IN PLACE	PIP
POINT VERTICAL CURVE	PVC
POINT VERTICAL INTERSECTION	PVI
POINT VERTICAL TANGENT	PVT
PROPOSED	PROP.
REHABILITATION	REHAB
SQUARE FEET	SF
STATE ROUTE	SR
STREET LIGHT	SL
TEMPORARY CONSTRUCTION EASEMENT	TCE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY	TAMC
TOP OF CURB	TC
TOP OF WALL	TW
UNKNOWN	UNK

NOTE: SEE LATEST EDITION OF CALTRANS STANDARD PLANS FOR ABBREVIATIONS NOT SHOWN.

LEGEND

LEGEND	EXISTING	PROPOSED
EASEMENT		
PROPERTY LINE		
BOUNDARY/RIGHT–OF–WAY		
CENTER LINE		
CONTOUR (MAJOR)	135	125
CONTOUR (MINOR)	134	124
SPOT ELEVATION (FROM AERIAL TOPO)	× 100.8	
SANITARY SEWER	s	
ABANDONED SANITARY SEWER	s // s // s	
SANITARY SEWER FORCE MAIN	ssfm ssfm ssfm	SD SD SD
STORM DRAIN	sd sd sd	W
WATER PIPE	w w	E
ELECTRICAL	e e e	G
GAS	gs gs gs	E (OH)
OVERHEAD ELECTRIC	e (oh)	T
TELEPHONE	t t t	
TRAFFIC SIGNAL FIBER OPTIC	fo	//
GRADING LIMITS		
SAWCUT		
FENCE	x x x x x	
FLOW LINE		
CURB		
CURB AND GUTTER		
STORM DRAIN MANHOLE	SD	SD
STORM DRAIN INLET		
GATE VALVE		GV
SANITARY SEWER MANHOLE	SS	FH
FIRE HYDRANT	FH	GV
SANITARY SEWER CLEANOUT	SSCO	
WATER VALVE	WV	
TELEPHONE MANHOLE		
POWER POLE		
LIGHT POLE		
TREE BOX BIOFILTRATION		
SIGN		

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

GENERAL NOTES SHEET 1 OF 2

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. G-002		
2 OF 610 SHEETS		

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GENERAL NOTES:

GENERAL CONSTRUCTION NOTES

1. THE TERM "DESIGN ENGINEER" USED HEREIN SHALL MEAN THE ENGINEER WHO HAS SIGNED AND SEALED HIS/HER RESPECTIVE PLAN SHEETS AND IS IN RESPONSIBLE CHARGE OF THE ENGINEERING DESIGN ON THOSE SHEETS. THE TERM "CONTRACTOR" USED HERIN SHALL MEAN ANY GENERAL CONTRACTOR OR SUBCONTRACTOR USING THESE PLANS.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
3. ALL MATERIAL AND WORKMANSHIP SHALL FULLY CONFORM WITH THE SPECIFICATIONS, STANDARDS, AND ORDINANCES OF THE APPROPRIATE AGENCIES.
4. THE LOCATION AND DEPTHS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES. THE UNDERGROUND CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION TO FIELD LOCATE UTILITIES. CONTACT UNDERGROUND SERVICE ALERT AT 1-800-227-2600. ANY ADDITIONAL COST INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF IDENTIFIED OR UNIDENTIFIED UTILITIES, PRIOR TO BEGINNING OF CONSTRUCTION, SHALL BE BORNE BY THE CONTRACTOR.
5. THE CONTRACTOR SHALL PROVIDE ADEQUATE COVER FOR THE PROTECTION OF ALL PROPOSED AND EXISTING UTILITIES DURING THE CONSTRUCTION OF THE PROJECT.
6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO IMMEDIATELY NOTIFY THE ENGINEER UPON DISCOVERY OF ANY FIELD CONFLICTS.
7. ANY DEVIATION OR CHANGES IN THESE PLANS WITHOUT OFFICIAL APPROVAL OF THE DESIGN ENGINEER SHALL ABSOLVE THE DESIGN ENGINEER OF ANY AND ALL RESPONSIBILITY OF SAID DEVIATION OR CHANGE.
8. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT WRITTEN AUTHORIZATION FROM THE ENGINEER.
9. THE CONTRACTOR SHALL PROVIDE ADEQUATE TRAFFIC CONTROLS AND SHALL SUBMIT TO EACH AGENCY A TRAFFIC CONTROL PLAN 21 WORKING DAYS PRIOR TO START OF CONSTRUCTION.
10. TRAFFIC CONTROL: PRIOR TO BEGINNING ANY WORK ON EXISTING STREETS, ADVANCE WARNING SIGNS SHALL BE INSTALLED. TRAFFIC CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE MOST RECENT CALIFORNIA EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ANY ADDITIONAL AGENCY REQUIREMENTS. FAILURE TO COMPLY MAY RESULT IN IMMEDIATE STOPPAGE OF WORK UNTIL THE PROPER TRAFFIC CONTROL IS IN PLACE.
11. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR SAFETY.
12. TRAFFIC CONTROL MAINTENANCE AND OPERATION SHALL COMPLY WITH THE FOLLOWING CALTRANS STANDARD SPECIFICATION SECTIONS:
    A. SECTION 7-1.04 "PUBLIC SAFETY"
    B. SECTION 7-1.03 "PUBLIC CONVENIENCE"
    C. SECTION 12 "TEMPORARY TRAFFIC CONTROL."
11. THE CONTRACTOR SHALL HAVE EMERGENCY TELEPHONE NUMBERS FOR POLICE, FIRE, AMBULANCE, AND THOSE AGENCIES RESPONSIBLE FOR MAINTENANCE OF UTILITIES IN THE VICINITY OF THE JOB SITES.
12. ALL EXISTING UTILITIES AND PRIVATE IMPROVEMENTS, INCLUDING ALL PULL BOXES, THAT BECOME DAMAGED DURING CONSTRUCTION SHALL BE COMPLETELY RESTORED TO THE SATISFACTION OF THE ENGINEER, AT CONTRACTOR'S SOLE EXPENSE.
13. ANY CHANGES ANY CHANGES MADE BY THE CONTRACTOR TO THE CONTRACTUALLY AGREED UPON SCOPE, SCHEDULE AND/OR FEE, WITHOUT THE EXPRESS WRITTEN AUTHORIZATION OF THE OWNER, IS THE SOLE RESPONSIBILITY AND LIABILITY OF THE CONTRACTOR. THE DESIGN ENGINEER IS NOT RESPONSIBLE FOR DIRECTING, IMPLICITLY OR EXPLICITLY ANY SUCH CHANGES AND THE CONTRACTOR ASSUMES ALL RISK OF UNDERTAKING ANY SUCH CHANGES.
14. THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE DESIGN ENGINEER AND OWNER, THEIR OFFICERS, AGENTS AND EMPLOYEES, HARMLESS FROM ANY AND ALL CLAIMS, DEMANDS, JUDGMENTS, LOSS, DAMAGES, COSTS, EXPENSES, FEES OR LIABILITY WHATSOEVER, REAL OR ALLEGED, IN CONNECTION WITH, IN WHOLE OR IN PART, DIRECTLY OR INDIRECTLY, THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE OR CONCURRENT NEGLIGENCE OF THE OWNER OR THE DESIGN ENGINEER.
15. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PREPARING ITS BID, IN WHOLE AND IN PART, BASED UPON THE DESIGN SHOWN ON THESE PLANS. THE CONTRACTOR IS NOT AUTHORIZED TO USE ANY QUANTITIES SHOWN ON THESE PLANS WITHOUT THE EXPLICIT WRITTEN PERMISSION OF THE ENGINEER OF RECORD. THE DESIGN ENGINEER MAKES NO WARRANTY OR REPRESENTATION AS TO THE SUITABILITY OF ANY INFORMATION SHOWN HEREON FOR DETERMINING A CONTRACTOR BID.
16. SHOULD IT APPEAR THAT THE WORK TO BE DONE, OR ANY MATTER RELATIVE THERETO, IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.
17. EXISTING UTILITIES SHALL BE MAINTAINED IN SERVICE AND IN PLACE BY THE CONTRACTOR DURING CONSTRUCTION UNLESS OTHERWISE SHOWN.
18. ALL EXISTING SIGNS AND POSTS SHALL REMAIN UNLESS OTHERWISE NOTED.
19. WORK ON THESE PLANS SHALL CONFORM TO THE MOST RECENT EDITION OF THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION (CALTRANS), STANDARD SPECIFICATIONS, STANDARD PLANS, SIGN SPECIFICATION SHEETS, TRAFFIC MANUAL AND SPECIAL PROVISIONS.
20. LOCATIONS OF CONTROLLER, SERVICE ENCLOSURE, STANDARDS, CONDUITS, PULLBOXES AND OTHER EQUIPMENT ARE APPROXIMATE AND WILL BE LOCATED IN THE FIELD AS DIRECTED BY THE ENGINEER.
21. ALL SIGN CODES REFER TO THE MOST RECENT CALIFORNIA EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
22. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL THE NECESSARY PERMITS TO PERFORM THE WORK SHOWN IN THESE PLANS FROM THE APPROPRIATE AGENCY. OBTAIN AND PAY ENCROACHMENT PERMITS REQUIRED FOR WORKING WITHIN EXISTING PUBLIC RIGHT-OF-WAYS.
23. THE CONTRACTOR SHALL PROVIDE FOR INGRESS AND EGRESS TO AREAS ADJACENT TO WORK THROUGHOUT THE PERIOD OF CONSTRUCTION, UNLESS AUTHORIZED OTHERWISE BY THE ENGINEER.
20. THE CONTRACTOR SHALL DISPOSE OF EXCESS MATERIAL OFF-SITE IN CONFORMANCE WITH ALL LOCAL, STATE, AND FEDERAL REQUIREMENTS.
21. THE CONTRACTOR SHALL MINIMIZE CONSTRUCTION NOISE.
22. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF TITLE 24 OF THE CALIFORNIA ADMINISTRATIVE CODE, THE UNIFORM BUILDING CODE, CAL-OSHA, CITY, AND STATE REQUIREMENTS, THE GOVERNING BUILDING AUTHORITY, AND ANY SPECIAL REQUIREMENTS OF THE BUILDING PERMIT. ALL CODES, STANDARDS, AND SPECIFICATIONS SHALL BE AS AMENDED TO DATE, ANY VIOLATION WILL RESULT IN STOPPING OF ALL WORK UNTIL THE VIOLATION IS CORRECTED.
23. THE DRAWINGS AND SPECIFICATIONS DESCRIBE IN GENERAL THE QUALITY AND CHARACTER OF THE MATERIALS, SHAPE, AND CONFIGURATION OF IMPROVEMENTS AND THE DESIGN INTENT OF THE COMPLETED, INSTALLED WORK. MISCELLANEOUS ITEMS OF WORK, MATERIAL, EQUIPMENT, ETC., NECESSARY TO COMPLETE THE INSTALLATION SHALL BE PROVIDED BY THE CONTRACTOR WHETHER OR NOT MENTIONED IN THE SPECIFICATIONS OR SHOWN ON THE DRAWINGS. SPECIFIC NOTES AND DETAILS SHALL TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS.
24. PROVIDE ALL TOOLS, TRANSPORTATION, UTILITIES, TEMPORARY FACILITIES, AND OTHER SERVICES AS NECESSARY FOR PROPER EXECUTION OF THE WORK, AND ASSUME FULL RESPONSIBILITY FOR PROTECTION AND SAFEKEEPING OF THESE ELEMENTS DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR STORAGE OF MATERIAL OFF-SITE AT NO EXTRA COST TO MONTEREY-SALINAS TRANSIT, CALTRANS OR THE CITIES.
25. MAINTAIN "GOOD HOUSEKEEPING" PRACTICES AT THE JOB SITE. LIMIT ON-SITE STAGING OF EXCESS BUILDING MATERIALS AND REMOVE DEBRIS PROMPTLY FROM THE JOB SITE AND DISPOSE OF AT AN APPROVED DUMPSITE. LEAVE THE JOB SITE "BROOM CLEAN" AT THE END OF EACH WORKDAY. BEFORE ACCEPTANCE BY THE ENGINEER AND CITY'S REPRESENTATIVE, THE COMPLETED CONSTRUCTION SHALL BE CLEANED, ANY APPLICABLE LABELS REMOVED, AND ALL OTHER TOUCHUP WORK COMPLETED. ALL FINISH MATERIALS SHALL BE PROTECTED AT ALL TIMES AGAINST SUBSEQUENT DAMAGE UNTIL FINAL ACCEPTANCE BY THE ENGINEER.
26. FIELD INVESTIGATE, VERIFY, AND BE RESPONSIBLE FOR ALL CONDITIONS, ELEVATIONS, AND DIMENSIONS OF THE PROJECT, AS SHOWN ON OR REFERENCED ON THE DRAWINGS, AND NOTIFY THE ENGINEER ABOUT ANY CONDITION REQUIRING MODIFICATION OR CHANGE PRIOR TO THE START OF CONSTRUCTION. EXAMINE THE DRAWINGS AND SPECIFICATIONS AND CLEARLY UNDERSTAND THE EXISTING CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED PRIOR TO BIDDING. ENTERING INTO AN AGREEMENT WITH MONTEREY-SALINAS TRANSIT INDICATES THAT THE CONTRACTOR HAS VISITED THE SITES, FAMILIARIZED HIMSELF OR HERSELF WITH EXISTING CONDITIONS AND REVIEWED SAME WITH REQUIREMENTS OF THE CONTRACT DOCUMENTS. NO ALLOWANCES OF ANY KIND WILL BE MADE FOR ANY EXTRA COST DUE TO THE CONTRACTOR'S FAILURE TO INFORM THE ENGINEER OF DISCREPANCIES IN TIME TO ISSUE CORRECTIVE ADDENDA PRIOR TO BIDDING. THE CONTRACT DOCUMENTS ILLUSTRATE THE INTENT OF THE WORK TO BE PERFORMED.
27. CONSTRUCTION OPERATIONS: WASTEWATER GENERATED DURING CONSTRUCTION SHALL NOT BE DISCHARGED TO THE STORM DRAIN SYSTEM. THIS INCLUDES WASTE FROM PAINTING, SAWCUTTING, CONCRETE WORK, ETC. THE CONTRACTOR SHALL MAKE ARRANGEMENTS TO ELIMINATE DISCHARGE TO THE STORM DRAIN SYSTEM AND, IF NECESSARY, PROVIDE AN AREA FOR ON SITE WASHING ACTIVITIES DURING CONSTRUCTION. MATERIALS THAT COULD CONTAMINATE STORM RUNOFF SHALL BE STORED IN AREAS WHICH ARE DESIGNED TO PREVENT EXPOSURE TO RAINFALL AND NOT ALLOW STORM WATER TO RUN ONTO THE AREA.
28. DRAWINGS INDICATE THE LOCATION OF DEVICES, FIXTURES, AND EQUIPMENT AND THE CIRCUIT NUMBER AND PANEL DESIGNATION WHICH SUPPLIES THEM. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETELY CONNECTING ALL ELECTRICAL DEVICES TO CIRCUITS INDICATED ON THE DRAWINGS.
29. ALL EQUIPMENT GROUNDING SHALL CONFORM TO ARTICLE 250 OF THE NATIONAL ELECTRIC CODE, LATEST EDITION. ALL ELECTRICAL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH THE LATEST EDITION OF THE NATIONAL ELECTRIC CODE, AS WELL AS STATE AND LOCAL CODES AND REQUIREMENTS.
30. ALL CONDUIT SHALL BE CONCEALED, UNLESS OTHERWISE NOTED.
31. ALL CIRCUITS IN ALL JUNCTION BOXES AND DEVICES SHALL BE CLEARLY IDENTIFIED BY MEANS OF "EZ" NUMBERING TAGS OR EQUIVALENT TO IDENTIFY THE CIRCUIT NUMBER OR RELAY SUPPLYING THE CONDUCTOR.
32. WITHIN SIXTY (60) DAYS FOLLOWING COMPLETION AND ACCEPTANCE OF THE PROJECT CONSTRUCTION CONTRACT, A FULL AND COMPLETE AS-BUILT DRAWING SET SHALL BE DEVELOPED BY THE CONTRACTOR FOR ALL BUS STOPS. THE CONTRACTOR SHALL MEET WITH THE ENGINEER, EACH RESPECTIVE CITY AND ITS PROJECT INSPECTOR PRIOR TO DEVELOPING AS-BUILT PLANS SO A CONSENSUS CAN BE REACHED ON HOW TO SHOW FIELD CHANGES THAT WERE NOT DIRECTLY REFLECTED IN THIS PLAN SET. AS-BUILT DRAWINGS SHALL NOT BE SUBMITTED FOR CITY REVIEW UNTIL ALL CONSTRUCTION ITEMS ARE IN PLACE AND COMPLETE. THE AS-BUILT DRAWINGS ARE TO BE A TRUE REPRESENTATION OF ELEMENTS THAT EXIST AS A RESULT OF THE COMPLETED CONSTRUCTION PROJECT AS OUTLINED IN THIS PLAN SET. THE AS-BUILT PLAN SET SHALL BE IN A FORMAT EXACTLY AS REPRESENTED IN THIS DRAWING. THREE (3) FULL SIZED SETS (24"X36") OF THE AS-BUILTS DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER, EACH CITY, TAMC, AND CALTRANS FOR REVIEW. ONCE REVISIONS ARE MADE BY THE CONTRACTOR, AS DICTATED BY THE ENGINEER, EACH CITY, TAMC, AND CALTRANS, THE CONTRACTOR SHALL RESUBMIT THREE (3) FULL SIZED SETS (24"X36") TO THE ENGINEER, EACH CITY, TAMC, AND CALTRANS FOR THEIR REVIEW UNTIL THE PLAN IS APPROVED IN WRITING BY THE ENGINEER, EACH CITY, TAMC, AND CALTRANS.
33. THE CONTRACTOR SHALL LAY OUT CONDUIT RUNS TO SUIT FIELD CONDITIONS AND THE COORDINATION REQUIREMENTS OF UTILITIES OR ANY OTHER TRADES.
34. ALL NEW CONDUIT SHALL BE A RIGID, NON METALLIC TYPE UNLESS OTHERWISE NOTED ON PLAN.
35. COMPACTION TESTS WILL BE PERFORMED ON ALL TRENCHES AND STREET WORK TO VERIFY THAT COMPACTION CONFORMS TO CITY STANDARDS. ALL TESTING SHALL BE DONE BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. RELATIVE COMPACTION SHALL CONFORM TO CALTRANS STANDARD SPECIFICATIONS.
36. ALL WORK ADJACENT TO EXISTING PAVEMENT SECTION SHALL BUTT UP TO FULL EXISTING SECTION. WHERE FULL SECTION IS NOT ENCOUNTERED, CONTINUE REMOVAL OF ADDITIONAL PAVEMENT UNTIL A FULL SECTION IS FOUND.
37. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IMPLEMENTED BETWEEN OCTOBER 15TH-APRIL 30TH.
38. THE CONTRACTOR SHALL TAKE ALL NECESSARY STEPS TO PROTECT THE PROJECT PROPERTY FROM ANY EROSION AND SILTATION THAT RESULT FROM CONTRACTOR OPERATIONS, BY APPROPRIATE MEANS, OR BY SPECIFIC MEANS DESCRIBED IN THE PROJECT'S PLANS, SPECIFICATIONS OR STORM WATER POLLUTION PREVENTION REPORT, UNTIL SUCH TIME THAT THE PROJECT IS COMPLETED AND ACCEPTED FOR MAINTENANCE BY WHOMEVER IS TO BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND THE AGENCY HAVING JURISDICTION. THE DESIGN ENGINEER SHALL HAVE NO RESPONSIBILITY TO DIRECT THE CONTRACTOR REGARDING THE MEANS AND METHODS OF STORMWATER POLLUTION PREVENTION, SEQUENCE, OR SCHEDULE.
39. NOTHING CONTAINED IN THE CONTRACT DOCUMENTS SHALL CREATE, NOR SHALL BE CONSTRUED TO CREATE ANY CONTRACTUAL RELATIONSHIP BETWEEN THE ENGINEER AND THE CONTRACTOR OR SUBCONTRACTOR.
40. THE ENGINEER WILL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, OR PROCEDURES OR FOR SAFETY PRECAUTIONS OR PROGRAMS, UTILIZED IN CONNECTION WITH THE WORK, AND WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
41. CONTRACTOR SHALL PROVIDE ACCESS TO ADJACENT BUSINESS AT ALL TIMES DURING CONSTRUCTION ACTIVITY.
42. REFER TO ARCHITECTURAL PLANS FOR PLACEMENT OF STREET FURNITURE.
43. REFER TO ELECTRICAL SHEETS FOR CONDUIT AND EQUIPMENT PLACEMENT.
44. ALL UTILITIES AND FEATURES WITHIN OR ADJACENT TO THE SHOWN LIMITS OF PROPOSED CONSTRUCTION SHALL BE PRESERVED AND PROTECTED IN PLACE UNLESS OTHERWISE NOTED IN PLANS.
45. OFFSETS AND DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
46. TOP OF CURB ELEVATIONS ARE TO THE PROJECTED TOP OF CURB.
47. STRIPING AND PAVEMENT MARKERS TO CONFORM TO "CHAPTER 3" OF THE MOST RECENT EDITION OF THE CALIFORNIA MUTCD.
48. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
49. THE LOCATIONS OF NEW SIGNS AND POSTS SHOWN ON THE PLANS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE APPROVED BY THE ENGINEER IN THE FIELD. ALL NEW SIGNS AND POSTS SHALL BE INSTALLED TO MAINTAIN A MINIMUM OF 48" CLEAR PATH OF TRAVEL ON THE SIDEWALK AND SHALL MEET CITY AND ADA STANDARDS.
50. CONTRACTOR SHALL PRESERVE AND PROTECT EXISTING TREES AND ROOTS IN PLACE. CONTRACTOR SHALL EXCAVATE USING HAND METHODS WITHIN THE DRIP LINE OF EXISTING TREES. TREE TRIMMING OR ROOT PRUNING SHALL BE COMPLETED UNDER THE SUPERVISION OF A CERTIFIED ARBORIST WITH APPROVAL OF THE ENGINEER.
51. UNLESS EXPLICITLY STATED OTHERWISE HEREIN, THE EARTHWORK QUANTITIES SHOWN ON THESE PLANS ARE APPROXIMATE IN PLACE VOLUMES CALCULATED FROM THE EXISTING GROUND TO THE PROPOSED FINISHED GRADE. EXISTING GROUND IS DEFINED BY THE CONTOURS AND SPOT GRADES ON THE BASE SURVEY. PROPOSED FINISHED GRADE IS DEFINED AS THE FINAL GRADE AS INDICATED ON THE GRADING PLAN(S) AS FINISHED GROUND, FINISHED SURFACE, AND FINISHED FLOOR ELEVATIONS. NO REPRESENTATIONS OF SUCH QUANTITIES OR A BALANCED SITE CONDITION ARE MADE BY THE ENGINEER OF RECORD. THE EARTHWORK QUANTITIES SHOWN ON THESE PLANS ARE FOR PERMITTING PURPOSES ONLY. UNLESS EXPLICITLY STATED OTHERWISE HEREIN, THEY HAVE NOT BEEN FACTORED TO ACCOUNT FOR CHANGES IN VOLUME DUE TO BULKING, CLEARING AND GRUBBING, SHRINKAGE, SUBSIDENCE, OVER-EXCAVATION AND RE-COMPACTION, AND CONSTRUCTION METHODS. NOR DO THEY ACCOUNT FOR THE THICKNESS OF PAVEMENT SECTIONS, STORMWATER QUALITY MEDIA SECTIONS, UTILITY PIPES, TRENCHING AND BEDDING MATERIALS, BUILDING OR WALL FOOTINGS, BUILDING SLABS THICKNESSES AND UNDERLYING BASE OR SAND LAYERS, REUSE OF PULVERIZED MATERIALS THAT WILL UNDERLIE PAVEMENTS, ETC. THE CONTRACTOR IS NOT AUTHORIZED TO USE THE ESTIMATES HEREIN FOR BIDDING AND CONSTRUCTION PURPOSES WITHOUT THE EXPLICIT WRITTEN PERMISSION OF THE ENGINEER OF RECORD.
52. THE CONTRACTOR SHALL ENSURE APPROPRIATE LICENSED PROFESSIONALS HAVE BEEN RETAINED BY THE CONTRACTOR TO PROVIDE ANY/ALL REQUIRED PROJECT CERTIFICATIONS AS MAY BE REQUIRED BY ANY AUTHORITY HAVING JURISDICTION. THE DESIGN ENGINEER WILL NOT PROVIDE ANY PROJECT CERTIFICATIONS UNLESS SPECIFICALLY RETAINED BY THE OWNER TO PROVIDE LIMITED SERVICES.
53. CONTRACTOR SHALL RETAIN A LICENSED SURVEYOR TO DOCUMENT ALL CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS DURING CONSTRUCTION. THE LICENSED SURVEYOR SHALL PREPARE A SIGNED AND SEALED "AS-BUILT' DRAWING UPON COMPLETION OF CONSTRUCTION. THE DESIGN ENGINEER IS NOT RESPONSIBLE FOR THE PREPARATION IN WHOLE OR IN PART OF THE "AS-BUILT" DRAWINGS.
54. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONUMENTATION AND BENCHMARKS WHICH WILL BE DISTURBED OR DESTROYED BY CONSTRUCTION. SUCH POINTS SHALL BE REFERENCED AND REPLACED WITH APPROPRIATE MONUMENTATION BY A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER AUTHORIZED TO PRACTICE LAND SURVEYING. A CORNER RECORD OR RECORD OF SURVEY, AS APPROPRIATE, SHALL BE FILED BY THE LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER AS REQUIRED BY THE MOST CURRENT VERSION OF THE LAND SURVEYORS ACT.

ADA NOTES

1. ALL SITE WORK SHALL BE IN CONFORMANCE WITH TITLE 24 OF THE CALIFORNIA ADMINISTRATIVE CODE AND WITH THE AMERICANS WITH DISABILITIES ACT.
2. WALKWAYS SHALL NOT EXCEED A SLOPE OF 1:20 (5%) UNLESS RAILINGS ARE SHOWN, IN WHICH CASE THE SLOPE SHALL NOT EXCEED 1:12 (8.33%).
3. RAMPS ARE DEFINED AS ANY WALKWAY BETWEEN SLOPES 1:20 (5%) AND 1:12 (8.33%) AND SHALL HAVE A MINIMUM WIDTH OF 48" AND A MAXIMUM CROSS-SLOPE OF 2%. RAMPS EXCEEDING 2'-6" VERTICAL CHANGE SHALL HAVE INTERMEDIATE (2% MAX SLOPE) LANDINGS HAVING A MINIMUM LENGTH IN THE DIRECTION OF TRAVEL OF 60". BOTTOM LANDINGS AT CHANGES IN RAMP DIRECTION SHALL HAVE A MINIMUM LENGTH OF 72". 4. MAXIMUM CROSS-SLOPE ON ANY WALK OR RAMP SHALL BE 2%. 5. ALL WALKS SHALL HAVE A 4' MINIMUM CLEAR WIDTH FOR ACCESSIBLE CONFORMANCE.

UTILITY NOTES

THE CONTRACTOR SHALL TAKE DUE PRECAUTIONARY MEASURES TO PROTECT ANY EXISTING UTILITIES OR STRUCTURES LOCATED AT THE WORK SITE. IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT THE OWNERS OF UTILITIES OR STRUCTURES PRIOR TO ANY EXCAVATION FOR VERIFICATION AND LOCATION OF UTILITIES BEFORE EXCAVATING, VERIFY LOCATION OF UNDERGROUND UTILITIES CONTACT:

PG&E	(831)648-3238
CAL. AMERICAN WATER	(831)646-3287
AT&T	(831)728-8641
COMCAST	(831)212-7012
CITY OF MONTEREY PERMIT & INSPECTION	(831)646-3890
CITY OF SEASIDE	(831)899-6736
UNDERGROUND SERVICE ALERT	(800)227-2600
TAMC	(831)775-4413

CONSTRUCTION OBSERVATION

THE ENGINEER OF RECORD WILL PROVIDE CONSTRUCTION OBSERVATIONS. THE CONSTRUCTION CONTRACTOR SHALL COORDINATE THE POND CONSTRUCTION AND OBSERVATION SCHEDULE WITH THE ENGINEER TO ENSURE THE ENGINEER IS ABLE TO PROVIDE THE REQUIRED INSPECTIONS. THE FOLLOWING INSPECTIONS ARE ANTICIPATED:

1. POND/CHAMBER EXCAVATION – MEASURE EXCAVATION AREA AND ELEVATION, AND OBSERVE SUBGRADE CONDITION
2. DRAIN ROCK AND STRUCTURES – OBSERVE INSTALLED DRAIN ROCK, MEASURE STRUCTURE ELEVATIONS, AND OBSERVE ALL STRUCTURES, AND PIPES AND APPURTENANCES
3. BIORETENTION SOIL / FINISHED GRADE – MEASURE POND AREA AND GRADING, AND OBSERVE BSM CONDITION
4. FINAL INSPECTION – OBSERVE CONDITION OF COMPLETED POND, INCLUDING MULCH, IRRIGATION, AND PLANTS.

CONSTRUCTION SCHEDULING AND POLLUTION PROTECTION

1. AS FIRST ORDER OF WORK, THE CONSTRUCTION CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A CONSTRUCTION SCHEDULE OUTLINING THE PROPOSED CONSTRUCTION SEQUENCE AND DEMONSTRATING COMPLIANCE WITH THESE SPECIFICATIONS. PROPER SCHEDULING IS THE PRIMARY METHOD USED TO PROTECT THE BIORETENTION POND FROM DAMAGE AND CONTAMINATION DURING CONSTRUCTION.
2. THE CONSTRUCTION CONTRACTOR SHALL REQUEST AND OBTAIN THE ENGINEER'S APPROVAL PRIOR TO COMMENCING POND EXCAVATION.
3. POND EXCAVATION SHALL COMMENCE AFTER APRIL 15 AND THE POND SHALL BE COMPLETED (INCLUDING INSTALLATION OF MULCH, COBBLE, PLANTING AND IRRIGATION, AS APPLICABLE) PRIOR TO OCTOBER 15 OF THE SAME YEAR. IF POND EXCAVATION NEEDS TO OCCUR BETWEEN OCTOBER 15 AND APRIL 15, THE WORK SHALL COMMENCE WHEN THERE IS NO RAIN FORECAST, AND THE PERMEABLE MATERIAL, BSM AND MULCH SHALL BE INSTALLED A MAXIMUM OF 15 WORKING DAYS AFTER INITIATION OF POND EXCAVATION.
4. THE CONSTRUCTION CONTRACTOR SHALL DEPLOY TEMPORARY BMP's TO PREVENT LOOSE SOIL, SUCH AS FROM ADJACENT GRADING, STOCKPILES, OR TRENCH SPOILS, FROM ENTERING THE POND DURING CONSTRUCTION. DURING ACTIVE POND CONSTRUCTION THERE SHOULD BE A CLEAR AND LEVEL AREA AROUND THE POND, FREE OF SPOILS AND STOCKPILED SOIL. AFTER THE POND HAS BEEN BACKFILLED WITH BSM, TEMPORARY SILT FENCE OR TEMPORARY GEOTEXTILE COVER SHALL BE PROVIDED TO AVOID CONTAMINATING THE BSM WITH SITE SOIL DURING CONSTRUCTION OF ADJACENT IMPROVEMENTS.
5. THE CONSTRUCTION CONTRACTOR SHALL BE RESPONSIBLE FOR POND MAINTENANCE DURING CONSTRUCTION UNTIL CONTRACT ACCEPTANCE. THIS INCLUDES REMOVAL OF SEDIMENT, TRASH AND DEBRIS WHICH ARE DEPOSITED IN THE PONDS DURING CONSTRUCTION.
6. IMMEDIATELY PRIOR TO CONTRACT ACCEPTANCE, THE CONSTRUCTION CONTRACTOR SHALL REMOVE ALL TRASH, DEBRIS AND ACCUMULATED SEDIMENT FROM WITHIN THE POND, TO THE SATISFACTION OF THE ENGINEER. IF A SIGNIFICANT AMOUNT OF SEDIMENT ENTERED THE POND DURING CONSTRUCTION, THE ENGINEER MAY REQUIRE REMOVAL AND REPLACEMENT OF THE AFFECTED AREA OF MULCH, AND MAY ALSO REQUIRE REMOVAL AND REPLACEMENT OF ANY CONTAMINATED BSM.
7. THE PROJECT STORM WATER CONTROL PLAN (SWCP) AND OPERATION & MAINTENANCE PLAN (OMP) OUTLINE THE OPERATION AND MAINTENANCE REQUIREMENTS AFTER CONTRACT ACCEPTANCE.

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

GENERAL NOTES SHEET 2 OF 2

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. G-003		
3 OF 610 SHEETS		

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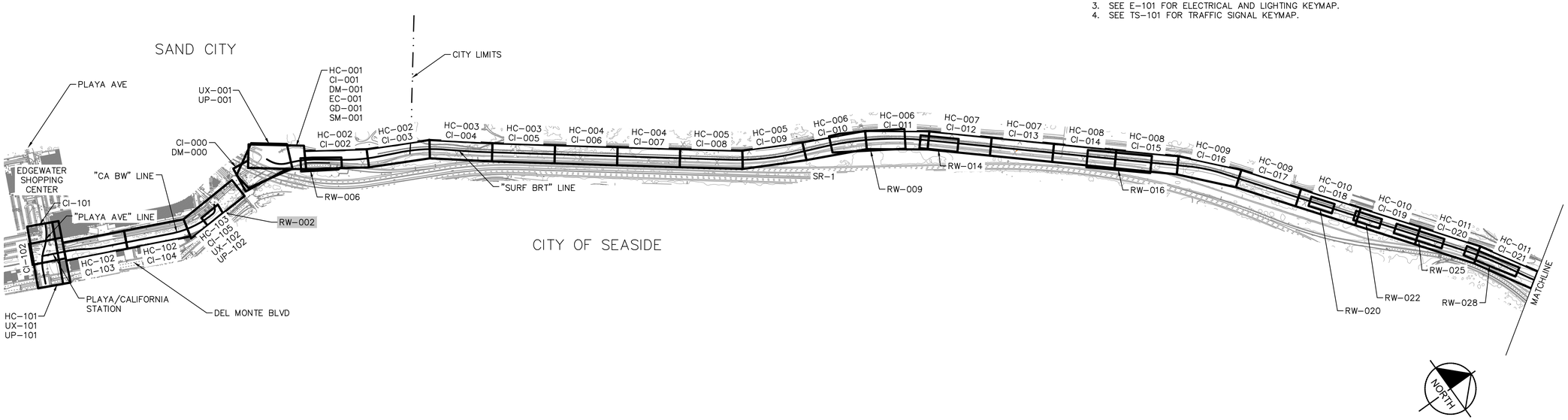
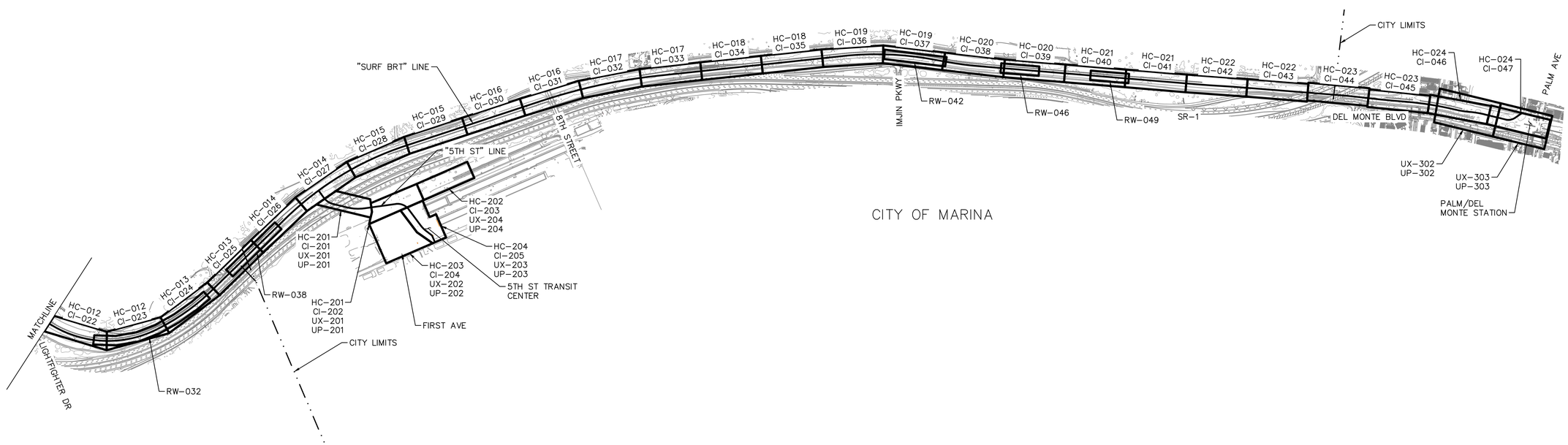
GENERAL NOTES

1. DM, EC, LS, WF, TP, AND SM DWGS FOLLOW THE SAME SHEET NUMBERING AS HORIZONTAL CONTROL SHEETS HC–001 THROUGH HC–024, HC–101 THROUGH HC–103, AND HC–201 THROUGH HC–203, UNLESS OTHERWISE NOTED.
2. GD DWGS FOLLOW THE SAME SHEET NUMBERING AS PLAN AND PROFILE SHEETS C–001 THROUGH C–047, C–101 THROUGH C–105, AND C–201 THROUGH C–205, UNLESS OTHERWISE NOTED.
3. SEE E–101 FOR ELECTRICAL AND LIGHTING KEYMAP.
4. SEE TS–101 FOR TRAFFIC SIGNAL KEYMAP.





100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

KEY MAP

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22–03		
SHEET NO. G–004		
4 OF 610 SHEETS		

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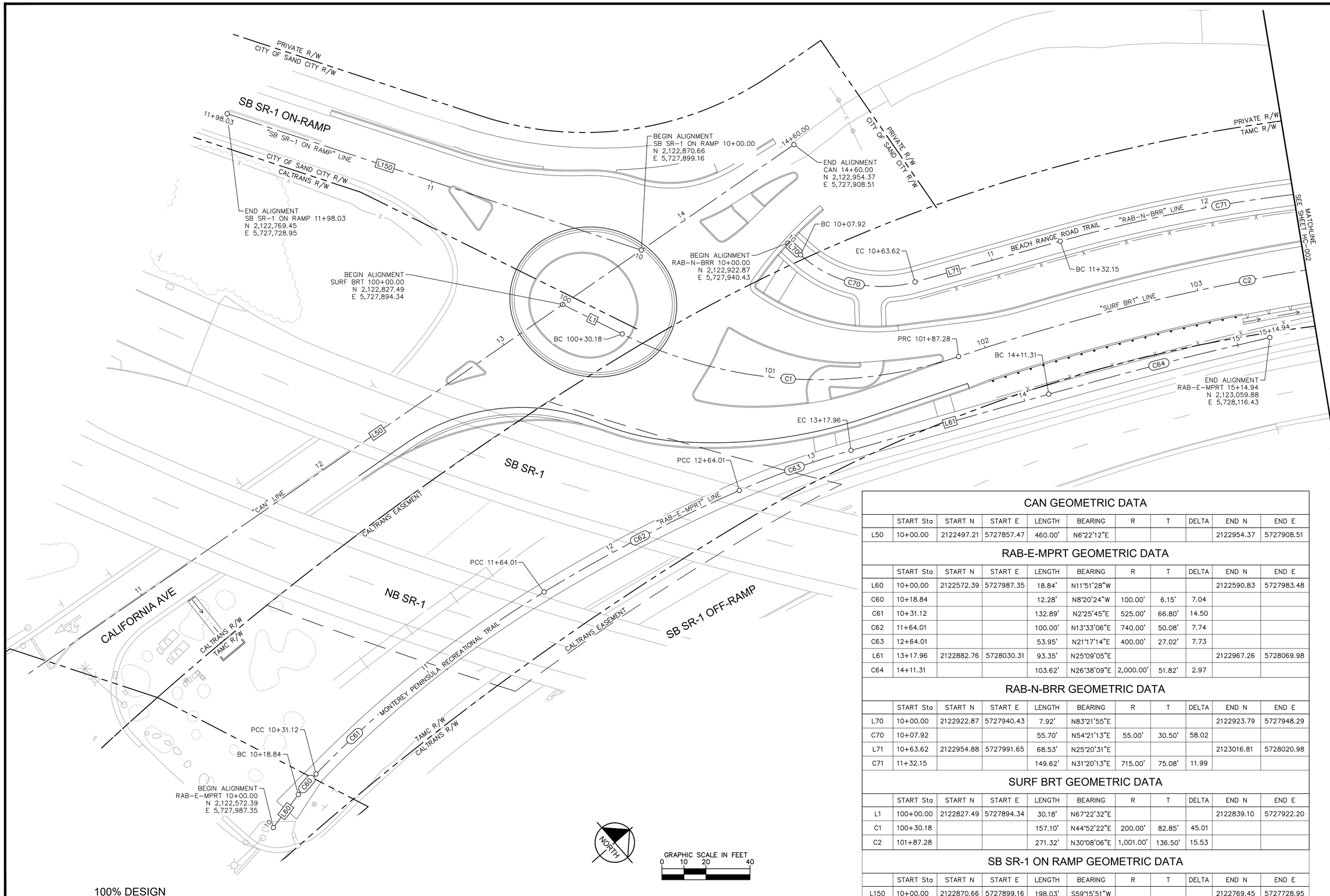

100% DESIGN

CAN GEOMETRIC DATA

	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
L50	10+00.00	2122497.21	5727857.47	460.00'	N6°22'12"E				2122954.37	5727908.51

RAB-E-MPRT GEOMETRIC DATA

	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
L60	10+00.00	2122572.39	5727987.35	18.84'	N11°51'28"W				2122590.83	5727983.48
C60	10+18.84			12.28'	N8°20'24"W	100.00'	6.15'	7.04		
C61	10+31.12			132.89'	N2°25'45"E	525.00'	66.80'	14.50		
C62	11+64.01			100.00'	N13°33'06"E	740.00'	50.08'	7.74		
C63	12+64.01			53.95'	N21°17'14"E	400.00'	27.02'	7.73		
L61	13+17.96	2122882.76	5728030.31	93.35'	N25°09'05"E				2122967.26	5728069.98
C64	14+11.31			103.62'	N26°38'09"E	2,000.00'	51.82'	2.97		

RAB-N-BRR GEOMETRIC DATA

	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
L70	10+00.00	2122922.87	5727940.43	7.92'	N83°21'55"E				2122923.79	5727948.29
C70	10+07.92			55.70'	N54°21'13"E	55.00'	30.50'	58.02		
L71	10+63.62	2122954.88	5727991.65	68.53'	N25°20'31"E				2123016.81	5728020.98
C71	11+32.15			149.62'	N31°20'13"E	715.00'	75.08'	11.99		

SURF BRT GEOMETRIC DATA

	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
L1	100+00.00	2122827.49	5727894.34	30.18'	N67°22'32"E				2122839.10	5727922.20
C1	100+30.18			157.10'	N44°52'22"E	200.00'	82.85'	45.01		
C2	101+87.28			271.32'	N30°08'06"E	1,001.00'	136.50'	15.53		

SB SR-1 ON RAMP GEOMETRIC DATA

	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
L150	10+00.00	2122870.66	5727899.16	198.03'	S59°15'51"W				2122769.45	5727728.95

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT

HORIZONTAL CONTROL SHEET 1 OF 24

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	

CONTRACT NO. 22-03

SHEET NO.

HC-001

5 OF 610 SHEETS

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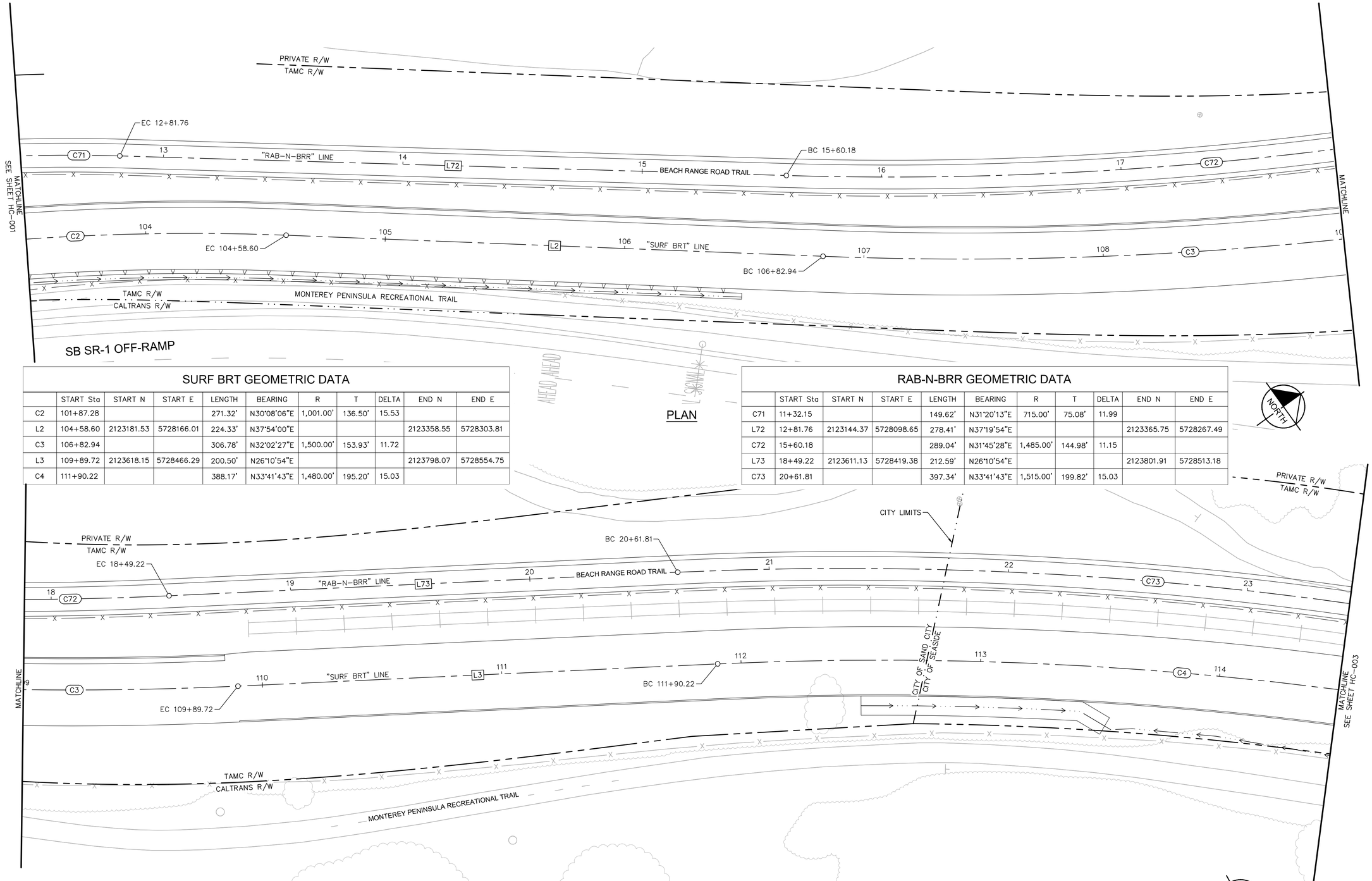

SURF BRT GEOMETRIC DATA

	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
C2	101+87.28			271.32'	N30°08'06"E	1,001.00'	136.50'	15.53		
L2	104+58.60	2123181.53	5728166.01	224.33'	N37°54'00"E				2123358.55	5728303.81
C3	106+82.94			306.78'	N32°02'27"E	1,500.00'	153.93'	11.72		
L3	109+89.72	2123618.15	5728466.29	200.50'	N26°10'54"E				2123798.07	5728554.75
C4	111+90.22			388.17'	N33°41'43"E	1,480.00'	195.20'	15.03		

RAB-N-BRR GEOMETRIC DATA

	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
C71	11+32.15			149.62'	N31°20'13"E	715.00'	75.08'	11.99		
L72	12+81.76	2123144.37	5728098.65	278.41'	N37°19'54"E				2123365.75	5728267.49
C72	15+60.18			289.04'	N31°45'28"E	1,485.00'	144.98'	11.15		
L73	18+49.22	2123611.13	5728419.38	212.59'	N26°10'54"E				2123801.91	5728513.18
C73	20+61.81			397.34'	N33°41'43"E	1,515.00'	199.82'	15.03		

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

HORIZONTAL CONTROL SHEET 2 OF 24

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. HC-002		
6 OF 610 SHEETS		

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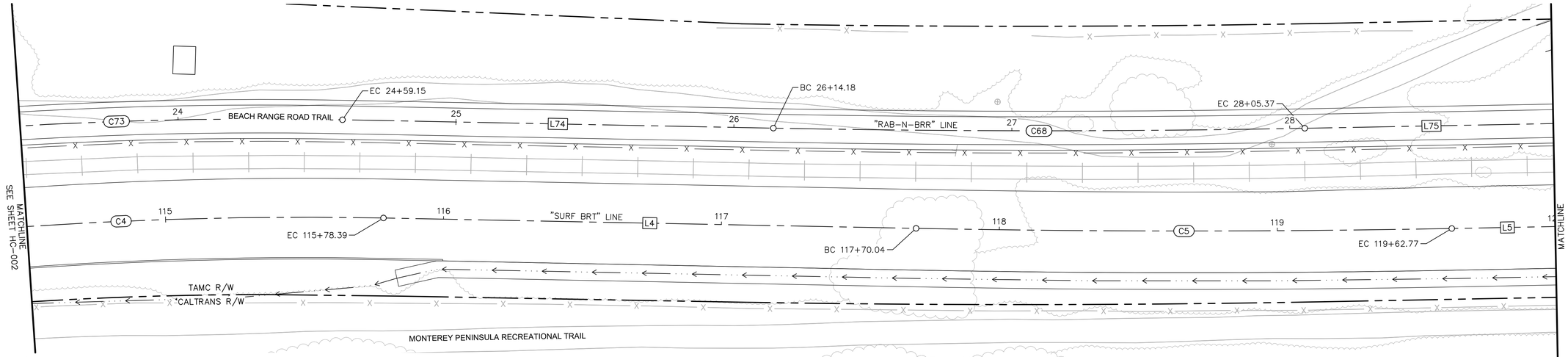


PLAN

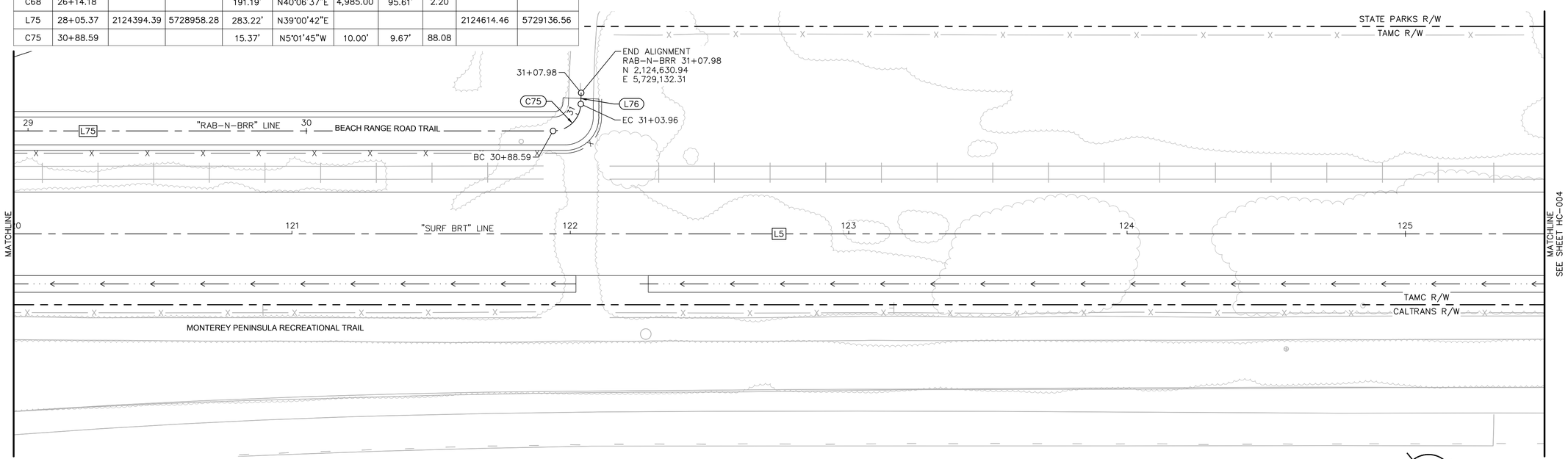
NORTH

SURF BRT GEOMETRIC DATA

	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
C4	111+90.22			388.17'	N33°41'43"E	1,480.00'	195.20'	15.03		
L4	115+78.39	2124120.10	5728769.48	191.66'	N41°12'33"E				2124264.29	5728895.75
C5	117+70.04			192.72'	N40°06'37"E	5,025.00'	96.37'	2.20		

RAB-N-BRR GEOMETRIC DATA

	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
C73	20+61.81			397.34'	N33°41'43"E	1,515.00'	199.82'	15.03		
L74	24+59.15	2124131.55	5728732.98	155.02'	N41°12'33"E				2124248.18	5728835.11
C74	26+14.18			191.19'	N40°06'37"E	4,985.00'	95.61'	2.20		
C68	26+14.18			191.19'	N40°06'37"E	4,985.00'	95.61'	2.20		
L75	28+05.37	2124394.39	5728958.28	283.22'	N39°00'42"E				2124614.46	5729136.56
C75	30+88.59			15.37'	N5°01'45"W	10.00'	9.67'	88.08		



PLAN

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
HORIZONTAL CONTROL SHEET 3 OF 24
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. HC-003		
7 OF 610 SHEETS		

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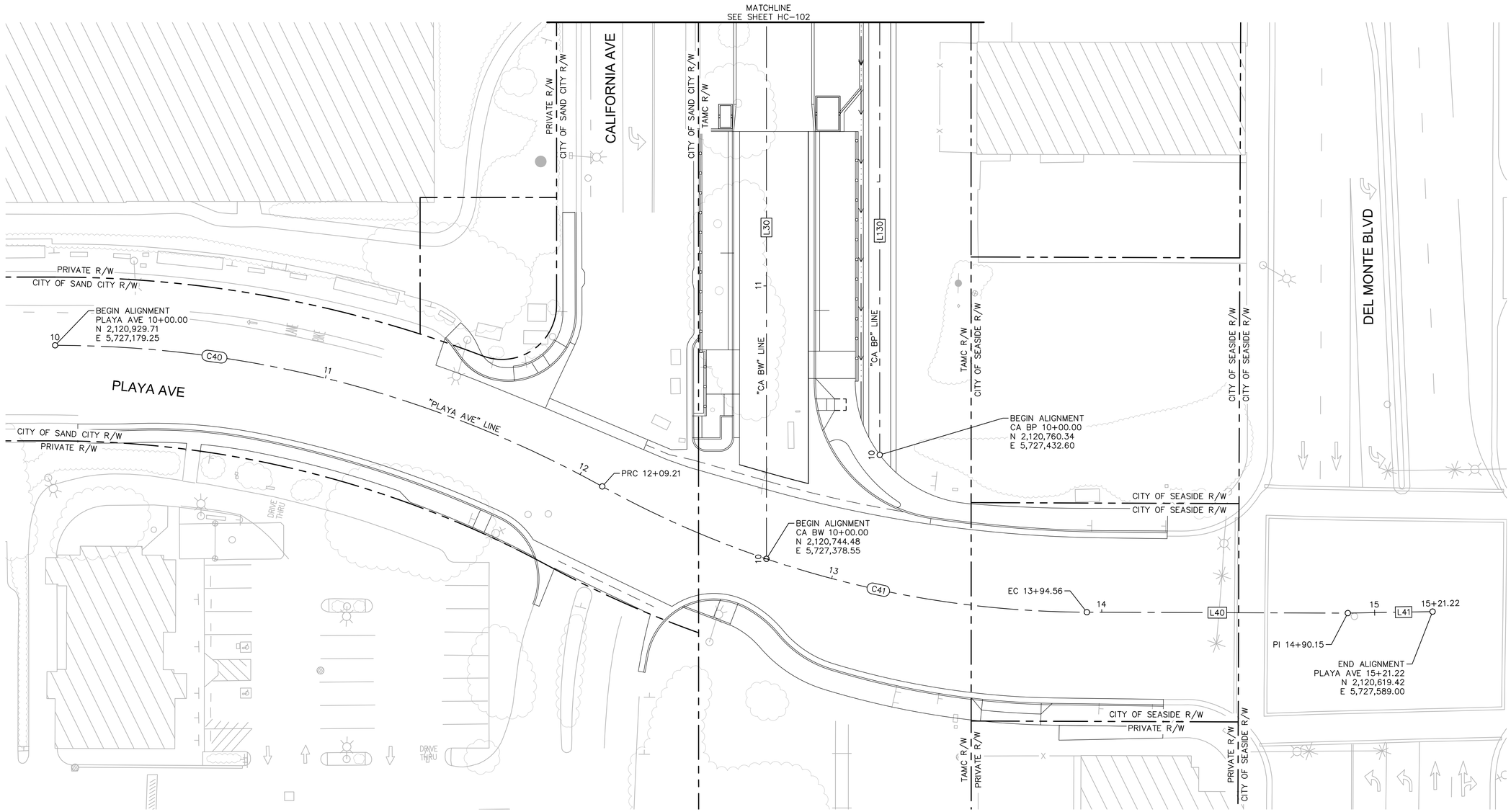

PLAN

CA BW GEOMETRIC DATA										
	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
L30	10+00.00	2120744.48	5727378.55	217.52'	N26°11'38"E				2120939.66	5727474.57

CA BP GEOMETRIC DATA										
	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
L130	10+00.00	2120760.34	5727432.60	350.74'	N26°11'38"E				2121075.06	5727587.43

PLAYA AVE GEOMETRIC DATA										
	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
C40	10+00.00			209.21'	S49°20'43"E	415.00'	106.88'	28.88		
C41	12+09.21			185.35'	S49°15'16"E	370.00'	94.66'	28.70		
L40	13+94.56	2120675.13	5727475.26	95.59'	S63°36'20"E				2120632.63	5727560.88
L41	14+90.15	2120632.63	5727560.88	31.07'	S64°50'13"E				2120619.42	5727589.00

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT
PLAYA–CALIFORNIA HORIZONTAL CONTROL SHEET 1 OF 3
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	WL
DESIGNED	LJ
CHECKED	PM
CONTRACT NO.	22-03
SHEET NO.	HC-101
	29 OF 610 SHEETS

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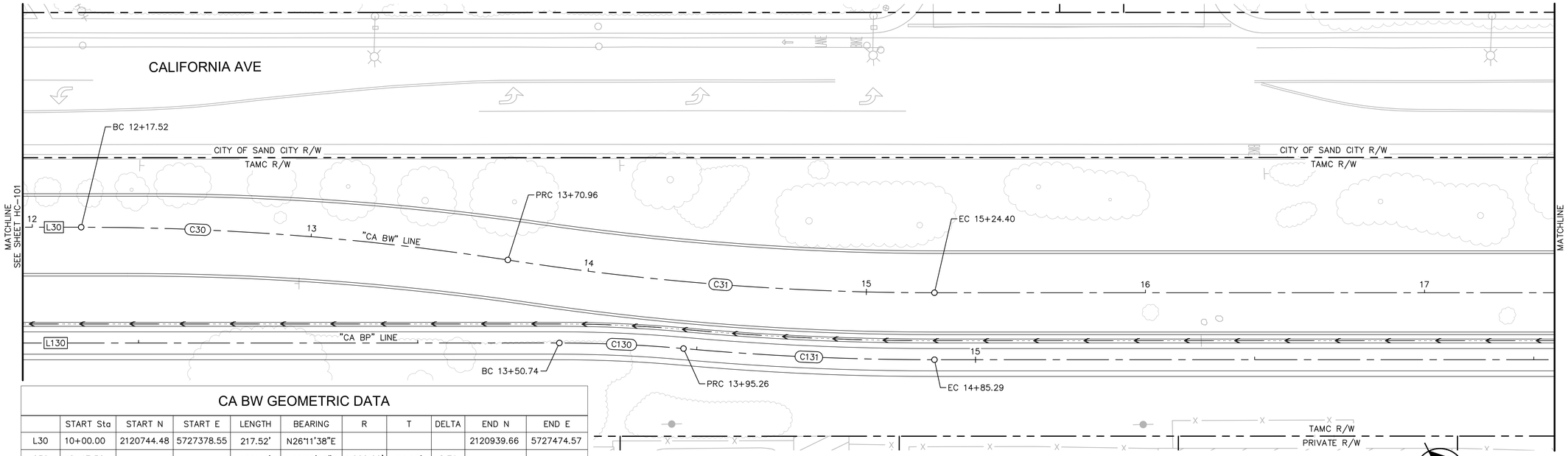

PLAN

CA BW GEOMETRIC DATA

	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
L30	10+00.00	2120744.48	5727378.55	217.52'	N26°11'38"E				2120939.66	5727474.57
C30	12+17.52			153.44'	N30°35'23"E	1,000.00'	76.87'	8.79		
C31	13+70.96			153.44'	N30°35'24"E	1,000.00'	76.87'	8.79		
L31	15+24.40	2121203.58	5727630.58	618.37'	N26°11'39"E				2121758.45	5727903.54

CA BP GEOMETRIC DATA

	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
L130	10+00.00	2120760.34	5727432.60	350.74'	N26°11'38"E				2121075.06	5727587.43
C130	13+50.74			44.52'	N28°45'00"E	499.00'	22.28'	5.11		
C131	13+95.26			90.02'	N28°45'00"E	1,009.00'	45.04'	5.11		
L131	14+85.29	2121192.99	5727652.12	648.95'	N26°11'39"E				2121775.29	5727938.57
C132	21+34.23			26.15'	N24°19'16"E	400.00'	13.08'	3.75		
C133	21+60.39			369.90'	N10°14'22"E	868.00'	187.80'	24.42		

PLAN

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT

PLAYA-CALIFORNIA HORIZONTAL CONTROL SHEET 2 OF 3

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. HC-102		
30 OF 610 SHEETS		

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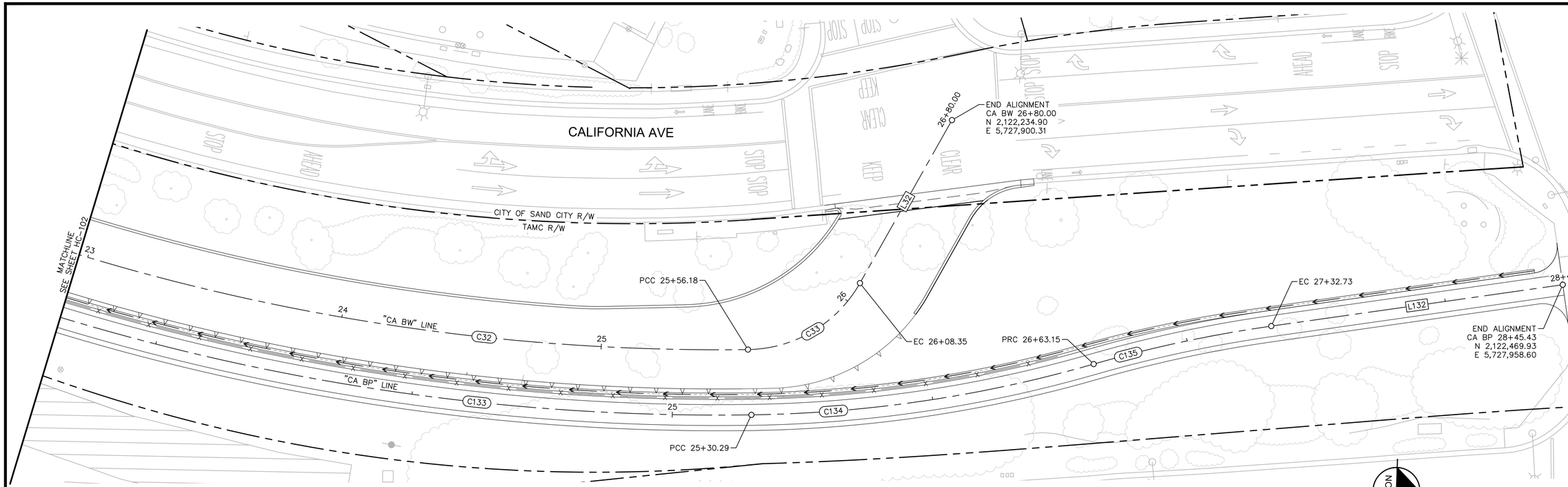

PLAN

CA BW GEOMETRIC DATA										
	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
C32	21+42.77			413.41'	N12°08'42"E	843.00'	210.95'	28.10		
C33	25+56.18			52.17'	N31°47'53"W	50.00'	28.74'	59.79		
L32	26+08.35	2122200.92	5727963.39	71.65'	N61°41'31"W				2122234.90	5727900.31

CA BP GEOMETRIC DATA										
	START Sta	START N	START E	LENGTH	BEARING	R	T	DELTA	END N	END E
C133	21+60.39			369.90'	N10°14'22"E	868.00'	187.80'	24.42		
C134	25+30.29			132.87'	N9°34'54"W	500.00'	66.83'	15.23		
C135	26+63.15			69.57'	N13°12'29"W	500.00'	34.84'	7.97		
L132	27+32.73	2122358.68	5727976.67	112.71'	N9°13'19"W				2122469.93	5727958.60

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA HORIZONTAL CONTROL SHEET 3 OF 3
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	WL
DESIGNED	LJ
CHECKED	PM
CONTRACT NO.	22-03
SHEET NO.	HC-103
	31 OF 610 SHEETS

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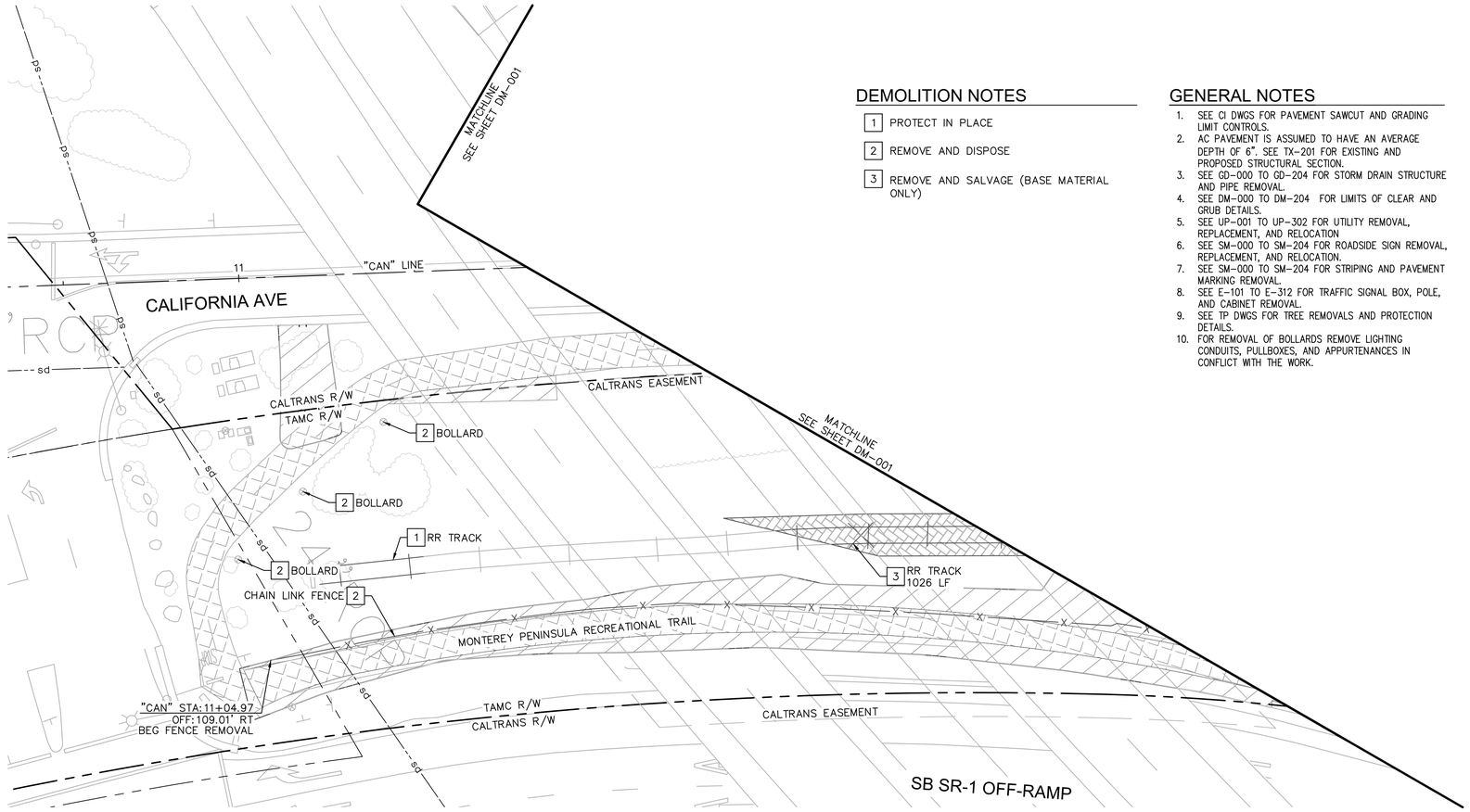

PLAN

DEMOLITION NOTES

1. PROTECT IN PLACE
2. REMOVE AND DISPOSE
3. REMOVE AND SALVAGE (BASE MATERIAL ONLY)

GENERAL NOTES

1. SEE CI DWGS FOR PAVEMENT SAWCUT AND GRADING LIMIT CONTROLS.
2. AC PAVEMENT IS ASSUMED TO HAVE AN AVERAGE DEPTH OF 6". SEE TX-201 FOR EXISTING AND PROPOSED STRUCTURAL SECTION.
3. SEE GD-000 TO GD-204 FOR STORM DRAIN STRUCTURE AND PIPE REMOVAL.
4. SEE DM-000 TO DM-204 FOR LIMITS OF CLEAR AND GRUB DETAILS.
5. SEE UP-001 TO UP-302 FOR UTILITY REMOVAL, REPLACEMENT, AND RELOCATION
6. SEE SM-000 TO SM-204 FOR ROADSIDE SIGN REMOVAL, REPLACEMENT, AND RELOCATION.
7. SEE SM-000 TO SM-204 FOR STRIPING AND PAVEMENT MARKING REMOVAL.
8. SEE E-101 TO E-312 FOR TRAFFIC SIGNAL BOX, POLE, AND CABINET REMOVAL.
9. SEE TP DWGS FOR TREE REMOVALS AND PROTECTION DETAILS.
10. FOR REMOVAL OF BOLLARDS REMOVE LIGHTING CONDUITS, PULLBOXES, AND APPURTENANCES IN CONFLICT WITH THE WORK.

LEGEND:

- CLEARING AND GRUBING
- ROADWAY EXCAVATION
- REMOVE CONCRETE
- REMOVE RAIL
- SAWCUT, SEE NOTE 2
- CLEAR AND GRUB LIMITS
- REMOVE UTILITY

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT
DEMOLITION SHEET 1 OF 25
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. DM-000		
36 OF 610 SHEETS		

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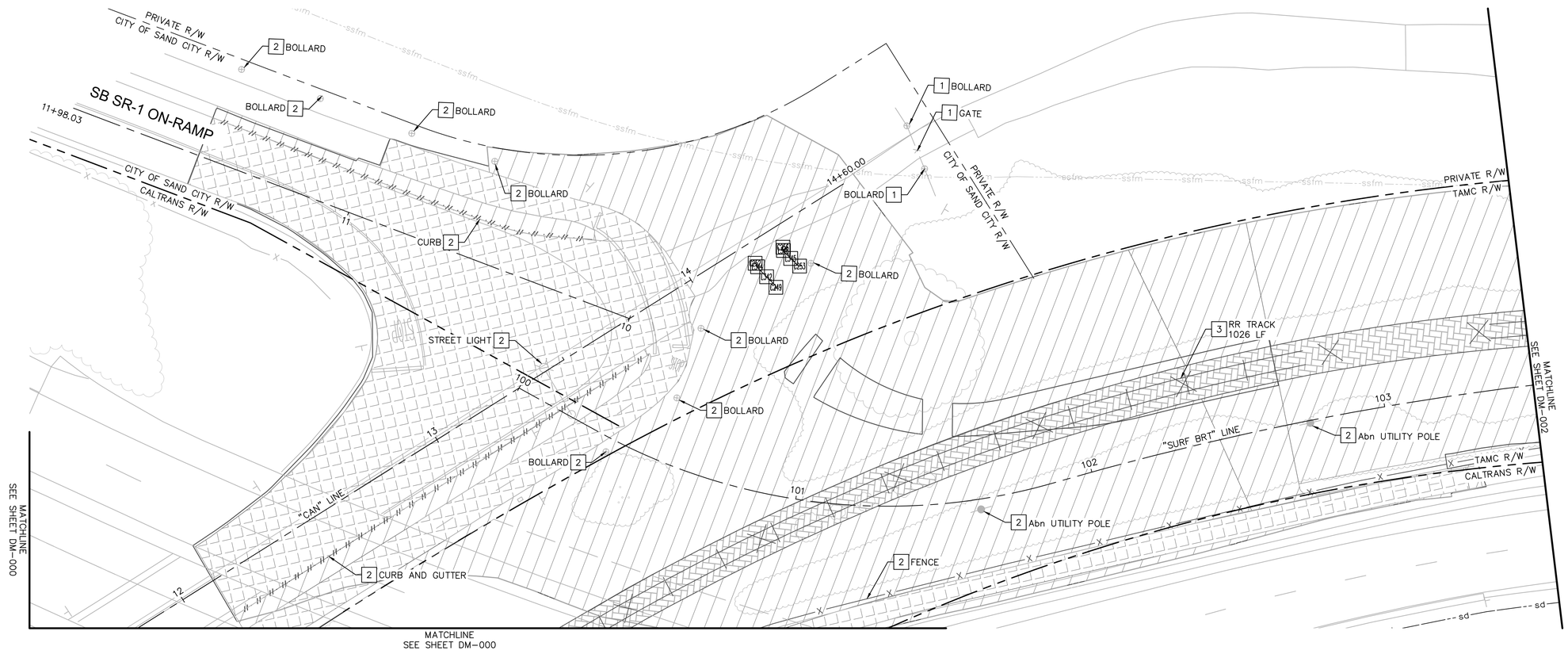

PLAN

DEMOLITION NOTES

2 REMOVE AND DISPOSE

3 REMOVE AND SALVAGE (BASE MATERIAL ONLY)

GENERAL NOTES

1. SEE CI DWGS FOR PAVEMENT SAWCUT AND GRADING LIMIT CONTROLS.
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9. SEE TP DWGS FOR TREE REMOVALS AND PROTECTION DETAILS.
10. FOR REMOVAL OF BOLLARDS REMOVE LIGHTING CONDUITS, PULLBOXES, AND APPURTENANCES IN CONFLICT WITH THE WORK.

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
DEMOLITION SHEET 3 OF 25
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. DM-001		
37 OF 610 SHEETS		

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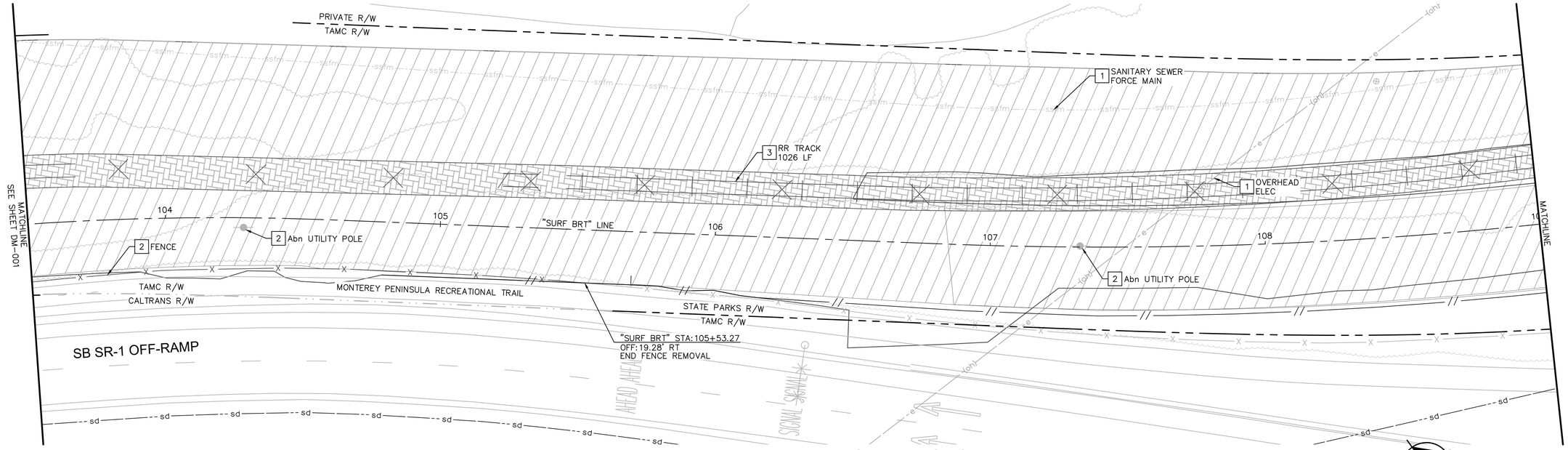

PLAN

DEMOLITION NOTES

1. PROTECT IN PLACE
2. REMOVE AND DISPOSE
3. REMOVE AND SALVAGE (BASE MATERIAL ONLY)
5. ADJUST TO FINISH GRADE

GENERAL NOTES

1. SEE CI DWGS FOR PAVEMENT SAWCUT AND GRADING LIMIT CONTROLS.
2. AC PAVEMENT IS ASSUMED TO HAVE AN AVERAGE DEPTH OF 6". SEE TX-201 FOR EXISTING AND PROPOSED STRUCTURAL SECTION.
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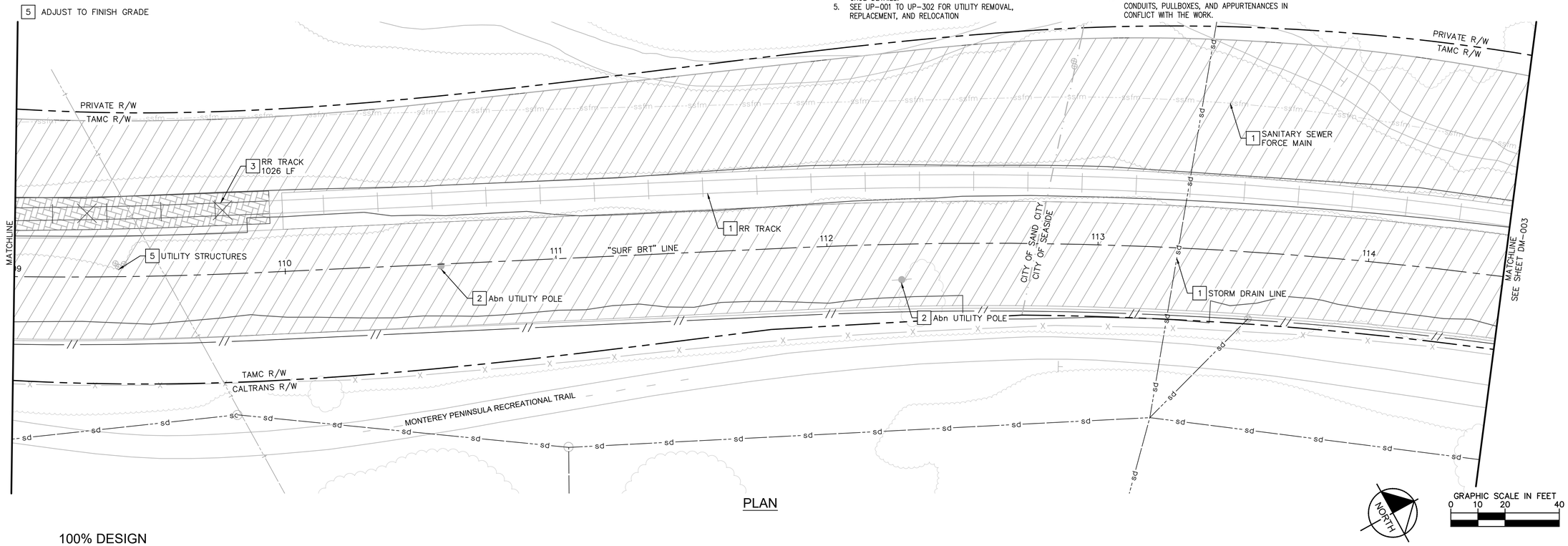
10. FOR REMOVAL OF BOLLARDS REMOVE LIGHTING CONDUITS, PULLBOXES, AND APPURTENANCES IN CONFLICT WITH THE WORK.



PLAN

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

DEMOLITION SHEET 3 OF 25

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. DM-002		
38 OF 610 SHEETS		

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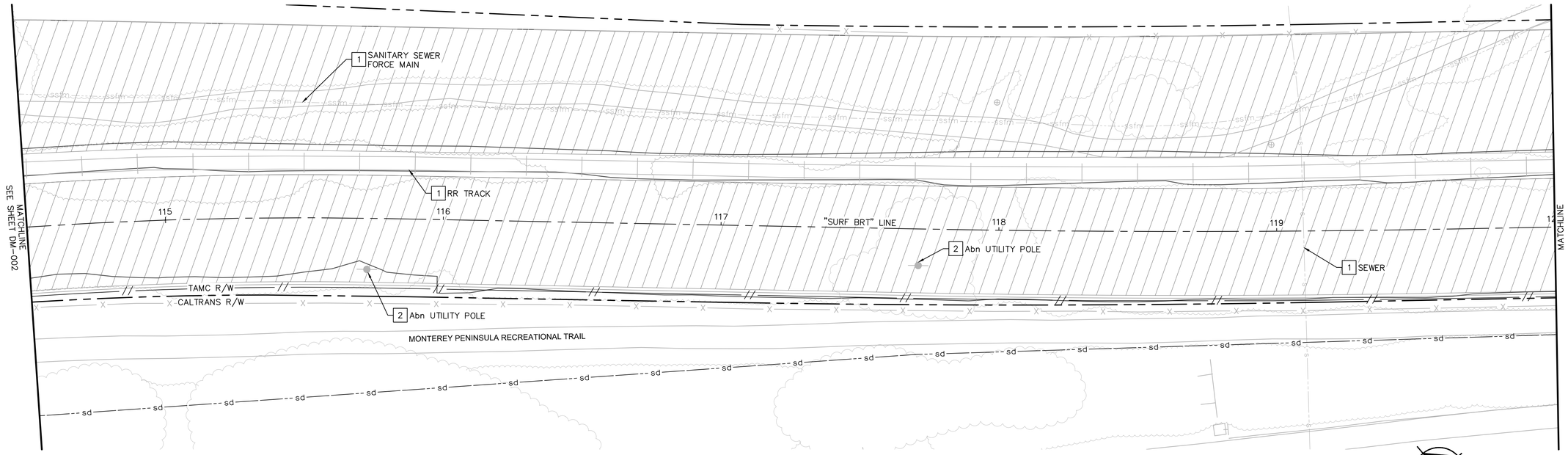

DEMOLITION NOTES

1 PROTECT IN PLACE

2 REMOVE AND DISPOSE

PLAN

GENERAL NOTES

1. SEE CI DWGS FOR PAVEMENT SAWCUT AND GRADING LIMIT CONTROLS.
2. AC PAVEMENT IS ASSUMED TO HAVE AN AVERAGE DEPTH OF 6". SEE TX-201 FOR EXISTING AND PROPOSED STRUCTURAL SECTION.
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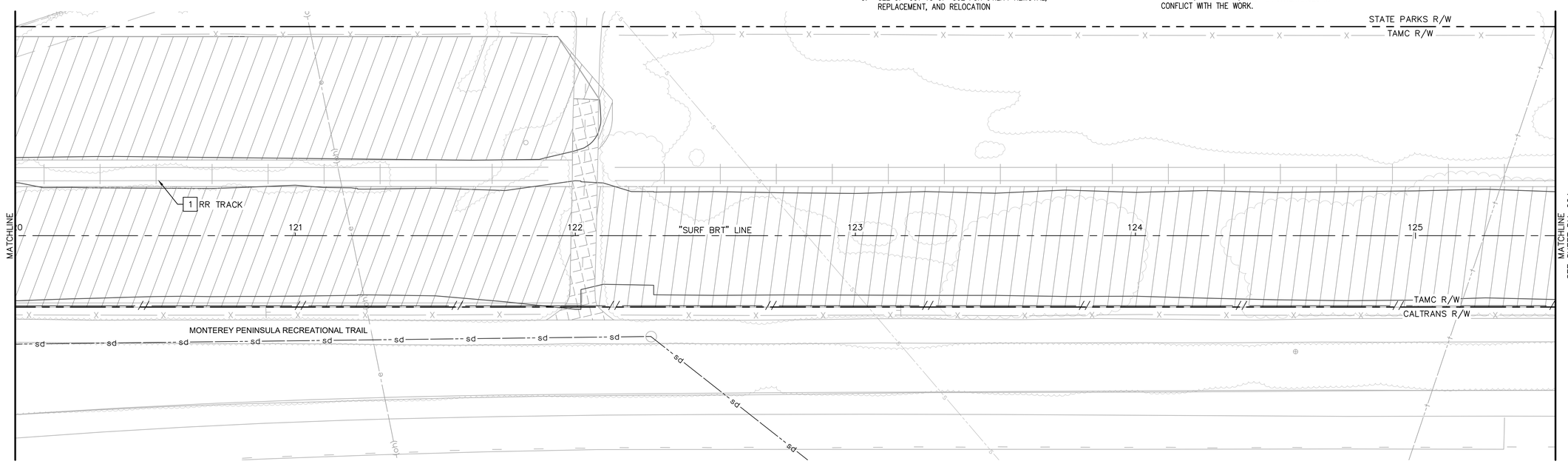

PLAN

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

DEMOLITION SHEET 4 OF 25

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. DM-003		
39 OF 610 SHEETS		

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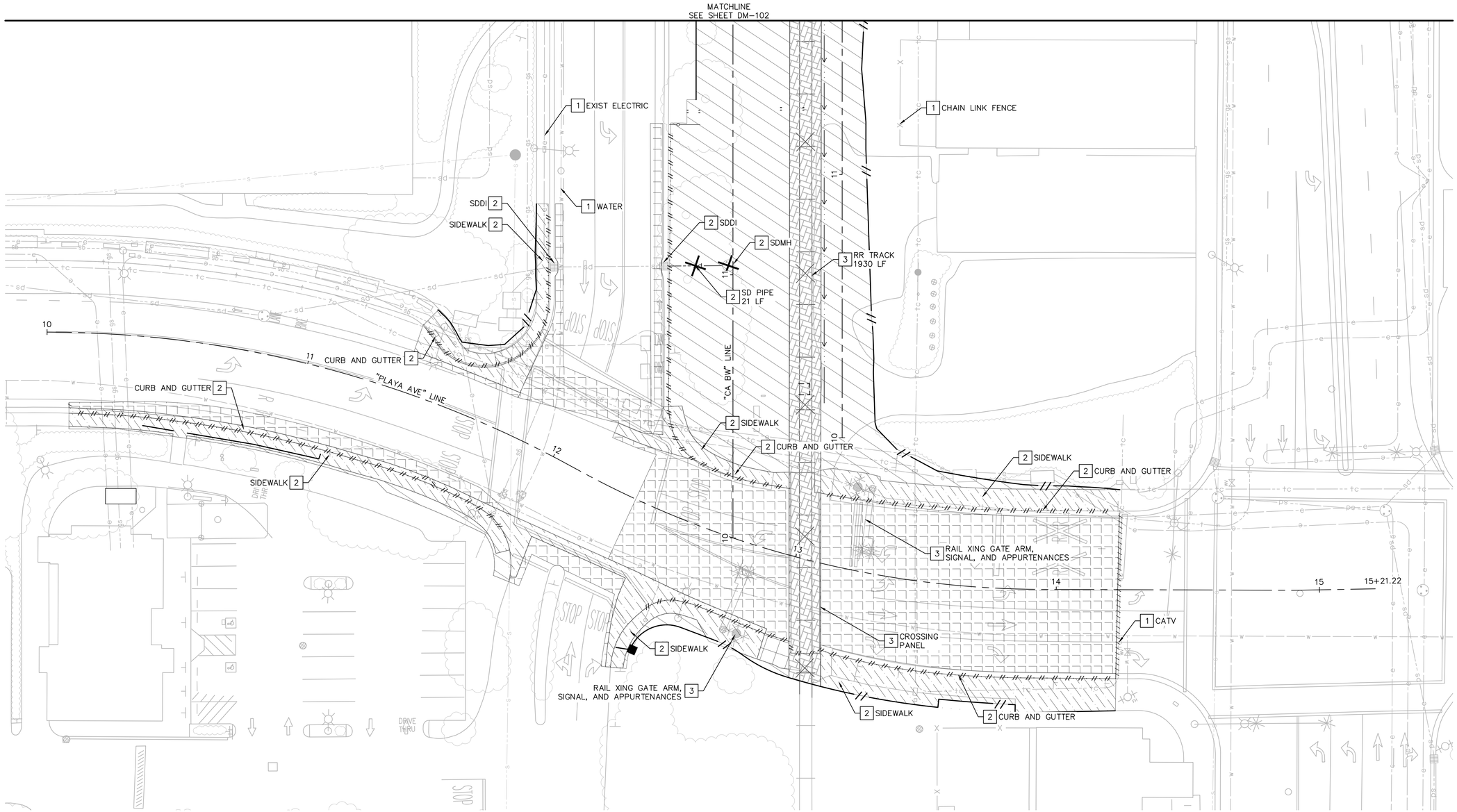

PLAN

DEMOLITION NOTES

1 PROTECT IN PLACE

2 REMOVE AND DISPOSE

3 REMOVE AND SALVAGE (BASE MATERIAL ONLY)

GENERAL NOTES

1. SEE CI DWGS FOR PAVEMENT SAWCUT AND GRADING LIMIT CONTROLS.
2. AC PAVEMENT IS ASSUMED TO HAVE AN AVERAGE DEPTH OF 6". SEE TX-201 FOR EXISTING AND PROPOSED STRUCTURAL SECTION.
3. SEE GD-000 TO GD-204 FOR STORM DRAIN STRUCTURE AND PIPE REMOVAL.
4. SEE DM-000 TO DM-204 FOR LIMITS OF CLEAR AND GRUB DETAILS.
5. SEE UP-001 TO UP-302 FOR UTILITY REMOVAL, REPLACEMENT, AND RELOCATION
6. SEE SM-000 TO SM-204 FOR ROADSIDE SIGN REMOVAL, REPLACEMENT, AND RELOCATION.
7. SEE SM-000 TO SM-204 FOR STRIPING AND PAVEMENT MARKING REMOVAL.
8. SEE E-101 TO E-312 FOR TRAFFIC SIGNAL BOX, POLE, AND CABINET REMOVAL.
9. SEE TP DWGS FOR TREE REMOVALS AND PROTECTION DETAILS.
10. FOR REMOVAL OF BOLLARDS REMOVE LIGHTING CONDUITS, PULLBOXES, AND APPURTENANCES IN CONFLICT WITH THE WORK.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA DEMOLITION SHEET 1 OF 3
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. DM-101		
61 OF 610 SHEETS		

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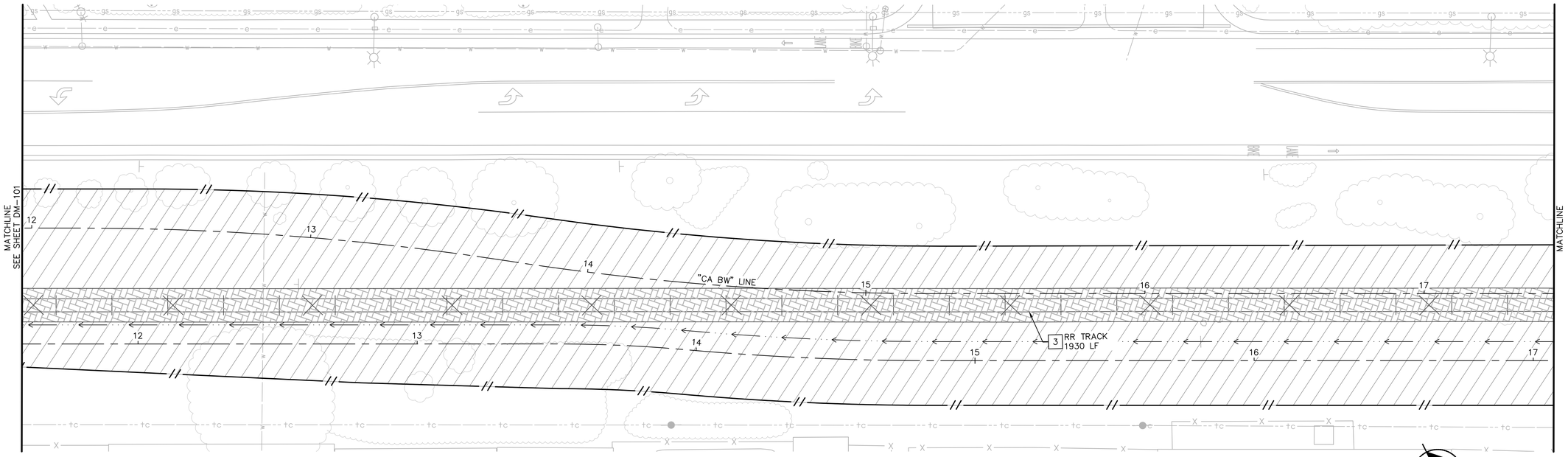

DEMOLITION NOTES

3 REMOVE AND SALVAGE (BASE MATERIAL ONLY)

PLAN

GENERAL NOTES

1. SEE CI DWGS FOR PAVEMENT SAWCUT AND GRADING LIMIT CONTROLS.
2. AC PAVEMENT IS ASSUMED TO HAVE AN AVERAGE DEPTH OF 6". SEE TX-201 FOR EXISTING AND PROPOSED STRUCTURAL SECTION.
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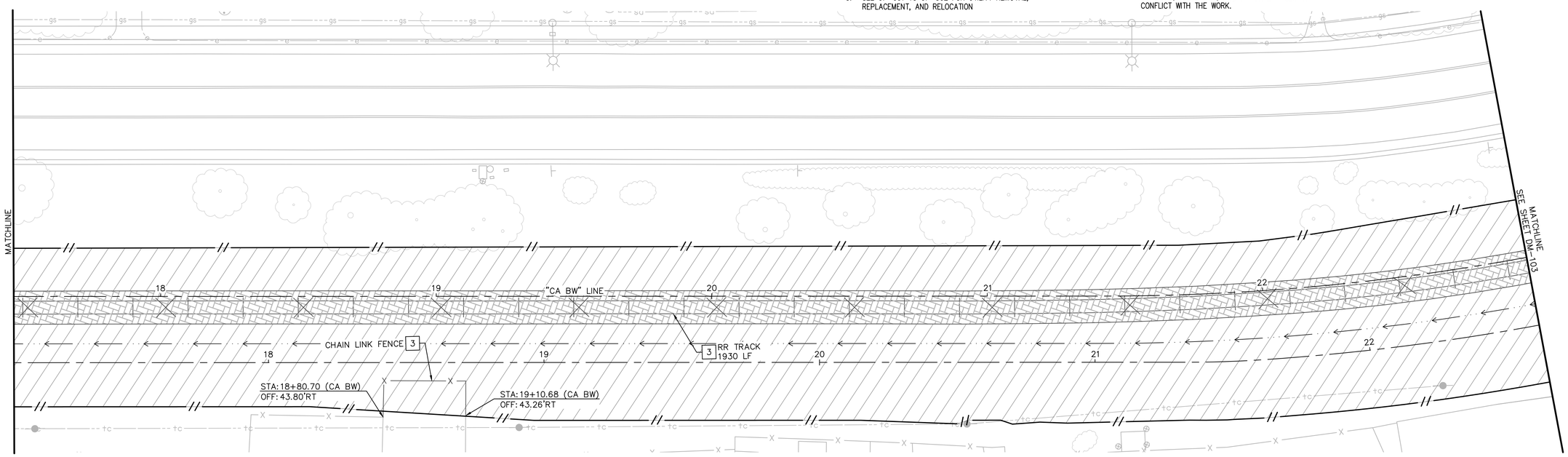
10. FOR REMOVAL OF BOLLARDS REMOVE LIGHTING CONDUITS, PULLBOXES, AND APPURTENANCES IN CONFLICT WITH THE WORK.

NORTH



PLAN

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA DEMOLITION SHEET 2 OF 3
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
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CONTRACT NO. 22-03		
SHEET NO. DM-102		
62 OF 610 SHEETS		

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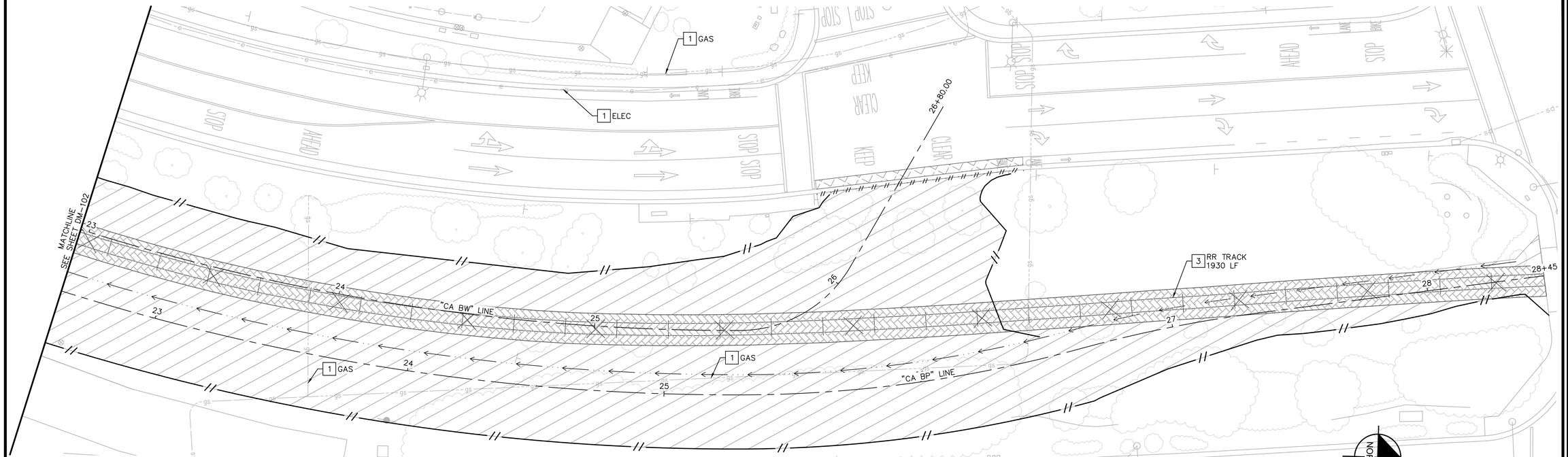

DEMOLITION NOTES

1 PROTECT IN PLACE

3 REMOVE AND SALVAGE (BASE MATERIAL ONLY)

PLAN

GENERAL NOTES

1. SEE CI DWGS FOR PAVEMENT SAWCUT AND GRADING LIMIT CONTROLS.
2. AC PAVEMENT IS ASSUMED TO HAVE AN AVERAGE DEPTH OF 6", SEE TX-201 FOR EXISTING AND PROPOSED STRUCTURAL SECTION.
3. SEE GD-000 TO GD-204 FOR STORM DRAIN STRUCTURE AND PIPE REMOVAL.
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10. FOR REMOVAL OF BOLLARDS REMOVE LIGHTING CONDUITS, PULLBOXES, AND APPURTENANCES IN CONFLICT WITH THE WORK.

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA DEMOLITION SHEET 3 OF 3
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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DESIGNED	LJ	
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CONTRACT NO. 22-03		
SHEET NO. DM-103 63 OF 610 SHEETS		

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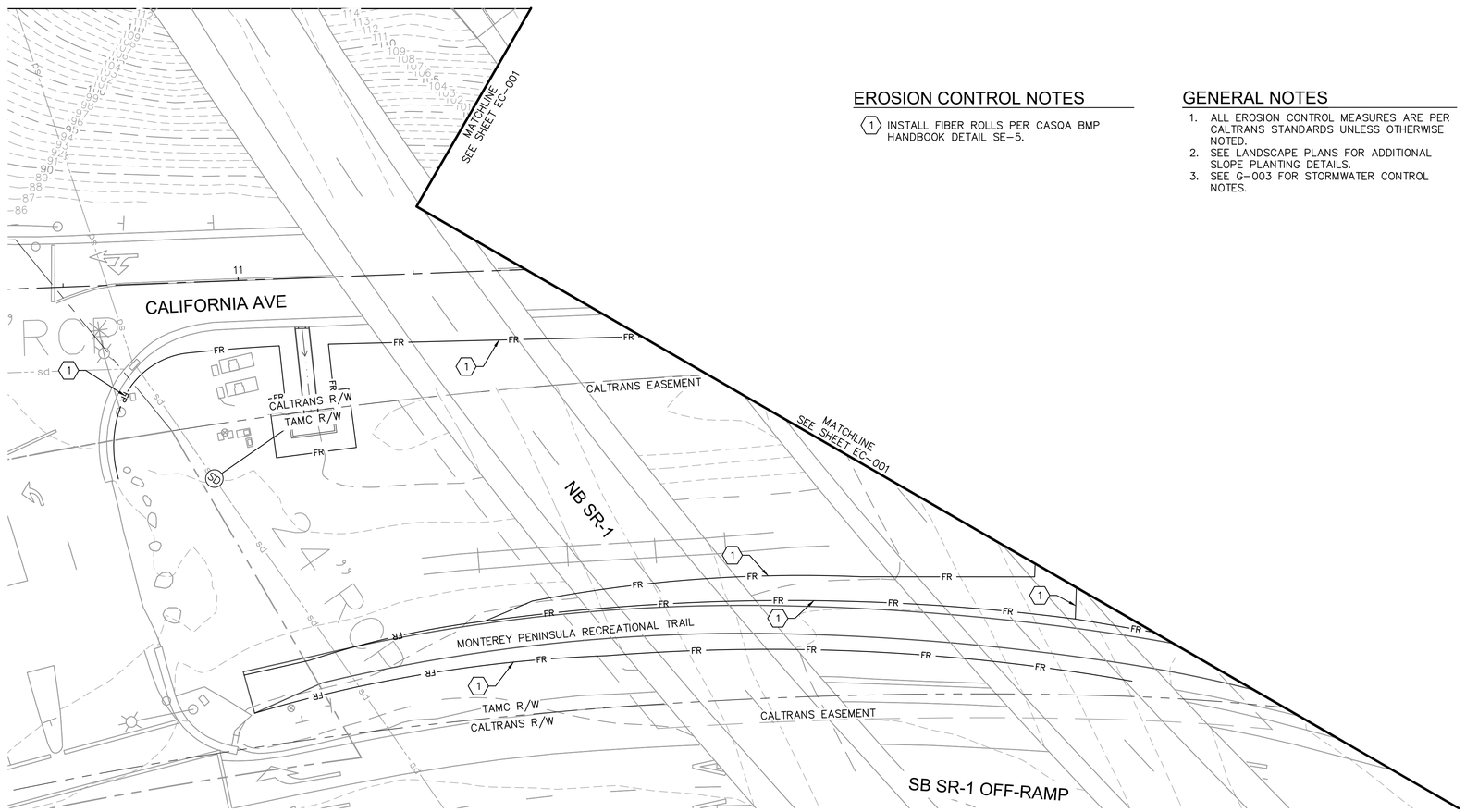

EROSION CONTROL NOTES

1. INSTALL FIBER ROLLS PER CASQA BMP HANDBOOK DETAIL SE-5.

GENERAL NOTES

1. ALL EROSION CONTROL MEASURES ARE PER CALTRANS STANDARDS UNLESS OTHERWISE NOTED.
2. SEE LANDSCAPE PLANS FOR ADDITIONAL SLOPE PLANTING DETAILS.
3. SEE G-003 FOR STORMWATER CONTROL NOTES.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

EROSION & TWPC SHEET 1 OF 25

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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CONTRACT NO. 22-03		
SHEET NO. EC-000		
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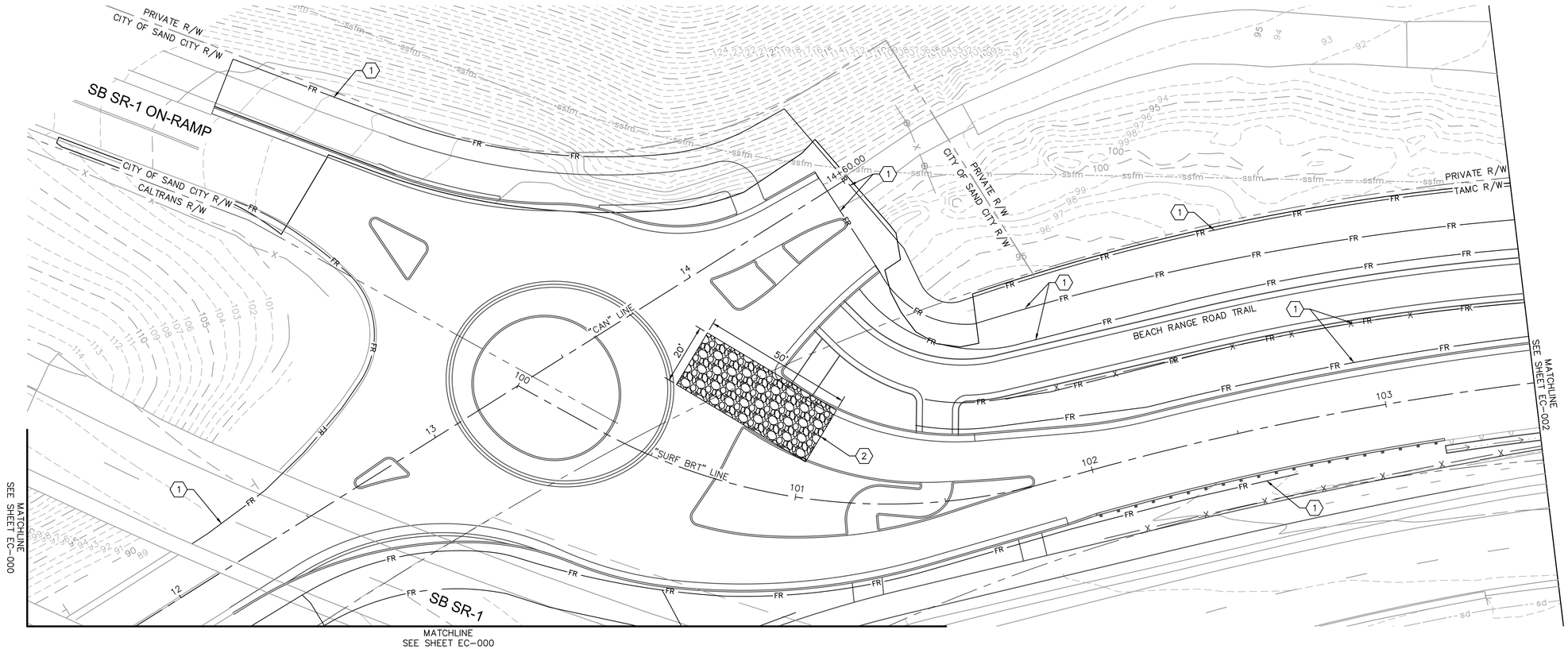

EROSION CONTROL NOTES

1. INSTALL FIBER ROLLS PER CASQA BMP HANDBOOK DETAIL SE-5.
2. INSTALL STABILIZED CONSTRUCTION ENTRANCE/EXIT PER CASQA BMP HANDBOOK DETAIL TC-1.

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2. SEE LANDSCAPE PLANS FOR ADDITIONAL SLOPE PLANTING DETAILS.
3. SEE G-003 FOR STORMWATER CONTROL NOTES.

NORTH

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100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT
EROSION & TWPC SHEET 2 OF 25
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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SHEET NO. EC-001		
69 OF 610 SHEETS		

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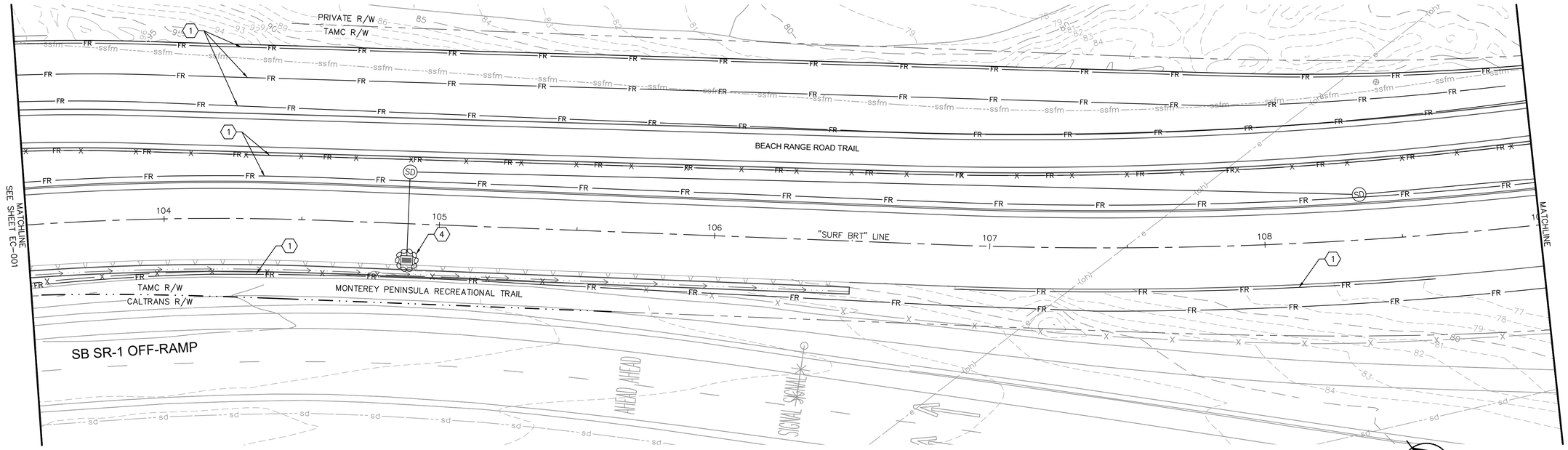

EROSION CONTROL NOTES

1. INSTALL FIBER ROLLS PER CASQA BMP HANDBOOK DETAIL SE-5.
4. INSTALL STORM DRAIN INLET PROTECTION PER CASQA BMP HANDBOOK DETAIL SE-10.

PLAN

GENERAL NOTES

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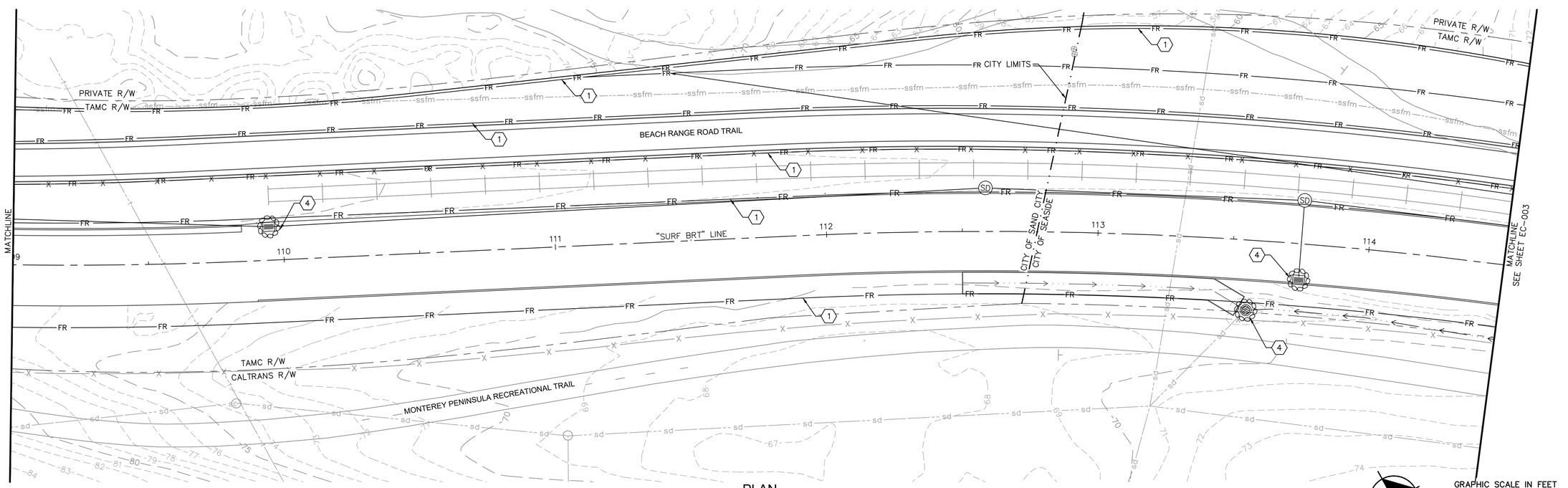

PLAN

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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT

EROSION & TWPC SHEET 3 OF 25

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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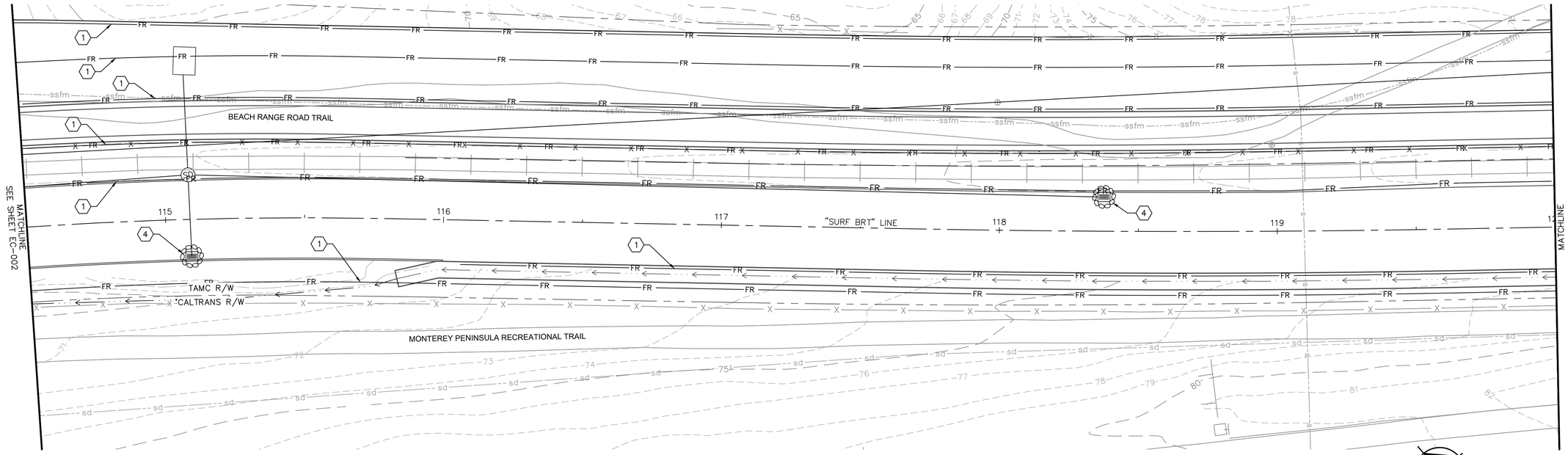

EROSION CONTROL NOTES

(1) INSTALL FIBER ROLLS PER CASQA BMP HANDBOOK DETAIL SE-5.

(4) INSTALL STORM DRAIN INLET PROTECTION PER CASQA BMP HANDBOOK DETAIL SE-10.

PLAN

GENERAL NOTES

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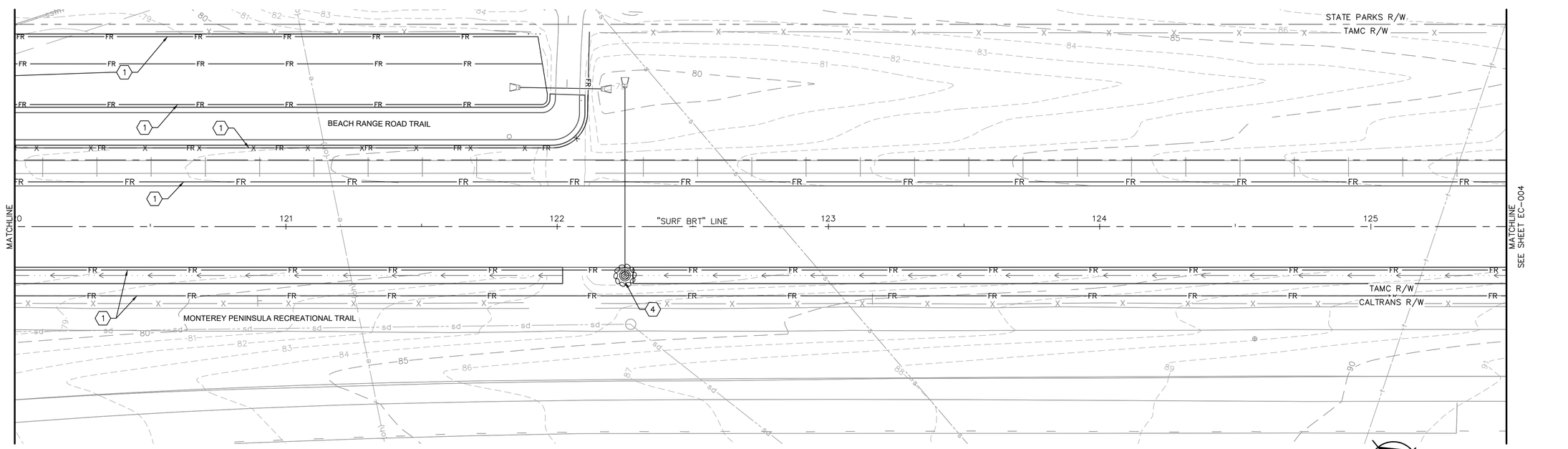

PLAN

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

SURF! BUSWAY AND BRT PROJECT
EROSION & TWPC SHEET 4 OF 25
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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SHEET NO. EC-003 OF 610 SHEETS		

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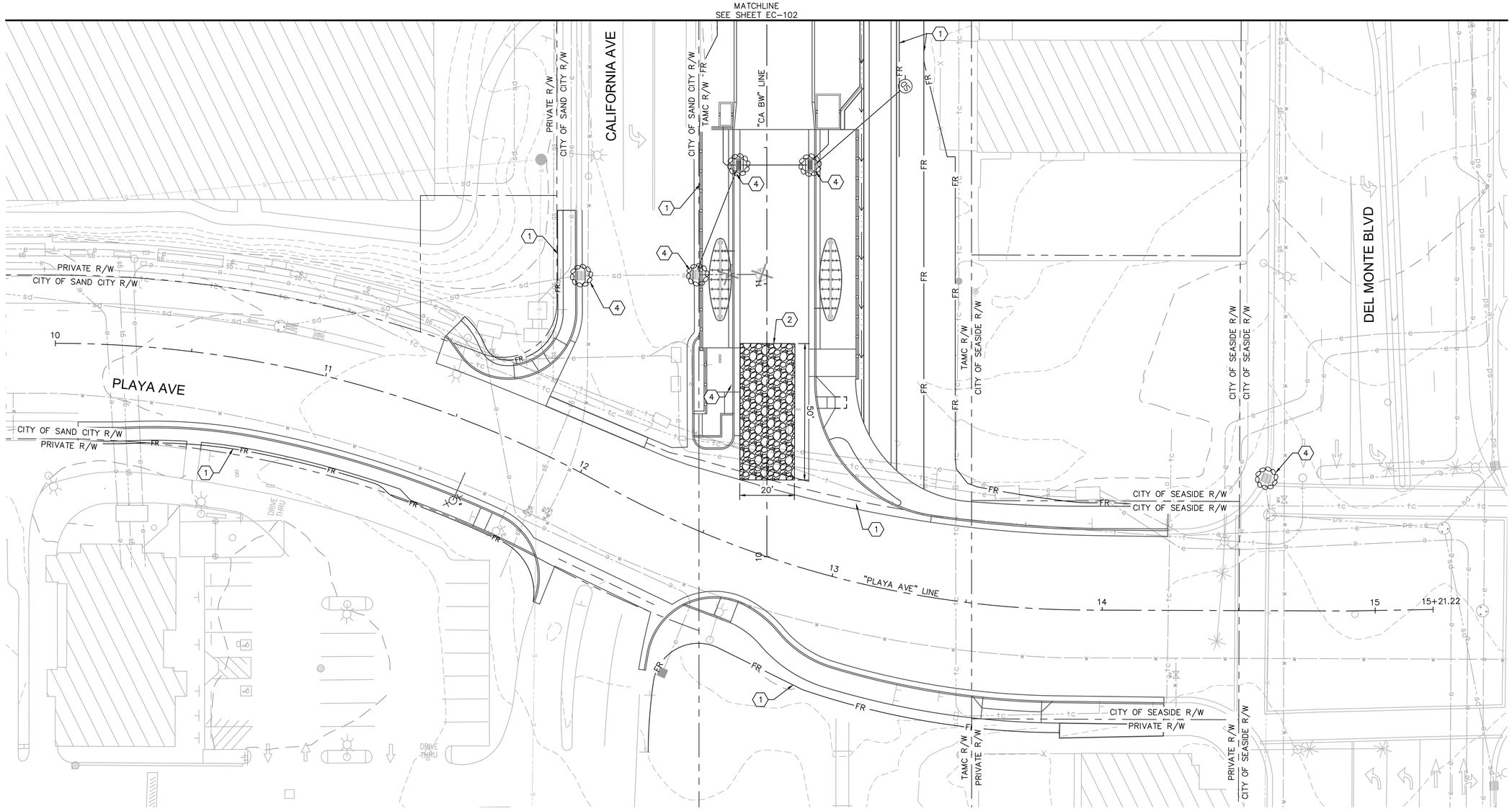

PLAN

EROSION CONTROL NOTES

1. INSTALL FIBER ROLLS PER CASQA BMP HANDBOOK DETAIL SE-5.
2. INSTALL STABILIZED CONSTRUCTION ENTRANCE/EXIT PER CASQA BMP HANDBOOK DETAIL TC-1.
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2. SEE LANDSCAPE PLANS FOR ADDITIONAL SLOPE PLANTING DETAILS.
3. SEE G-003 FOR STORMWATER CONTROL NOTES.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA EROSION & TWPC SHEET 1 OF 3
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
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CONTRACT NO. 22-03		
SHEET NO. EC-101 93 OF 610 SHEETS		

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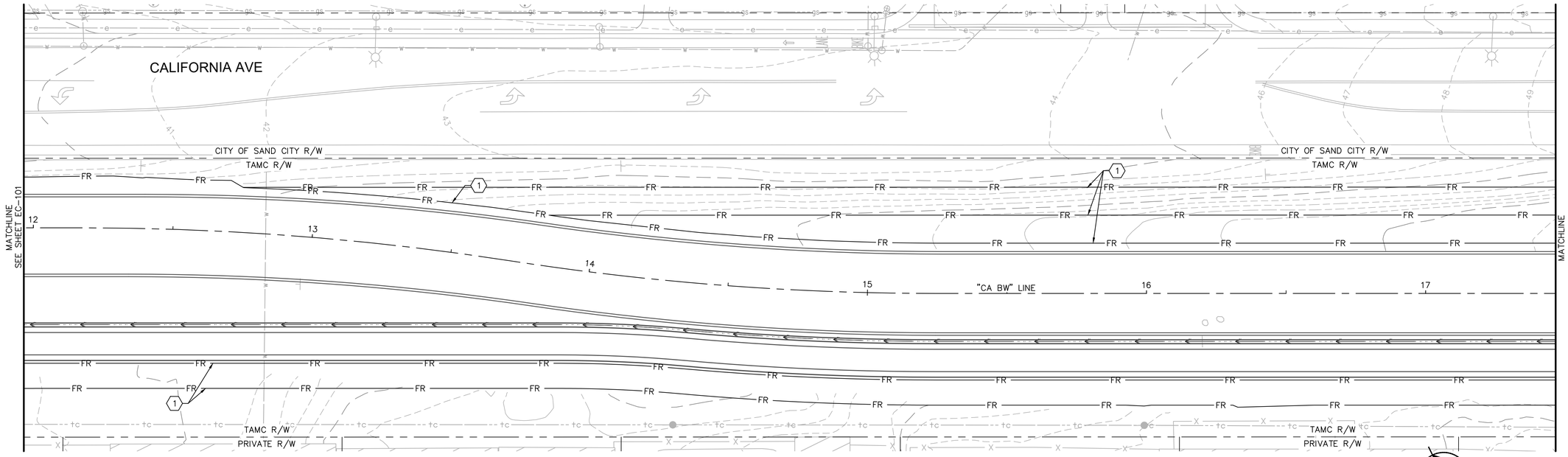

EROSION CONTROL NOTES

(1) INSTALL FIBER ROLLS PER CASQA BMP HANDBOOK DETAIL SE-5.

PLAN

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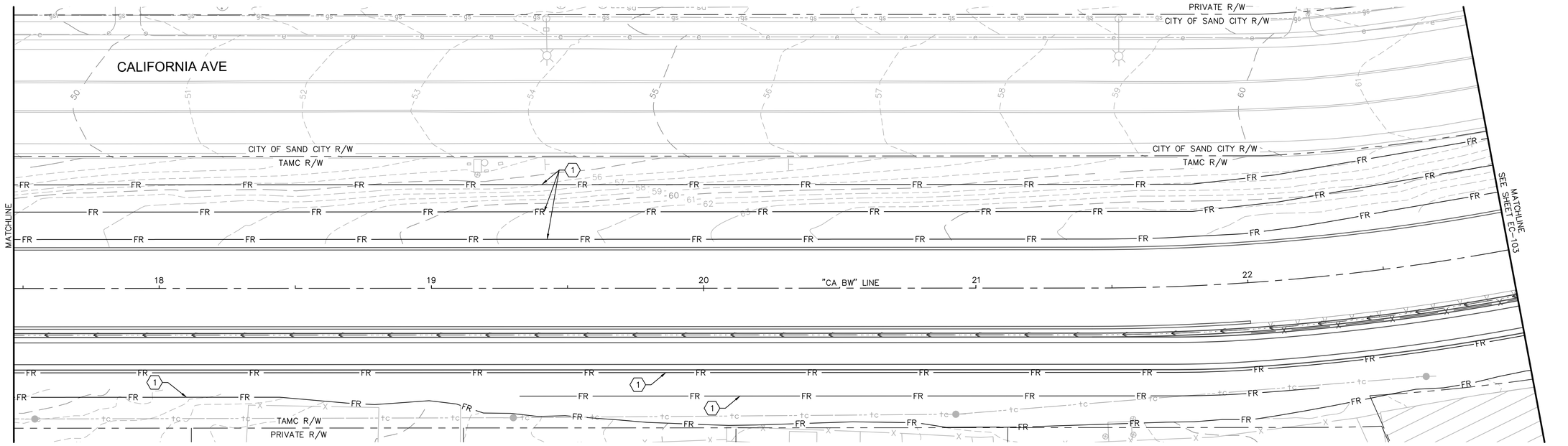

PLAN

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA EROSION & TWPC SHEET 2 OF 3
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
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CONTRACT NO. 22-03		
SHEET NO. EC-102		
94 OF 610 SHEETS		

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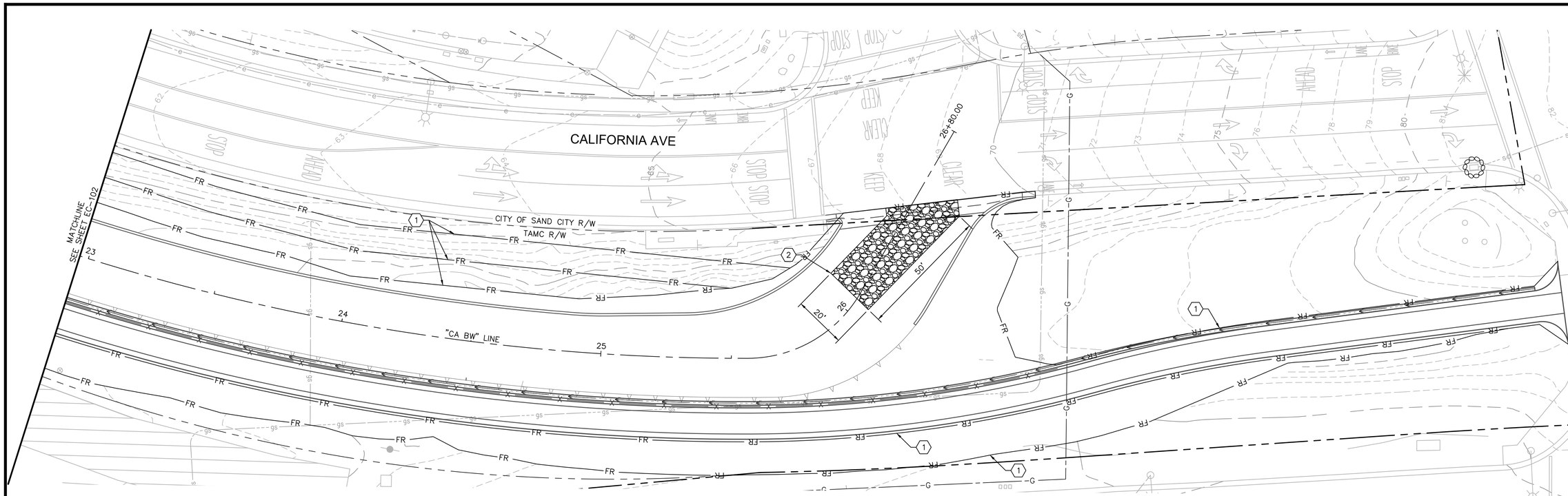

EROSION CONTROL NOTES

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3. SEE G-003 FOR STORMWATER CONTROL NOTES.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA EROSION & TWPC SHEET 3 OF 3
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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DESIGNED	LJ	
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CONTRACT NO. 22-03		
SHEET NO. EC-103		
95 OF 610 SHEETS		

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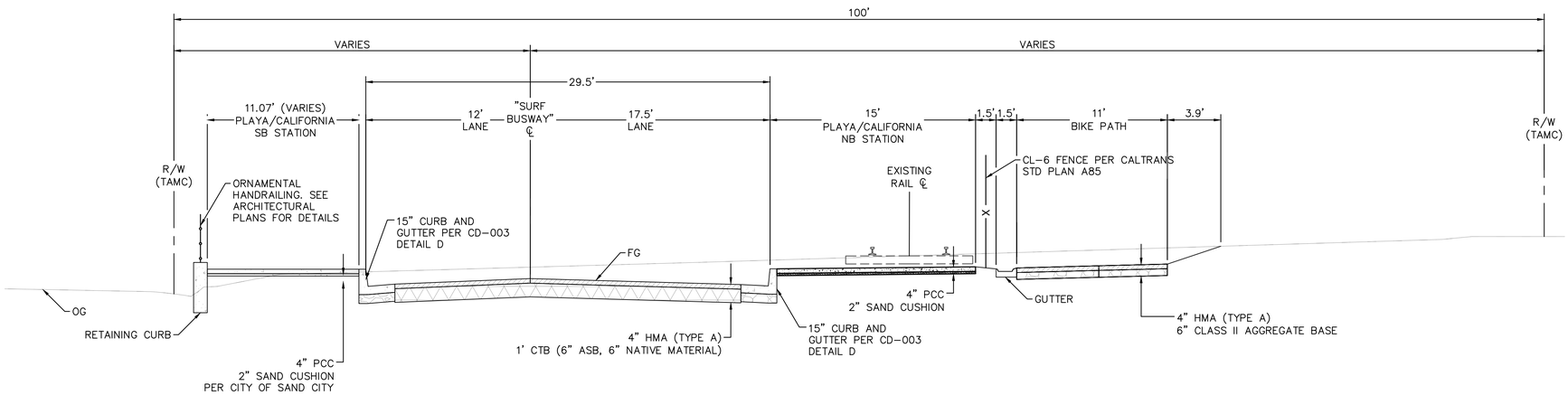
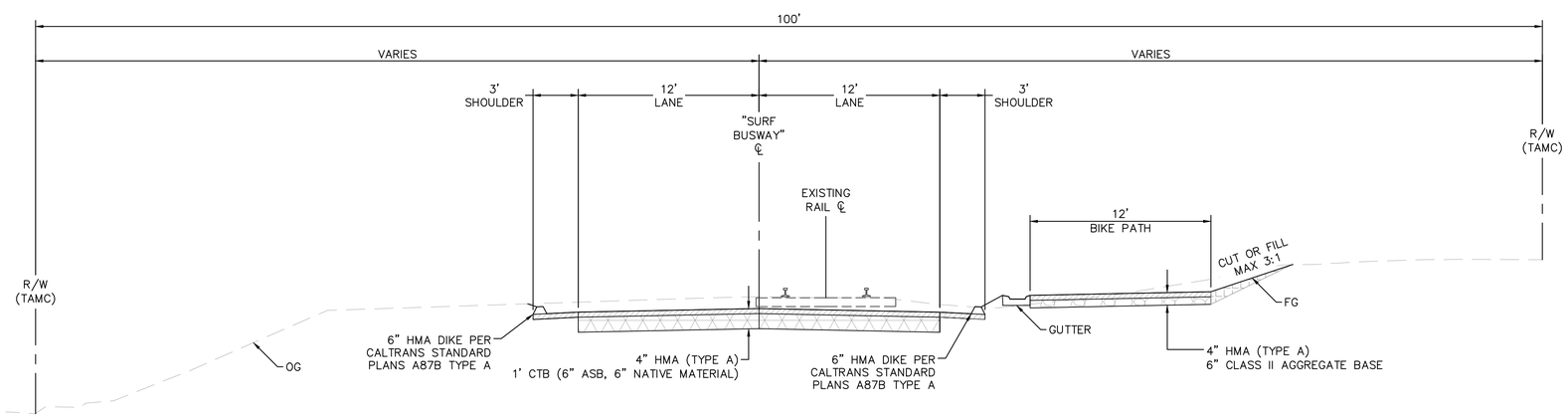


SECTION A

STA "CA BW" 10+38 TO 11+57



SECTION B

STA "CA BW" 11+57 TO 22+00

LEGEND:

- ASPHALT
- AGGREGATE BASE
- CEMENT TREATED BASE
- APPROXIMATE OVER EXCAVATION LIMITS
- NATIVE MATERIAL BACKFILL
- CONCRETE

GENERAL NOTES:

1. FOR RETAINING WALL HEIGHTS AND DETAILS SEE RW SHEETS.
2. FOR CIVIL IMPROVEMENTS SEE SHEETS CI-101 TO CI-105.
3. FOR GRADING AND DRAINAGE SEE SHEETS GD-101 TO GD-103.
4. FOR SIGNING AND MARKING SEE SHEETS SM-101 TO SM-103.
5. FOR CROSS SLOPES SEE SHEETS CX-101 TO CX-106.
6. BACKFILL PORTIONS OF REMOVED RAIL, TRACK TIES, BALLAST, AND SUBBALAST WITH NATIVE MATERIAL.
7. INSTALL 20' OF 2" HMA DIKE PER CALTRANS STANDARD PLANS A87B TYPE C UP TO 4" TYPE F DIKE. SEE SHEET CD-002.

GRAPHIC SCALE IN FEET
0 2.5 5 10

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA TYPICAL SECTIONS SHEET 1 OF 2
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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CONTRACT NO. 22-03		
SHEET NO. TX-101		
105 OF 610 SHEETS		

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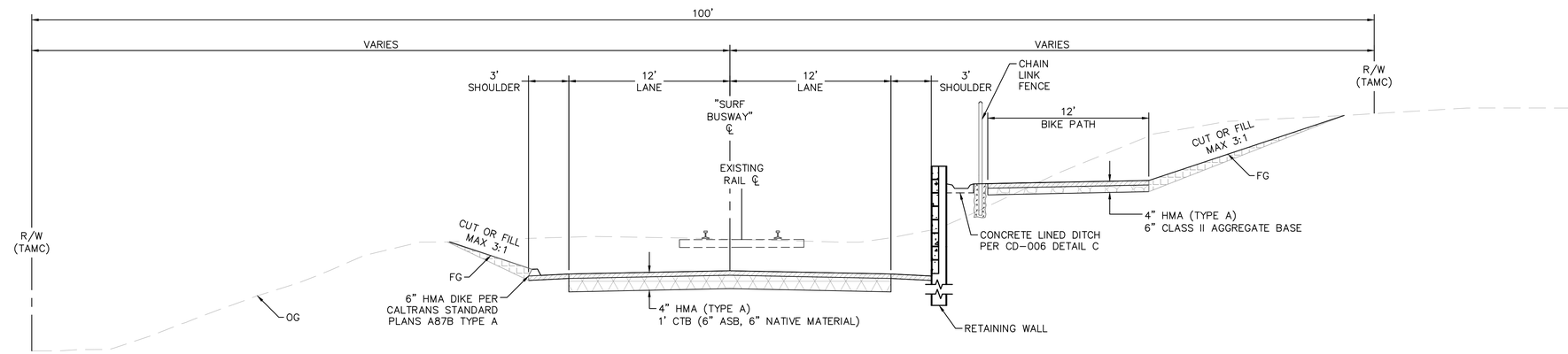

SECTION C

STA "CA BW" 22+00 TO 26+08

LEGEND:

- ASPHALT
- AGGREGATE BASE
- CEMENT TREATED BASE
- APPROXIMATE OVER EXCAVATION LIMITS
- NATIVE MATERIAL BACKFILL
- CONCRETE

GENERAL NOTES:

1. FOR RETAINING WALL HEIGHTS AND DETAILS SEE RW SHEETS.
2. FOR CIVIL IMPROVEMENTS SEE SHEETS CI-101 TO CI-105.
3. FOR GRADING AND DRAINAGE SEE SHEETS GD-101 TO GD-103.
4. FOR SIGNING AND MARKING SEE SHEETS SM-101 TO SM-103.
5. FOR CROSS SLOPES SEE SHEETS CX-101 TO CX-106.
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GRAPHIC SCALE IN FEET
0 2.5 5 10

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA TYPICAL SECTIONS SHEET 1 OF 2
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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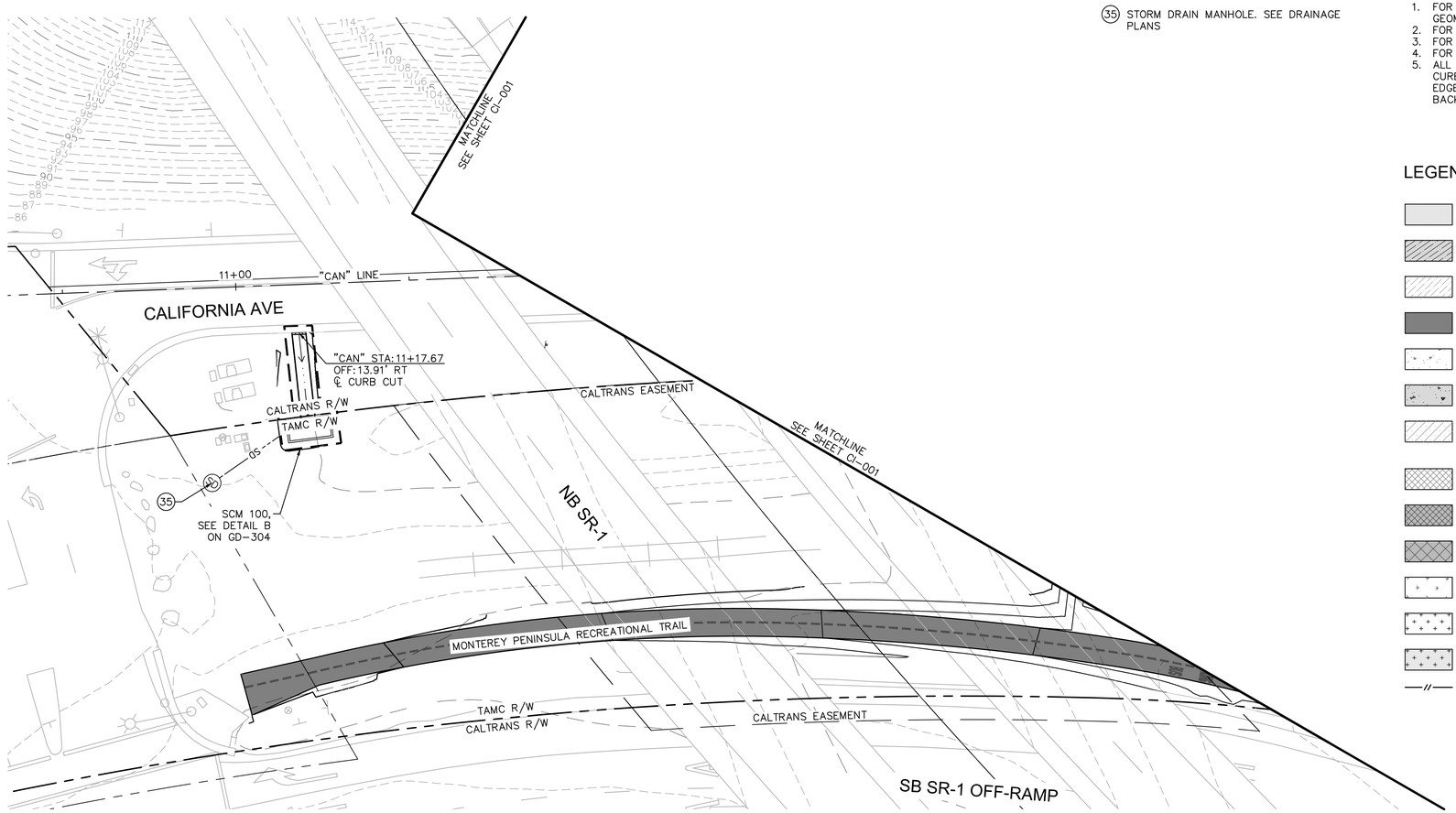

CIVIL NOTES

(35) STORM DRAIN MANHOLE. SEE DRAINAGE PLANS

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
5. ALL GEOMETRIC LABELS REFER TO FACE OF CURB, CURB AND GUTTER, GUARD RAIL, EDGE OF DIKE, CENTERLINE OF FENCE, OR BACK OF WALK. SEE CI-301 TO CI-308

LEGEND:

- BUSWAY PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL B)
- BUSWAY RED COLORED JPCP (PER DWG CD-001 DETAIL C)
- BUSWAY JPCP (PER DWG CD-001 DETAIL C)
- BIKE PATH PAVING (HMA TYPE A, PER DWG CD-001 DETAIL A)
- PCC SIDEWALK (PER CITY / CALTRANS STANDARD PLANS)
- STATION PCC SIDEWALK (PER DWG CD-001 DETAIL D)
- SLOPED PAVING PER CALTRANS BRIDGE STANDARD DETAIL XS4-210, SLOPE PAVING – FULL SLOPE – NO SKEW
- PARK AND RIDE LOT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL F)
- ROADWAY PAVING (HMA TYPE A, PER DWG CD-001 DETAIL E-1)
- ROADWAY PAVING (HMA TYPE A, PER DWG CD-001 DETAIL E-2)
- LANDSCAPING AREA PER LS DWGS
- GRADED DEPRESSION BIORETENTION AREA PER GD DWGS
- BIORETENTION POND PER GD DWGS
- GRADING LIMITS

NORTH

GRAPHIC SCALE IN FEET
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100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT
BUSWAY PLAN AND PROFILE SHEET 2 OF 48
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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110 OF 610 SHEETS		

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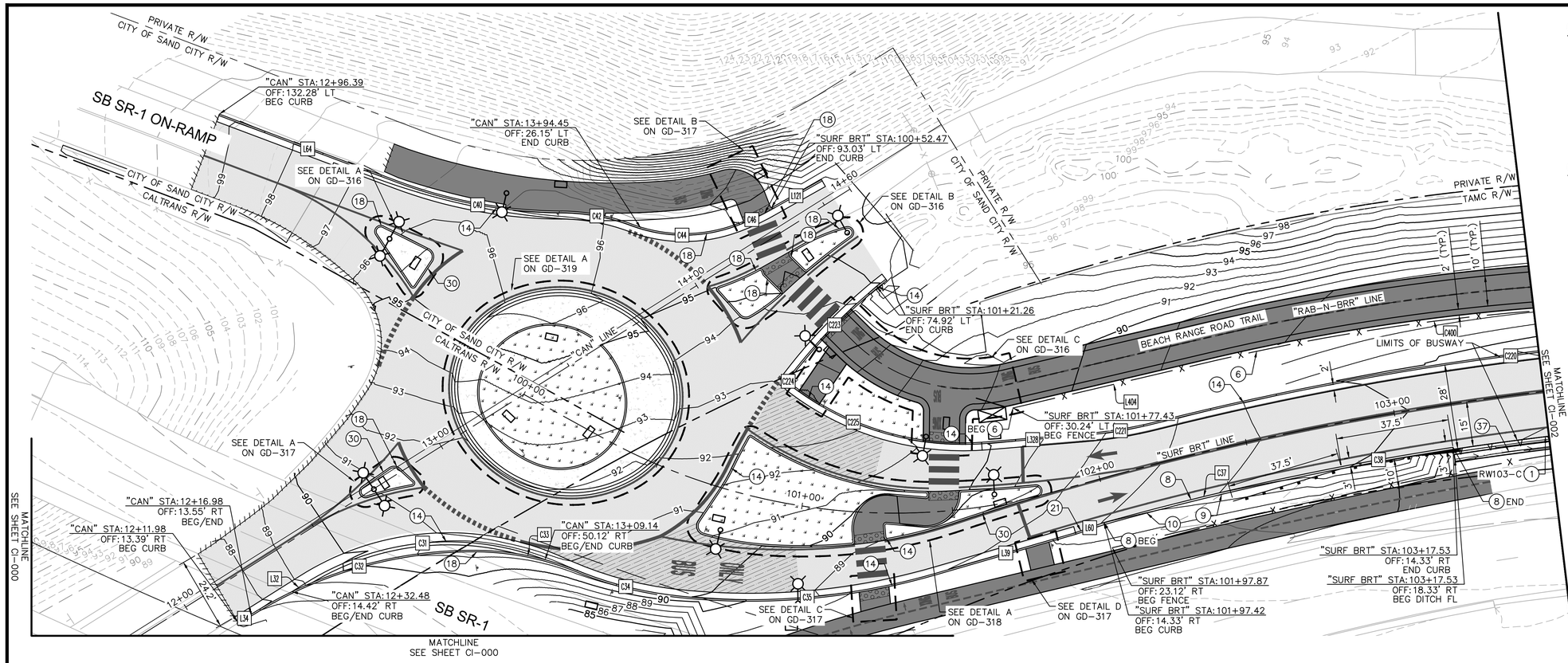
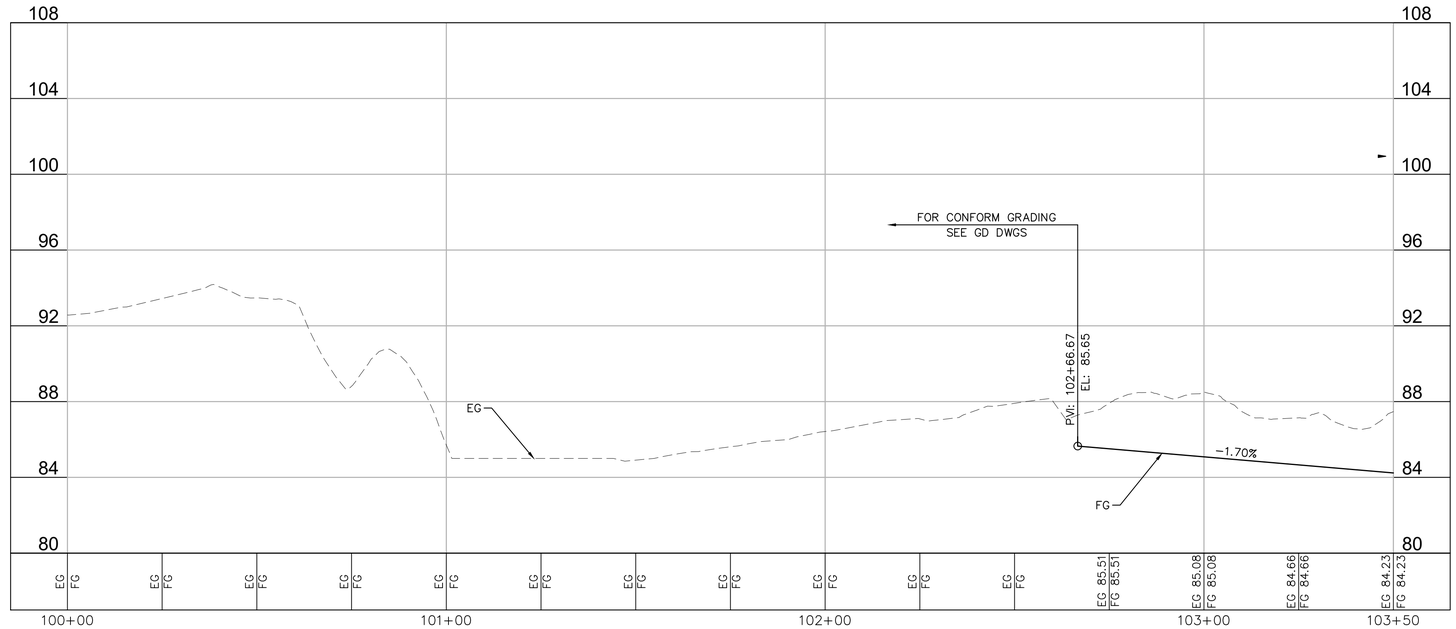


GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
5. ALL GEOMETRIC LABELS REFER TO FACE OF CURB, CURB AND GUTTER, GUARD RAIL, EDGE OF DIKE, CENTERLINE OF FENCE, OR BACK OF WALK. SEE CI-301 TO CI-308

CIVIL NOTES

1. RETAINING WALL. SEE RETAINING WALL PLANS
6. INSTALL CL-6 FENCE PER CALTRANS STD PLAN A85
8. INSTALL TYPE C HMA DIKE PER CALTRANS STD PLAN A87B
9. INSTALL MIDWEST GUARDRAIL SYSTEM WITH WOOD POST PER CALTRANS STD PLAN A77N3
10. INSTALL IN-LINE TERMINAL SYSTEM END TREATMENT PER CALTRANS STD PLAN A77Q1, TYPE 12A LAYOUT
14. INSTALL A2-6 CURB AND GUTTER PER CALTRANS STD PLAN A87A
18. INSTALL A1-6 CURB PER CALTRANS STD PLAN A87A
21. INSTALL CURB TRANSITION PER CD-002
30. INSTALL CONCRETE PAVING PER CALTRANS STD PLAN A87A CASE A
37. INSTALL CONCRETE LINED DITCH PER CD-006 DETAIL C



PROFILE

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Vert SCALE: 1"=20'

NORTH

GRAPHIC SCALE IN FEET
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100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
BUSWAY PLAN AND PROFILE SHEET 2 OF 48
MONTEREY COUNTY
CALIFORNIA

DATE	APRIL 2024
DRAWN	ML
DESIGNED	LJ
CHECKED	PM
CONTRACT NO.	22-03
SHEET NO.	CI-001
	110 OF 610 SHEETS

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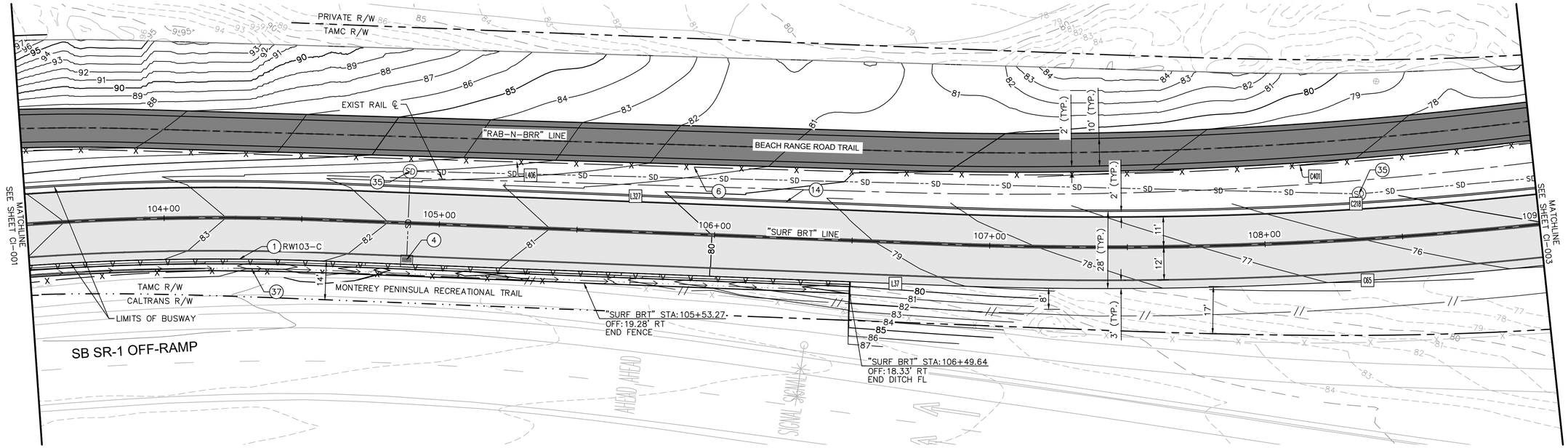


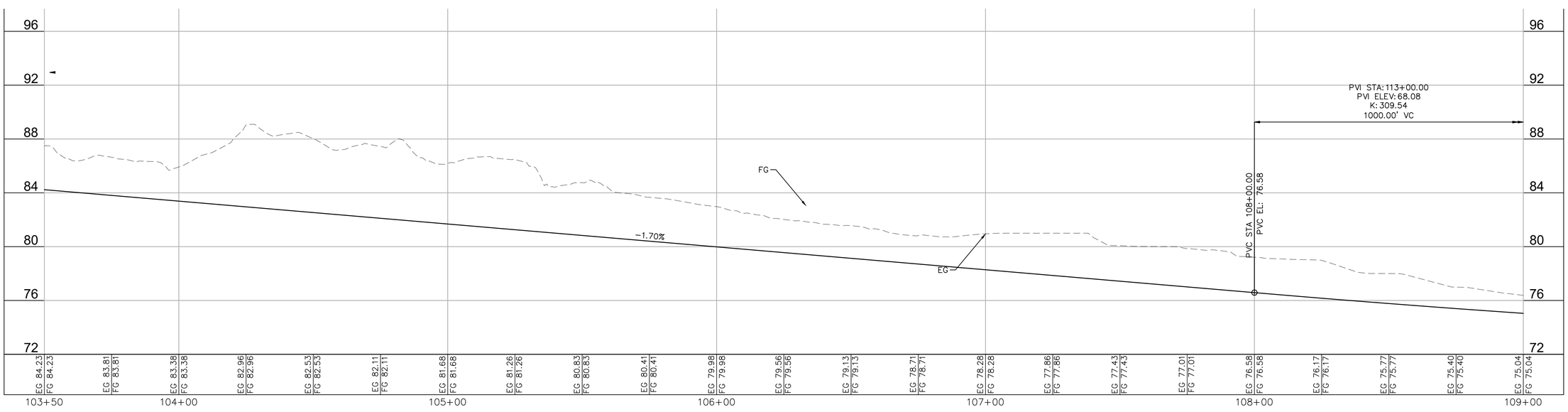
PLAN

CIVIL NOTES

1. RETAINING WALL. SEE RETAINING WALL PLANS
4. DRAINAGE STRUCTURE. SEE DRAINAGE PLANS
6. INSTALL CL-6 FENCE PER CALTRANS STD PLAN A85
7. INSTALL TYPE A HMA DIKE PER CALTRANS STD PLAN A87B
14. INSTALL A2-6 CURB AND GUTTER PER CALTRANS STD PLAN A87A
35. STORM DRAIN MANHOLE. SEE DRAINAGE PLANS
37. INSTALL CONCRETE LINED DITCH PER CD-006 DETAIL C

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
5. ALL GEOMETRIC LABELS REFER TO FACE OF CURB, CURB AND GUTTER, GUARD RAIL, EDGE OF DIKE, CENTERLINE OF FENCE, OR BACK OF WALK. SEE CI-301 TO CI-308



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Vert SCALE: 1"=20'

NORTH

GRAPHIC SCALE IN FEET
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100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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BUSWAY PLAN AND PROFILE SHEET 3 OF 48
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CI-002		
111 OF 610 SHEETS		

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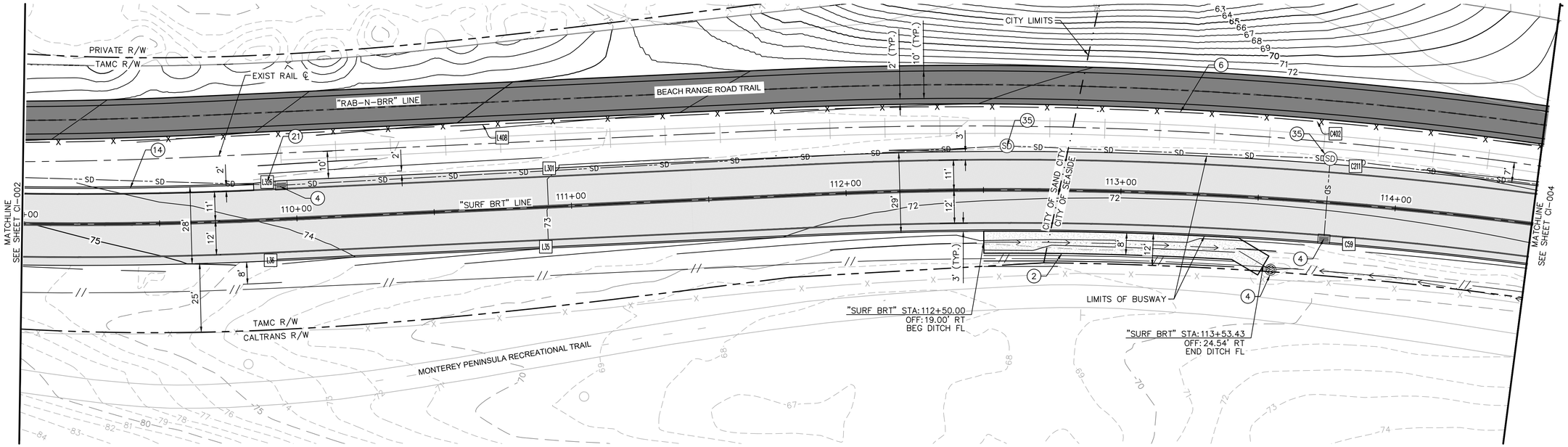

CIVIL NOTES

(2) INSTALL 8' GRADED DITCH PER DETAIL D ON CD-007.

(4) DRAINAGE STRUCTURE. SEE DRAINAGE PLANS

(6) INSTALL CL-6 FENCE PER CALTRANS STD PLAN A85

(14) INSTALL A2-6 CURB AND GUTTER PER CALTRANS STD PLAN A87A

(21) INSTALL CURB TRANSITION PER CD-002

(35) STORM DRAIN MANHOLE. SEE DRAINAGE PLANS

PLAN

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
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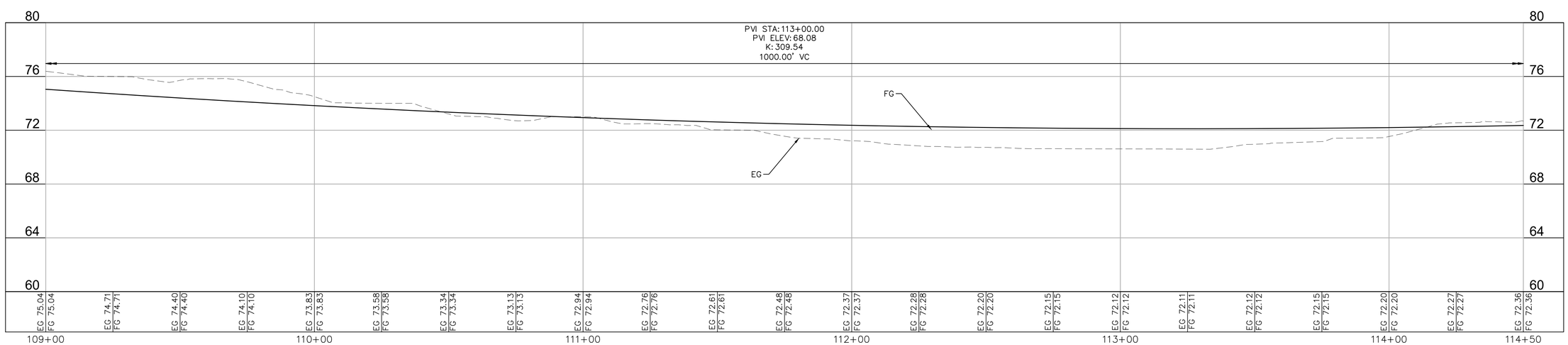

PROFILE

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Vert SCALE: 1"=20'

NORTH

GRAPHIC SCALE IN FEET
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100% DESIGN

MST MONTEREY-SALINAS TRANSIT

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BUSWAY PLAN AND PROFILE SHEET 4 OF 48
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	WL
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CHECKED	PM
CONTRACT NO.	22-03
SHEET NO.	CI-003
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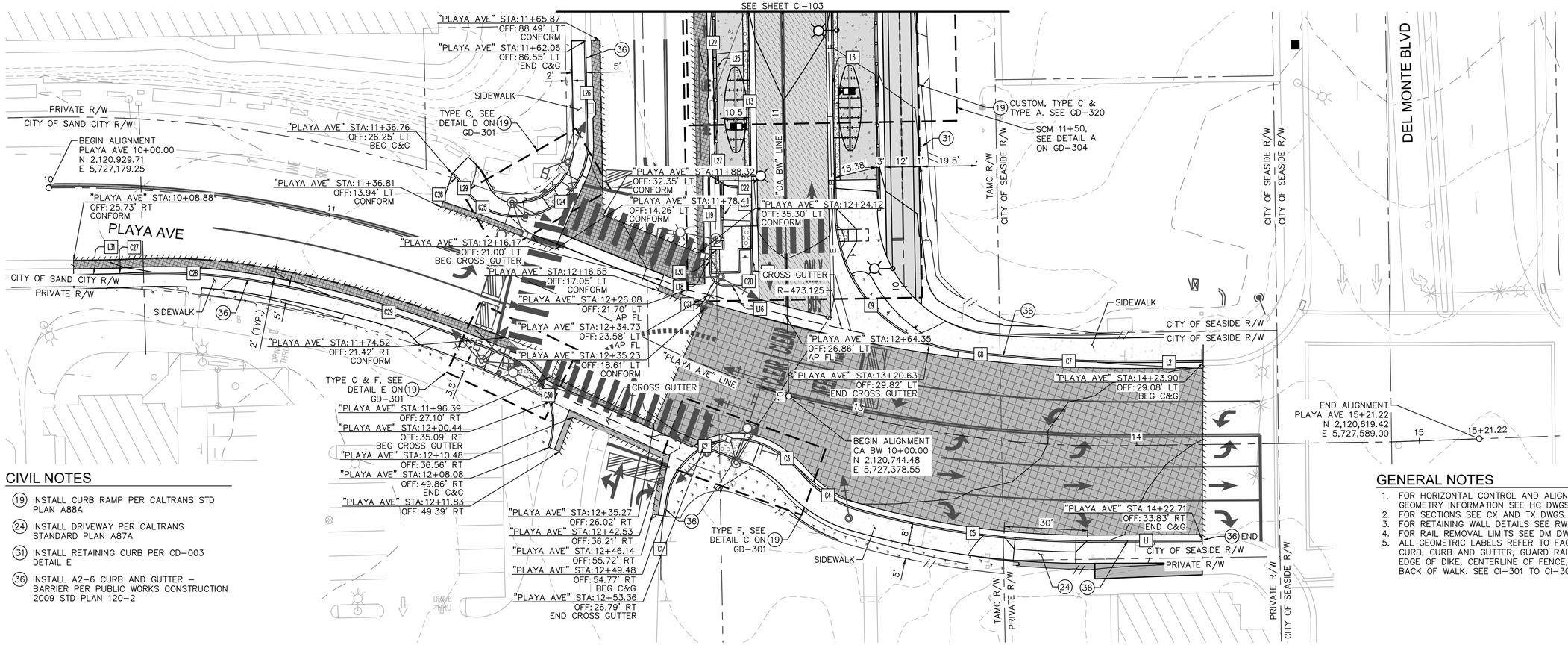


CIVIL NOTES

(19) INSTALL CURB RAMP PER CALTRANS STD PLAN A88A

(24) INSTALL DRIVEWAY PER CALTRANS STANDARD PLAN A87A

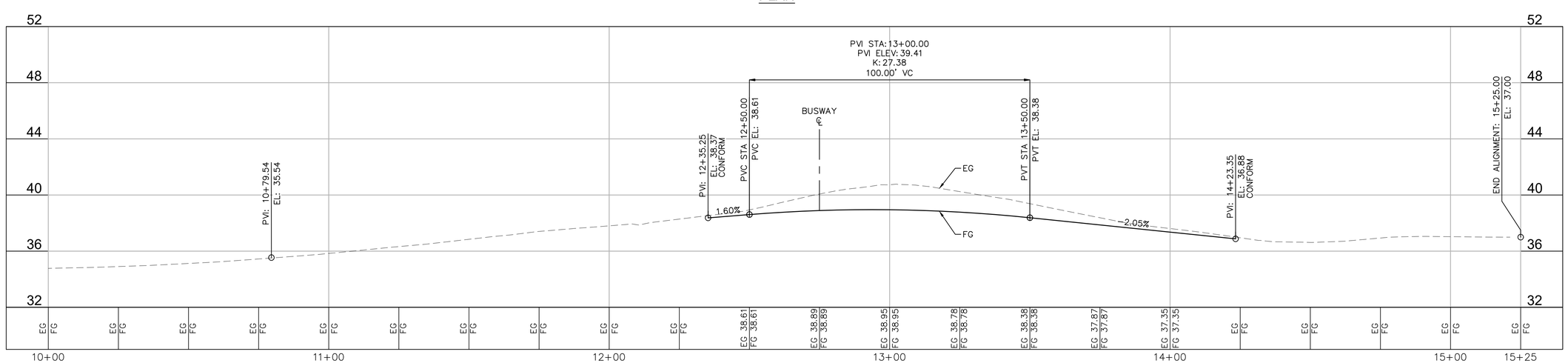
(31) INSTALL RETAINING CURB PER CD-003 DETAIL E

(36) INSTALL A2-6 CURB AND GUTTER – BARRIER PER PUBLIC WORKS CONSTRUCTION 2009 STD PLAN 120-2

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
5. ALL GEOMETRIC LABELS REFER TO FACE OF CURB, CURB AND GUTTER, GUARD RAIL, EDGE OF DIKE, CENTERLINE OF FENCE, OR BACK OF WALK. SEE CI-301 TO CI-308

PLAN



PROFILE

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Vert SCALE: 1"=20'

100% DESIGN

NORTH

GRAPHIC SCALE IN FEET
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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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PLAYA-CALIFORNIA PLAN AND PROFILE SHEET 1 OF 5
MONTEREY COUNTY
CALIFORNIA

DATE	APRIL 2024
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DESIGNED	LJ
CHECKED	PM
CONTRACT NO.	22-03
SHEET NO.	CI-101
157 OF 610 SHEETS	

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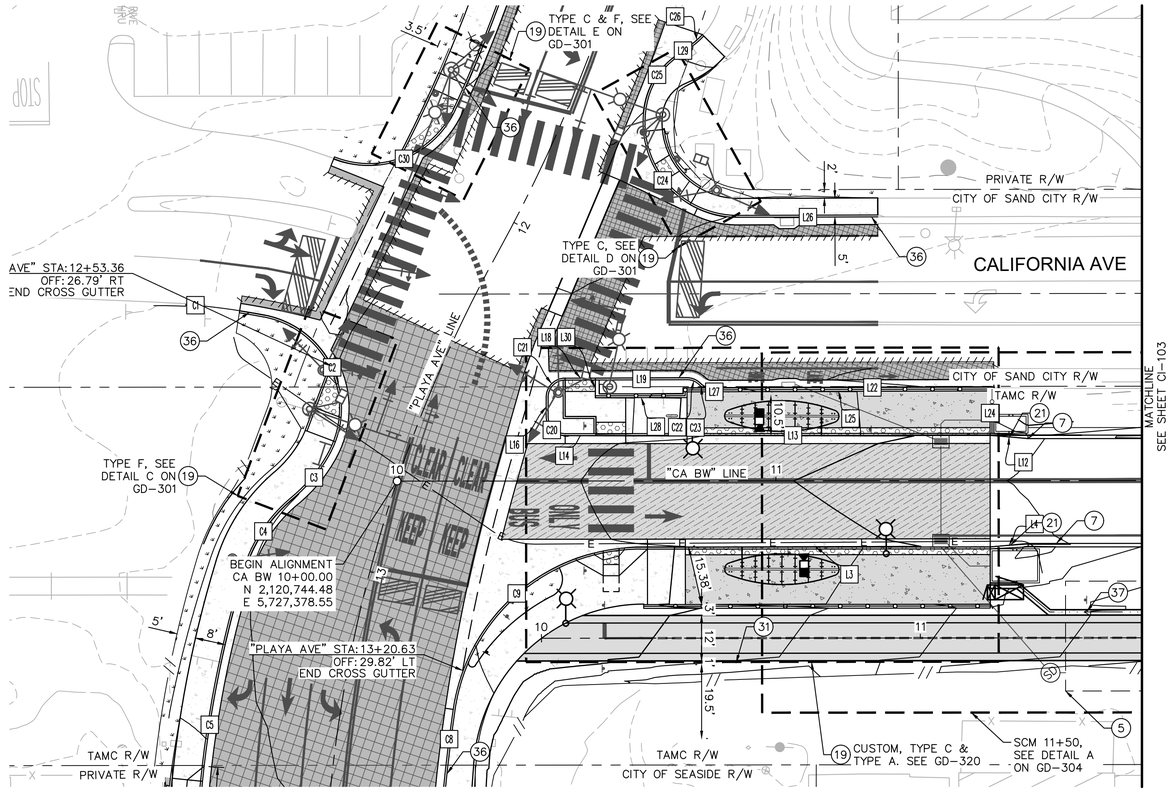

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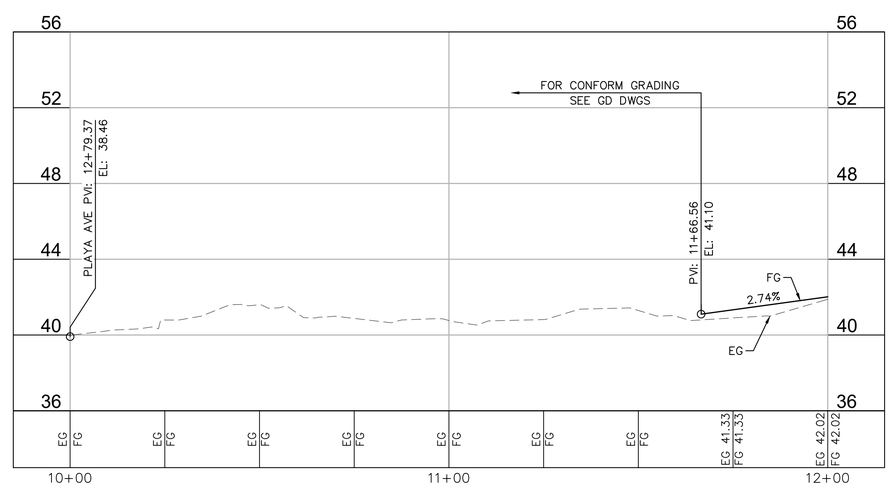

PROFILE

Horiz SCALE: 1"=5'
Vert SCALE: 1"=20'

CIVIL NOTES

(5) RETENTION BASIN. SEE DRAINAGE PLANS

(7) INSTALL TYPE A HMA DIKE PER CALTRANS STD PLAN A87B

(19) INSTALL CURB RAMP PER CALTRANS STD PLAN A88A

(21) INSTALL CURB TRANSITION PER CD-002

(31) INSTALL RETAINING CURB PER CD-003 DETAIL E

(36) INSTALL A2-6 CURB AND GUTTER - BARRIER PER PUBLIC WORKS CONSTRUCTION 2009 STD PLAN 120-2

(37) INSTALL CONCRETE LINED DITCH PER CD-006 DETAIL C

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
5. ALL GEOMETRIC LABELS REFER TO FACE OF CURB, CURB AND GUTTER, GUARD RAIL, EDGE OF DIKE, CENTERLINE OF FENCE, OR BACK OF WALK. SEE CI-301 TO CI-308

NORTH

GRAPHIC SCALE IN FEET
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100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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PLAYA-CALIFORNIA PLAN AND PROFILE SHEET 2 OF 5
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
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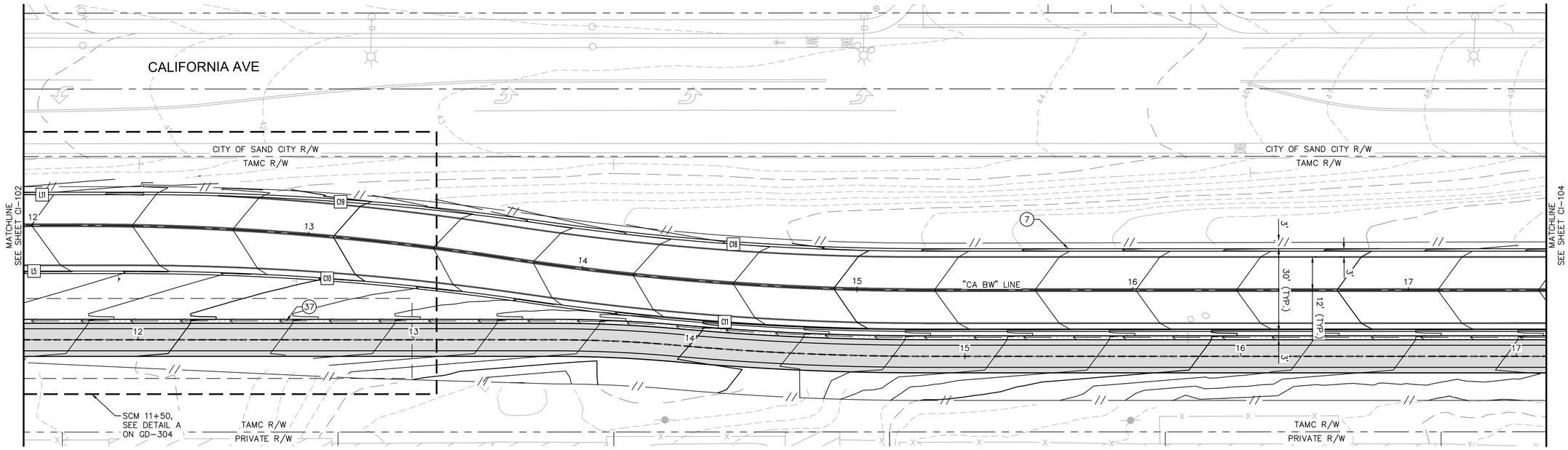

CIVIL NOTES

(7) INSTALL TYPE A HMA DIKE PER CALTRANS STD PLAN A87B

(37) INSTALL CONCRETE LINED DITCH PER CD-006 DETAIL C

PLAN

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
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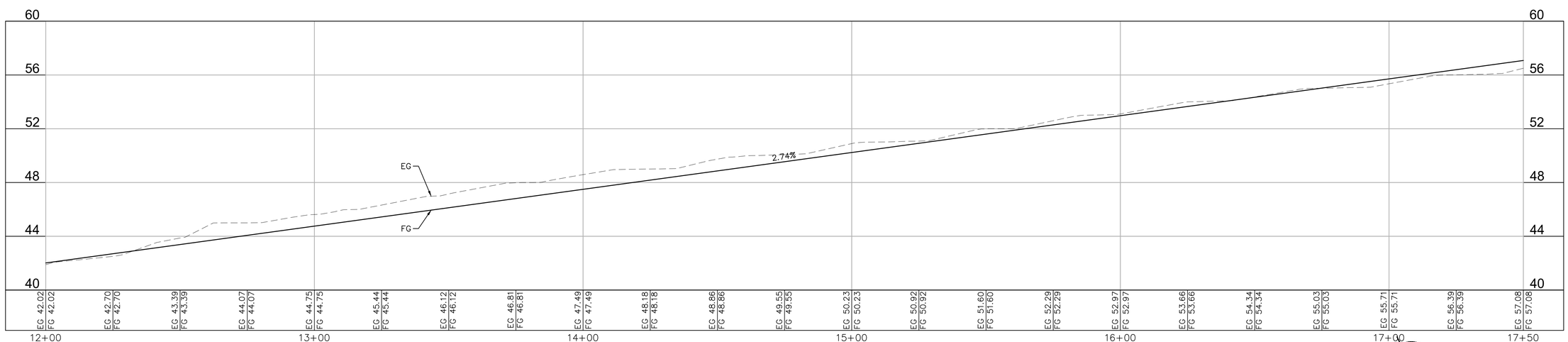

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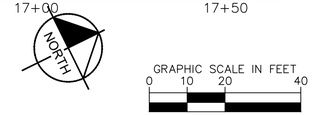

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PLAYA-CALIFORNIA PLAN AND PROFILE SHEET 3 OF 5

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CI-103		
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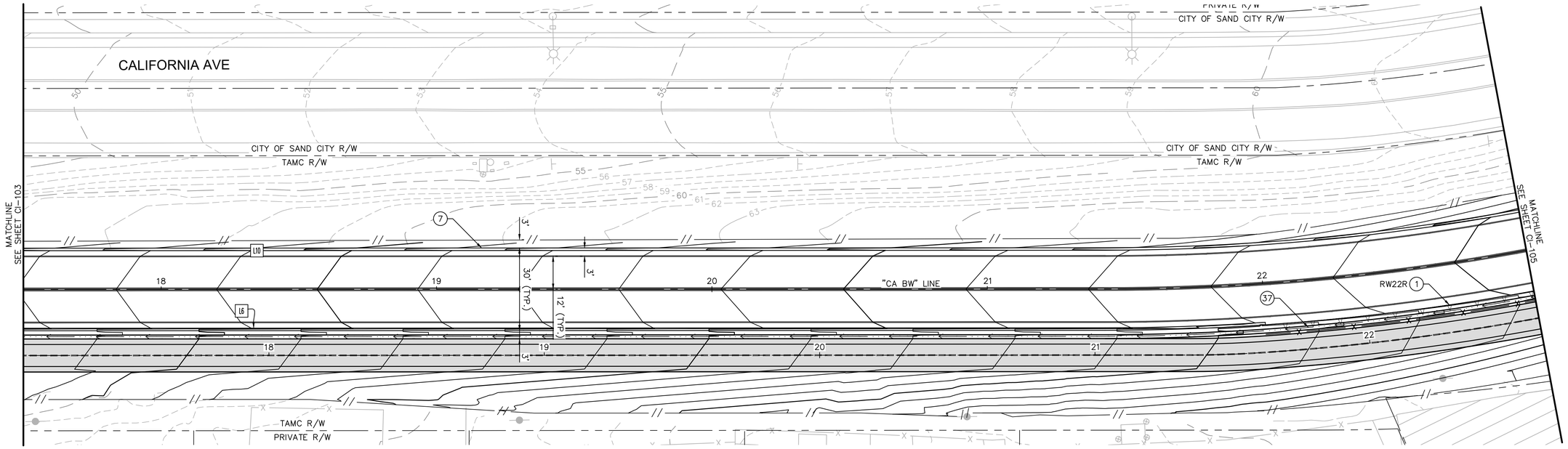

CIVIL NOTES

1. RETAINING WALL. SEE RETAINING WALL PLANS
7. INSTALL TYPE A HMA DIKE PER CALTRANS STD PLAN A87B
37. INSTALL CONCRETE LINED DITCH PER CD-006 DETAIL C

PLAN

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
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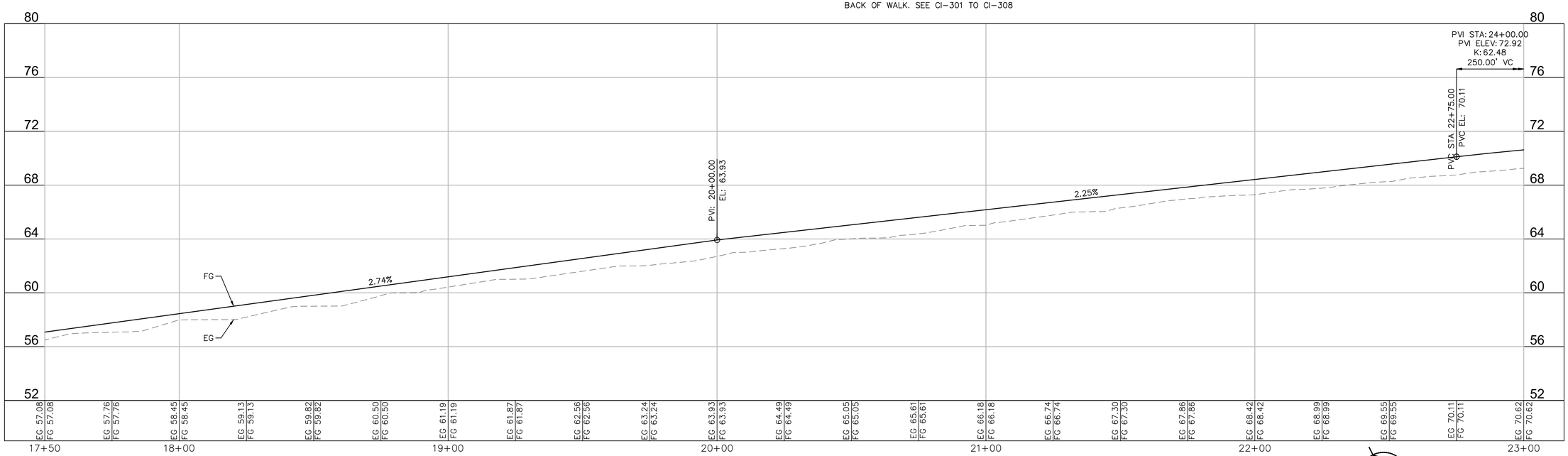

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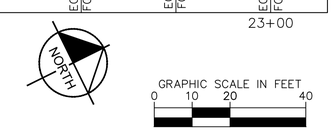

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TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

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PLAYA-CALIFORNIA PLAN AND PROFILE SHEET 4 OF 5
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	ML	
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CHECKED	PM	
CONTRACT NO. 22-03		
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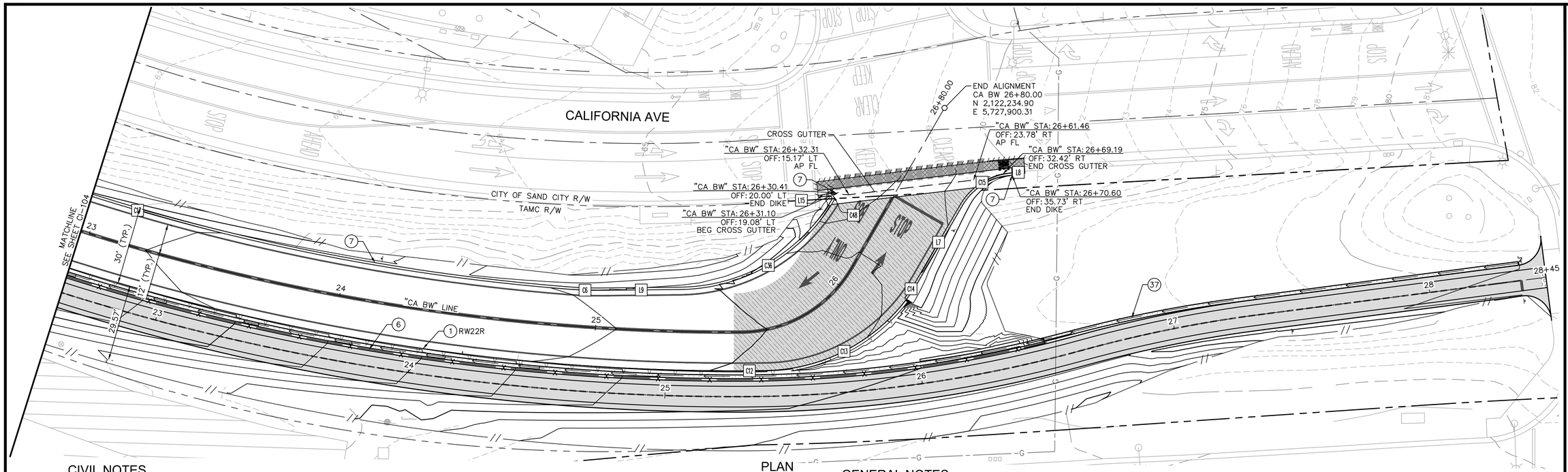

PLAN

CIVIL NOTES

1. RETAINING WALL. SEE RETAINING WALL PLANS
6. INSTALL CL-6 FENCE PER CALTRANS STD PLAN A85
7. INSTALL TYPE A HMA DIKE PER CALTRANS STD PLAN A87B
37. INSTALL CONCRETE LINED DITCH PER CD-006 DETAIL C

GENERAL NOTES

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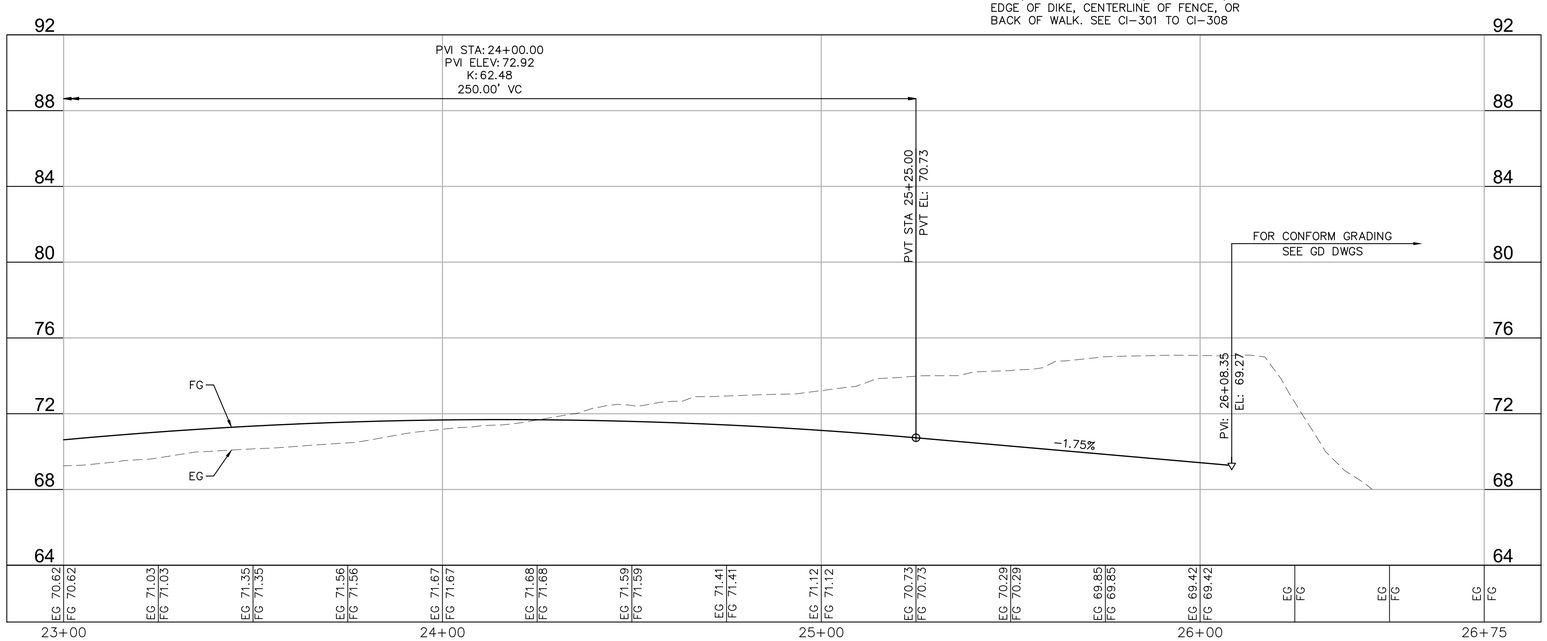

PROFILE

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GRAPHIC SCALE IN FEET
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100% DESIGN

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA PLAN AND PROFILE SHEET 5 OF 5
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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DESIGNED	LJ	
CHECKED	PM	
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SHEET NO. CI-105		
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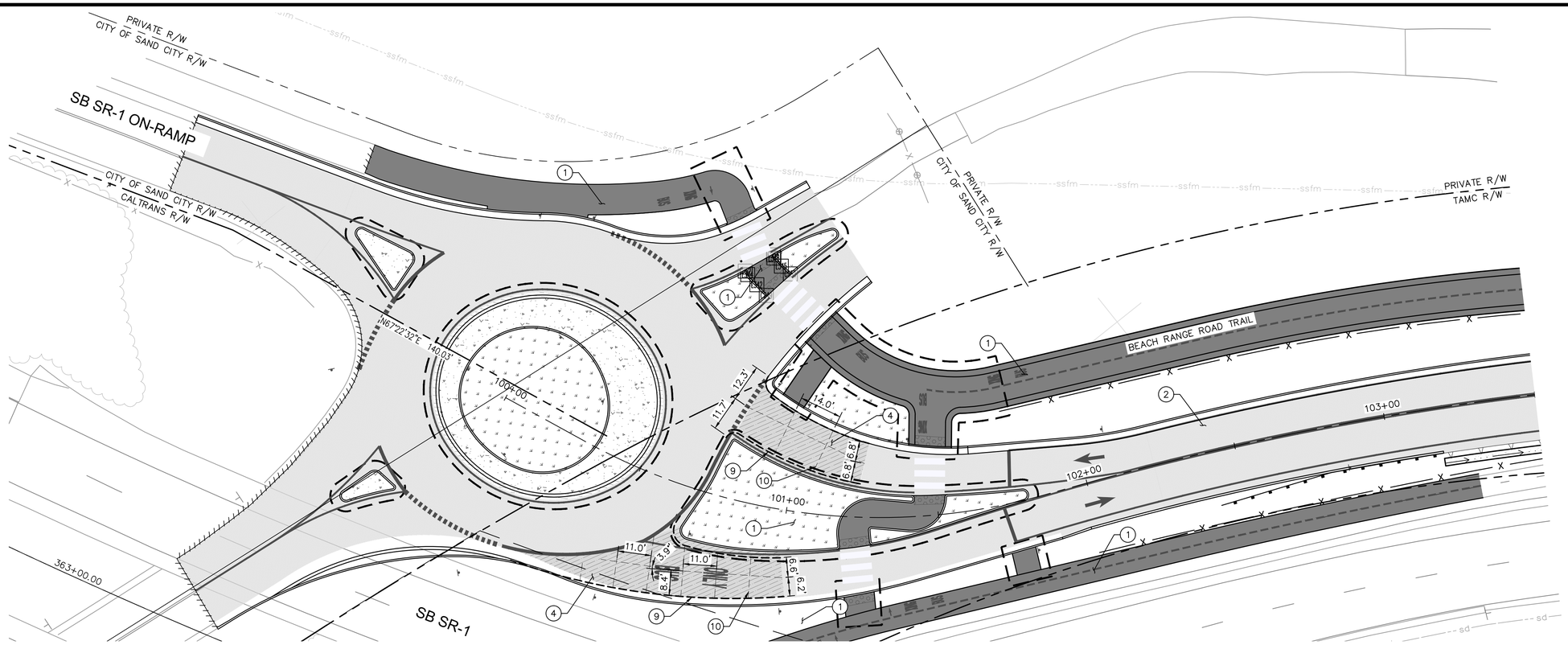

PLAN

PAVING AND JOINTING PLAN NOTES

1. INSTALL BIKE PATH PAVING PER DWG CD-001 DETAIL A
2. INSTALL BUSWAY PAVEMENT PER DWG CD-001 DETAIL B
4. INSTALL RED COLORED BUSWAY JPCP PER DWG CD-001 DETAIL C
9. INSTALL EXPANSION JOINT PER DWG CD-004 DETAIL A
10. INSTALL WEAKENED PLANE JOINT PER DWG CD-004 DETAIL C

LEGEND:

- BUSWAY PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL B)
- BUSWAY RED COLORED JPCP (PER DWG CD-001 DETAIL C)
- BUSWAY JPCP (PER DWG CD-001 DETAIL C)
- BIKE PATH PAVING (HMA TYPE A, PER DWG CD-001 DETAIL A)
- PCC SIDEWALK (PER CITY / CALTRANS STANDARD PLANS)
- STATION PCC SIDEWALK (PER DWG CD-001 DETAIL D)
- SLOPED PAVING PER CALTRANS BRIDGE STANDARD DETAIL XS4-210, SLOPE PAVING - FULL SLOPE - NO SKEW
- PARK AND RIDE LOT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL F)
- ROADWAY PAVING (HMA TYPE A, PER DWG CD-001 DETAIL E-1)
- ROADWAY PAVING (HMA TYPE A, PER DWG CD-001 DETAIL E-2)
- LANDSCAPING AREA PER LS DWGS
- GRADED DEPRESSION BIORETENTION AREA PER GD DWGS
- BIORETENTION POND PER GD DWGS
- WEAKENED PLANE JOINT (PER DWG CD-004 DETAIL C)
- EXPANSION JOINT (PER DWG CD-004 DETAIL A)

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
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NORTH

GRAPHIC SCALE IN FEET
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100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PAVING AND JOINTING PLANS SHEET 1 OF 6
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
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CONTRACT NO.	22-03
SHEET NO.	PJ-001
174 OF 610 SHEETS	

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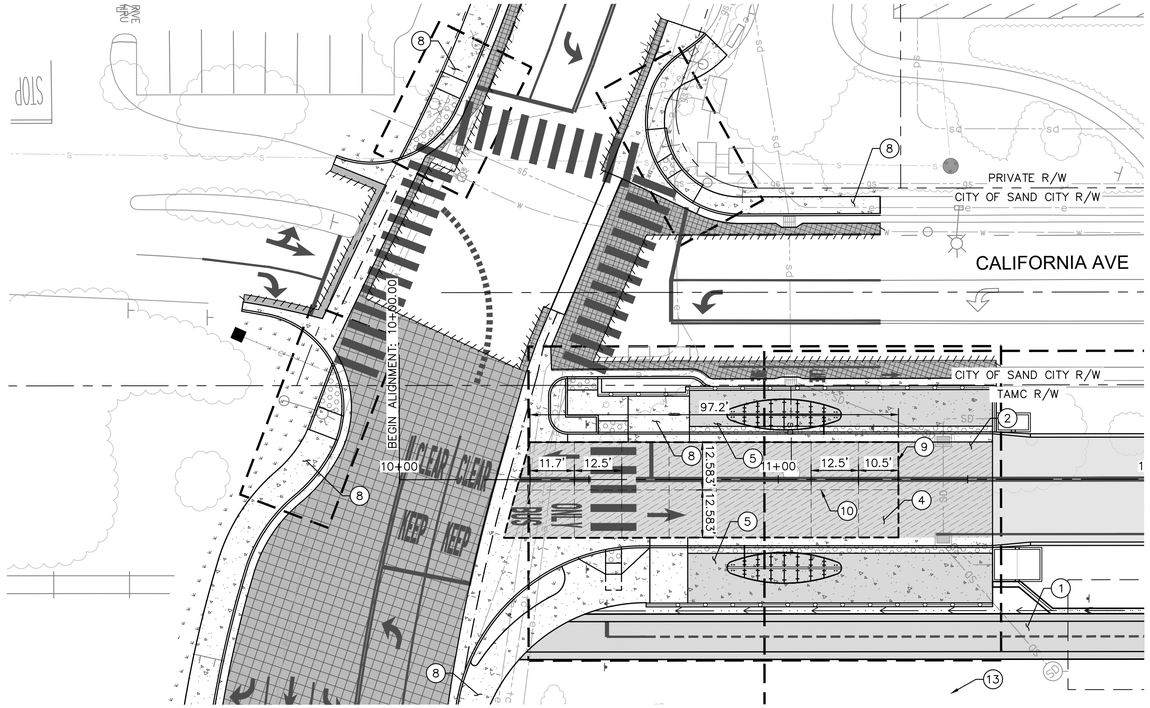

PAVING AND JOINTING PLAN NOTES

1. INSTALL BIKE PATH PAVING PER DWG CD-001 DETAIL A
2. INSTALL BUSWAY PAVEMENT PER DWG CD-001 DETAIL B
4. INSTALL RED COLORED BUSWAY JPCP PER DWG CD-001 DETAIL C
5. INSTALL STATION PCC SIDEWALK PER DWG CD-001 DETAIL D. SEE ARCHITECTURAL PLANS FOR TEXTURE AND FINISH
8. INSTALL PCC SIDEWALK PER CITY/CALTRANS STANDARD PLANS
9. INSTALL EXPANSION JOINT PER DWG CD-004 DETAIL A
10. INSTALL WEAKENED PLANE JOINT PER DWG CD-004 DETAIL C
13. BIORETENTION AREA PER LS DRAWINGS

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
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5. ALL GEOMETRIC LABELS REFER TO FACE OF CURB, CURB AND GUTTER, GUARD RAIL, EDGE OF DIKE, CENTERLINE OF FENCE, OR BACK OF WALK. SEE CI-301 TO CI-308

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SURF! BUSWAY AND BRT PROJECT
PAVING AND JOINTING PLANS SHEET 3 OF 6
MONTEREY COUNTY CALIFORNIA

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DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. PJ-003		
176 OF 610 SHEETS		

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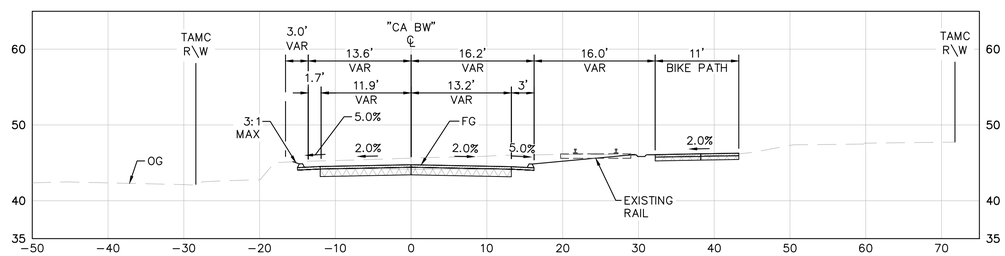
LEGEND

- ASPHALT
- AGGREGATE BASE
- CEMENT TREATED BASE
- CONCRETE
- SAND

GENERAL NOTES

1. FOR RETAINING WALL HEIGHTS AND DETAILS SEE RW SHEETS.
2. FOR CIVIL IMPROVEMENTS, SEE SHEETS CI-101 TO CI-105.
3. FOR GRADING AND DRAINAGE, SEE SHEETS GD-101 TO GD-103.
4. CONFORM LIMITS SHOWN ARE APPROXIMATE, AND FOR INFORMATION ONLY. CONTRACTOR SHALL PERFORM SEPARATE EARTHWORK CALCULATIONS.

13+00



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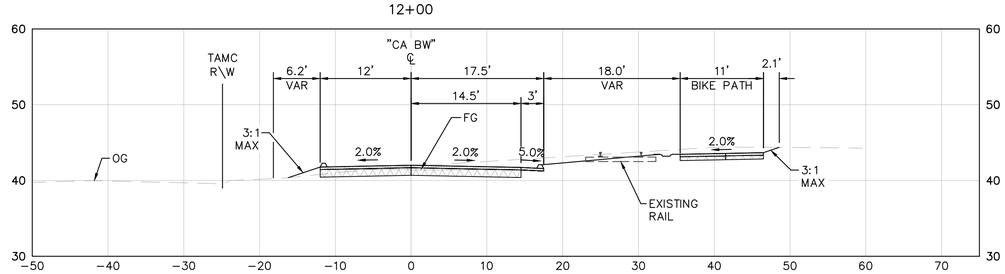

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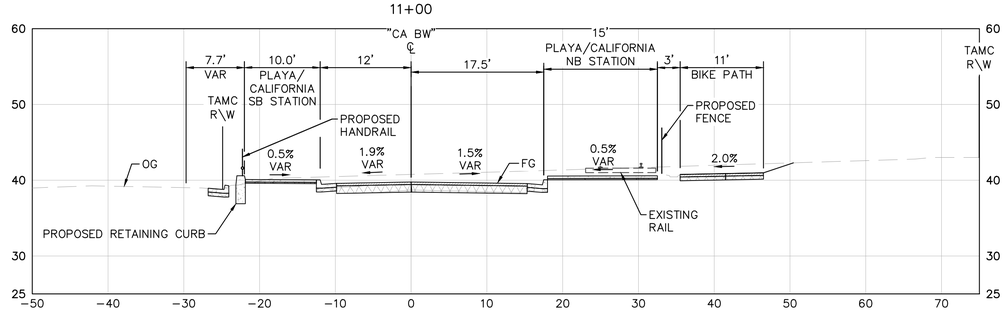

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100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

PLAYA-CALIFORNIA CROSS SECTIONS SHEET 1 OF 6

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CX-101		
223 OF 610 SHEETS		

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LEGEND

- ASPHALT
- AGGREGATE BASE
- CEMENT TREATED BASE
- CONCRETE
- SAND

GENERAL NOTES

1. FOR RETAINING WALL HEIGHTS AND DETAILS SEE RW SHEETS.
2. FOR CIVIL IMPROVEMENTS, SEE SHEETS CI-101 TO CI-105.
3. FOR GRADING AND DRAINAGE, SEE SHEETS GD-101 TO GD-103.
4. CONFORM LIMITS SHOWN ARE APPROXIMATE, AND FOR INFORMATION ONLY. CONTRACTOR SHALL PERFORM SEPARATE EARTHWORK CALCULATIONS.

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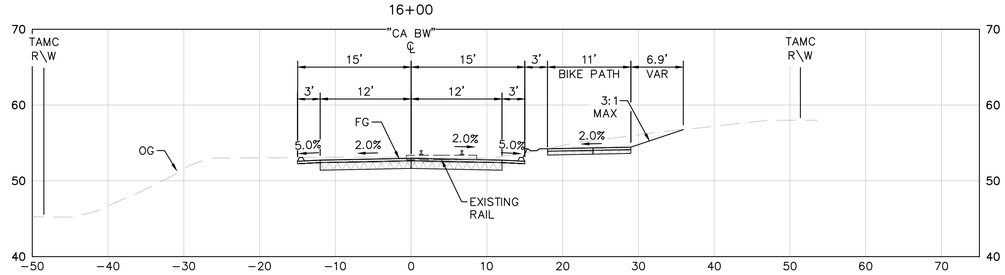

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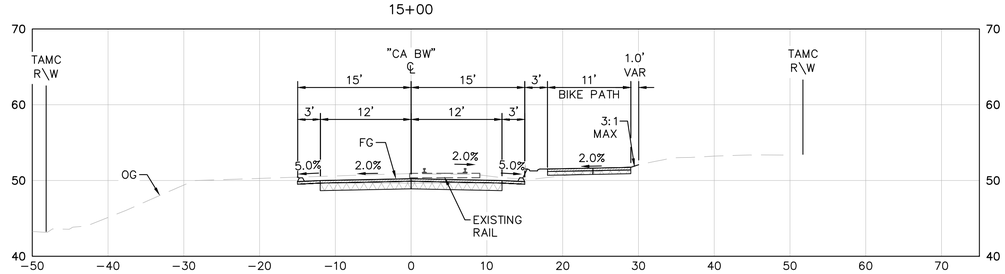

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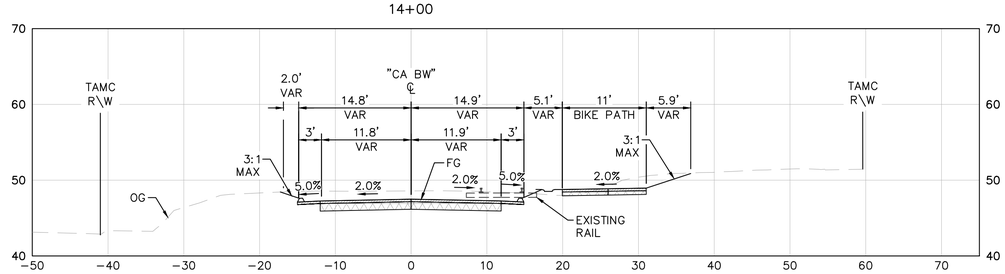

GRAPHIC SCALE IN FEET
0 5 10 20

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA CROSS SECTIONS SHEET 2 OF 6
MONTEREY COUNTY
CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CX-102		
224 OF 610 SHEETS		

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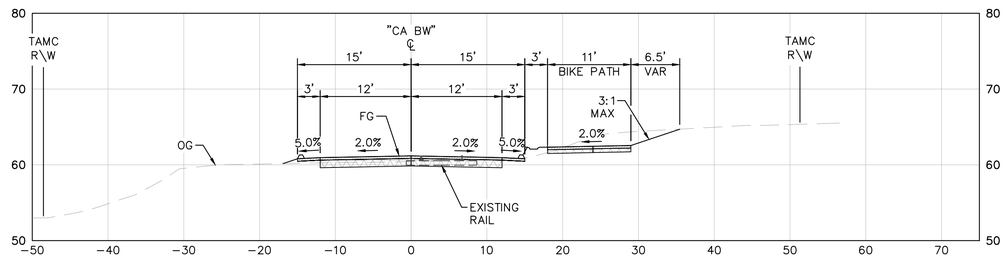
LEGEND

- ASPHALT
- AGGREGATE BASE
- CEMENT TREATED BASE
- CONCRETE
- SAND

GENERAL NOTES

1. FOR RETAINING WALL HEIGHTS AND DETAILS SEE RW SHEETS.
2. FOR CIVIL IMPROVEMENTS, SEE SHEETS CI-101 TO CI-105.
3. FOR GRADING AND DRAINAGE, SEE SHEETS GD-101 TO GD-103.
4. CONFORM LIMITS SHOWN ARE APPROXIMATE, AND FOR INFORMATION ONLY. CONTRACTOR SHALL PERFORM SEPARATE EARTHWORK CALCULATIONS.

19+00



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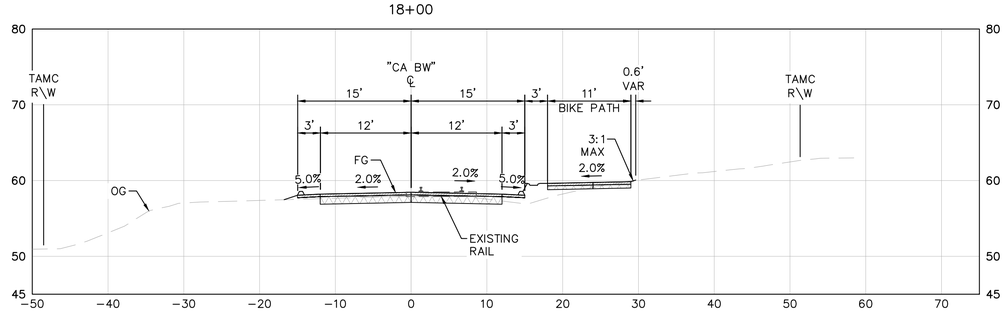

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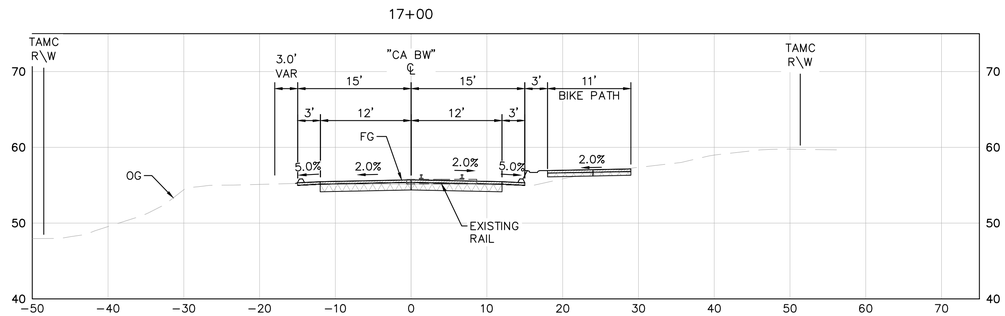

GRAPHIC SCALE IN FEET
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100% DESIGN

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA CROSS SECTIONS SHEET 3 OF 6
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CX-103		
225 OF 610 SHEETS		

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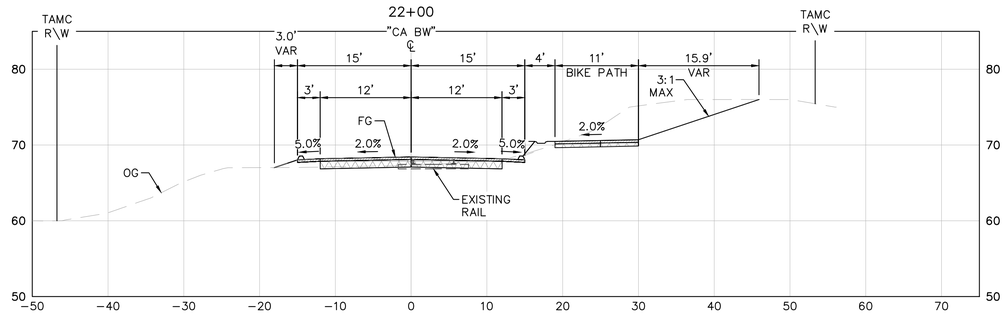

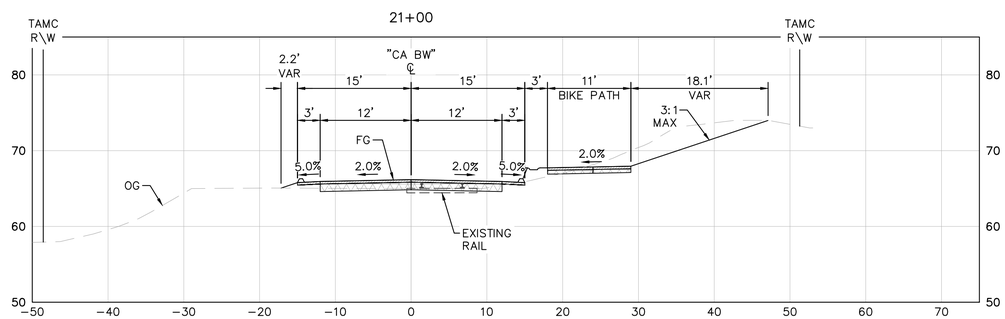

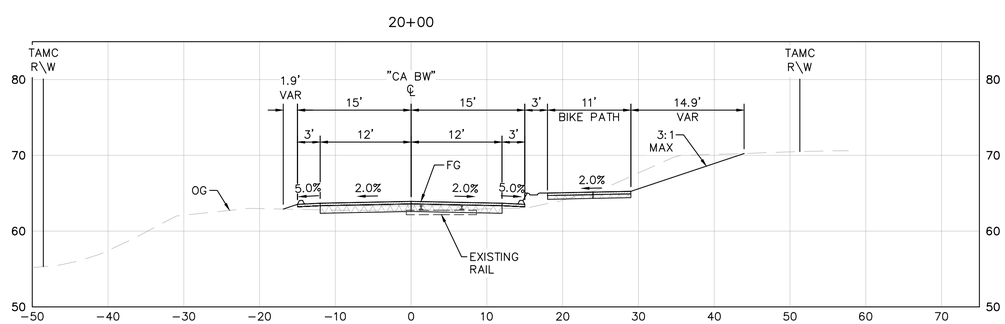

LEGEND

- ASPHALT
- AGGREGATE BASE
- CEMENT TREATED BASE
- CONCRETE
- SAND

GENERAL NOTES

1. FOR RETAINING WALL HEIGHTS AND DETAILS SEE RW SHEETS.
2. FOR CIVIL IMPROVEMENTS, SEE SHEETS CI−101 TO CI−105.
3. FOR GRADING AND DRAINAGE, SEE SHEETS GD−101 TO GD−103.
4. CONFORM LIMITS SHOWN ARE APPROXIMATE, AND FOR INFORMATION ONLY. CONTRACTOR SHALL PERFORM SEPARATE EARTHWORK CALCULATIONS.

GRAPHIC SCALE IN FEET
0 5 10 20

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA−CALIFORNIA CROSS SECTIONS SHEET 4 OF 6
MONTEREY COUNTY
CALIFORNIA

DATE	APRIL 2024	
DRAWN	ML	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22−03		
SHEET NO. CX−104		
226 OF 610 SHEETS		

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LEGEND

- ASPHALT
- AGGREGATE BASE
- CEMENT TREATED BASE
- CONCRETE
- SAND

GENERAL NOTES

1. FOR RETAINING WALL HEIGHTS AND DETAILS SEE RW SHEETS.
2. FOR CIVIL IMPROVEMENTS, SEE SHEETS CI-101 TO CI-105.
3. FOR GRADING AND DRAINAGE, SEE SHEETS GD-101 TO GD-103.
4. CONFORM LIMITS SHOWN ARE APPROXIMATE, AND FOR INFORMATION ONLY. CONTRACTOR SHALL PERFORM SEPARATE EARTHWORK CALCULATIONS.

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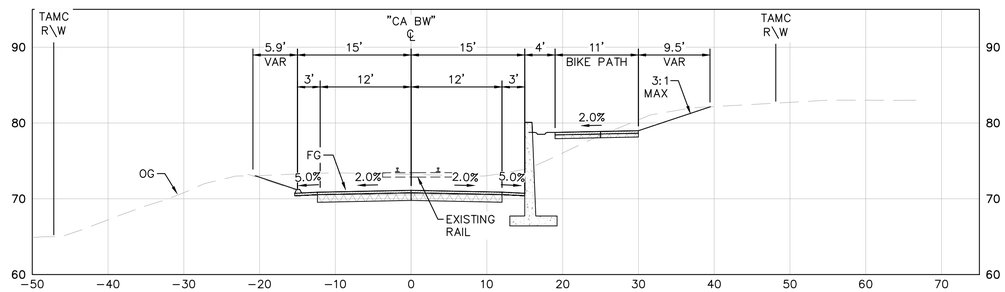

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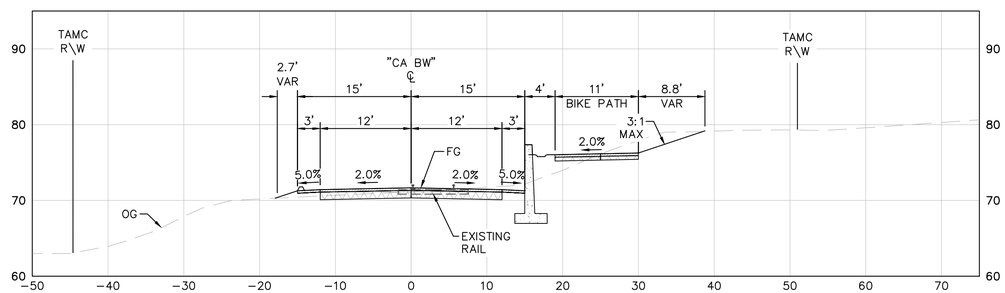

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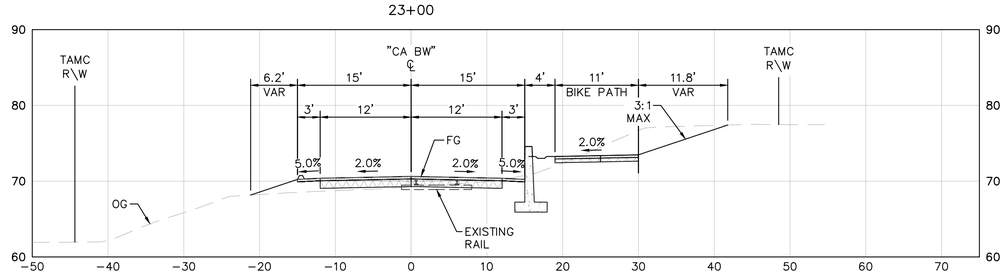

GRAPHIC SCALE IN FEET
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100% DESIGN

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA CROSS SECTIONS SHEET 5 OF 6
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CX-105		
227 OF 610 SHEETS		

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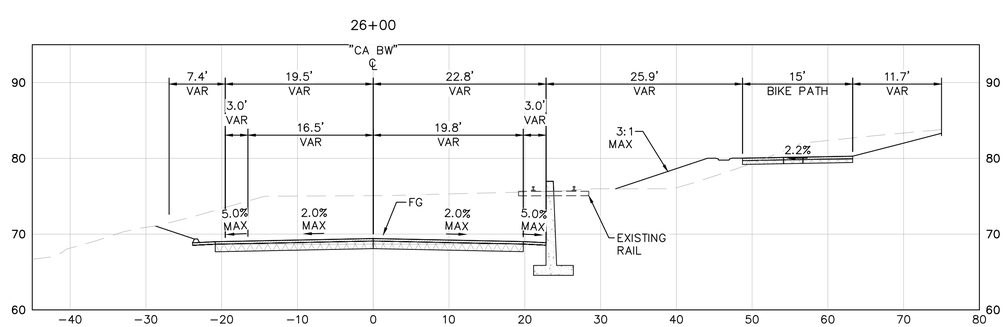
LEGEND

- ASPHALT
- AGGREGATE BASE
- CEMENT TREATED BASE
- CONCRETE
- SAND

GENERAL NOTES

1. FOR RETAINING WALL HEIGHTS AND DETAILS SEE RW SHEETS.
2. FOR CIVIL IMPROVEMENTS, SEE SHEETS CI-101 TO CI-105.
3. FOR GRADING AND DRAINAGE, SEE SHEETS GD-101 TO GD-103.
4. CONFORM LIMITS SHOWN ARE APPROXIMATE, AND FOR INFORMATION ONLY. CONTRACTOR SHALL PERFORM SEPARATE EARTHWORK CALCULATIONS.



GRAPHIC SCALE IN FEET
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100% DESIGN

SURF! BUSWAY AND BRT PROJECT
CROSS SECTIONS SHEET 6 OF 6
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CX-106		
228 OF 610 SHEETS		

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GRADING AND DRAINAGE NOTES

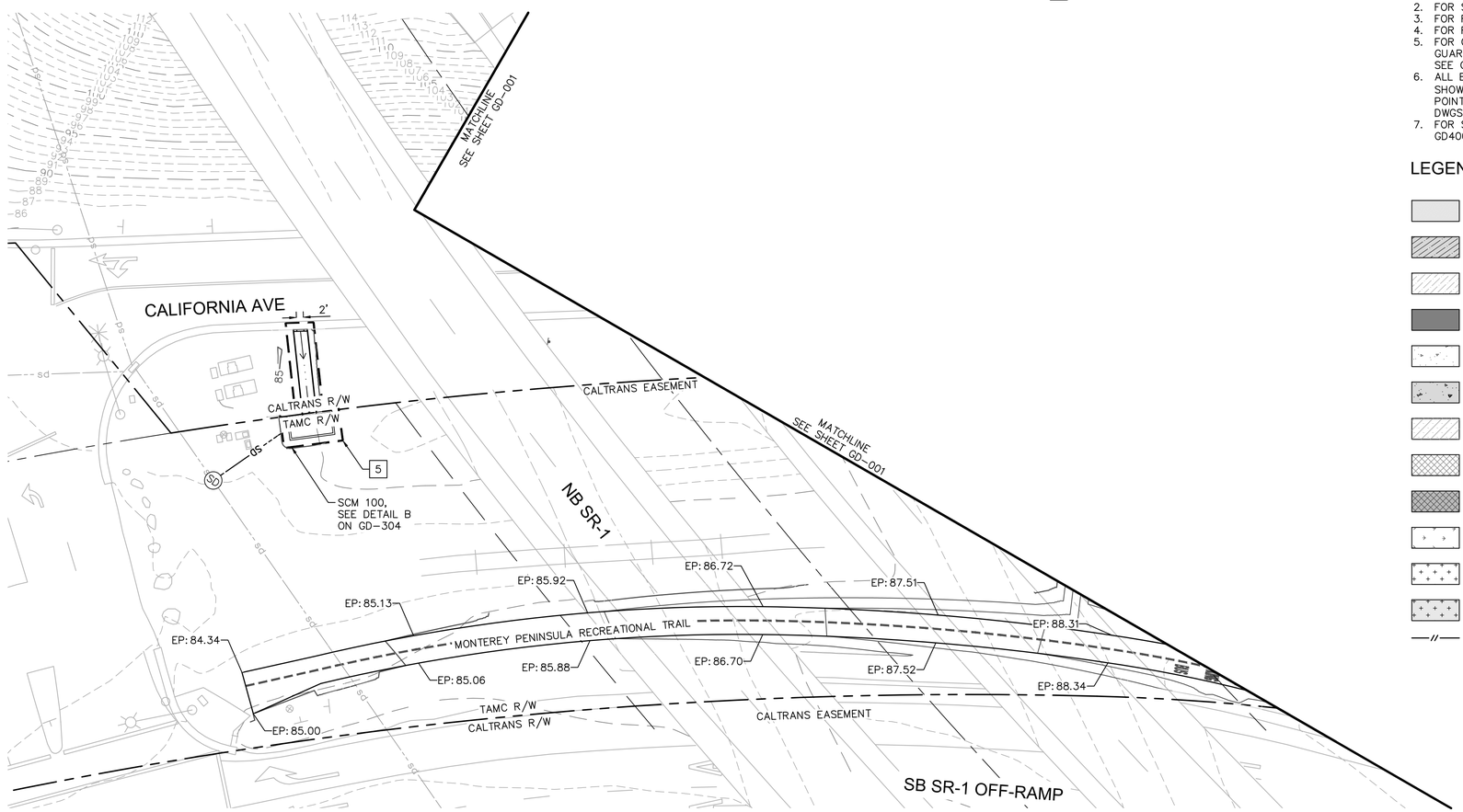
5 INSTALL BIORETENTION POND

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
5. FOR CURB, GUTTER, SIDEWALK, FENCING, GUARD RAILING AND ASPHALT PAVING LIMITS, SEE CI DWGS.
6. ALL EP, CL, AND FG ELEVATIONS ARE SHOWN AT 100' INTERVALS OR GEOMETRIC POINTS UNLESS NOTED OTHERWISE. SEE CI DWGS FOR LAYOUT INFORMATION.
7. FOR STORM DRAIN PIPE INVERTS SEE SHEET GD400–410.

LEGEND:

- BUSWAY PAVEMENT (HMA TYPE A, PER DWG CD–001 DETAIL B)
- BUSWAY RED COLORED JPCP (PER DWG CD–001 DETAIL C)
- BUSWAY JPCP (PER DWG CD–001 DETAIL C)
- BIKE PATH PAVING (HMA TYPE A, PER DWG CD–001 DETAIL A)
- PCC SIDEWALK (PER CITY / CALTRANS STANDARD PLANS)
- STATION PCC SIDEWALK (PER DWG CD–001 DETAIL D)
- SLOPED PAVING PER CALTRANS STANDARD PLANS
- PARK AND RIDE LOT PAVEMENT (HMA TYPE A, PER DWG CD–001 DETAIL F)
- FULL–DEPTH ASPHALT PAVEMENT (HMA TYPE A, PER DWG CD–001 DETAIL E)
- LANDSCAPING AREA PER LS DWGS
- GRADED DEPRESSION BIORETENTION AREA PER GD DWGS
- BIORETENTION POND PER GD DWGS
- GRADING LIMITS



PLAN

NORTH

GRAPHIC SCALE IN FEET
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100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
GRADING & DRAINAGE SHEET 1 OF 47
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22–03		
SHEET NO. GD–000		
234 OF 610 SHEETS		

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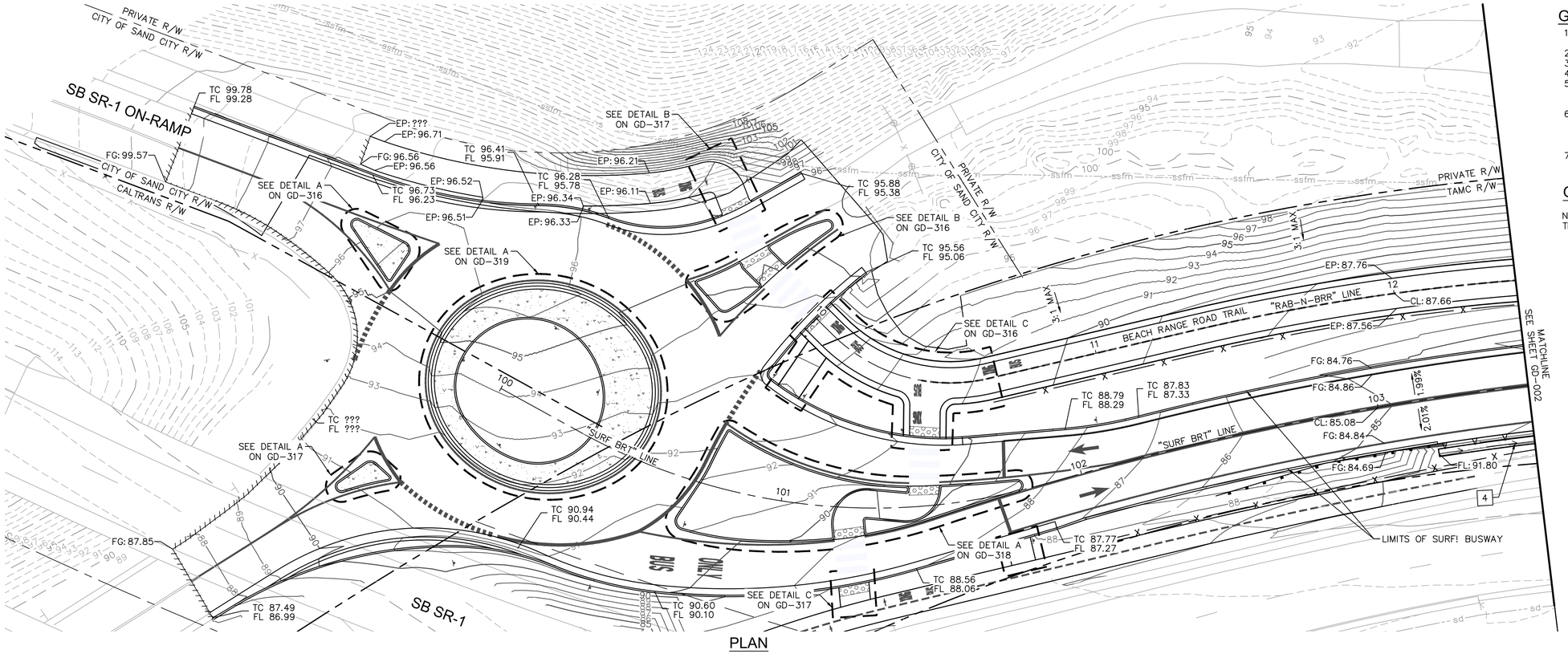

PLAN

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
5. FOR CURB, GUTTER, SIDEWALK, FENCING, GUARD RAILING AND ASPHALT PAVING LIMITS, SEE CI DWGS.
6. ALL EP, CL, AND FG ELEVATIONS ARE SHOWN AT 100' INTERVALS OR GEOMETRIC POINTS UNLESS NOTED OTHERWISE. SEE CI DWGS FOR LAYOUT INFORMATION.
7. FOR STORM DRAIN PIPE INVERTS SEE SHEET GD400-410.

GRADING AND DRAINAGE NOTES

NO GRADING AND DRAINAGE ITEM SHOWN ON THIS SHEET

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

GRADING & DRAINAGE SHEET 2 OF 47

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. GD-001		
235 OF 610 SHEETS		

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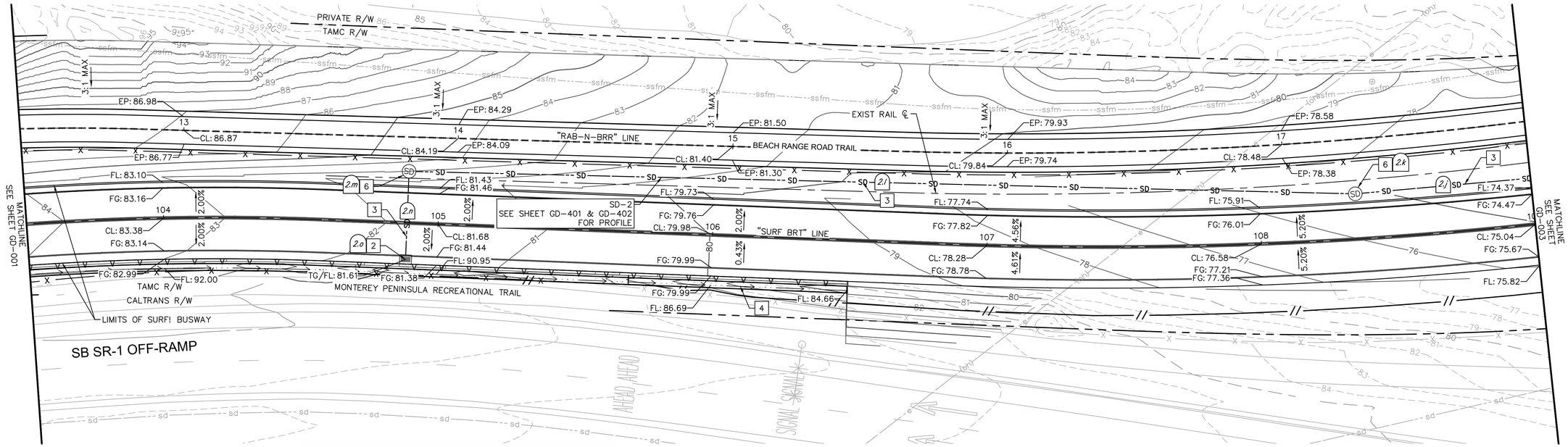


PLAN

GRADING AND DRAINAGE NOTES

2 INSTALL TYPE G1 INLET PER CALTRANS STD PLAN D73B

3 INSTALL STORM DRAIN PIPE. SEE STORM CENTERLINE DATA TABLE ON THIS SHEET FOR PIPE INFORMATION.

4 INSTALL CONCRETE LINED DITCH PER DETAIL C ON SHEET CD-006

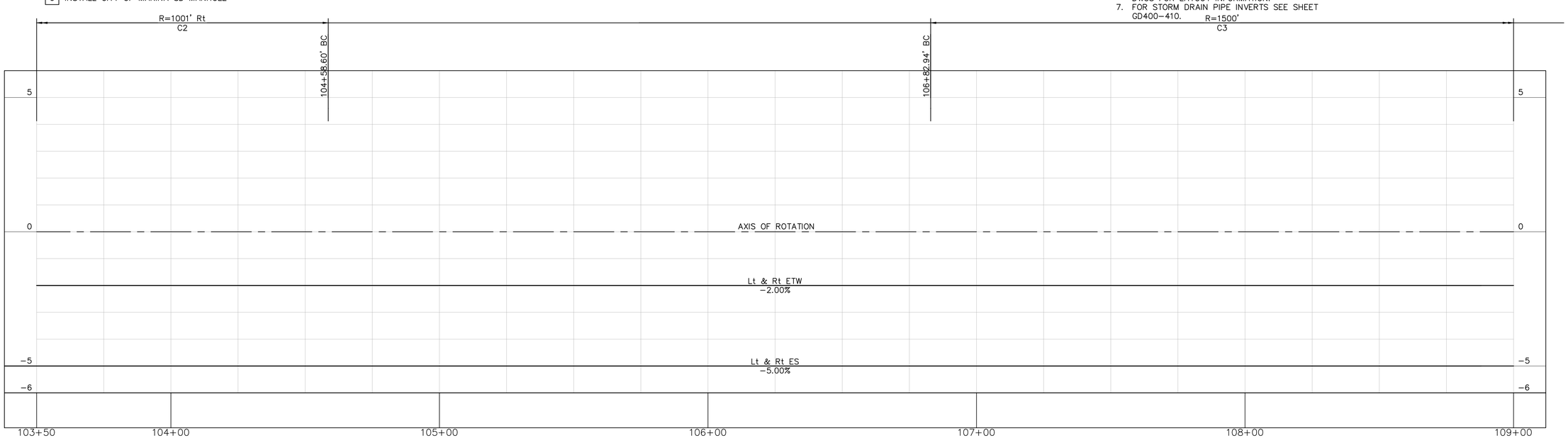
6 INSTALL CITY OF MARINA SD MANHOLE

STORM CENTERLINE DATA TABLE

NAME	SYMBOL	LENGTH	BEARING	DIAMETER	MATERIAL
2.j		158.01'	N30° 11' 06"E	12"	HDPE
2.l		344.63'	N37° 00' 48"E	12"	HDPE
2.n		33.14'	N52° 02' 14"W	12"	HDPE

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
5. FOR CURB, GUTTER, SIDEWALK, FENCING, GUARD RAILING AND ASPHALT PAVING LIMITS, SEE CI DWGS.
6. ALL EP, CL, AND FG ELEVATIONS ARE SHOWN AT 100' INTERVALS OR GEOMETRIC POINTS UNLESS NOTED OTHERWISE. SEE CI DWGS FOR LAYOUT INFORMATION.
7. FOR STORM DRAIN PIPE INVERTS SEE SHEET GD400-410.



SUPERELEVATION DIAGRAM

100% DESIGN

NORTH

GRAPHIC SCALE IN FEET
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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

GRADING & DRAINAGE SHEET 3 OF 47

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	WL
DESIGNED	LJ
CHECKED	PM
CONTRACT NO.	22-03
SHEET NO.	GD-002
	236 OF 610 SHEETS

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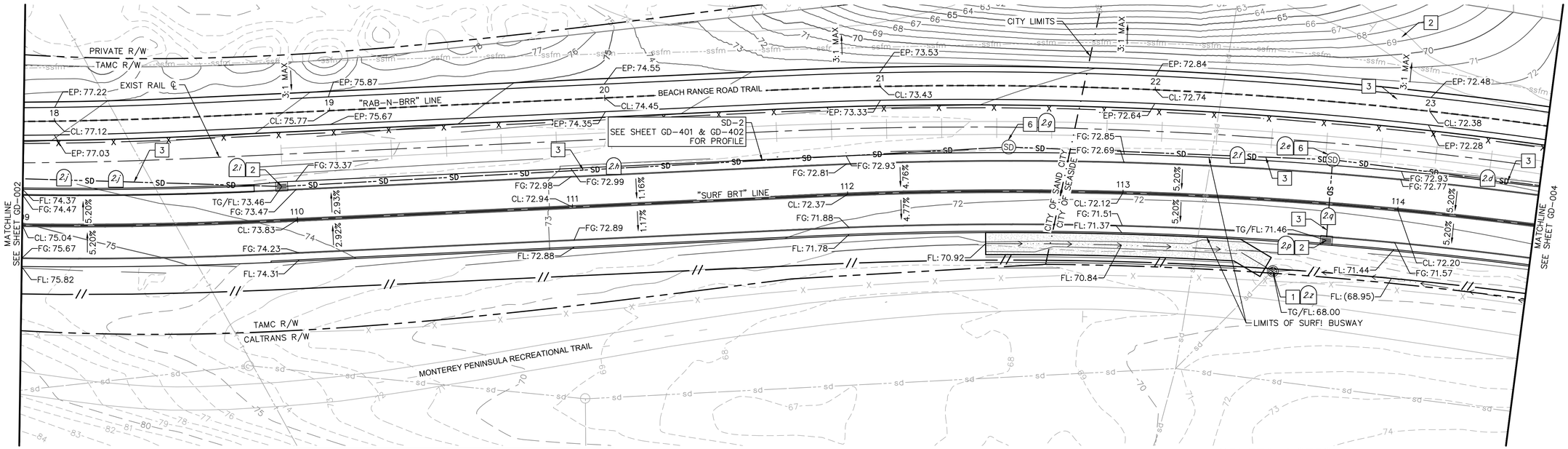


PLAN

GRADING AND DRAINAGE NOTES

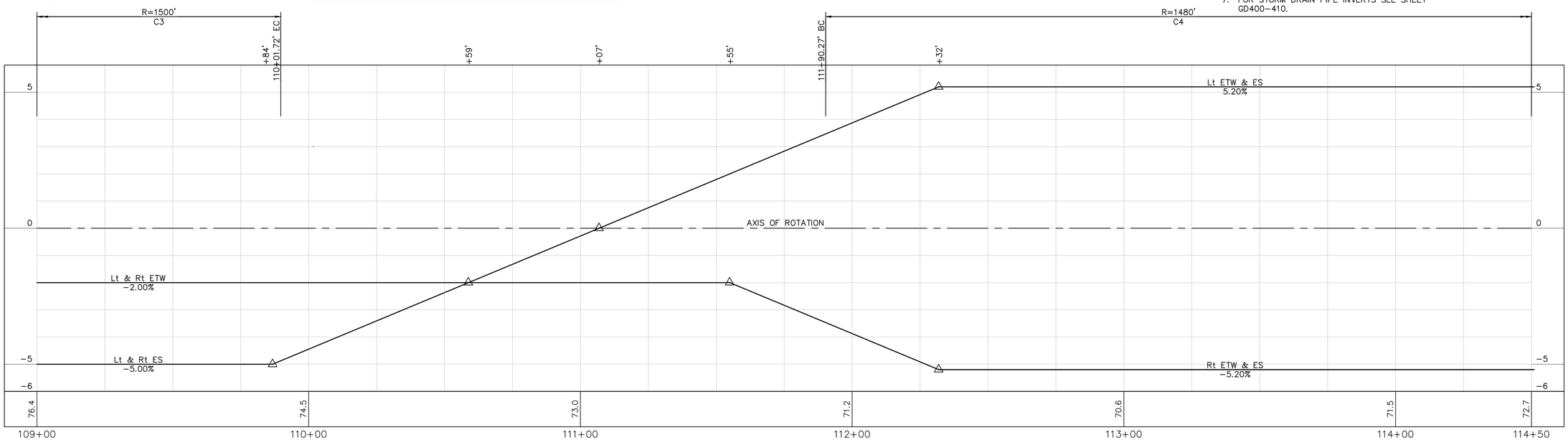
1. INSTALL 2' DIAMETER CONCRETE PIPE INLET TYPE GCP PER CALTRANS STD D75B
2. INSTALL TYPE G1 INLET PER CALTRANS STD PLAN D73B
3. INSTALL STORM DRAIN PIPE. SEE STORM CENTERLINE DATA TABLE ON THIS SHEET FOR PIPE INFORMATION.
6. INSTALL CITY OF MARINA SD MANHOLE

STORM CENTERLINE DATA TABLE

NAME	SYMBOL	LENGTH	BEARING	DIAMETER	MATERIAL
2.d		134.90'	N35° 55' 10"E	12"	HDPE
2.f		117.66'	N31° 04' 59"E	12"	HDPE
2.h		264.49'	N25° 56' 56"E	12"	HDPE
2.j		158.01'	N30° 11' 06"E	12"	HDPE
2.q		28.33'	S56° 39' 53"E	12"	HDPE

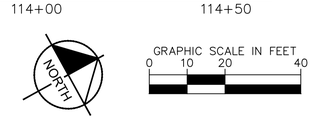
GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
5. FOR CURB, GUTTER, SIDEWALK, FENCING, GUARD RAILING AND ASPHALT PAVING LIMITS, SEE CI DWGS.
6. ALL EP, CL, AND FG ELEVATIONS ARE SHOWN AT 100' INTERVALS OR GEOMETRIC POINTS UNLESS NOTED OTHERWISE. SEE CI DWGS FOR LAYOUT INFORMATION.
7. FOR STORM DRAIN PIPE INVERTS SEE SHEET GD400-410.



SUPERELEVATION DIAGRAM

100% DESIGN



MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

GRADING & DRAINAGE SHEET 4 OF 47

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	WL
DESIGNED	LJ
CHECKED	PM
CONTRACT NO.	22-03
SHEET NO.	GD-003
	237 OF 610 SHEETS

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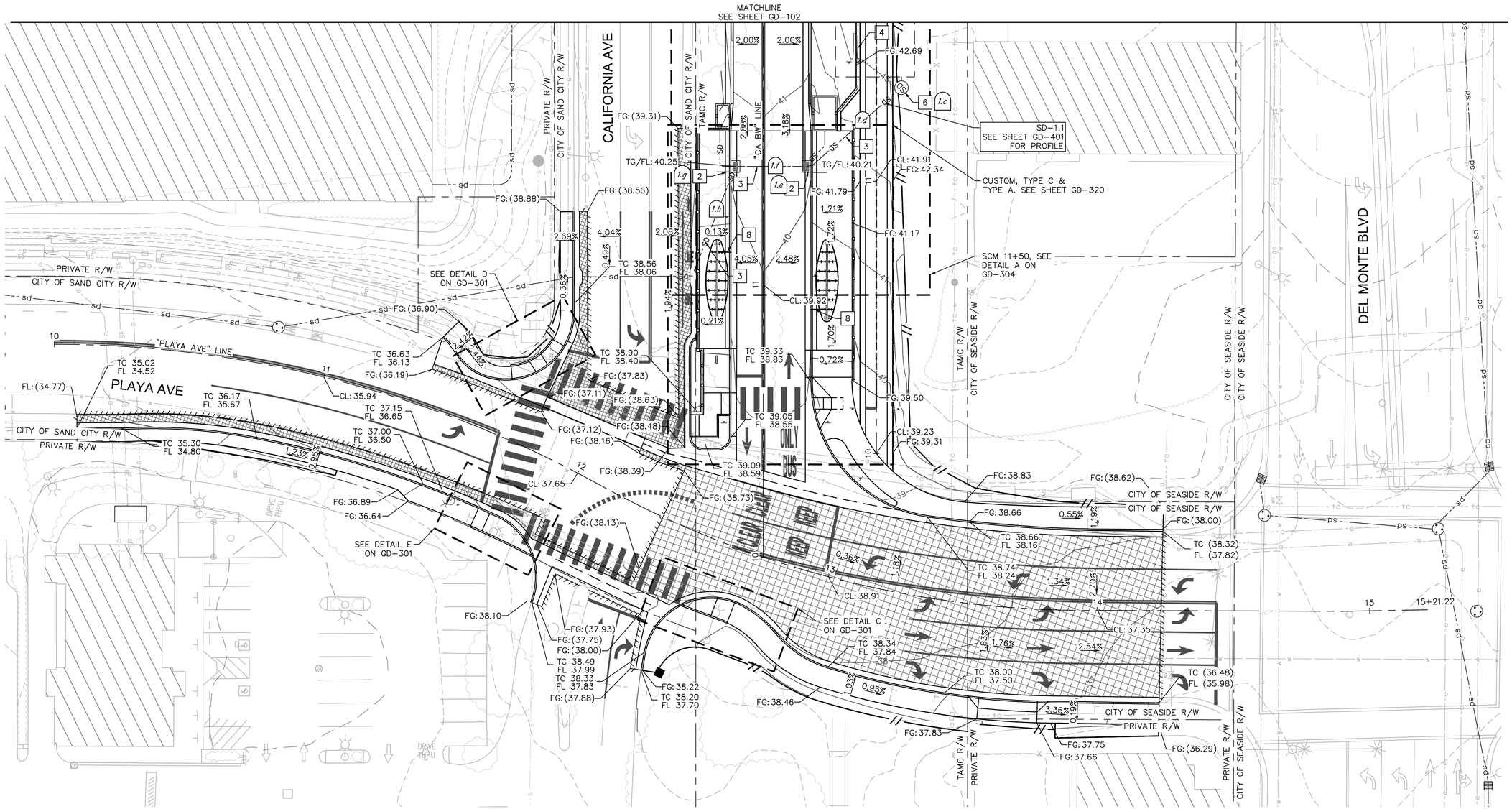

PLAN

GRADING AND DRAINAGE NOTES

- 2 INSTALL TYPE G1 INLET PER CALTRANS STD PLAN D73B
- 3 INSTALL STORM DRAIN PIPE. SEE STORM CENTERLINE DATA TABLE ON THIS SHEET FOR PIPE INFORMATION.
- 4 INSTALL CONCRETE LINED DITCH PER DETAIL C ON SHEET CD-006
- 6 INSTALL CITY OF MARINA SD MANHOLE
- 8 INSTALL 3" RAINWATER LEADER PER DETAIL E ON SHEET CD-007

STORM CENTERLINE DATA TABLE

NAME	SYMBOL	LENGTH	BEARING	DIAMETER	MATERIAL
1.d		44.51'	N75° 44' 53"E	18"	HDPE
1.f		28.16'	S63° 50' 05"E	18"	HDPE
1.h		42.92'	S46° 34' 53"W	18"	HDPE

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
5. FOR CURB, GUTTER, SIDEWALK, FENCING, GUARD RAILING AND ASPHALT PAVING LIMITS, SEE CI DWGS.
6. ALL EP, CL, AND FG ELEVATIONS ARE SHOWN AT 100' INTERVALS OR GEOMETRIC POINTS UNLESS NOTED OTHERWISE. SEE CI DWGS FOR LAYOUT INFORMATION.
7. FOR STORM DRAIN PIPE INVERTS SEE SHEET GD400-410.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA GRADING & DRAINAGE SHEET 1 OF 3
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. GD-101		
282 OF 610 SHEETS		

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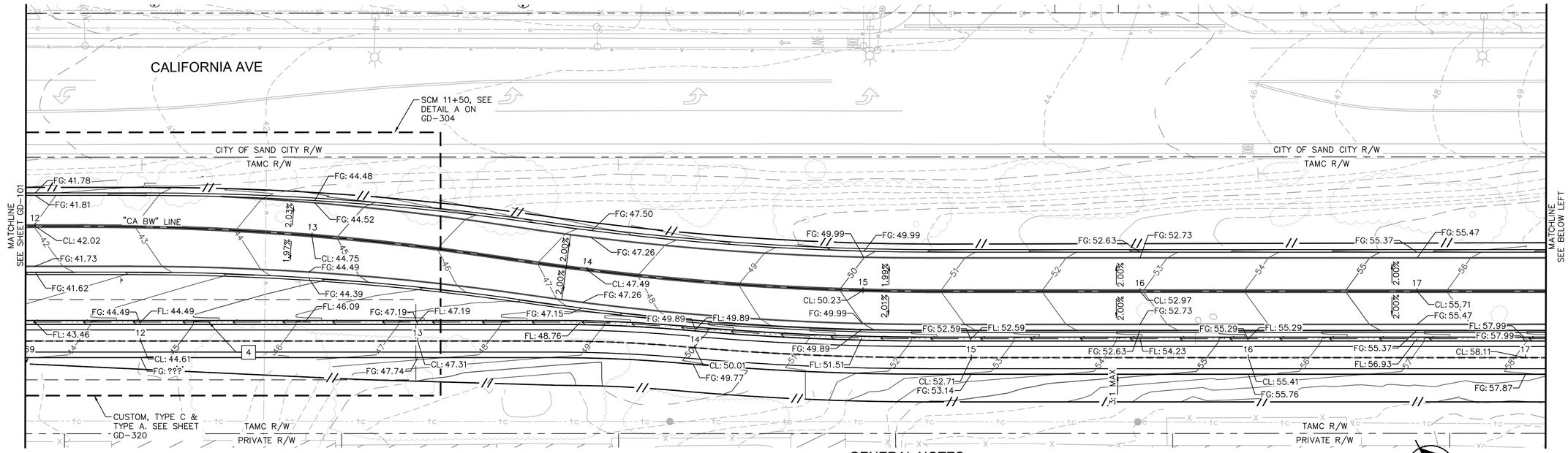


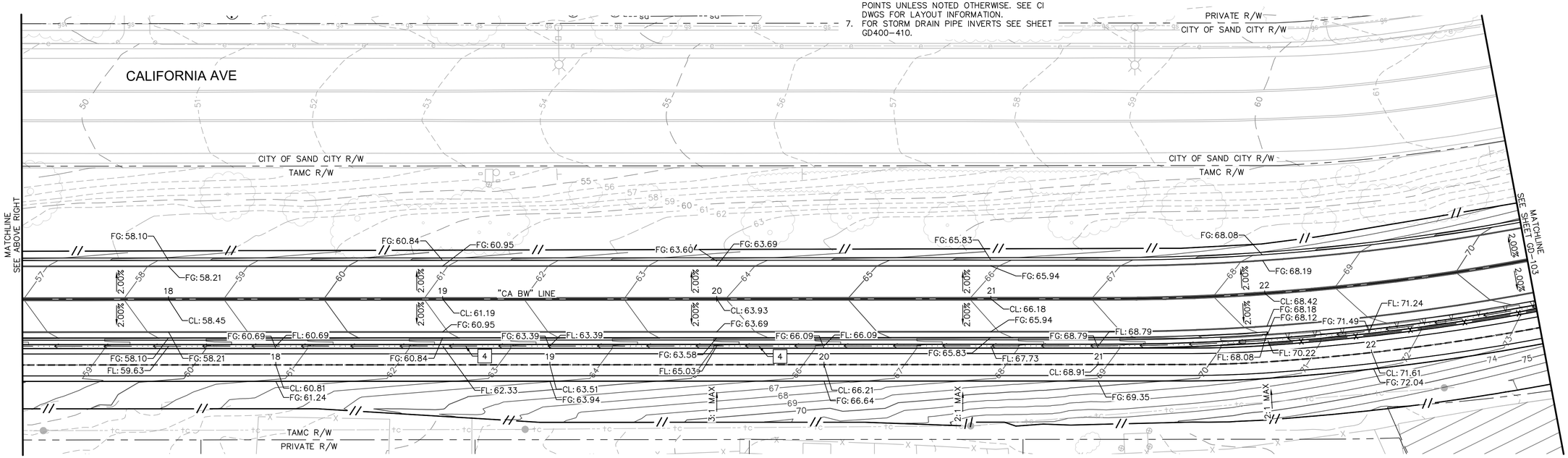
PLAN

GRADING AND DRAINAGE NOTES

4 INSTALL CONCRETE LINED DITCH PER DETAIL C ON SHEET CD-006

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
5. FOR CURB, GUTTER, SIDEWALK, FENCING, GUARD RAILING AND ASPHALT PAVING LIMITS, SEE CI DWGS.
6. ALL EP, CL, AND FG ELEVATIONS ARE SHOWN AT 100' INTERVALS OR GEOMETRIC POINTS UNLESS NOTED OTHERWISE. SEE CI DWGS FOR LAYOUT INFORMATION.
7. FOR STORM DRAIN PIPE INVERTS SEE SHEET GD400-410.



PLAN

100% DESIGN

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA GRADING & DRAINAGE SHEET 2 OF 3
MONTEREY COUNTY
CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. GD-102		
283 OF 610 SHEETS		

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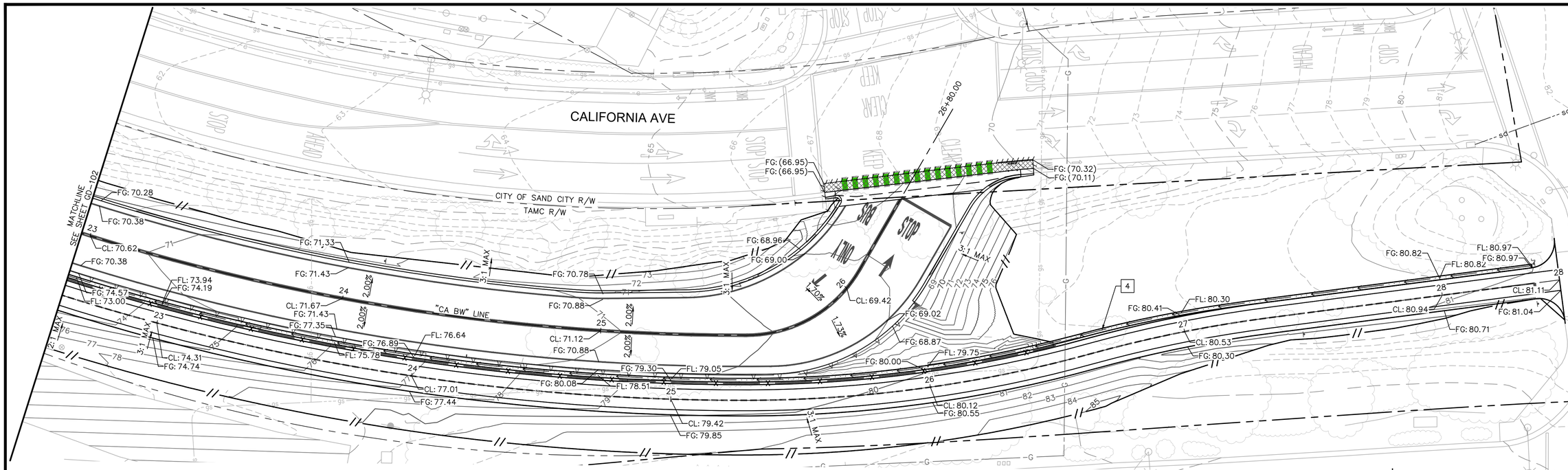

GRADING AND DRAINAGE NOTES

4 INSTALL CONCRETE LINED DITCH PER DETAIL C ON SHEET CD-006

PLAN

GENERAL NOTES

1. FOR HORIZONTAL CONTROL AND ALIGNMENT GEOMETRY INFORMATION SEE HC DWGS
2. FOR SECTIONS SEE CX AND TX DWGS.
3. FOR RETAINING WALL DETAILS SEE RW DWGS.
4. FOR RAIL REMOVAL LIMITS SEE DM DWGS.
5. FOR CURB, GUTTER, SIDEWALK, FENCING, GUARD RAILING AND ASPHALT PAVING LIMITS, SEE CI DWGS.
6. ALL EP, CL, AND FG ELEVATIONS ARE SHOWN AT 100' INTERVALS OR GEOMETRIC POINTS UNLESS NOTED OTHERWISE. SEE CI DWGS FOR LAYOUT INFORMATION.
7. FOR STORM DRAIN PIPE INVERTS SEE SHEET GD400-410.

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA GRADING & DRAINAGE SHEET 3 OF 3
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	WL
DESIGNED	LJ
CHECKED	PM
CONTRACT NO.	22-03
SHEET NO.	GD-103
	284 OF 610 SHEETS

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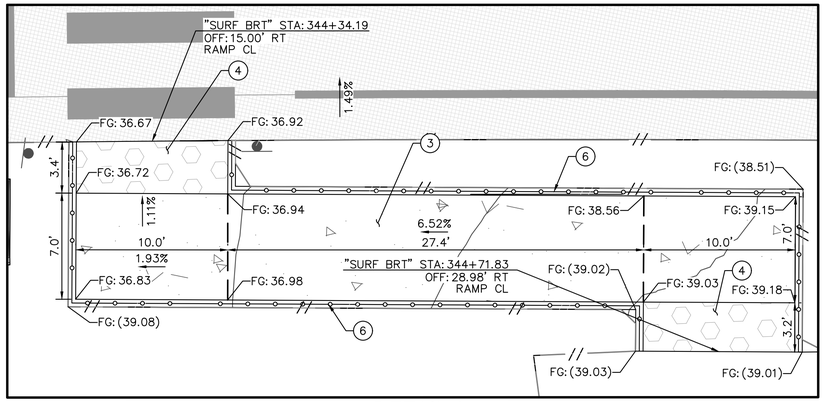
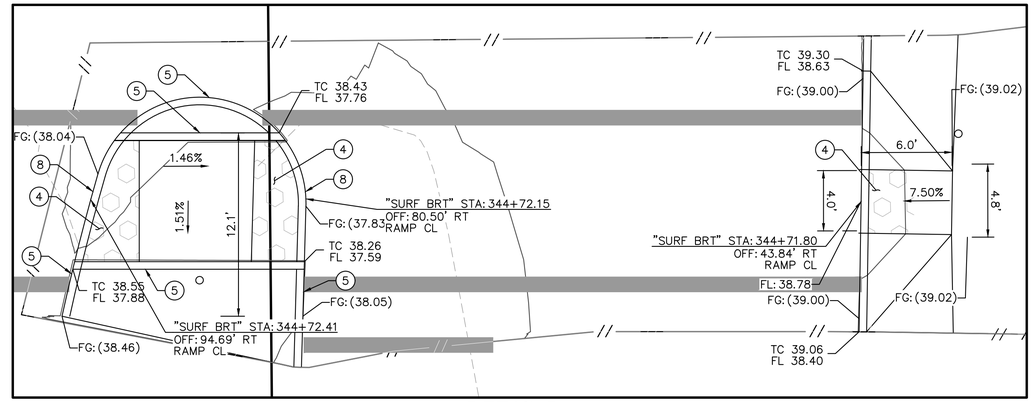
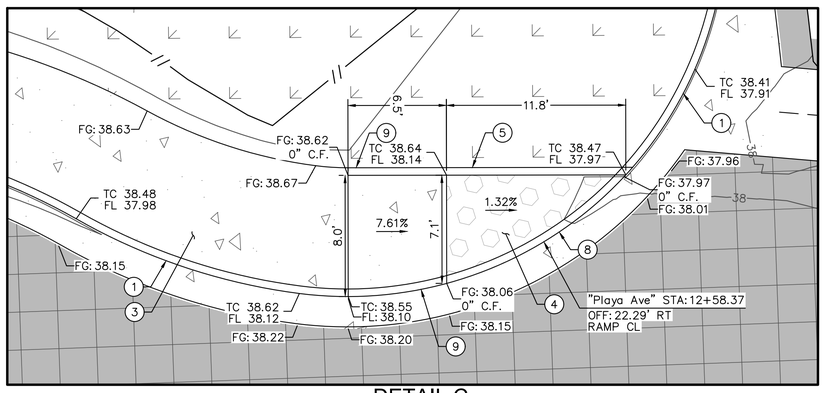


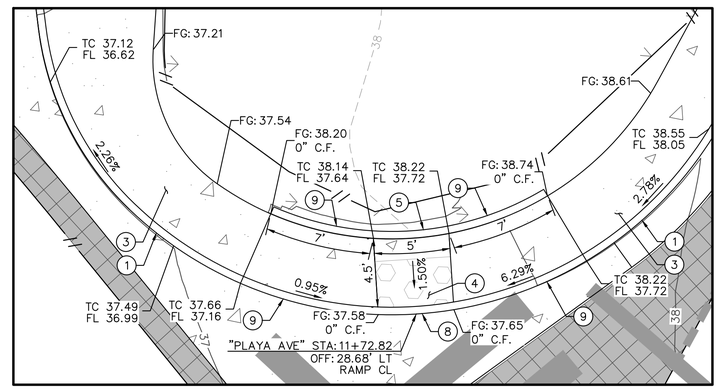
DETAIL A



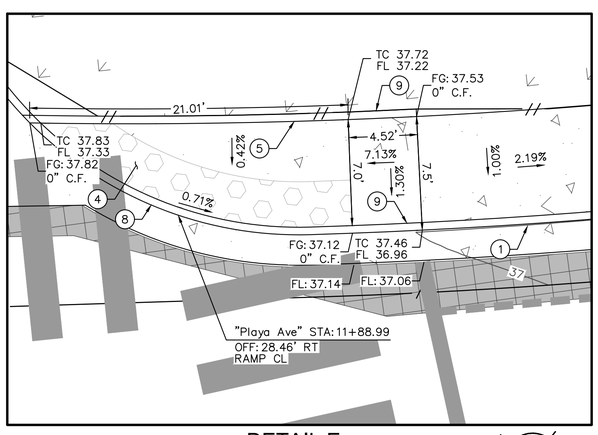
DETAIL B



DETAIL C



DETAIL D



DETAIL E

100% DESIGN

LEGEND:

35	PROPOSED MAJOR CONTOUR
34	PROPOSED MINOR CONTOUR
35	EXISTING MAJOR CONTOUR
34	EXISTING MINOR CONTOUR
	GRADE BREAK
	DIRECTION OF FLOW
FG 36.00	PROPOSED GRADE ELEVATION
FG (36.00)	EXISTING GRADE ELEVATION
TC 36.00 FL 35.50	TOP OF CURB AND FLOW ELEVATION
FG: 36.00 0" C.F.	PROPOSED GRADE ELEVATION AND CURB FACE
	BUSWAY RED COLORED JPCP (ER DWG CD-001 DETAIL C)
	BIKE PATH PAVING (HMA TYPE A, PER DWG CD-001 DETAIL A)
	PCC SIDEWALK (PER CITY / CALTRANS STANDARD PLANS)
	STATION PCC SIDEWALK (PER DWG CD-001 DETAIL D)
	PARK AND RIDE LOT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL F)
	FULL-DEPTH ASPHALT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAUK E)
	LANDSCAPING AREA PER LS DWGS
	BIORETENTION AREA PER LS DWGS
	TRUNCATED DOMES

GENERAL NOTES

1. NOT ALL GRADE BREAKS ARE SHOWN. CONTRACTOR TO GRADE ALL IMPERVIOUS SURFACES TO DRAIN STORMWATER RUNOFF TO APPROPRIATE DRAINAGE FACILITY AS INDICATED BY THE PROPOSED CONTOURS SHOWN ON THESE PLANS.
2. ALL ADA CURB RAMPS SHALL BE BUILT PER LATEST CALTRANS STANDARDS AND SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

GRADING DETAIL NOTES

1. TYPE A2-6 CURB AND GUTTER PER CALTRANS STD PLAN A87A
3. SIDEWALK PER CITY OF MARINA STD PLAN ST-2
4. CURB RAMP PER CALTRANS STD PLAN A88A
5. TYPE A1-6 CURB PER CALTRANS STD PLAN A87A
6. ORNAMENTAL HANDRAILING. SEE ARCHITECTURAL PLANS FOR DETAILS
8. FLUSH CURB PER CD-004 DETAIL F
9. CURB TRANSITION PER CD-002 DETAIL A

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT

GRADING & DRAINAGE DETAILS SHEET 1 OF 21

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. GD-301		
110 OF 610 SHEETS		

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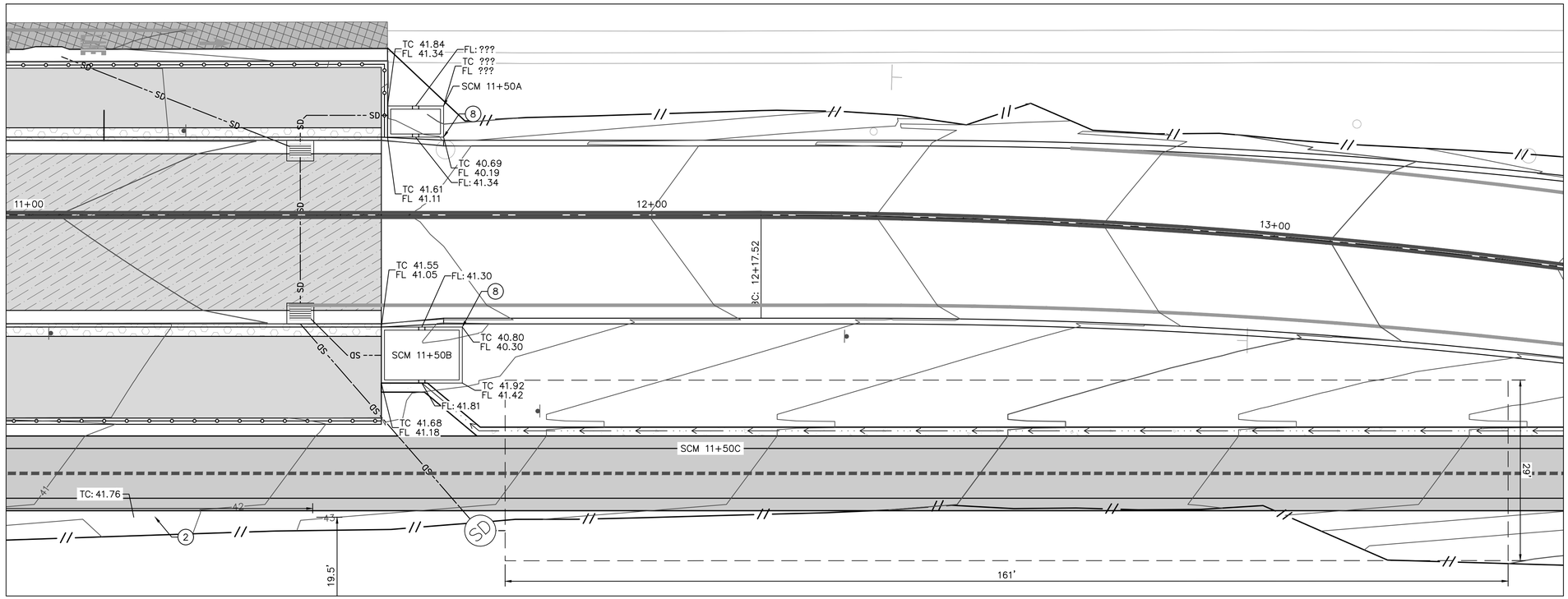
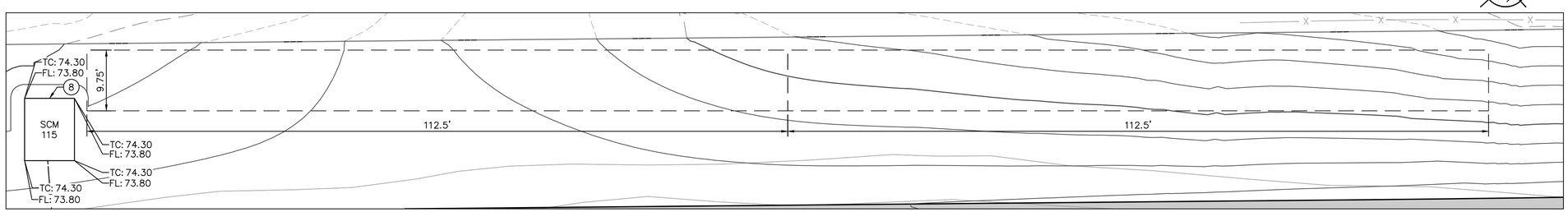
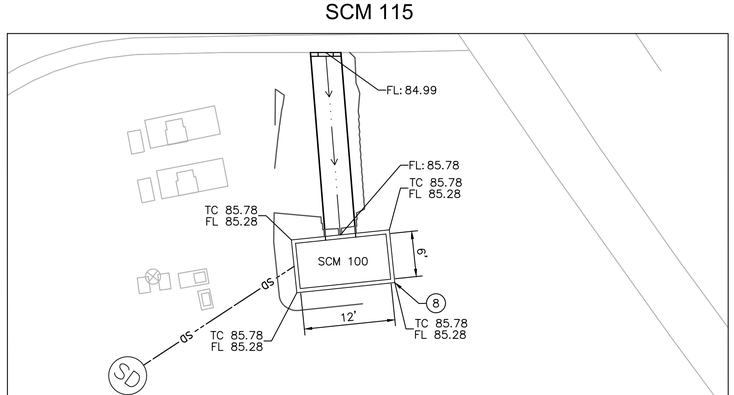


DETAIL A
SCM 11+50



DETAIL C
SCM 115



DETAIL B
SCM 100

100% DESIGN

LEGEND:

35	PROPOSED MAJOR CONTOUR
34	PROPOSED MINOR CONTOUR
35	EXISTING MAJOR CONTOUR
34	EXISTING MINOR CONTOUR
	UNDERGROUND CHAMBER
	BIORETENTION AREA
	GRADED DEPRESSION
10+10.00 "CA BW" 10' RT FG 36.00	PROPOSED GRADE ELEVATION
10+10.00 "CA BW" 10' RT TC 36.00	PROPOSED TOP OF CURB ELEVATION
10+10.00 "CA BW" 10' RT TC 36.00 FL 35.50	PROPOSED TOP OF CURB AND FLOWLINE ELEVATION

GENERAL NOTES

1. NOT ALL GRADE BREAKS ARE SHOWN. CONTRACTOR TO GRADE ALL IMPERVIOUS SURFACES TO DRAIN STORMWATER RUNOFF TO APPROPRIATE DRAINAGE FACILITY AS INDICATED BY THE PROPOSED CONTOURS SHOWN ON THESE PLANS.
2. ALL ADA CURB RAMPS SHALL BE BUILT PER LATEST CALTRANS STANDARDS AND SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

GRADING NOTES

(2) INSTALL DEEP CURB PER DETAIL C ON CD-003.

(3) INSTALL DEEP CURB WITH HANDRAIL PER DETAIL E ON CD-003.

(9) INSTALL BIORETENTION POND PER DETAIL A ON CD-005.

(12) INSTALL GRADED DEPRESSION PER DETAIL D ON CD-005.

UNDERGROUND CHAMBER SIZING TABLE

SCM	UGC EXCAVATION FOOTPRINT	NO. OF CHAMBERS REQUIRED	CHAMBER ROWS
SCM 11+50	160.42' X 28.50'	38	3
SCM 115			

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TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
GRADING & DRAINAGE DETAILS SHEET 4 OF 21
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	WL
DESIGNED	LJ
CHECKED	PM
CONTRACT NO.	22-03
SHEET NO.	GD-304
	110 OF 610 SHEETS

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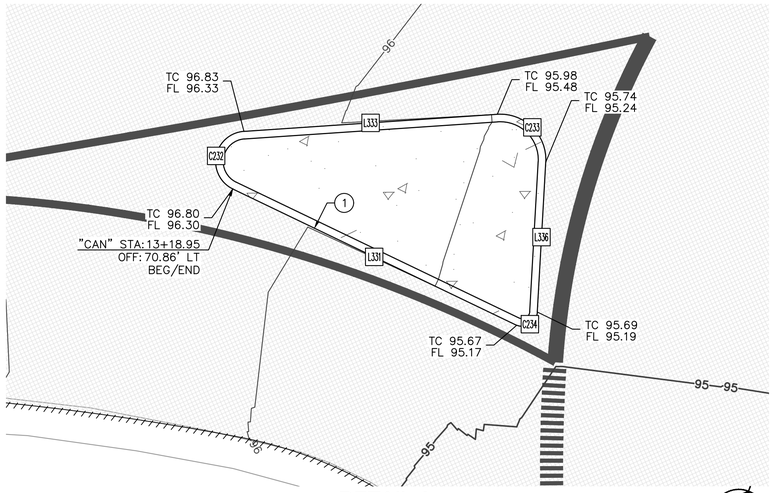
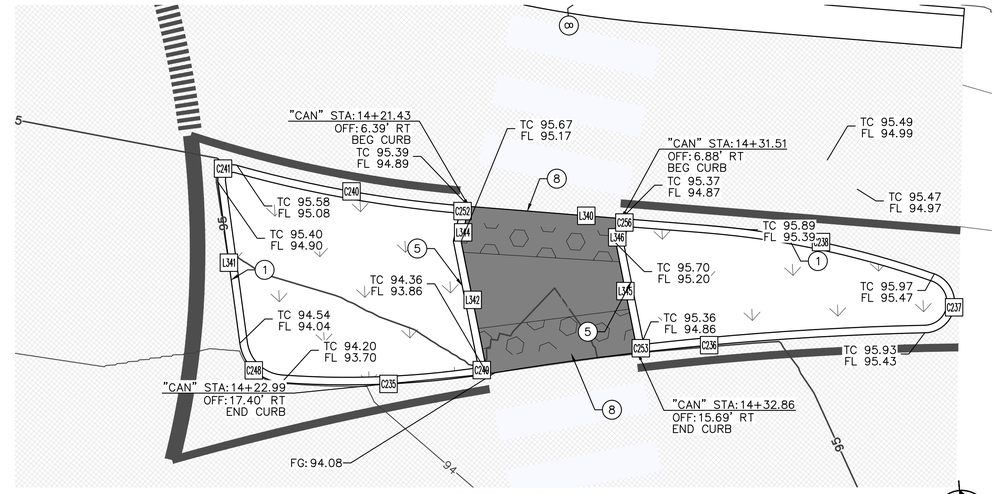
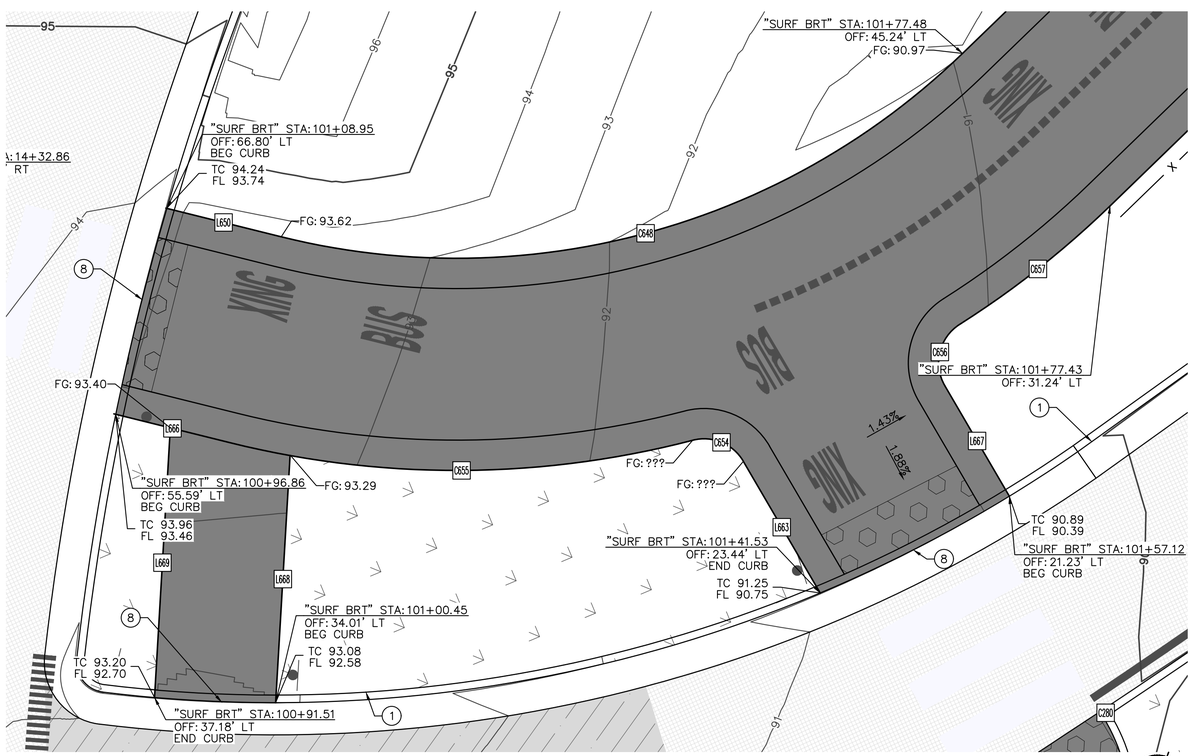


DETAIL A



DETAIL B



DETAIL C

100% DESIGN

CURBS, C&G, AND DIKES DATA

NO.	DELTA OR BRG	RADIUS	LENGTH	REMARKS
C235	Δ=13° 28' 57"	60.00'	14.12'	
C236	Δ=8° 07' 47"	201.00'	28.52'	
C237	Δ=159° 21' 53"	2.00'	5.56'	
C238	Δ=14° 49' 52"	60.00'	15.53'	
C240	Δ=10° 57' 36"	81.00'	15.49'	
C241	Δ=113° 14' 24"	1.00'	1.98'	
C248	Δ=78° 10' 17"	3.00'	4.09'	
C249	Δ=93° 19' 27"	1.00'	1.63'	
C252	Δ=97° 15' 57"	1.00'	1.70'	
C253	Δ=85° 11' 34"	1.00'	1.49'	
C256	Δ=81° 58' 37"	1.00'	1.43'	
L340	S 9°07'58" E		15.67'	
L341	N 86°51'09" W		10.74'	
L342	S 83°21'55" W		7.87'	
L344	N 72°50'39" W		1.22'	
L345	S 83°21'55" W		6.44'	
L346	N 72°50'39" W		0.80'	

CURBS, C&G, AND DIKES DATA

NO.	DELTA OR BRG	RADIUS	LENGTH	REMARKS
C232	Δ=150° 29' 29"	2.00'	5.25'	
C233	Δ=97° 05' 22"	3.00'	5.08'	
C234	Δ=112° 25' 09"	1.00'	1.96'	
L331	N 85°22'17" W		20.70'	
L333	N 65°07'12" E		16.76'	
L336	S 17°47'26" E		9.90'	

SIDEWALK & PATHWAY DATA

NO.	DELTA OR BRG	RADIUS	LENGTH	REMARKS
C648	Δ=58° 01' 24"	48.00'	48.61'	
C654	Δ=74° 15' 23"	3.00'	3.89'	
C655	Δ=28° 30' 01"	62.00'	30.84'	
C656	Δ=87° 54' 58"	3.00'	4.60'	
C657	Δ=11° 41' 44"	62.00'	12.66'	
L650	N 83°21'55" E		7.85'	
L663	N 50°52'43" W		10.05'	
L666	S 83°21'55" W		7.85'	
L667	N 50°52'43" W		8.45'	
L668	N 17°14'01" W		16.33'	
L669	N 17°14'01" W		17.82'	

LEGEND:

- 35 — PROPOSED MAJOR CONTOUR
- 34 — PROPOSED MINOR CONTOUR
- 35 — EXISTING MAJOR CONTOUR
- 34 — EXISTING MINOR CONTOUR
- GRADE BREAK
- DIRECTION OF FLOW
- FG 36.00 — PROPOSED GRADE ELEVATION
- FG (36.00) — EXISTING GRADE ELEVATION
- TC 36.00 FL 35.50 — TOP OF CURB AND FLOW ELEVATION
- FG: 36.00 0" C.F. — PROPOSED GRADE ELEVATION AND CURB FACE
- BUSWAY RED COLORED JPCP (ER DWG CD-001 DETAIL C)
- BIKE PATH PAVING (HMA TYPE A, PER DWG CD-001 DETAIL A)
- PCC SIDEWALK (PER CITY / CALTRANS STANDARD PLANS)
- STATION PCC SIDEWALK (PER DWG CD-001 DETAIL D)
- PARK AND RIDE LOT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL F)
- FULL-DEPTH ASPHALT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL E)
- LANDSCAPING AREA PER LS DWGS
- BIORETENTION AREA PER LS DWGS
- TRUNCATED DOMES

GENERAL NOTES

1. NOT ALL GRADE BREAKS ARE SHOWN. CONTRACTOR TO GRADE ALL IMPERVIOUS SURFACES TO DRAIN STORMWATER RUNOFF TO APPROPRIATE DRAINAGE FACILITY AS INDICATED BY THE PROPOSED CONTOURS SHOWN ON THESE PLANS.
2. ALL ADA CURB RAMPS SHALL BE BUILT PER LATEST CALTRANS STANDARDS AND SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

GRADING DETAIL NOTES

(1) TYPE A2-6 CURB AND GUTTER PER CALTRANS STD PLAN A87A

(5) TYPE A1-6 CURB PER CALTRANS STD PLAN A87A

(8) FLUSH CURB PER CD-004 DETAIL F

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

GRADING & DRAINAGE DETAILS SHEET 16 OF 21

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	

CONTRACT NO. 22-03

SHEET NO.

GD-316

304 OF 610 SHEETS

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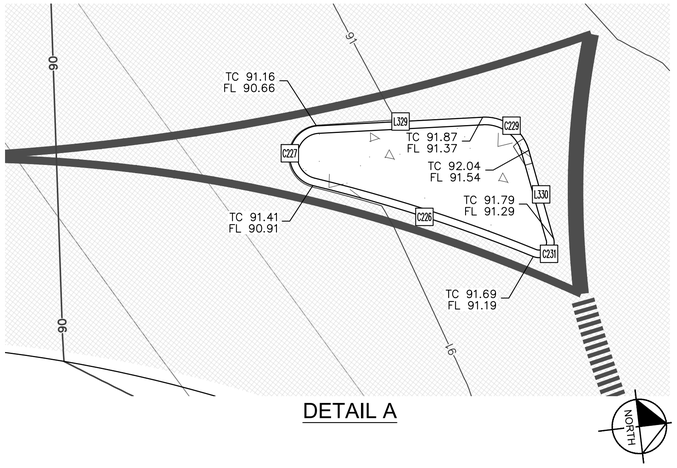
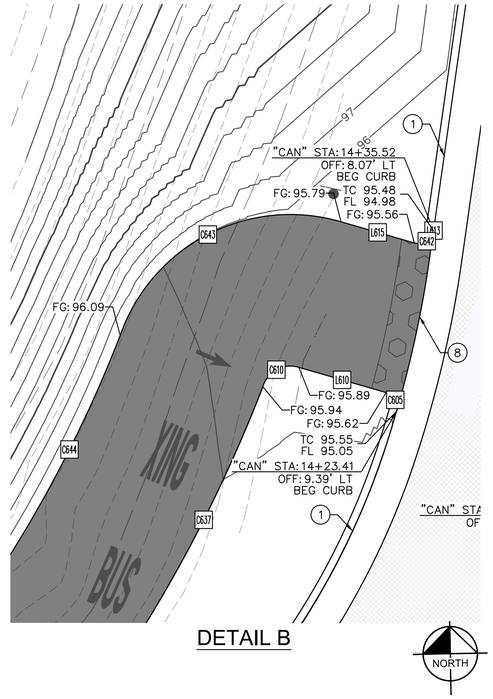


DETAIL A



DETAIL B

CURBS, C&G, AND DIKES DATA				
NO.	DELTA OR BRG	RADIUS	LENGTH	REMARKS
C226	Δ=8° 40' 22"	101.00'	15.29'	
C227	Δ=163° 29' 09"	2.00'	5.71'	
C229	Δ=77° 17' 32"	3.00'	4.05'	
C231	Δ=127° 53' 42"	1.00'	2.23'	
L329	N 3°38'38" E		10.85'	
L330	N 80°56'10" E		6.04'	

SIDEWALK & PATHWAY DATA				
NO.	DELTA OR BRG	RADIUS	LENGTH	REMARKS
C605	Δ=90° 07' 39"	1.00'	1.57'	
C610	Δ=89° 30' 15"	1.89'	2.95'	
C642	Δ=98° 01' 23"	1.00'	1.71'	
C643	Δ=87° 10' 42"	11.89'	18.09'	
L610	N 72°50'39" W		6.05'	
L613	???		0.00'	
L615	N 72°50'39" W		5.04'	

LEGEND:

- 35 — PROPOSED MAJOR CONTOUR
- 34 — PROPOSED MINOR CONTOUR
- 35 — EXISTING MAJOR CONTOUR
- 34 — EXISTING MINOR CONTOUR
- GRADE BREAK
- DIRECTION OF FLOW
- FG 36.00 — PROPOSED GRADE ELEVATION
- FG (36.00) — EXISTING GRADE ELEVATION
- TC 36.00 FL 35.50 — TOP OF CURB AND FLOW ELEVATION
- FG: 36.00 0" C.F. — PROPOSED GRADE ELEVATION AND CURB FACE
- BUSWAY RED COLORED JPCP (ER DWG CD-001 DETAIL C)
- BIKE PATH PAVING (HMA TYPE A, PER DWG CD-001 DETAIL A)
- PCC SIDEWALK (PER CITY / CALTRANS STANDARD PLANS)
- STATION PCC SIDEWALK (PER DWG CD-001 DETAIL D)
- PARK AND RIDE LOT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL F)
- FULL-DEPTH ASPHALT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL E)
- LANDSCAPING AREA PER LS DWGS
- BIORETENTION AREA PER LS DWGS
- TRUNCATED DOMES

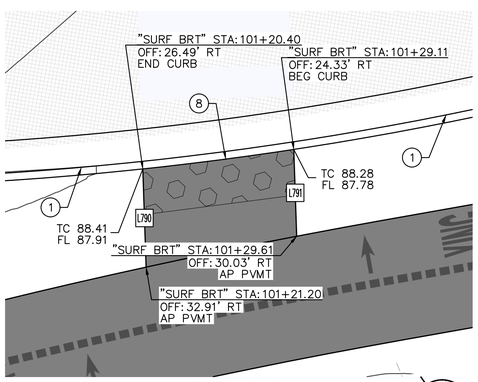
GENERAL NOTES

1. NOT ALL GRADE BREAKS ARE SHOWN. CONTRACTOR TO GRADE ALL IMPERVIOUS SURFACES TO DRAIN STORMWATER RUNOFF TO APPROPRIATE DRAINAGE FACILITY AS INDICATED BY THE PROPOSED CONTOURS SHOWN ON THESE PLANS.
2. ALL ADA CURB RAMPS SHALL BE BUILT PER LATEST CALTRANS STANDARDS AND SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

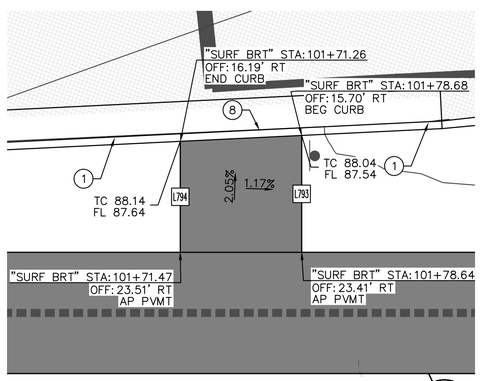
GRADING DETAIL NOTES

(1) TYPE A2-6 CURB AND GUTTER PER CALTRANS STD PLAN A87A

(8) FLUSH CURB PER CD-004 DETAIL F



DETAIL C



DETAIL D

SIDEWALK & PATHWAY DATA				
NO.	DELTA OR BRG	RADIUS	LENGTH	REMARKS
L790	S 56°42'36" E		6.48'	
L791	S 56°42'36" E		5.73'	

SIDEWALK & PATHWAY DATA				
NO.	DELTA OR BRG	RADIUS	LENGTH	REMARKS
L793	S 64°50'55" E		7.71'	
L794	S 64°50'55" E		7.32'	

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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

GRADING & DRAINAGE DETAILS SHEET 17 OF 21

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. GD-317		
305 OF 610 SHEETS		

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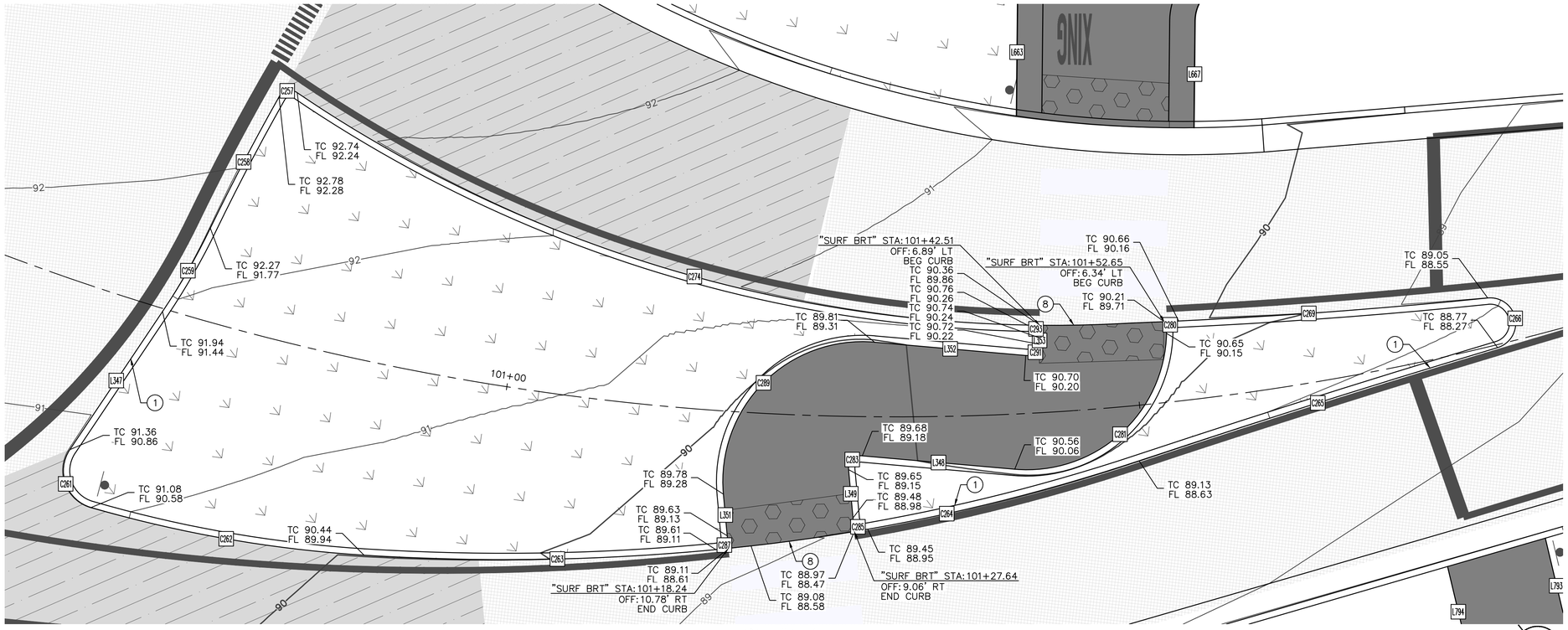

DETAIL A

CURBS, C&G, AND DIKES DATA				
NO.	DELTA OR BRG	RADIUS	LENGTH	REMARKS
C257	Δ=94° 40' 37"	1.00'	1.65'	
C258	Δ=3° 44' 45"	178.50'	11.67'	
C259	Δ=8° 06' 27"	53.50'	7.57'	
C261	Δ=107° 41' 57"	3.00'	5.64'	
C262	Δ=12° 32' 41"	100.00'	21.89'	
C263	Δ=9° 58' 29"	175.00'	30.47'	
C264	Δ=12° 01' 39"	149.63'	31.41'	
C265	Δ=1° 41' 47"	1001.00'	29.64'	
C266	Δ=169° 07' 11"	2.00'	5.90'	
C269	Δ=3° 33' 54"	454.75'	28.29'	
C274	Δ=37° 26' 28"	106.00'	69.27'	
C280	Δ=85° 55' 55"	1.00'	1.50'	
C281	Δ=93° 39' 36"	11.00'	17.98'	
C283	Δ=100° 16' 01"	1.00'	1.75'	
C285	Δ=94° 40' 22"	1.00'	1.65'	
C287	Δ=89° 48' 17"	1.00'	1.57'	
C289	Δ=100° 16' 01"	11.00'	19.25'	
C291	Δ=94° 26' 07"	1.00'	1.65'	
C293	Δ=89° 27' 52"	1.00'	1.56'	
L347	S 17°34'48" E		13.11'	

CURBS, C&G, AND DIKES DATA				
NO.	DELTA OR BRG	RADIUS	LENGTH	REMARKS
L348	S 43°33'25" W		12.05'	
L349	S 56°42'36" E		3.81'	
L351	N 56°42'36" W		3.30'	
L352	N 43°33'25" E		11.95'	
L353	N 50°52'43" W		0.40'	

LEGEND:

- 35 — PROPOSED MAJOR CONTOUR
- 34 — PROPOSED MINOR CONTOUR
- 35 — EXISTING MAJOR CONTOUR
- 34 — EXISTING MINOR CONTOUR
- GRADE BREAK
- DIRECTION OF FLOW
- FG 36.00 — PROPOSED GRADE ELEVATION
- FG (36.00) — EXISTING GRADE ELEVATION
- TC 36.00 FL 35.50 — TOP OF CURB AND FLOW ELEVATION
- FG: 36.00 0" C.F. — PROPOSED GRADE ELEVATION AND CURB FACE
- BUSWAY RED COLORED JPCP (ER DWG CD-001 DETAIL C)
- BIKE PATH PAVING (HMA TYPE A, PER DWG CD-001 DETAIL A)
- PCC SIDEWALK (PER CITY / CALTRANS STANDARD PLANS)
- STATION PCC SIDEWALK (PER DWG CD-001 DETAIL D)
- PARK AND RIDE LOT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL F)
- FULL-DEPTH ASPHALT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL E)
- LANDSCAPING AREA PER LS DWGS
- BIORETENTION AREA PER LS DWGS
- TRUNCATED DOMES

GENERAL NOTES

1. NOT ALL GRADE BREAKS ARE SHOWN. CONTRACTOR TO GRADE ALL IMPERVIOUS SURFACES TO DRAIN STORMWATER RUNOFF TO APPROPRIATE DRAINAGE FACILITY AS INDICATED BY THE PROPOSED CONTOURS SHOWN ON THESE PLANS.
2. ALL ADA CURB RAMPS SHALL BE BUILT PER LATEST CALTRANS STANDARDS AND SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

GRADING DETAIL NOTES

(1) TYPE A2-6 CURB AND GUTTER PER CALTRANS STD PLAN A87A

(8) FLUSH CURB PER CD-004 DETAIL F

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

GRADING & DRAINAGE DETAILS SHEET 18 OF 21

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. GD-318		
306 OF 610 SHEETS		

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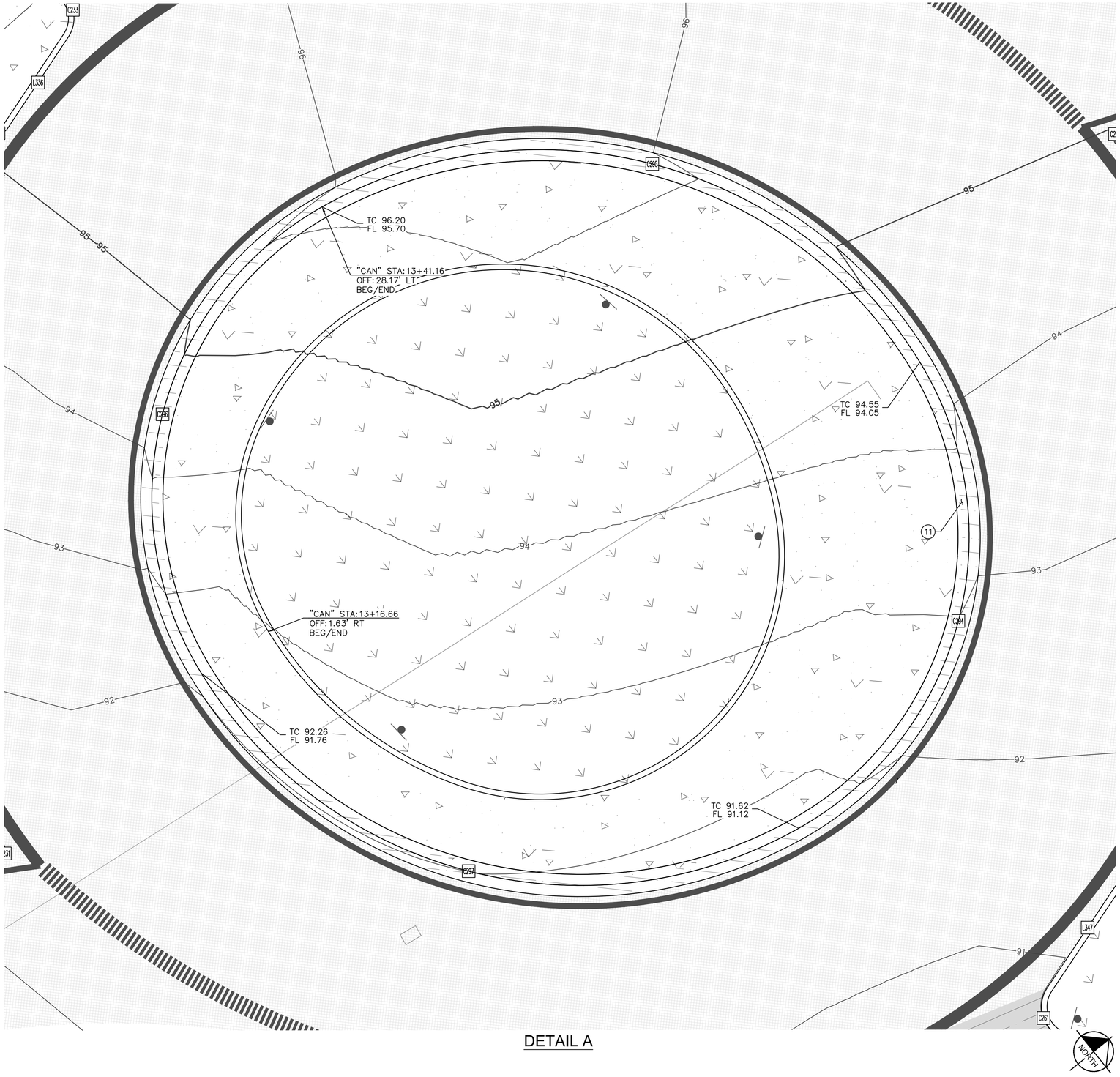
100% DESIGN



DETAIL A

LEGEND:

- 35 — PROPOSED MAJOR CONTOUR
- 34 — PROPOSED MINOR CONTOUR
- 35 — EXISTING MAJOR CONTOUR
- 34 — EXISTING MINOR CONTOUR
- GRADE BREAK
- DIRECTION OF FLOW
- FG 36.00 — PROPOSED GRADE ELEVATION
- FG (36.00) — EXISTING GRADE ELEVATION
- TC 36.00 FL 35.50 — TOP OF CURB AND FLOW ELEVATION
- FG: 36.00 0" C.F. — PROPOSED GRADE ELEVATION AND CURB FACE
- BUSWAY RED COLORED JPCP (ER DWG CD-001 DETAIL C)
- BIKE PATH PAVING (HMA TYPE A, PER DWG CD-001 DETAIL A)
- PCC SIDEWALK (PER CITY / CALTRANS STANDARD PLANS)
- STATION PCC SIDEWALK (PER DWG CD-001 DETAIL D)
- PARK AND RIDE LOT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL F)
- FULL-DEPTH ASPHALT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL E)
- LANDSCAPING AREA PER LS DWGS
- BIORETENTION AREA PER LS DWGS
- TRUNCATED DOMES

GENERAL NOTES

1. NOT ALL GRADE BREAKS ARE SHOWN. CONTRACTOR TO GRADE ALL IMPERVIOUS SURFACES TO DRAIN STORMWATER RUNOFF TO APPROPRIATE DRAINAGE FACILITY AS INDICATED BY THE PROPOSED CONTOURS SHOWN ON THESE PLANS.
2. ALL ADA CURB RAMPS SHALL BE BUILT PER LATEST CALTRANS STANDARDS AND SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

GRADING DETAIL NOTES

(11) TRUCK APRON AND MOUNTABLE CURB PER CD-006 DETAIL D

CURBS, C&G, AND DIKES DATA

NO.	DELTA OR BRG	RADIUS	LENGTH	REMARKS
C294	Δ=92° 08' 43"	30.13'	48.45'	
C295	Δ=87° 51' 21"	40.13'	61.53'	
C296	Δ=92° 08' 39"	30.13'	48.45'	
C297	Δ=87° 51' 18"	40.12'	61.53'	

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

GRADING & DRAINAGE DETAILS SHEET 19 OF 21

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	

CONTRACT NO. 22-03

SHEET NO.

GD-319

307 OF 610 SHEETS

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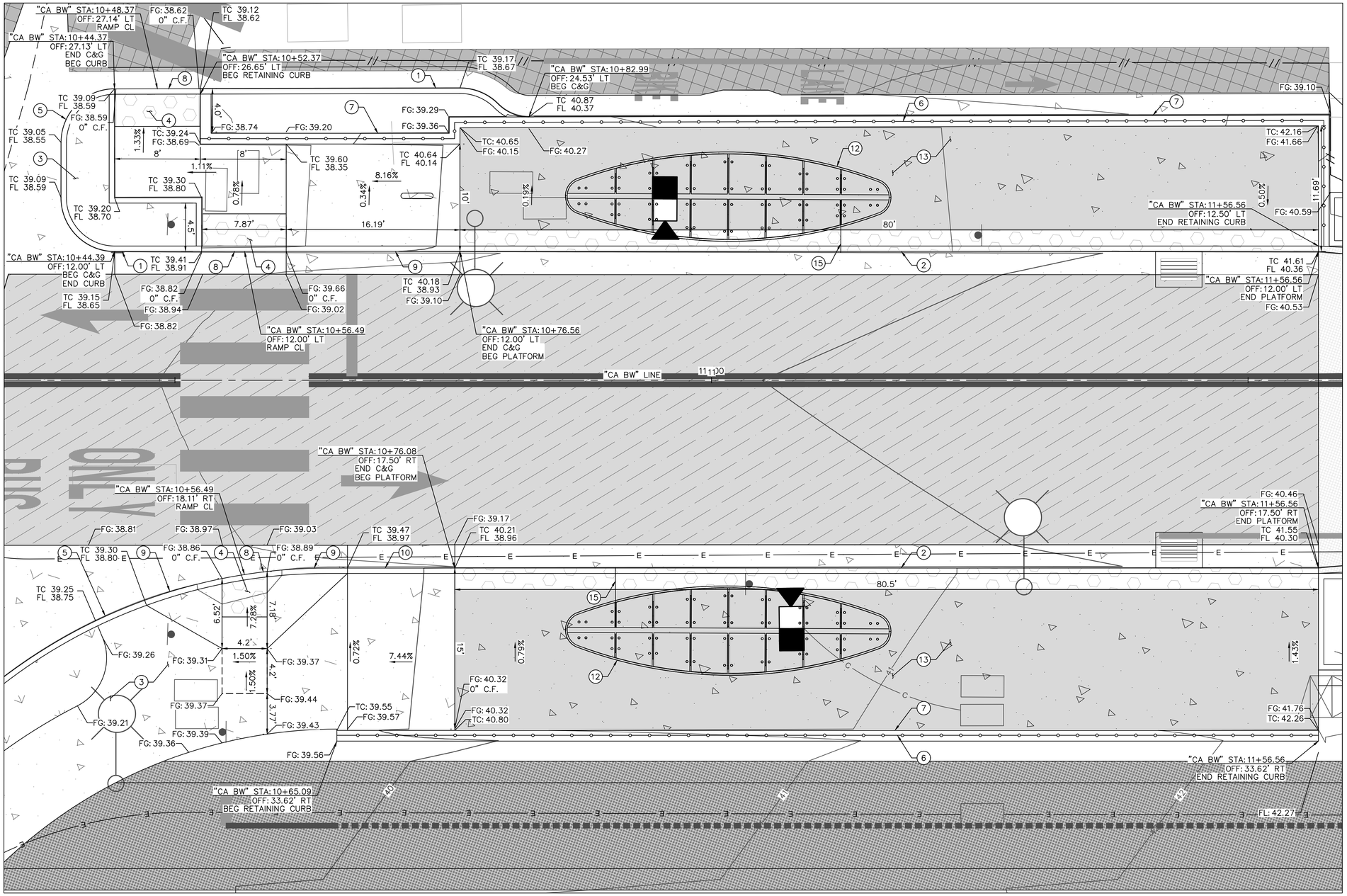

LEGEND:

35	PROPOSED MAJOR CONTOUR
34	PROPOSED MINOR CONTOUR
35	EXISTING MAJOR CONTOUR
34	EXISTING MINOR CONTOUR
	GRADE BREAK
	DIRECTION OF FLOW
FG 36.00	PROPOSED GRADE ELEVATION
FG (36.00)	EXISTING GRADE ELEVATION
TC 36.00 FL 35.50	TOP OF CURB AND FLOW ELEVATION
FG: 36.00 0" C.F.	PROPOSED GRADE ELEVATION AND CURB FACE
	BUSWAY RED COLORED JPCP (ER DWG CD-001 DETAIL C)
	BIKE PATH PAVING (HMA TYPE A, PER DWG CD-001 DETAIL A)
	PCC SIDEWALK (PER CITY / CALTRANS STANDARD PLANS)
	STATION PCC SIDEWALK (PER DWG CD-001 DETAIL D)
	PARK AND RIDE LOT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAIL F)
	FULL-DEPTH ASPHALT PAVEMENT (HMA TYPE A, PER DWG CD-001 DETAUK E)
	LANDSCAPING AREA PER LS DWGS
	BIORETENTION AREA PER LS DWGS
	TRUNCATED DOMES

GENERAL NOTES

1. NOT ALL GRADE BREAKS ARE SHOWN. CONTRACTOR TO GRADE ALL IMPERVIOUS SURFACES TO DRAIN STORMWATER RUNOFF TO APPROPRIATE DRAINAGE FACILITY AS INDICATED BY THE PROPOSED CONTOURS SHOWN ON THESE PLANS.
2. ALL ADA CURB RAMPS SHALL BE BUILT PER LATEST CALTRANS STANDARDS AND SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

GRADING DETAIL NOTES

1. TYPE A2-6 CURB AND GUTTER PER CALTRANS STD PLAN A87A
2. TYPE C MODIFIED 15" CURB AND GUTTER PER CD-003 DETAIL D
3. SIDEWALK PER CITY OF MARINA STD PLAN ST-2
4. CURB RAMP PER CALTRANS STD PLAN A88A
5. TYPE A1-6 CURB PER CALTRANS STD PLAN A87A
6. ORNAMENTAL HANDRAILING. SEE ARCHITECTURAL PLANS FOR DETAILS.
7. RETAINING CURB PER CD-003 DETAIL E
8. FLUSH CURB PER CD-004 DETAIL F
9. CURB TRANSITION PER CD-002 DETAIL A
10. CURB TRANSITION PER CD-002 DETAIL C
12. BUS SHELTER. SEE ARCHITECTURAL PLANS.
13. INSTALL STATION PAVING PER CD-001. SEE ARCHITECTURAL PLANS FOR TEXTURE AND FINISH
15. INSTALL 3" RAINWATER LEADER PER DETAIL E ON SHEET CD-007.

NORTH

GRAPHIC SCALE IN FEET
0 2.5 5 10

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
GRADING & DRAINAGE DETAILS SHEET 20 OF 21
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	WL
DESIGNED	LJ
CHECKED	PM
CONTRACT NO.	22-03
SHEET NO.	GD-320
	308OF 610 SHEETS

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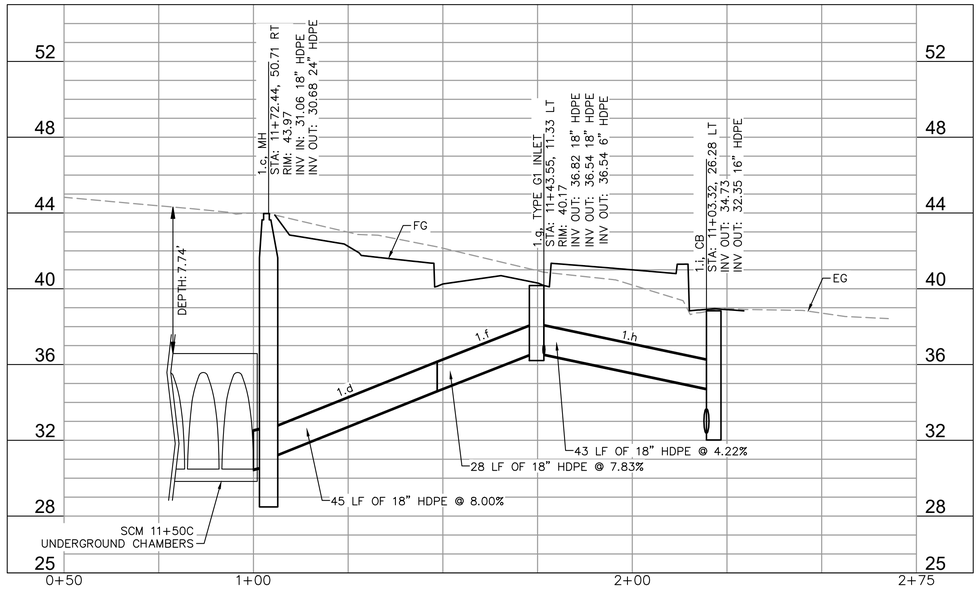

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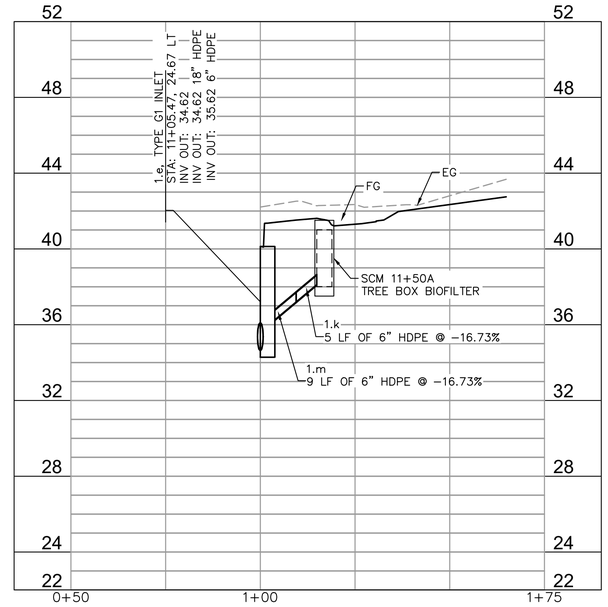
HORIZ: 1" = 20'
VERT: 1" = 4'



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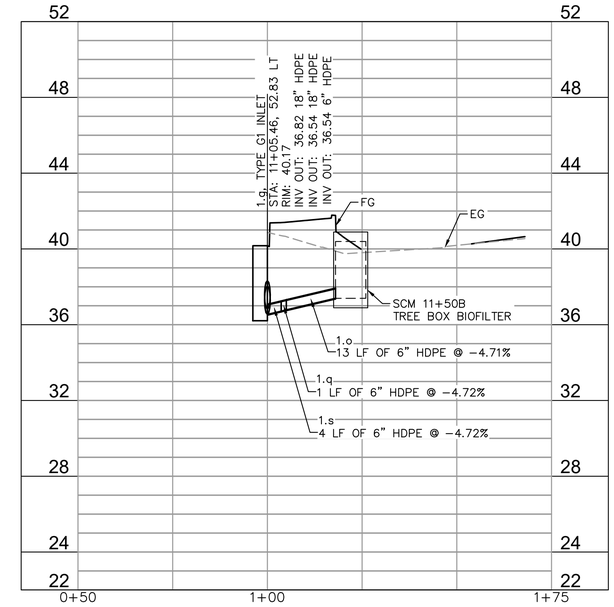
VERT: 1" = 4'



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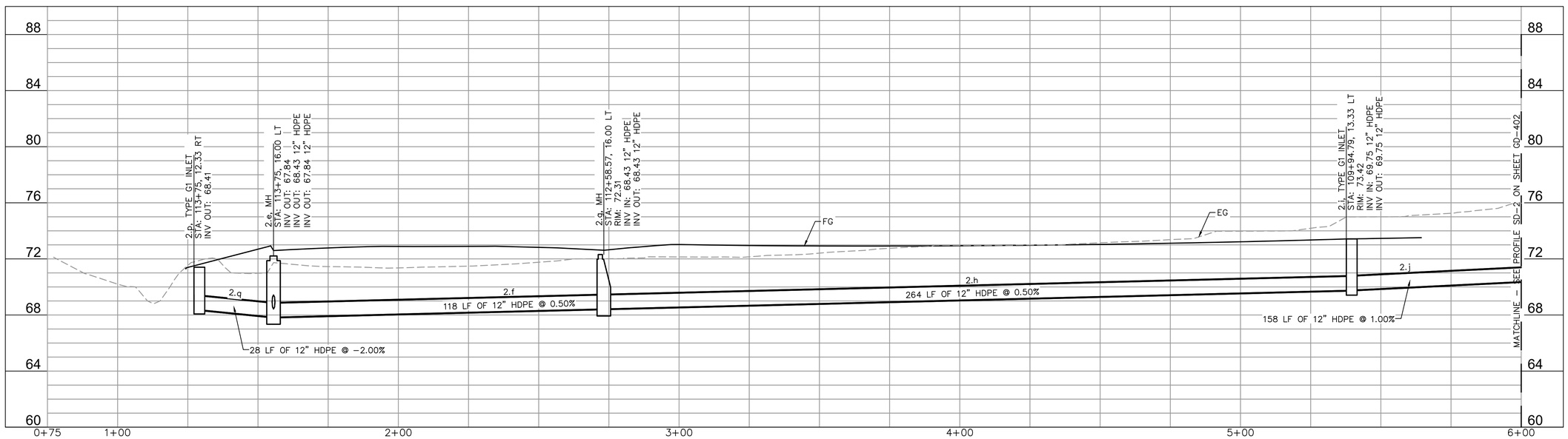

SD-2 (STA:0+75 TO STA:6+00)
HORIZ: 1" = 20'
VERT: 1" = 4'

100% DESIGN

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TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT

DRAINAGE PROFILES SHEET 1 OF 8

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. GD-401		
310 OF 610 SHEETS		

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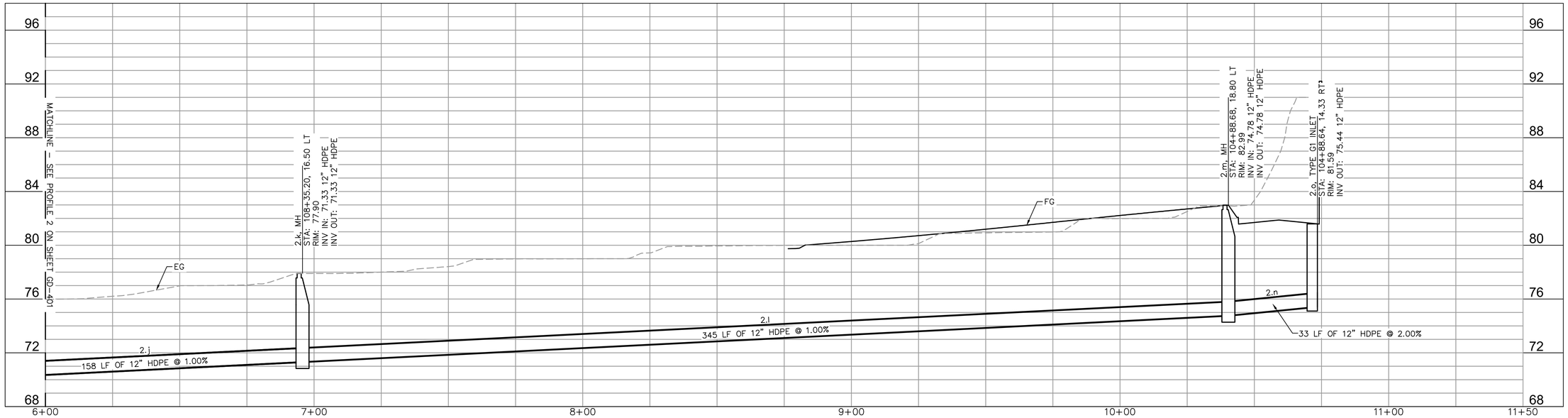
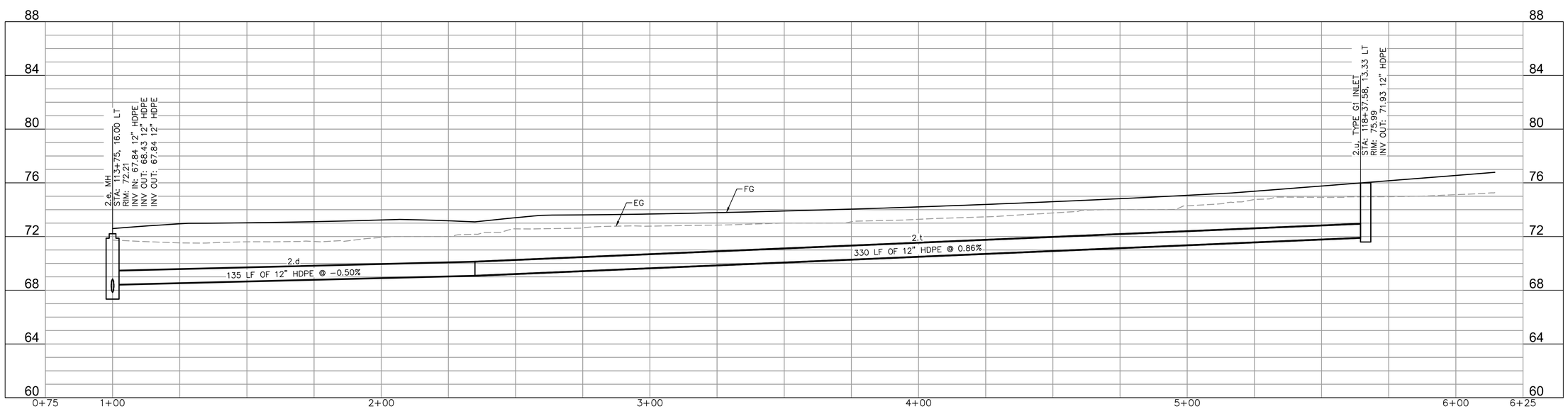


SD-2 (STA:6+00 TO STA:11+50)
HORIZ: 1" = 20'
VERT: 1" = 4'



SD-2.1 (STA:0+75 TO STA:6+25)
HORIZ: 1" = 20'
VERT: 1" = 4'

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT

DRAINAGE PROFILES SHEET 2 OF 8

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. GD-402		
311 OF 610 SHEETS		

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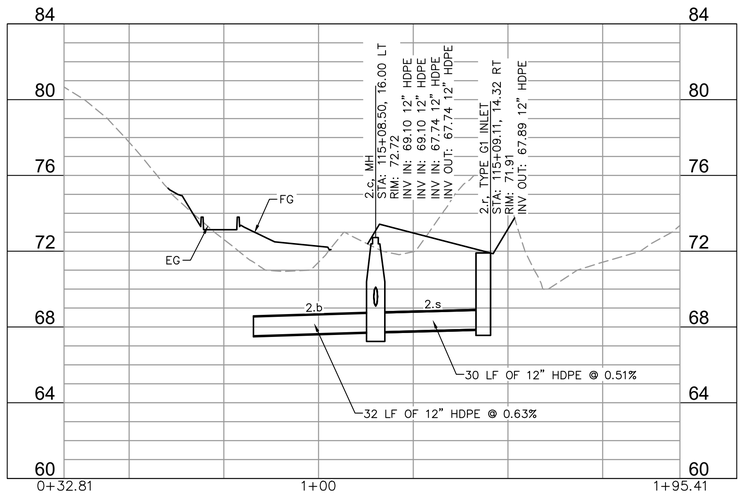

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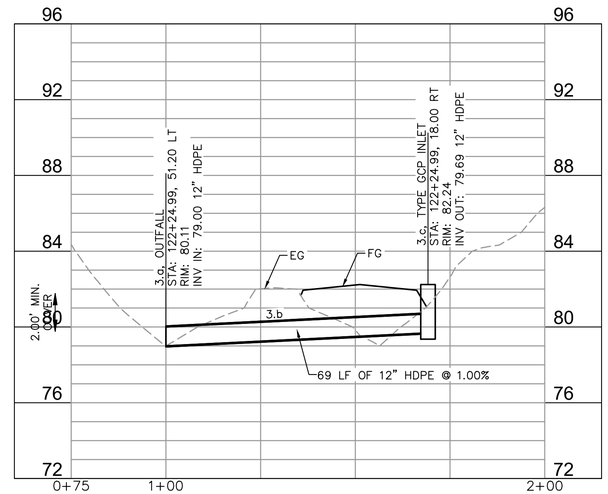

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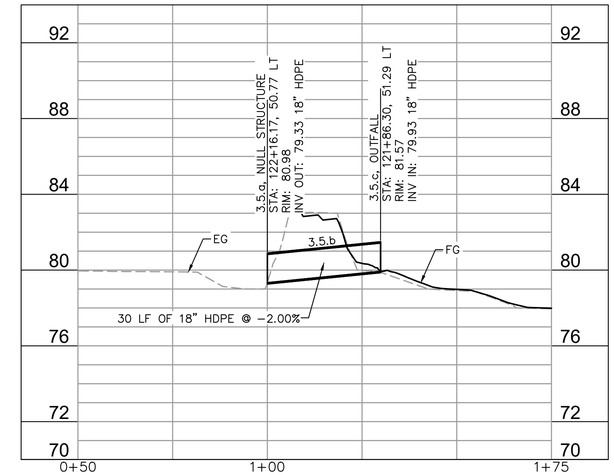

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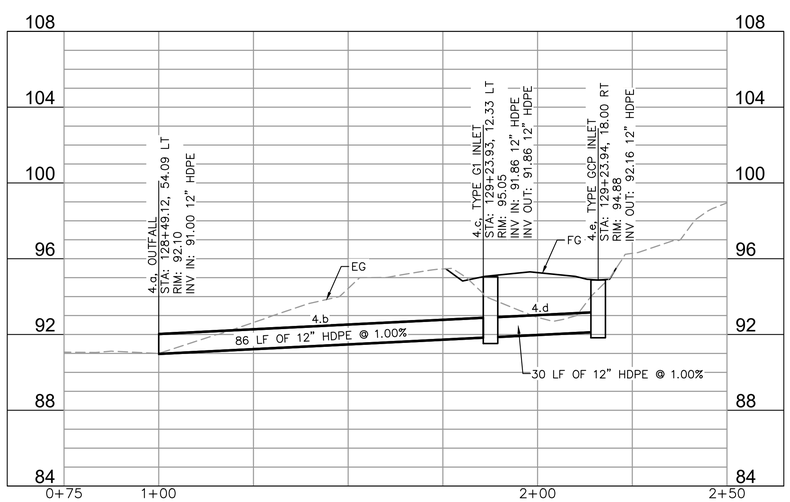

SD-4 (STA:0+75 TO STA:2+50)
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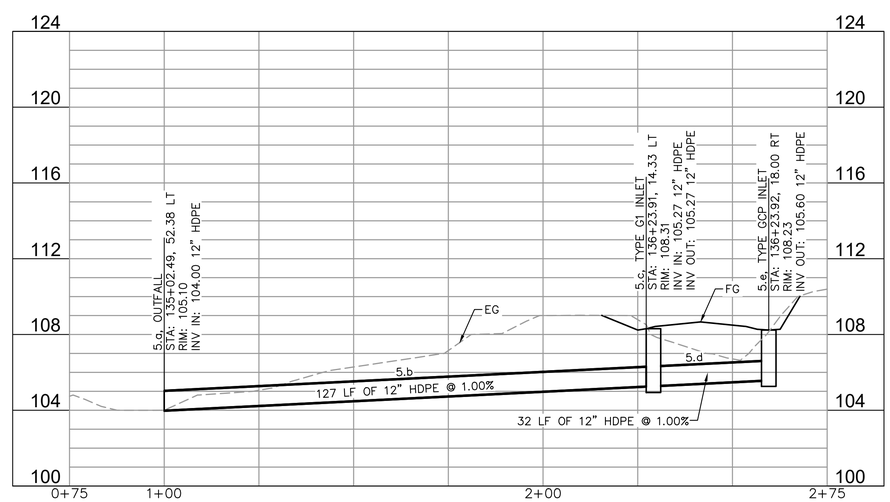
VERT: 1" = 4'



SD-5 (STA:0+75 TO STA:2+75)
HORIZ: 1" = 20'
VERT: 1" = 4'

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

DRAINAGE PROFILES SHEET 3 OF 8

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
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CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. GD-403		
312 OF 610 SHEETS		

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SCM SUMMARY - PONDS AND CHAMBERS

SCM #	TYPE	SURFACE PONDING DEPTH	24" BSM	6" ROCK FILTER COURSE	18" ROCK RESERVOIR	30" ROCK RESERVOIR	U.G. CHAMBERS	U.G. CHAMBER EXCAVATION FOOTPRINT
		IN.	*S.F.*	*S.F.*	*S.F.*	*S.F.*	*MC-4500*	*S.F.*
11+50C	UGC	--	--	--	--	--	3 ROWS x 38 CHAMBERS	160.42' x 28.50'
115+00B	UGC	--	--	--	--	--	--	--
150+00	BP	24	910	910	--	910	--	--
155+00	GD	24	1,000	--	--	--	--	--
166+00	GD	24	3,200	--	--	--	--	--
169+00	GD	18	2,400	--	--	--	--	--
190+00	GD	18	1,540	--	--	--	--	--
206+00	GD	24	1,500	--	--	--	--	--
213+00	GD	18	1,000	--	--	--	--	--
239+00	BP w/ UGC	12	1,800	1,800	--	--	1 ROW x 35 CHAMBERS	148.34' x 10.33'
257+00	GD	12	1,000	--	--	--	--	--
264+00	GD	12	1,716	--	--	--	--	--
275+00	BP	12	1,450	1,450	1,450	--	--	--
303+00	BP	24	2,475	2,475	--	2,475	--	--
317+00	BP w/ UGC	6	2,250	2,250	--	--	1 ROW x 35 CHAMBERS	148.34' x 10.33'
334+00B	GD	6	2,400	--	--	--	--	--
341+00	BP	6	1,600	1,600	--	1,600	--	--
344+00	BP	6	3,300	3,300	--	3,300	--	--
347+00	BP	6	1,800	1,800	--	1,800	--	--
352+00	BP w/ UGC	6	600	600	--	--	2 ROWS x 12 CHAMBERS	55.77' x 19.42'
354+00	BP	6	750	750	750	--	--	--
5.1C	UGC	--	--	--	--	--	2 ROWS x 25 CHAMBERS	108.09' x 19.42'
5.2	BP	6	300	300	300	--	--	--
5.3	GD	6	300	--	--	--	--	--
5.4	GD	6	280	--	--	--	--	--
5.5	GD	9	500	--	--	--	--	--
5.6C	UGC	--	--	--	--	--	3 ROWS x 20 CHAMBERS	87.97' x 28.50'
5.7	BP w/ UGC	6	1,000	1,000	--	--	3 ROWS x 5 CHAMBERS	27.59' x 28.50'
5.8	BP	6	700	700	700	--	--	--
5.9	BP w/ UGC	6	2,200	2,200	--	--	3 ROWS x 14 CHAMBERS	63.82' x 28.50'
5.10	GD	6	400	--	--	--	--	--
5.11	GD	12	700	--	--	--	--	--

Notes:
1. BP = Bioretention Pond, BSM = Bioretention Soil, GD = Graded Depression, UGC = Underground Chambers
2. BSM effective porosity = 0.25, drain rock porosity = 0.35
3. Underground Chambers = ADS StormTech MC-4500. Example: 3 rows x 5 chambers = 15 chambers + 6 end caps
4. Size of BRP w/ UGC is increased by 20% because calculated 100-year draw-down time is >48 hours.

SCM SUMMARY - TREE BOX BIOFILTERS

SCM #	TRIBUTARY E.I.A.	TREATMENT FLOW RATE	BOX TYPE	INTERNAL OVERFLOW	INTERNAL OVERFLOW RATE	CONTECH FILTERRA	OLDCASTLE BIOPOD	ROTONDO STORM GARDEN	CONTECH MODULAR WETLAND
	S.F.	*CFS*	--	--	*CFS*	*S.F.*	*S.F.*	*S.F.*	*UNIT #*
11+50A	22,000	0.10	A	NO	--	26	29	32	--
11+50B	83,000	0.38	A	NO	--	95	109	119	--
100+00	45,000	0.21	A	NO	--	52	59	65	--
115+00A	84,000	0.39	B	YES	7.9	--	--	--	MWS-L-8-16-V
5.1A	31,000	0.14	A	NO	--	36	41	45	--
5.1B	14,000	0.06	A	NO	--	16	19	20	--
5.6A	8,300	0.04	A	NO	--	10	11	12	--
5.6B	43,000	0.20	A	NO	--	50	57	62	--
		GULD BASIC TREATMENT RATE (IN/HR):			175	153	140	96	

Notes:

1. TYPE 'A' = SURFACE LOADED (FILTERRA/BIOPOD/STORMGARDEN), TYPE 'B' = SUBSURFACE-LOADED (MODULAR WETLAND)
2. Tree Box Treatment Area = 0.2 x [Tributary E.I.A.] / [GULD BASIC Treatment Rate]

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

GRADING & DRAINAGE SHEET ---- OF 47

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. GD-500		
317 OF 610 SHEETS		

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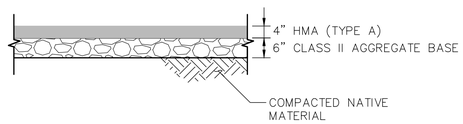
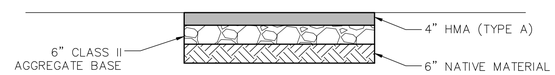
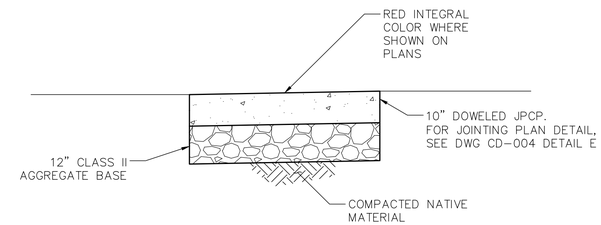


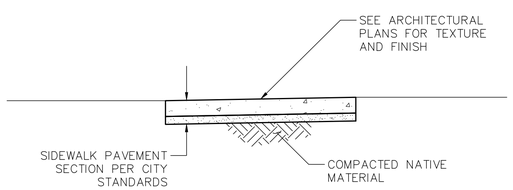
A BIKE PATH PAVING



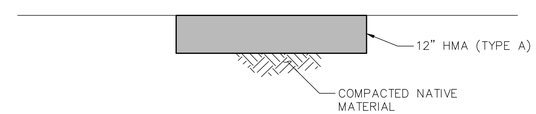
B BUSWAY PAVEMENT



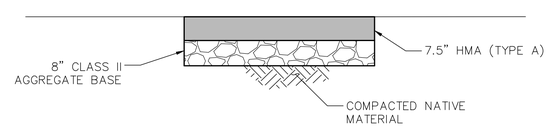
C BUSWAY JPCP



D STATION PCC SIDEWALK

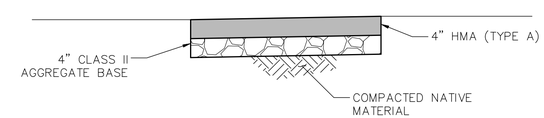


DETAIL E-1:
FULL-DEPTH ASPHALT PAVEMENT
NOT TO SCALE



DETAIL E-2:
ROADWAY PAVING
NOT TO SCALE

E FULL-DEPTH ASPHALT PAVEMENT



F PARK AND RIDE LOT PAVEMENT

100% DESIGN

MST MONTEREY-SALINAS TRANSIT
TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY
Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
CONSTRUCTION DETAILS SHEET 1 OF 6
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CD-001		
318 OF 610 SHEETS		

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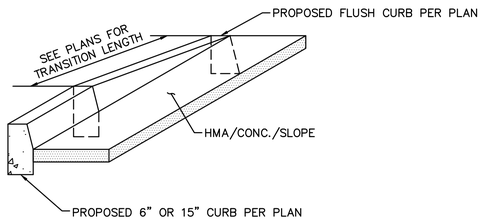
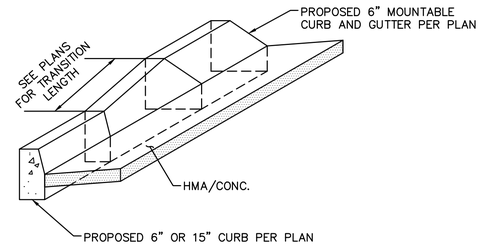
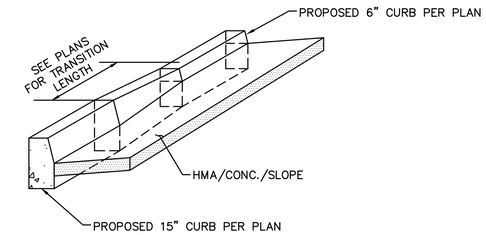


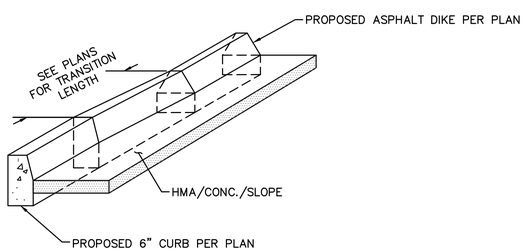
A 6" OR 15" TO 0" CURB TRANSITION



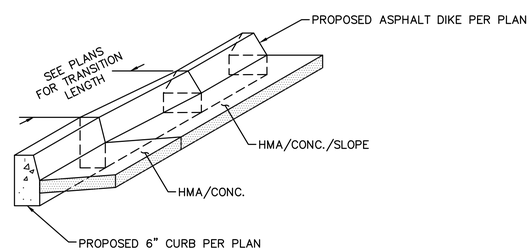
B 6" OR 15" TO MOUNTABLE CURB AND GUTTER TRANSITION



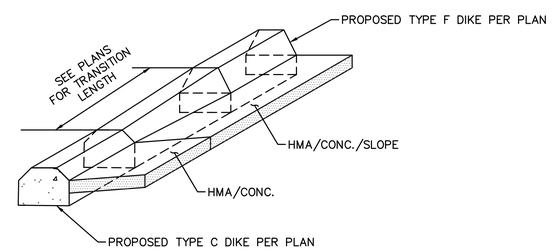
C 15" TO 6" CURB AND GUTTER TRANSITION



D 6" CURB TO ASPHALT DIKE CURB TRANSITION



E 6" CURB AND GUTTER TO ASPHALT DIKE CURB AND GUTTER TRANSITION



F 2" TYPE C TO 4" TYPE F DIKE TRANSITION

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

CONSTRUCTION DETAILS SHEET 2 OF 6

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CD-002		
319 OF 610 SHEETS		

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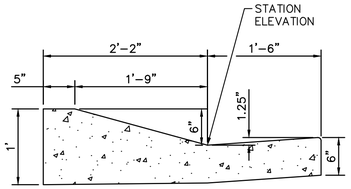
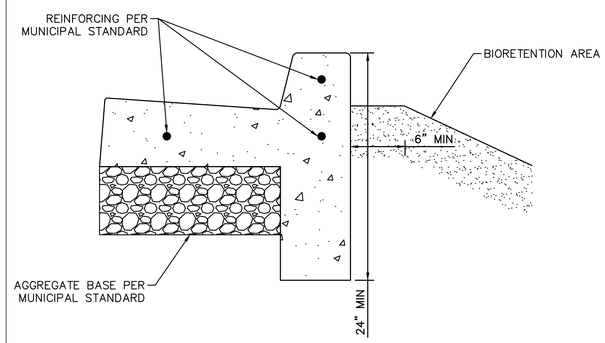
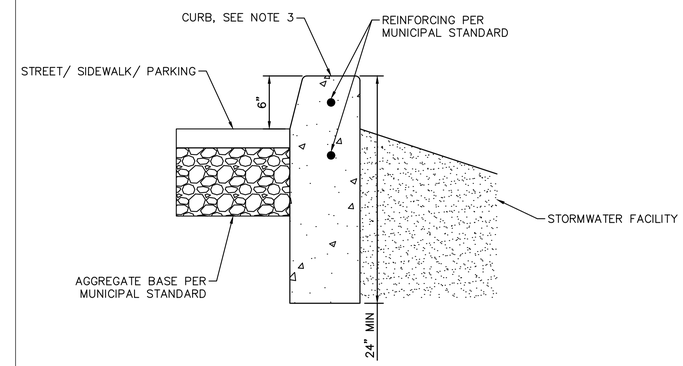


A 6" ROLLED CURB AND GUTTER



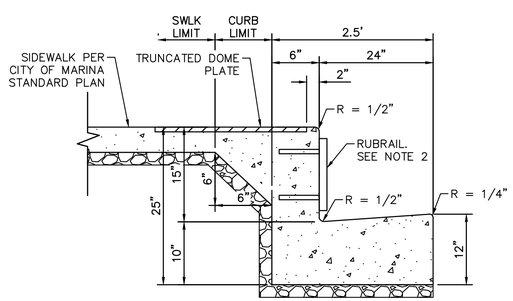
CONSTRUCTION NOTES
1. FINISH ALL EXPOSED CONCRETE SURFACES.
2. CURB AND GUTTER GEOMETRY TO FOLLOW CITY OF MARINA STANDARD PLAN ST-1.

B BIORETENTION CURB AND GUTTER



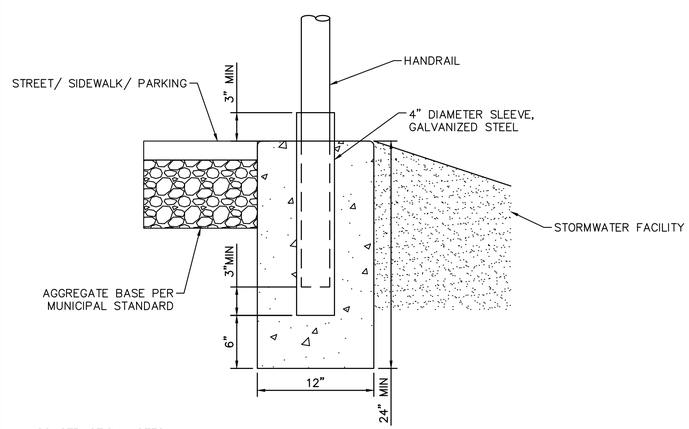
CONSTRUCTION NOTES
1. FINISH ALL EXPOSED CONCRETE SURFACES.
2. LAYBACK SLOPE AS FLAT AS POSSIBLE UNTIL TOP WIDTH PRODUCES 1:1 SLOPE & 24" BOTTOM WIDTH. AS PLANTER GETS WIDER MAINTAIN 1:1 SLOPE AND INCREASE BOTTOM WIDTH WIDER THAN 24".
3. CURB GEOMETRY TO FOLLOW CITY OF MARINA STANDARD PLAN ST-1.

C BIORETENTION CURB



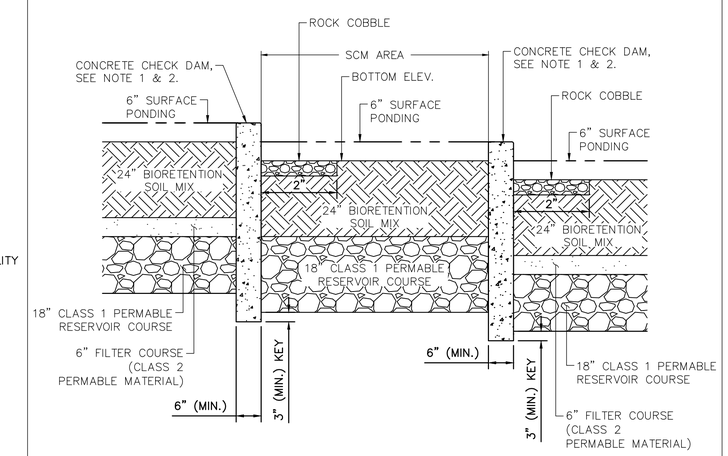
CONSTRUCTION NOTES
1. FINISH ALL EXPOSED CONCRETE SURFACES.
2. 2"X12" RUBRAIL W/ (2) 1/2" DIA X 5" SCREW ANCHORS AT 18" OC

D 15" CURB AND GUTTER



CONSTRUCTION NOTES
1. FINISH ALL EXPOSED CONCRETE SURFACES.
2. LAYBACK SLOPE AS FLAT AS POSSIBLE UNTIL TOP WIDTH PRODUCES 1:1 SLOPE & 24" BOTTOM WIDTH. AS PLANTER GETS WIDER MAINTAIN 1:1 SLOPE AND INCREASE BOTTOM WIDTH WIDER THAN 24".
3. CURB GEOMETRY TO FOLLOW CITY OF MARINA STANDARD PLAN ST-1.

E DEEP CURB WITH HANDRAIL



CONSTRUCTION NOTES
1. CONCRETE CHECK DAM SHALL BE CONTINUOUS (NO JOINTS) AND REINFORCED WITH #4 BAR, PLACED AT 18 INCHES ON CENTER, EACH WAY.

F CONCRETE CHECK DAM

100% DESIGN

SURF! BUSWAY AND BRT PROJECT
CONSTRUCTION DETAILS SHEET 3 OF 6
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CD-003		
320 OF 610 SHEETS		

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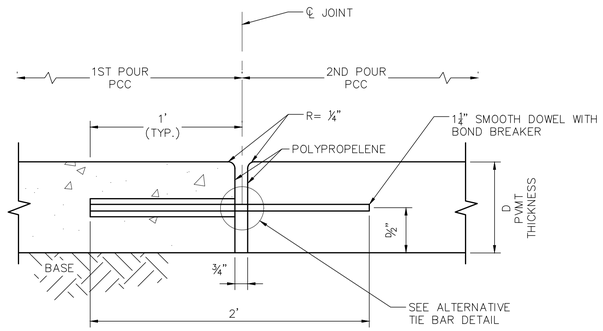
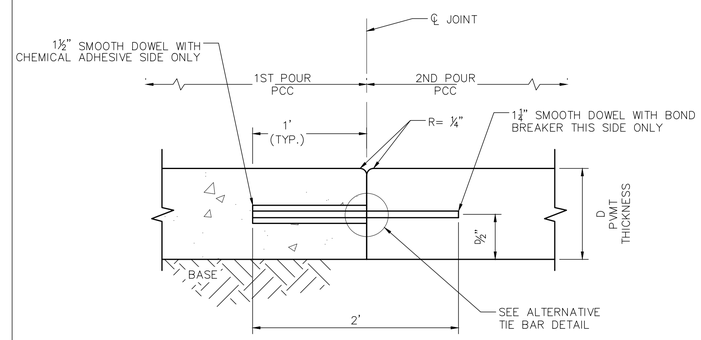
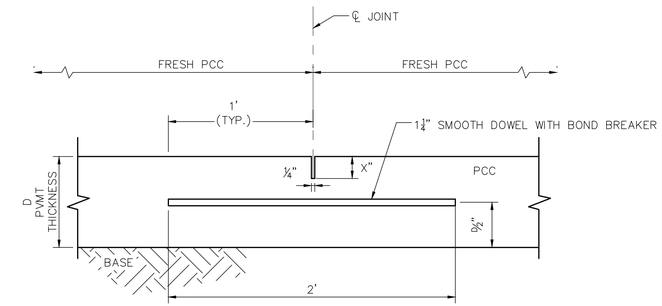


SECTION B–B

(A) EXPANSION JOINT

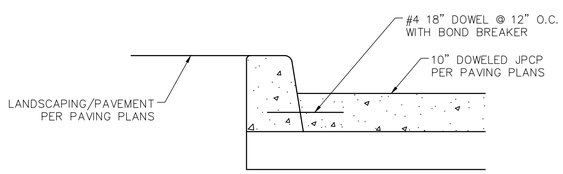


(B) CONSTRUCTION JOINT

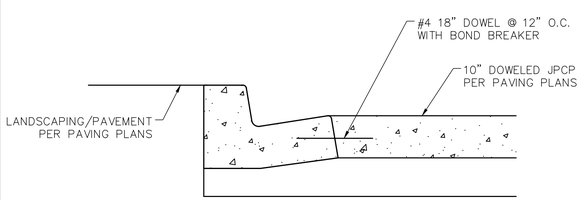


SECTION A–A

(C) WEAKENED PLANE JOINT

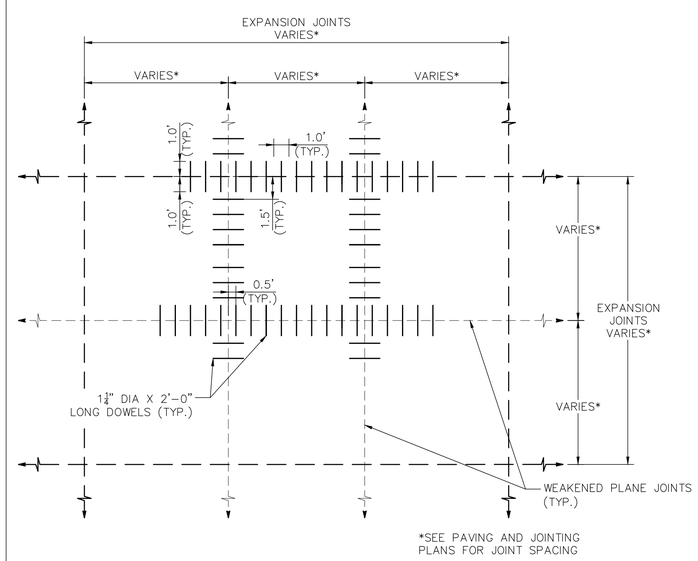


DETAIL D–1:
CURB DOWELING
NOT TO SCALE

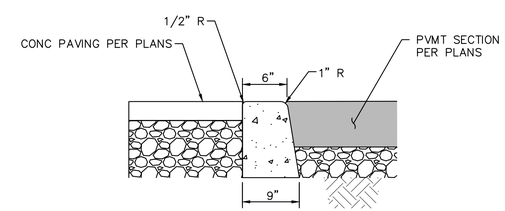


DETAIL D–2:
CURB AND GUTTER DOWELING
NOT TO SCALE

(D) CURB AND C&G DOWELING



(E) JOINTING PLAN DETAIL



NOTES:

1. ISOLATION JOINTS SHALL BE PLACED ONLY AS SPECIFIED.
2. CONTRACTION JOINTS CONSISTING OF 1" DEEP SCORES SHALL BE PLACED AT 15' INTERVALS O.C.
3. WHERE A WALK IS ADJACENT TO THE CURB THE JOINTS SHALL ALIGN WITH JOINTS IN THE WALK.

(F) FLUSH CURB

100% DESIGN

SURF! BUSWAY AND BRT PROJECT
CONSTRUCTION DETAILS SHEET 4 OF 6
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CD–004		
321 OF 610 SHEETS		

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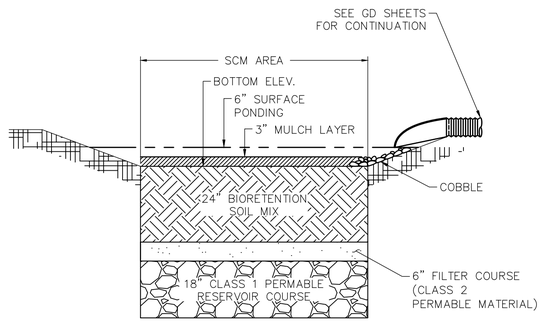
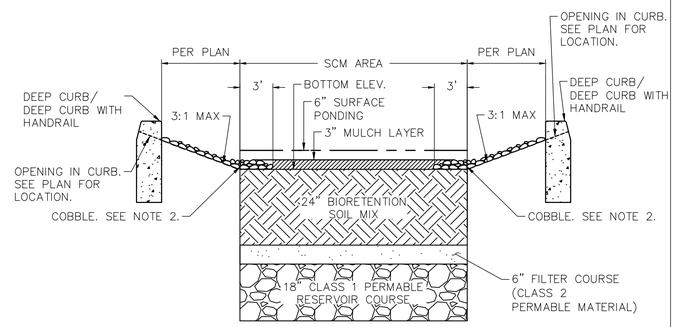
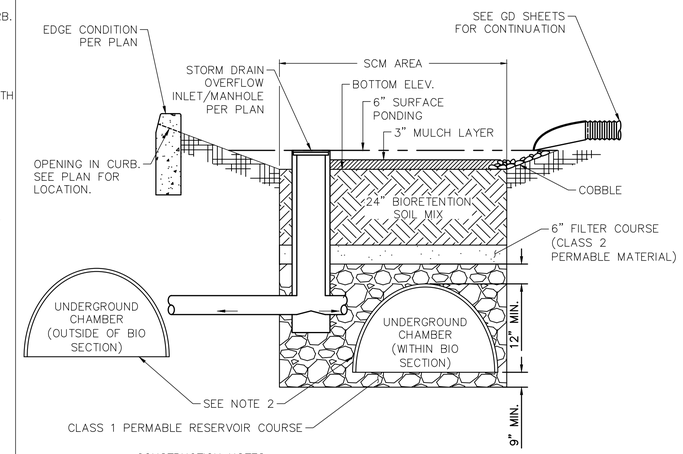


A BIORETENTION POND



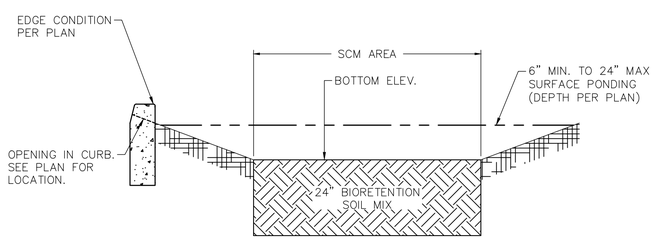
CONSTRUCTION NOTES
1. DEEP CURB PER DETAIL C SHEET CD–003.
2. PLACE 4" MIN. DIA APPROVED COBBLE 0.2 FT BELOW CURB OPENINGS AT A WIDTH OF 2'.

B BIORETENTION POND WITH CURB

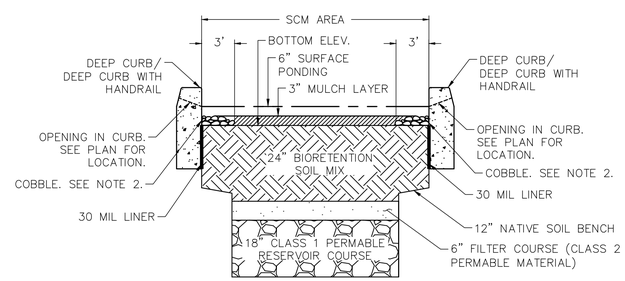


CONSTRUCTION NOTES
1. OVERFLOW DRAIN INLET PER DETAIL F ON SHEET CD–005.
2. UNDERGROUND CHAMBER SIZE, LOCATION AND LAYOUT PER PLAN.

C BIORETENTION POND WITH UNDERGROUND CHAMBER



D GRADED DEPRESSION



CONSTRUCTION NOTES
1. DEEP CURB PER DETAIL C SHEET CD–003.
2. PLACE 4" MIN. DIA APPROVED COBBLE 0.2 FT BELOW CURB OPENINGS AT A WIDTH OF 2'.

E BIORETENTION POND STRIP

100% DESIGN

SURF! BUSWAY AND BRT PROJECT
CONSTRUCTION DETAILS SHEET 5 OF 6
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CD–005		
322 OF 610 SHEETS		

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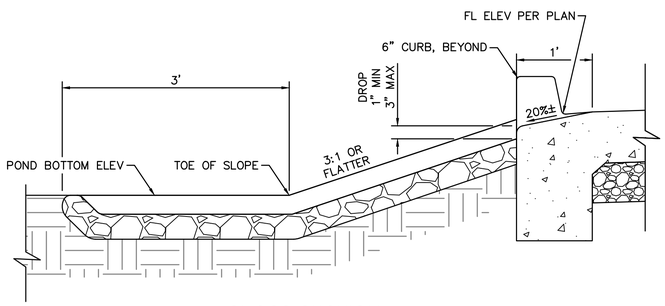
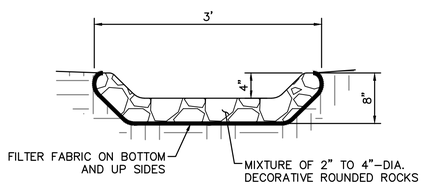
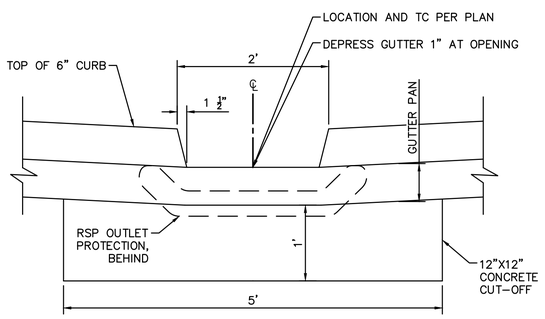


CROSS-SECTION



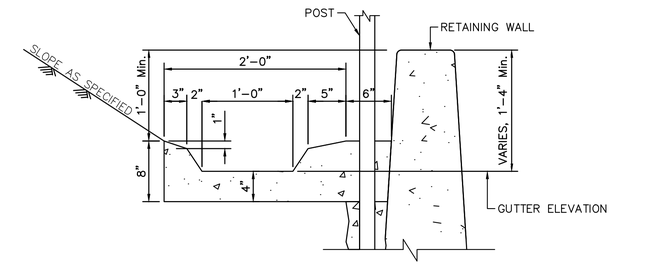
RSP OUTLET PROTECTION



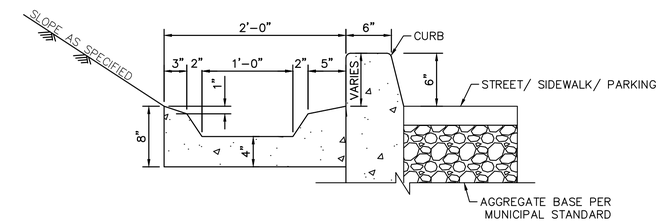
PROFILE

CONSTRUCTION NOTES
1. BIORETENTION CURB & GUTTER PER DETAIL B SHEET CD-003. REFER TO PLANS FOR LIMITS OF BIORETENTION CURB & GUTTER.

A CURB CUT INLET



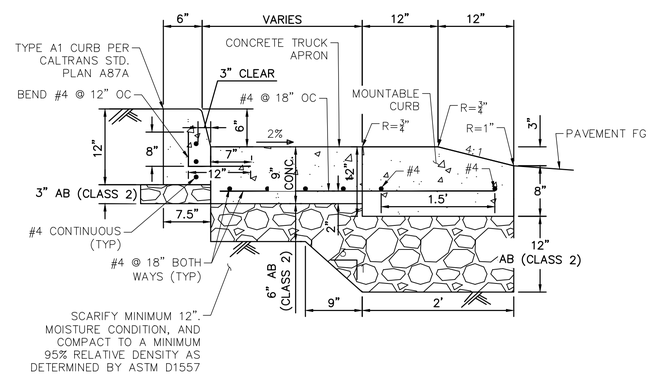
CONCRETE LINED DITCH BEHIND WALL



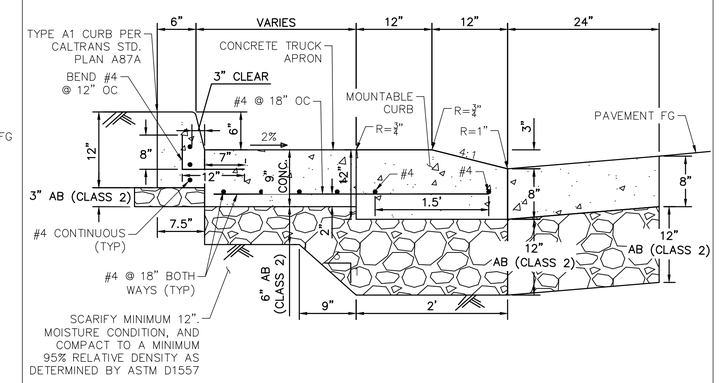
TYPE 2. CONCRETE LINED DITCH BEHIND CURB

CONSTRUCTION NOTES
1. FINISH ALL EXPOSED CONCRETE SURFACES.
2. WALL PER RETAINING WALL PLAN AND DETAILS

C CONCRETE LINED DITCH



D TRUCK APRON AND MOUNTABLE CURB DETAIL



E BLISTER DETAIL

100% DESIGN

SURF! BUSWAY AND BRT PROJECT
CONSTRUCTION DETAILS SHEET 6 OF 6
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CD-006		
323 OF 610 SHEETS		

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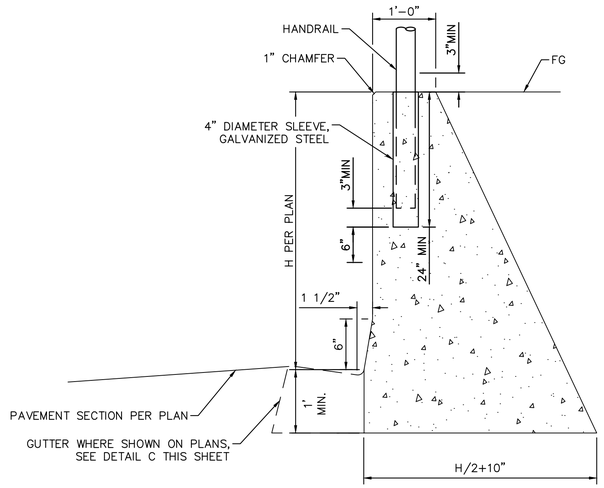


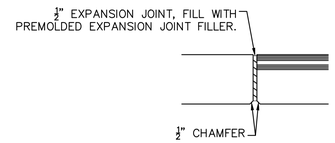
NOTES:

1. SEE DETAIL B THIS SHEET FOR ADDITIONAL INFORMATION.

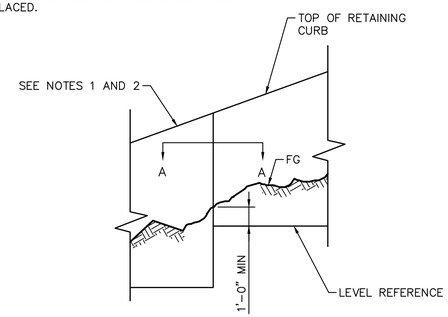
(A) TYPE A RETAINING CURB

NOTES:

1. EXPANSION JOINTS @ 30'-0" ± CENTERS (MAX) AND/OR @ EACH STEP
2. WEAKENED PLANE JOINTS @ 10'-0" INTERVALS.
3. COMPACTION OF BACKFILL MATERIAL BY JETTING OR PONDING WITH WATER WILL NOT BE PERMITTED.
4. EACH LAYER OF BACKFILL SHALL BE MOISTENED PER THE SPECIFICATIONS AND THOROUGHLY TAMPED, ROLLED, OR OTHERWISE COMPACTED UNTIL THE RELATIVE COMPACTION IS NOT LESS THAN 90 PERCENT.
5. NO BACKFILL MATERIAL SHALL BE DEPOSITED AGAINST CONCRETE RETAINING WALLS UNTIL THE CONCRETE HAS DEVELOPED A STRENGTH OF 2,500 PSI IN COMPRESSION AS DETERMINED BY TEST CYLINDERS OR UNTIL 28 DAYS AFTER WALL HAS BE PLACED.

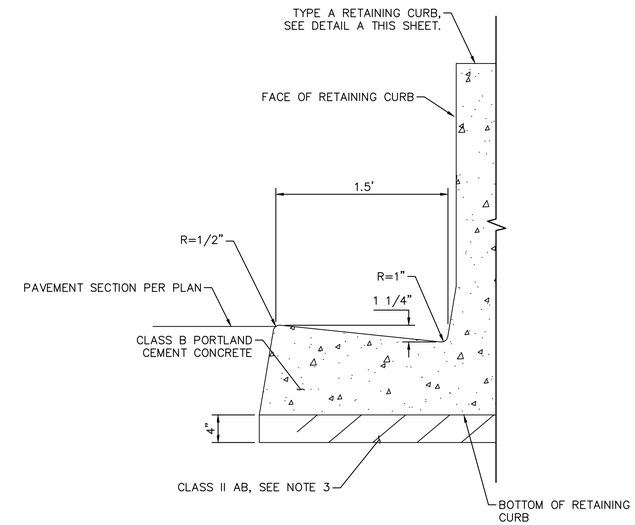


SECTION A–A

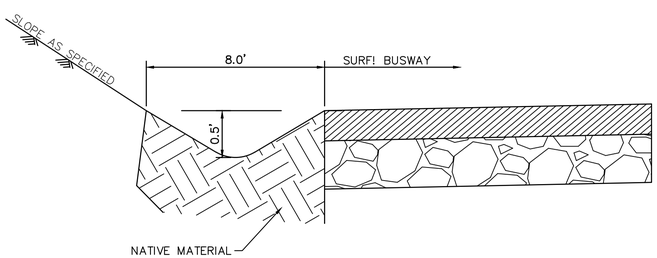


ELEVATION

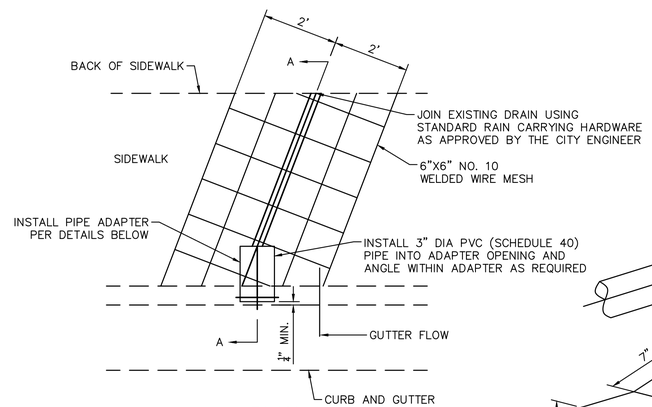
(B) RETAINING CURB DETAILS



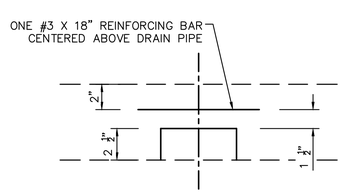
(C) GUTTER FOR TYPE A RETAINING CURB



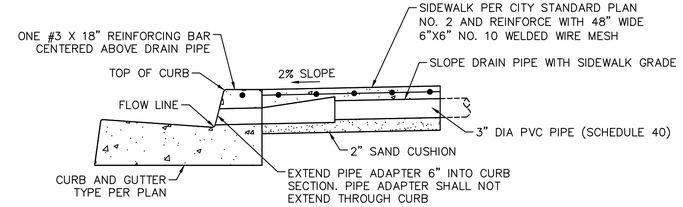
(D) GRADED DITCH



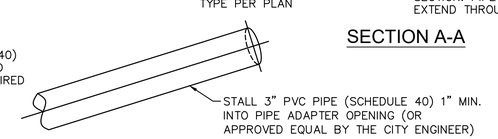
PLAN

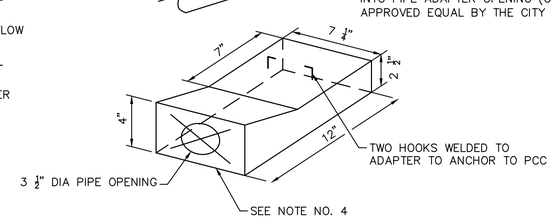


PROFILE



SECTION A-A





PIPE ADAPTER DETAIL

(E) CURB DRAIN

GENERAL NOTES

1. DRAWING NOT TO SCALE.
2. P.V.C. PIPE SHALL BE SCHEDULE 40.
3. CONTRACTOR MAY, AT HIS/HER OPTION, INSTALL TWO CURB DRAIN PIPES INTO AN ADAPTER HAVING TWO 3" PIPE ADAPTER OPENING.
4. PIPE ADAPTER SHALL BE FABRICATED FROM 14 GA. GALVANIZED STEEL.
5. WRAP JUNCTURE OF PIPE AND ADAPTER WITH DUCT TAPE TO PREVENT INTRUSION OF CONCRETE DURING INSTALLATION.
6. EXISTING SIDEWALK FOR CURB DRAIN INSTALLATIONS SHALL BE REMOVED TO NEAREST SCORE LINES.
7. WHERE NO SIDEWALK IS TO BE REPLACED, CONSTRUCT 18" x 54" REINFORCED CONCRETE PAD ADJACENT TO BACK OF CURB.
8. ALTERNATE DESIGN/MATERIALS MAY BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL.

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
CONSTRUCTION DETAILS SHEET ---- OF 6
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. CD-007 ---- 610 SHEETS		

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INDEX TO PLANS

SHEET NO.	TITLE
RW-001	RETAINING WALL GENERAL NOTES
RW-002	RETAINING WALL NO. RW22R-C GENERAL PLAN
RW-003	RETAINING WALL NO. RW22R-C STRUCTURE PLAN NO. 1
RW-004	RETAINING WALL NO. RW22R-C STRUCTURE PLAN NO. 2
RW-005	RETAINING WALL NO. RW22R-C STRUCTURE PLAN NO. 3
RW-006	RETAINING WALL NO. RW103R-C GENERAL PLAN
RW-007	RETAINING WALL NO. RW103R-C STRUCTURE PLAN NO. 1
RW-008	RETAINING WALL NO. RW103R-C STRUCTURE PLAN NO. 2
RW-009	RETAINING WALL NO. RW150R-C GENERAL PLAN
RW-010	RETAINING WALL NO. RW150R-C STRUCTURE PLAN NO. 1
RW-011	RETAINING WALL NO. RW150R-C STRUCTURE PLAN NO. 2
RW-012	RETAINING WALL NO. RW150R-C STRUCTURE PLAN NO. 3
RW-013	RETAINING WALL NO. RW150R-C STRUCTURE PLAN NO. 4
RW-014	RETAINING WALL NO. RW158R-F GENERAL PLAN
RW-015	RETAINING WALL NO. RW158R-F STRUCTURE PLAN
RW-016	RETAINING WALL NO. RW173R-C GENERAL PLAN
RW-017	RETAINING WALL NO. RW173R-C STRUCTURE PLAN NO. 1
RW-018	RETAINING WALL NO. RW173R-C STRUCTURE PLAN NO. 2
RW-019	RETAINING WALL NO. RW173R-C STRUCTURE PLAN NO. 3
RW-020	RETAINING WALL NO. RW193R-F GENERAL PLAN
RW-021	RETAINING WALL NO. RW193R-F STRUCTURE PLAN
RW-022	RETAINING WALL NO. RW197R-C GENERAL PLAN
RW-023	RETAINING WALL NO. RW197R-C STRUCTURE PLAN NO. 1
RW-024	RETAINING WALL NO. RW197R-C STRUCTURE PLAN NO. 2
RW-025	RETAINING WALL NO. RW200R-F GENERAL PLAN
RW-026	RETAINING WALL NO. RW200R-F STRUCTURE PLAN NO. 1
RW-027	RETAINING WALL NO. RW200R-F STRUCTURE PLAN NO. 2
RW-028	RETAINING WALL NO. RW207R-C GENERAL PLAN
RW-029	RETAINING WALL NO. RW207R-C STRUCTURE PLAN NO. 1
RW-030	RETAINING WALL NO. RW207R-C STRUCTURE PLAN NO. 2
RW-031	RETAINING WALL NO. RW207R-C STRUCTURE PLAN NO. 3
RW-032	RETAINING WALL NO. RW218R-F GENERAL PLAN
RW-033	RETAINING WALL NO. RW218R-F STRUCTURE PLAN NO. 1
RW-034	RETAINING WALL NO. RW218R-F STRUCTURE PLAN NO. 2
RW-035	RETAINING WALL NO. RW218R-F STRUCTURE PLAN NO. 3
RW-036	RETAINING WALL NO. RW218R-F STRUCTURE PLAN NO. 4
RW-037	RETAINING WALL NO. RW218R-F STRUCTURE PLAN NO. 5
RW-038	RETAINING WALL NO. RW232R-C GENERAL PLAN
RW-039	RETAINING WALL NO. RW232R-C STRUCTURE PLAN NO. 1
RW-040	RETAINING WALL NO. RW232R-C STRUCTURE PLAN NO. 2
RW-041	RETAINING WALL NO. RW232R-C STRUCTURE PLAN NO. 3
RW-042	RETAINING WALL NO. RW296R-C GENERAL PLAN
RW-043	RETAINING WALL NO. RW296R-C STRUCTURE PLAN NO. 1
RW-044	RETAINING WALL NO. RW296R-C STRUCTURE PLAN NO. 2
RW-045	RETAINING WALL NO. RW296R-C STRUCTURE PLAN NO. 3
RW-046	RETAINING WALL NO. RW307R-C GENERAL PLAN
RW-047	RETAINING WALL NO. RW307R-C STRUCTURE PLAN NO. 1
RW-048	RETAINING WALL NO. RW307R-C STRUCTURE PLAN NO. 2
RW-049	RETAINING WALL NO. RW315R-F GENERAL PLAN
RW-050	RETAINING WALL NO. RW315R-F STRUCTURE PLAN NO. 1

INDEX TO PLANS

SHEET NO.	TITLE
RW-051	RETAINING WALL NO. RW315R-F STRUCTURE PLAN NO. 2
RW-052	SOLDIER PILE AND LAGGING WALL DETAILS
RW-053	MSE WALL DETAILS NO. 1
RW-054	MSE WALL DETAILS NO. 2
RW-055	MSE WALL DETAILS NO. 3
RW-056	CABLE RAILING DETAILS

DESIGN CRITERIA (SOLDIER PILE WALLS)

DESIGN:	AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS (8TH EDITION) WITH INTERIM REVISIONS, AND THE CALIFORNIA AMENDMENTS, PREFACE DATED OCTOBER, 2022
SOIL PARAMETERS:	SEE "SOIL PARAMETERS TABLE - SOLDIER PILE WALLS"
LIVE LOAD:	SURCHARGE = 240 PSF
SEISMIC:	kh = 0.26
STRUCTURAL STEEL:	SOLDIER PILES - ASTM A572 GRADE 50 PLATES - ASTM A36 GRADE 36 PIPES - ASTM A53 GRADE B
REINFORCED CONCRETE:	f'c = 3600 PSI fy = 60 KSI

SOIL PARAMETERS TABLE - SOLDIER PILE WALL

WALL NO.	BACKFILL SOIL WEIGHT (PCF)	FRICTION ANGLE (°)	ACTIVE PRESSURE COEFFICIENT, Ka	ACTIVE SEISMIC PRESSURE COEFFICIENT, Kae	PASSIVE PRESSURE COEFFICIENT, Kp	PASSIVE SEISMIC PRESSURE COEFFICIENT, Kpe
RW022R-C	115	36	0.470	0.752	7.90	6.25
RW103R-C	110	32	0.307	0.492	5.70	4.70
RW150R-C	110	34	0.307	0.492	6.40	5.50
RW173R-C	110	34	0.283	0.463	6.40	5.50
RW197R-C	110	36	0.318	0.521	7.90	6.25
RW207R-C	110	34	0.531	0.971	6.40	5.50
RW232R-C	120	34	0.460	0.718	6.40	5.50
RW296R-C	115	32	0.414	0.663	5.70	4.70
RW307R-C	115	30	0.375	0.586	4.85	3.50

DESIGN CRITERIA (MSE WALLS)

DESIGN:	AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS (8TH EDITION) WITH INTERIM REVISIONS, AND THE CALIFORNIA AMENDMENTS, PREFACE DATED OCTOBER, 2022	
SOIL PARAMETERS:	RETAINED BACKFILL SOIL UNIT WEIGHT:	γ = 125 PCF
	RETAINED BACKFILL FRICTION ANGLE:	ϕ = 34°
	ACTIVE PRESSURE COEFFICIENT:	Ka = 0.283
	ACTIVE SEISMIC PRESSURE COEFFICIENT:	Kae = 0.463
	FOUNDATION SOIL UNIT WEIGHT:	RW158R-F, RW193R-F: γ = 105 PCF RW200R-F, RW218R-F, RW315R-F: γ = 110 PCF
	FOUNDATION SOIL FRICTION ANGLE:	RW158R-F, RW193R-F, RW315R-F: ϕ = 30° RW200R-F, RW218R-F: ϕ = 34°
LIVE LOAD:	SURCHARGE = 240 PSF	
SEISMIC:	kh = 0.17	
PRECAST CONCRETE PANELS:	f'c = 4000 PSI fy = 60 KSI	
SOIL REINFORCEMENT:	WELDED WIRE MATS:	fy = 65 KSI
	COUPLER:	fy = 36 KSI
	CORROSION RATE:	1.1 MILS/YEAR
REINFORCED CONCRETE:	f'c = 3600 PSI fy = 60 KSI	

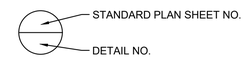
MSE = MECHANICALLY STABILIZED EMBANKMENT

STANDARD SPECIFICATIONS

CONSTRUCTION OF THE SOLDIER PILE RETAINING WALLS AND MSE RETAINING WALLS IN MONTEREY COUNTY, CALIFORNIA, SHALL CONFORM TO THE CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD SPECIFICATIONS, 2023 EDITION.

STANDARD PLANS DATED 2023

A3A	ABBREVIATIONS (SHEET 1 OF 3)
A3B	ABBREVIATIONS (SHEET 2 OF 3)
A3C	ABBREVIATIONS (SHEET 3 OF 3)
A10A	LEGEND - LINES AND SYMBOLS (SHEET 1 OF 5)
A10B	LEGEND - LINES AND SYMBOLS (SHEET 2 OF 5)
A10C	LEGEND - LINES AND SYMBOLS (SHEET 3 OF 5)
A10D	LEGEND - LINES AND SYMBOLS (SHEET 4 OF 5)
A10E	LEGEND - LINES AND SYMBOLS (SHEET 5 OF 5)
A10F	LEGEND - SOIL (SHEET 1 OF 2)
A10G	LEGEND - SOIL (SHEET 2 OF 2)
A10H	LEGEND - ROCK
B11-81	CONCRETE BARRIER TYPE 842 DETAILS No. 1
B11-82	CONCRETE BARRIER TYPE 842 DETAILS No. 2
A85	CHAIN LINK FENCE
A85A	CHAIN LINK FENCE DETAILS
A85B	CHAIN LINK FENCE DETAILS



GENERAL

THE DRAWINGS REPRESENT THE FINISHED STRUCTURES. THEY DO NOT SHOW CONSTRUCTION MEANS UNLESS OTHERWISE NOTED.

FABRICATE AND CONSTRUCT ALL ITEMS ACCORDING TO THE DRAWINGS, SPECIFICATIONS, & CODES. MAKE NO MODIFICATIONS WITHOUT THE ENGINEER'S WRITTEN APPROVAL.

DO NOT SCALE THE DRAWINGS FOR DIMENSIONS, SIZES, OR LOCATIONS.

STATIONS, ELEVATIONS, AND DIMENSIONS CONTAINED IN THESE PLANS ARE CALCULATED FROM A RECENT FIELD SURVEY. THE CONTRACTOR SHALL VERIFY ALL DEPENDENT DIMENSIONS IN THE FIELD BEFORE ORDERING OR FABRICATING ANY MATERIAL.

ALL LONGITUDINAL AND TRANSVERSE DIMENSIONS ARE MEASURED HORIZONTALLY AND INCLUDE NO CORRECTION FOR GRADE.

IF A DISCREPANCY IS FOUND WITHIN THE CONTRACT DOCUMENTS, IMMEDIATELY SUBMIT THE MATTER IN WRITING TO THE ENGINEER WHO WILL MAKE A DETERMINATION AND PROVIDE WRITTEN CLARIFICATION.

SUBSTITUTIONS OF MATERIALS, SIZES, OR SHAPES IS PROHIBITED WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER.

Know what's below. Call before you dig.

95% DESIGN - NOT FOR CONSTRUCTION

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

RETAINING WALL GENERAL NOTES

MONTEREY COUNTY CALIFORNIA

NOT FOR CONSTRUCTION

DATE	SEPTEMBER 2023
DRAWN	KDF
DESIGNED	KDF
CHECKED	CMD
CONTRACT NO.	22-03
SHEET NO.	RW-001

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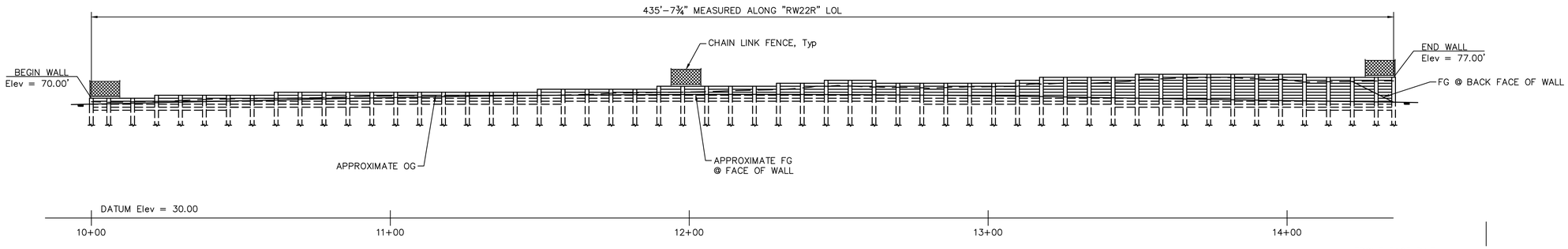
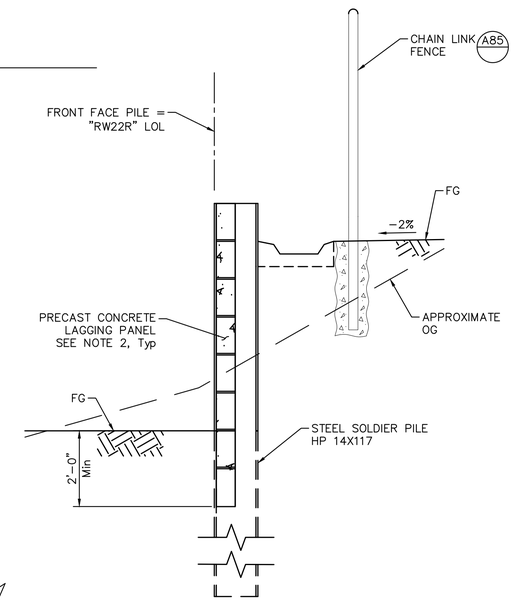
PRELIMINARY



DEVELOPED MIRRORED ELEVATION

1" = 20'

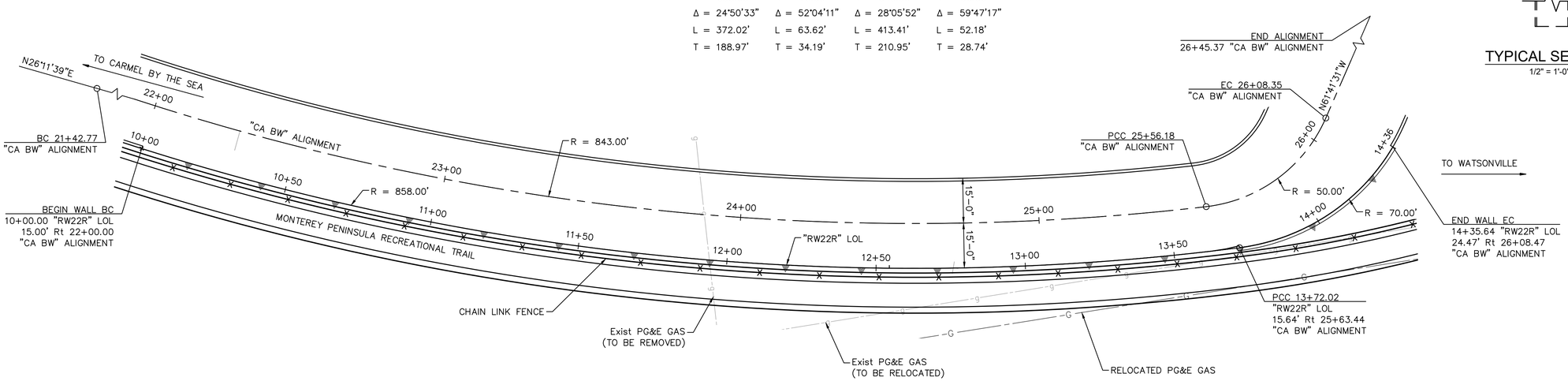


TYPICAL SECTION

1/2" = 1'-0"

CURVE DATA

"RW22R" LOL		"CA BW" ALIGNMENT	
R = 858.00'	R = 70.00'	R = 843.00'	R = 50.00'
Δ = 24°50'33"	Δ = 52°04'11"	Δ = 28°05'52"	Δ = 59°47'17"
L = 372.02'	L = 63.62'	L = 413.41'	L = 52.18'
T = 188.97'	T = 34.19'	T = 210.95'	T = 28.74'



PLAN

1" = 20'

NOTES:

1. FOR GENERAL NOTES, SEE "RETAINING WALL GENERAL NOTES" SHEET.
2. FOR SOLDIER PILE AND LAGGING DETAILS, SEE "SOLDIER PILE AND LAGGING WALL DETAILS" SHEET.
3. FOR EXISTING AND PROPOSED UTILITIES, REFER TO "UTILITY RELOCATION P&P" PLANS.

Know what's below. Call before you dig.

95% DESIGN - NOT FOR CONSTRUCTION

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
RETAINING WALL NO. RW22R-C
GENERAL PLAN
MONTEREY COUNTY CALIFORNIA

NOT FOR CONSTRUCTION

DATE	SEPTEMBER 2023
DRAWN	KDF
DESIGNED	KDF
CHECKED	CMD
CONTRACT NO.	22-03
SHEET NO.	RW-002

SHEET 324 OF 617

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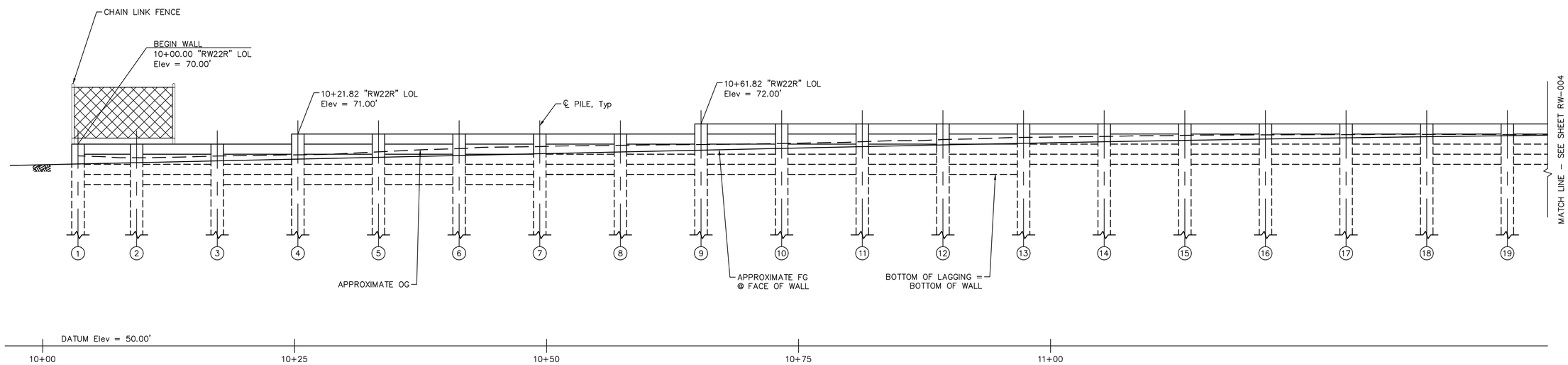
PRELIMINARY



DEVELOPED MIRRORED ELEVATION

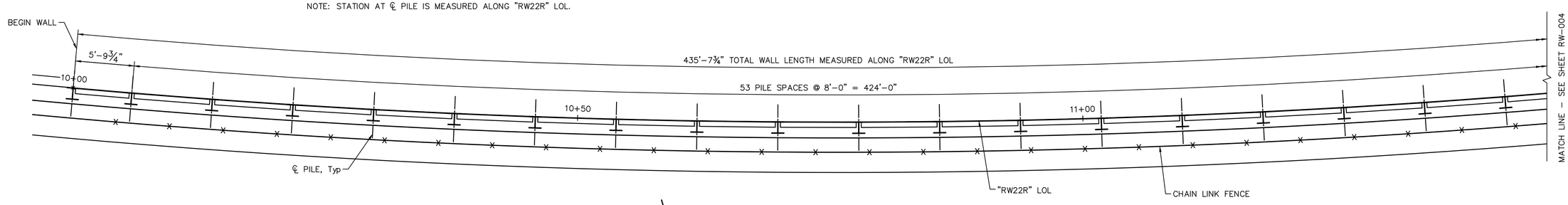
3/16" = 1'-0"

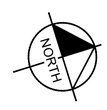
SOLDIER PILE SCHEDULE						
PILE NUMBER	PILE SECTION	Sta AT ℄ PILE	TOP OF PILE Elev (FEET)	PILE TIP Elev (FEET)	BOTTOM OF WALL Elev (FEET)	
					BACK Sta	AHEAD Sta
1	HP14X117	10+00.00	70.00	60.00	–	66.00
2	HP14X117	10+05.82	70.00	60.00	66.00	66.00
3	HP14X117	10+13.82	70.00	60.00	66.00	66.00
4	HP14X117	10+21.82	71.00	59.00	66.00	66.00
5	HP14X117	10+29.82	71.00	59.00	66.00	66.00
6	HP14X117	10+37.82	71.00	59.00	66.00	66.00
7	HP14X117	10+45.82	71.00	59.00	66.00	67.00
8	HP14X117	10+53.82	71.00	61.00	67.00	67.00
9	HP14X117	10+61.82	72.00	60.00	67.00	67.00
10	HP14X117	10+69.82	72.00	60.00	67.00	67.00

NOTE: STATION AT ℄ PILE IS MEASURED ALONG "RW22R" LOL.

SOLDIER PILE SCHEDULE						
PILE NUMBER	PILE SECTION	Sta AT ℄ PILE	TOP OF PILE Elev (FEET)	PILE TIP Elev (FEET)	BOTTOM OF WALL Elev (FEET)	
					BACK Sta	AHEAD Sta
11	HP14X117	10+77.82	72.00	60.00	67.00	67.00
12	HP14X117	10+85.82	72.00	60.00	67.00	67.00
13	HP14X117	10+93.82	72.00	60.00	67.00	68.00
14	HP14X117	11+01.82	72.00	62.00	68.00	68.00
15	HP14X117	11+09.82	72.00	62.00	68.00	68.00
16	HP14X117	11+17.82	72.00	62.00	68.00	68.00
17	HP14X117	11+25.82	72.00	62.00	68.00	68.00
18	HP14X117	11+33.82	72.00	62.00	68.00	68.00
19	HP14X117	11+41.82	72.00	62.00	68.00	68.00

NOTE: STATION AT ℄ PILE IS MEASURED ALONG "RW22R" LOL.





PLAN

3/16" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE "RETAINING WALL GENERAL NOTES" SHEET.
2. ARCHITECTURAL TREATMENT NOT SHOWN IN PLAN.
3. ALL LONGITUDINAL DIMENSIONS ARE MEASURED ALONG "RW22R" LOL.

Know what's below. Call before you dig.

95% DESIGN - NOT FOR CONSTRUCTION

SURF! BUSWAY AND BRT PROJECT

RETAINING WALL NO. RW22R-C
STRUCTURE PLAN NO. 1

MONTEREY COUNTY CALIFORNIA

NOT FOR CONSTRUCTION

DATE	SEPTEMBER 2023
DRAWN	KDF
DESIGNED	KDF
CHECKED	CMD
CONTRACT NO.	22-03
SHEET NO.	RW-003

SHEET 325 OF 617

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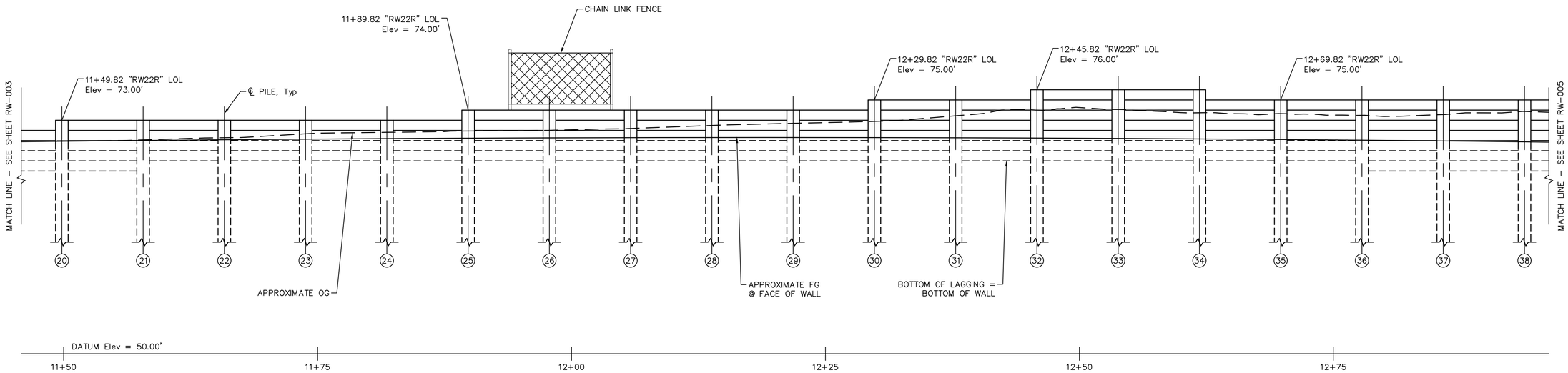
PRELIMINARY



DEVELOPED MIRRORED ELEVATION

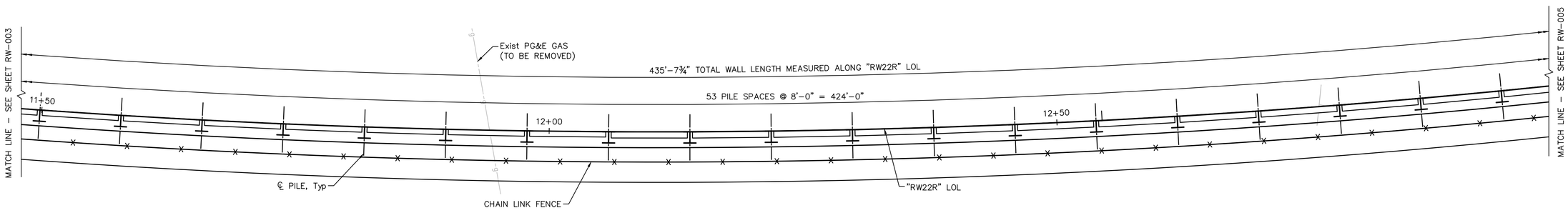
3/16" = 1'-0"

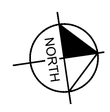
SOLDIER PILE SCHEDULE						
PILE NUMBER	PILE SECTION	Sta AT ℄ PILE	TOP OF PILE Elev (FEET)	PILE TIP Elev (FEET)	BOTTOM OF WALL Elev (FEET)	
					BACK Sta	AHEAD Sta
20	HP14X117	11+49.82	73.00	61.00	68.00	68.00
21	HP14X117	11+57.82	73.00	61.00	68.00	69.00
22	HP14X117	11+65.82	73.00	63.00	69.00	69.00
23	HP14X117	11+73.82	73.00	63.00	69.00	69.00
24	HP14X117	11+81.82	73.00	63.00	69.00	69.00
25	HP14X117	11+89.82	74.00	62.00	69.00	69.00
26	HP14X117	11+97.82	74.00	62.00	69.00	69.00
27	HP14X117	12+05.82	74.00	62.00	69.00	69.00
28	HP14X117	12+13.82	74.00	62.00	69.00	69.00
29	HP14X117	12+21.82	74.00	62.00	69.00	69.00

NOTE: STATION AT ℄ PILE IS MEASURED ALONG "RW22R" LOL.

SOLDIER PILE SCHEDULE						
PILE NUMBER	PILE SECTION	Sta AT ℄ PILE	TOP OF PILE Elev (FEET)	PILE TIP Elev (FEET)	BOTTOM OF WALL Elev (FEET)	
					BACK Sta	AHEAD Sta
30	HP14X117	12+29.82	75.00	60.00	69.00	69.00
31	HP14X117	12+37.82	75.00	60.00	69.00	69.00
32	HP14X117	12+45.82	76.00	59.00	69.00	69.00
33	HP14X117	12+53.82	76.00	59.00	69.00	69.00
34	HP14X117	12+61.82	76.00	59.00	69.00	69.00
35	HP14X117	12+69.82	75.00	60.00	69.00	69.00
36	HP14X117	12+77.82	75.00	58.00	69.00	68.00
37	HP14X117	12+85.82	75.00	58.00	68.00	68.00
38	HP14X117	12+93.82	75.00	58.00	68.00	68.00

NOTE: STATION AT ℄ PILE IS MEASURED ALONG "RW22R" LOL.





PLAN

3/16" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE "RETAINING WALL GENERAL NOTES" SHEET.
2. ARCHITECTURAL TREATMENT NOT SHOWN IN PLAN.
3. ALL LONGITUDINAL DIMENSIONS ARE MEASURED ALONG "RW22R" LOL.
4. FOR EXISTING AND PROPOSED UTILITIES, REFER TO "UTILITY RELOCATION P&P" PLANS.

Know what's below. Call before you dig.

95% DESIGN - NOT FOR CONSTRUCTION

SURF! BUSWAY AND BRT PROJECT
RETAINING WALL NO. RW22R–C
STRUCTURE PLAN NO. 2
MONTEREY COUNTY CALIFORNIA

NOT FOR CONSTRUCTION

DATE	SEPTEMBER 2023
DRAWN	KDF
DESIGNED	KDF
CHECKED	CMD
CONTRACT NO.	22-03
SHEET NO.	RW–004

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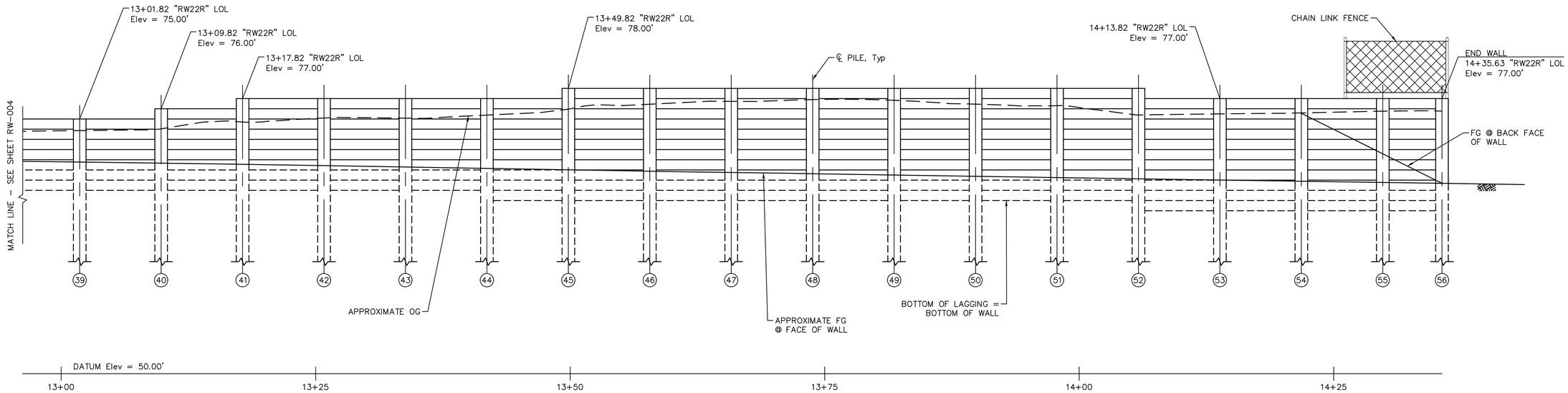
PRELIMINARY



DEVELOPED MIRRORED ELEVATION

3/16" = 1'-0"

SOLDIER PILE SCHEDULE

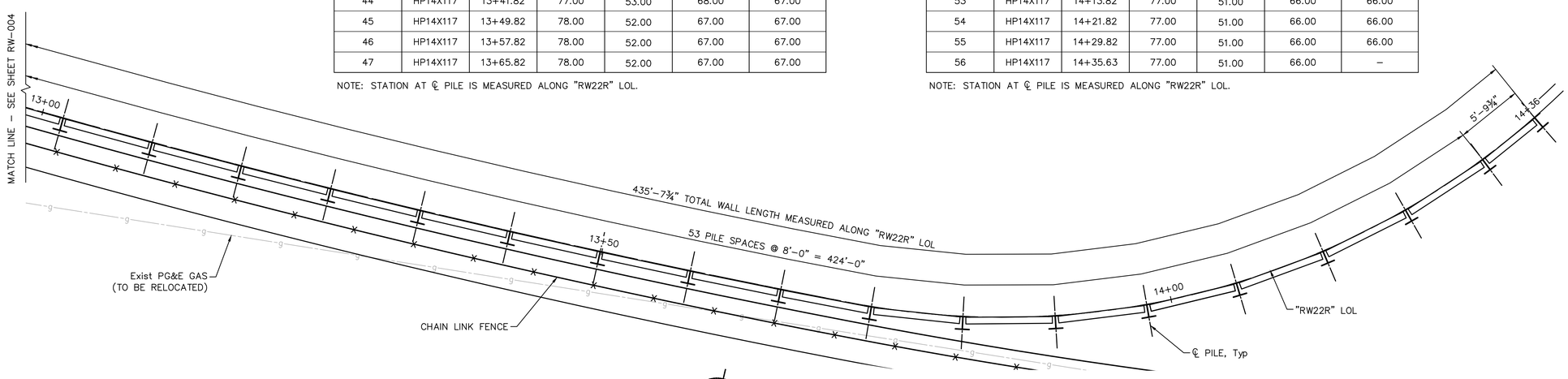
PILE NUMBER	PILE SECTION	Sta AT ℄ PILE	TOP OF PILE Elev (FEET)	PILE TIP Elev (FEET)	BOTTOM OF WALL Elev (FEET)	
					BACK Sta	AHEAD Sta
39	HP14X117	13+01.82	75.00	58.00	68.00	68.00
40	HP14X117	13+09.82	76.00	57.00	68.00	68.00
41	HP14X117	13+17.82	77.00	56.00	68.00	68.00
42	HP14X117	13+25.82	77.00	56.00	68.00	68.00
43	HP14X117	13+33.82	77.00	56.00	68.00	68.00
44	HP14X117	13+41.82	77.00	53.00	68.00	67.00
45	HP14X117	13+49.82	78.00	52.00	67.00	67.00
46	HP14X117	13+57.82	78.00	52.00	67.00	67.00
47	HP14X117	13+65.82	78.00	52.00	67.00	67.00

NOTE: STATION AT ℄ PILE IS MEASURED ALONG "RW22R" LOL.

SOLDIER PILE SCHEDULE

PILE NUMBER	PILE SECTION	Sta AT ℄ PILE	TOP OF PILE Elev (FEET)	PILE TIP Elev (FEET)	BOTTOM OF WALL Elev (FEET)	
					BACK Sta	AHEAD Sta
48	HP14X117	13+73.82	78.00	52.00	67.00	67.00
49	HP14X117	13+81.82	78.00	52.00	67.00	67.00
50	HP14X117	13+89.82	78.00	52.00	67.00	67.00
51	HP14X117	13+97.82	78.00	52.00	67.00	67.00
52	HP14X117	14+05.82	78.00	52.00	67.00	66.00
53	HP14X117	14+13.82	77.00	51.00	66.00	66.00
54	HP14X117	14+21.82	77.00	51.00	66.00	66.00
55	HP14X117	14+29.82	77.00	51.00	66.00	66.00
56	HP14X117	14+35.63	77.00	51.00	66.00	–

NOTE: STATION AT ℄ PILE IS MEASURED ALONG "RW22R" LOL.



PLAN

3/16" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE "RETAINING WALL GENERAL NOTES" SHEET.
2. ARCHITECTURAL TREATMENT NOT SHOWN IN PLAN.
3. ALL LONGITUDINAL DIMENSIONS ARE MEASURED ALONG "RW22R" LOL.
4. FOR EXISTING AND PROPOSED UTILITIES, REFER TO "UTILITY RELOCATION P&P" PLANS.

Know what's below. Call before you dig.

95% DESIGN - NOT FOR CONSTRUCTION

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
RETAINING WALL NO. RW22R-C
STRUCTURE PLAN NO. 3
MONTEREY COUNTY CALIFORNIA

NOT FOR CONSTRUCTION

DATE	SEPTEMBER 2023
DRAWN	KDF
DESIGNED	KDF
CHECKED	CMD
CONTRACT NO.	22-03
SHEET NO.	RW-005

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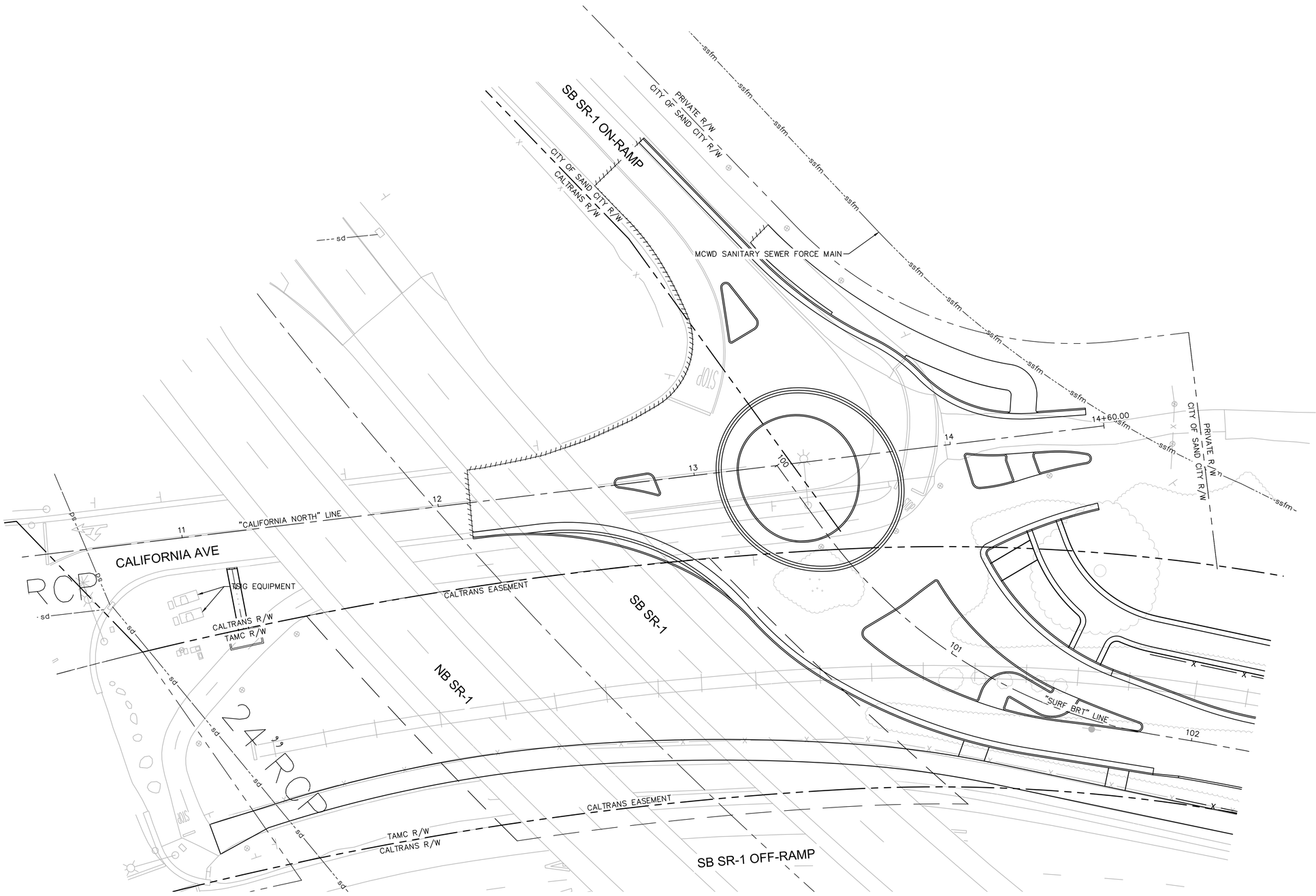
PRELIMINARY



LEGEND:

- GAS VALVE
- WATER VALVE
- FIRE HYDRANT
- MANHOLE
- UTILITY POLE
- UTILITY CAP

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

EXISTING HWY 1 ROUNDABOUT UTILITIES SHEET 1 OF 1

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. UX-001		
380 OF 610 SHEETS		

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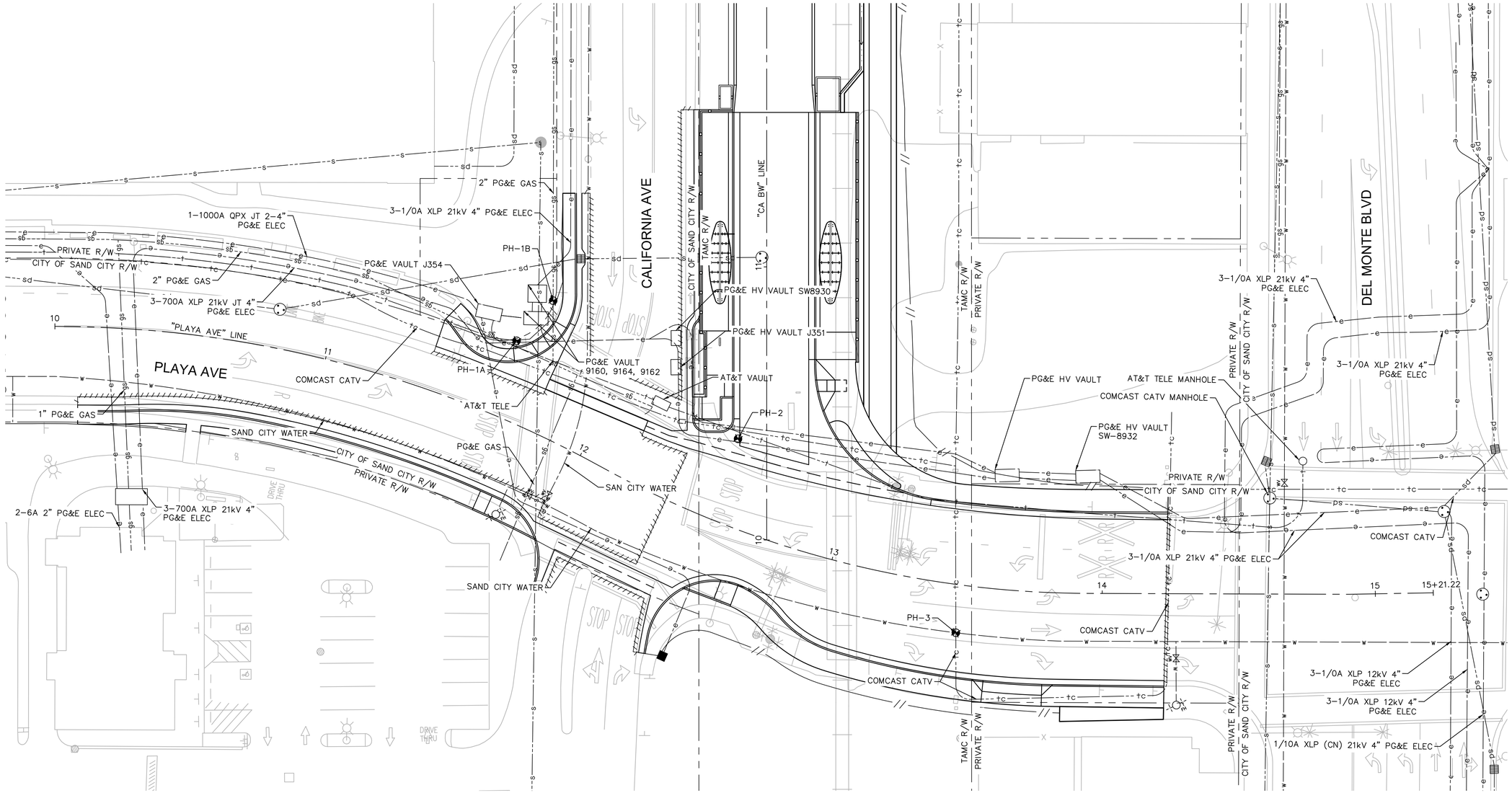

POTHOLE TABLE

PH#	UTILITY TYPE	OWNER	MATERIAL	COVER	OG ELEV	NORTHING	EASTING
1A	GAS	PG&E	PLT	33"	37.51	2120857.63	5727347.07
1B	TELECOM	AT&T	PLT	42"	37.51	2120850.36	5727328.57
1B	GAS	PG&E	PLT	36"	37.51	2120850.36	5727328.57
1B	ELECTRIC	PG&E	PLT	32"	38.40	2120850.36	5727328.57
2	TELECOM	COMCAST	PLT	48"	40.21	2120782.36	5727385.46
2	GAS	PG&E	PLT	48"	40.21	2120782.36	5727385.46
3	TELECOM	COMCAST	PVC	34"	39.14	2120683.46	5727425.69
3	WATER	CITY OF SAND CITY	STL	62"	39.14	2120683.46	5727425.69

GAS VALVE
WATER VALVE
FIRE HYDRANT
MANHOLE
UTILITY POLE
UTILITY CAP
POTHOLE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT
TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY
Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
EXISTING PLAYA-CALIFORNIA UTILITIES SHEET 1 OF 2
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	WL
DESIGNED	LJ
CHECKED	PM
CONTRACT NO.	22-03
SHEET NO.	UX-101
	381 OF 610 SHEETS

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100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

EXISTING PLAYA-CALIFORNIA UTILITIES SHEET 2 OF 2

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	WL
DESIGNED	LJ
CHECKED	PM
CONTRACT NO.	22-03
SHEET NO.	UX-102
	382 OF 610 SHEETS

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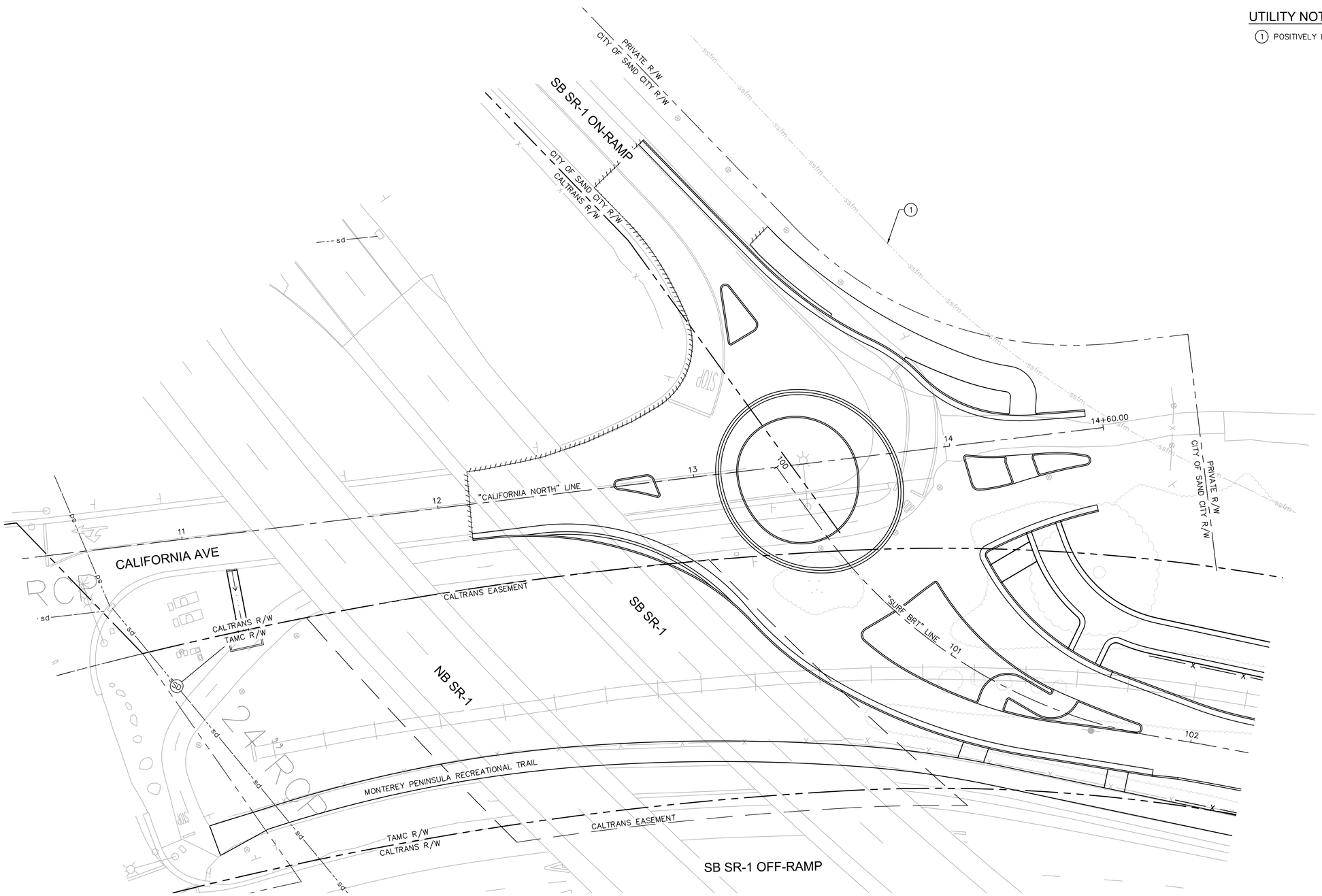
UTILITY NOTES

1. POSITIVELY IDENTIFY UTILITY



LEGEND:

- GAS VALVE
- WATER VALVE
- FIRE HYDRANT
- MANHOLE
- UTILITY POLE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PROPOSED HWY 1 ROUNDABOUT UTILITIES SHEET 1 OF 1
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. UP-001		
390 OF 610 SHEETS		

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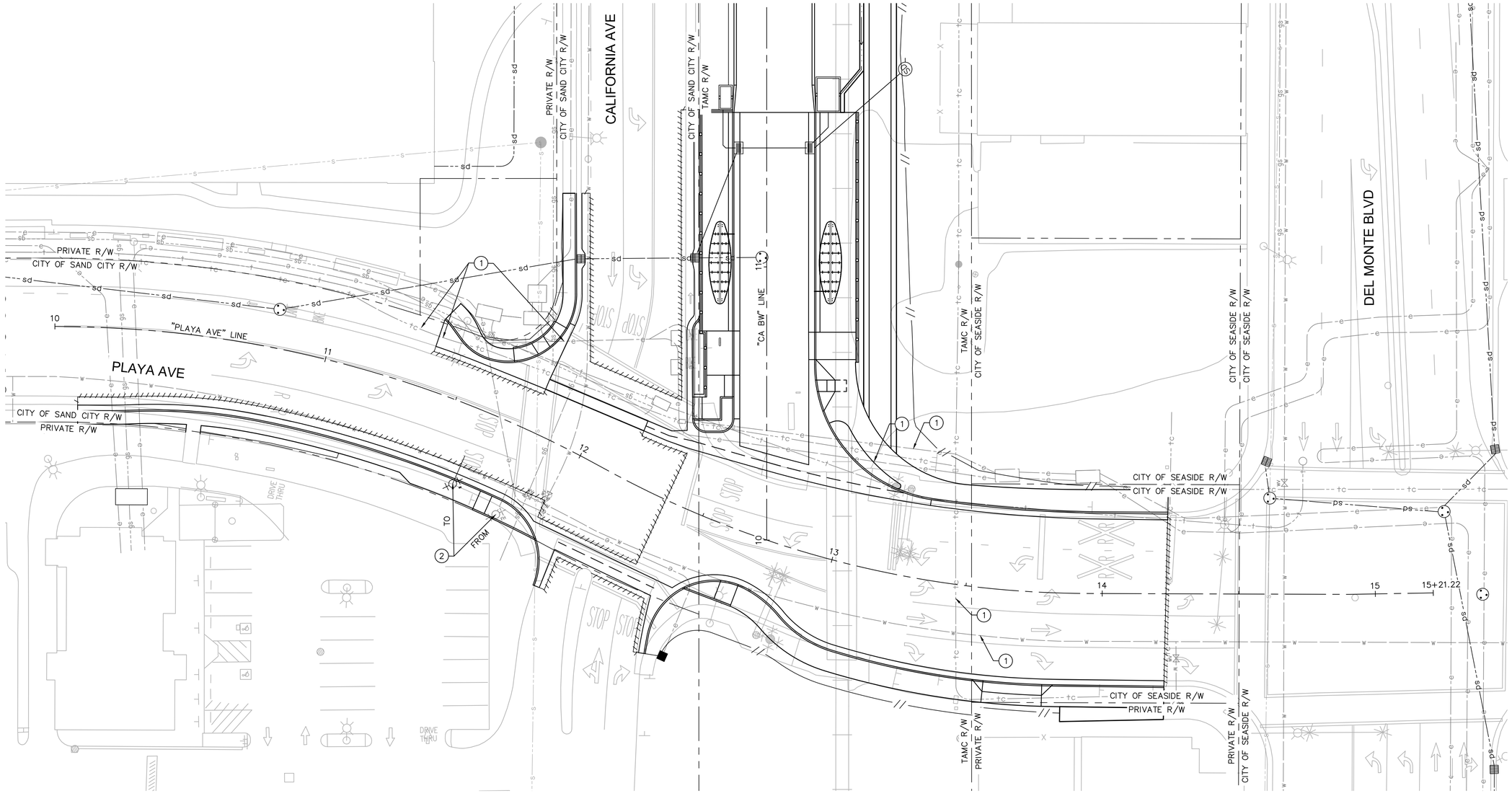

UTILITY NOTES

1. POSITIVELY IDENTIFY UTILITY
2. RELOCATE UTILITY

LEGEND:

- GAS VALVE
- WATER VALVE
- FIRE HYDRANT
- MANHOLE
- UTILITY POLE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PROPOSED PLAYA-CALIFORNIA UTILITIES SHEET 1 OF 2
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. UP-101		
391OF 610 SHEETS		

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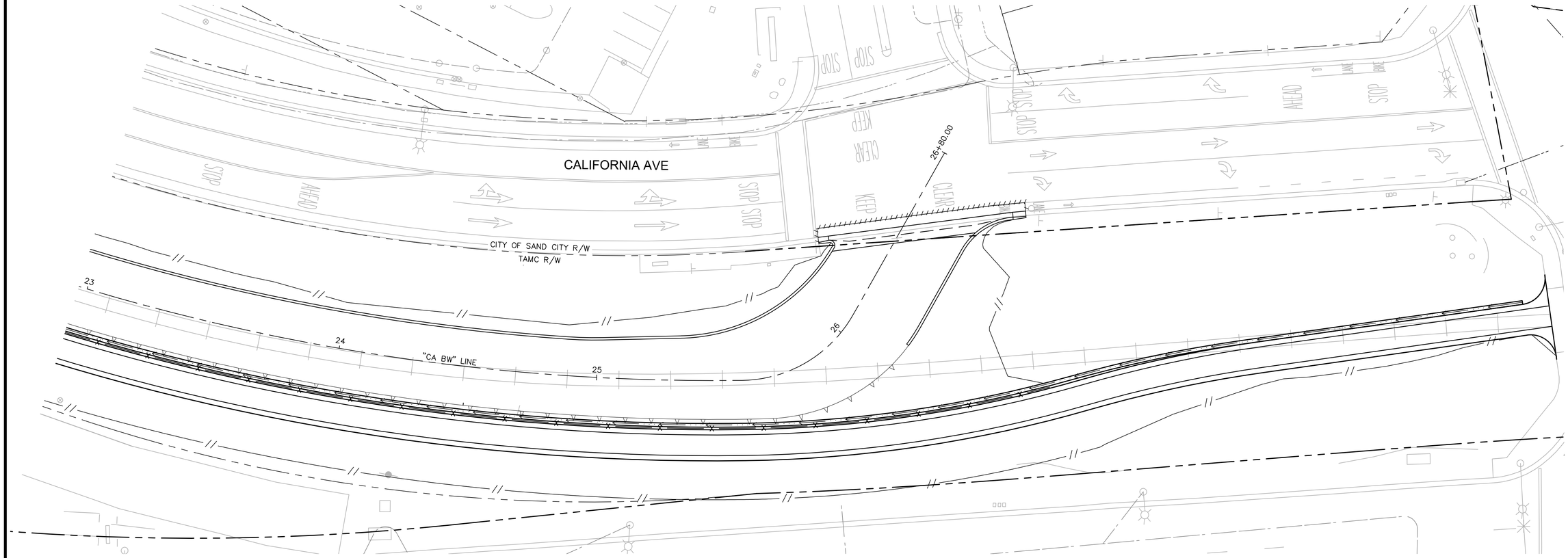

UTILITY NOTES

(2) RELOCATE UTILITY

LEGEND:

- GAS VALVE
- WATER VALVE
- FIRE HYDRANT
- MANHOLE
- UTILITY POLE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PROPOSED PLAYA-CALIFORNIA UTILITIES SHEET 2 OF 2
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. UP-102		
392 OF 610 SHEETS		

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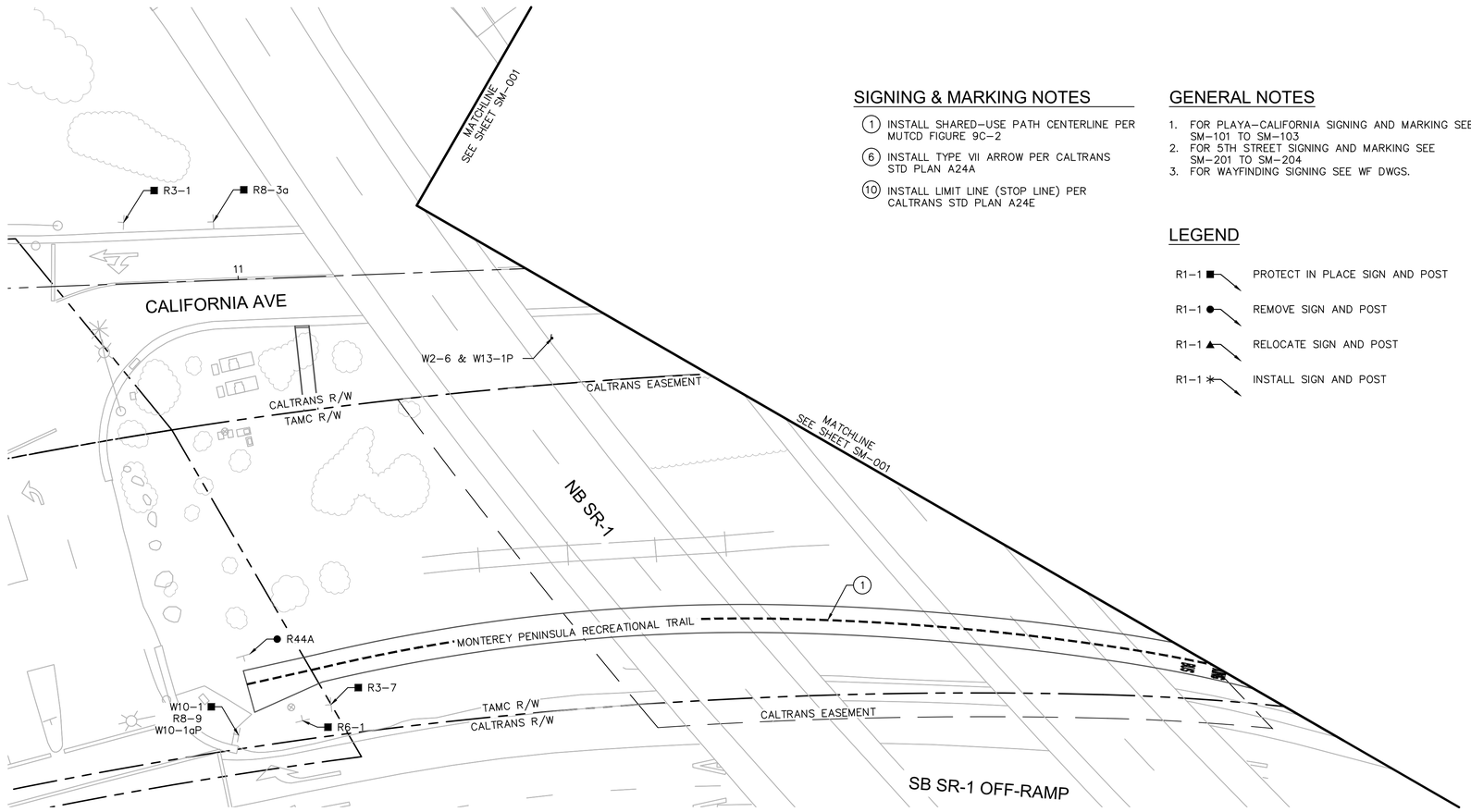

SIGNING & MARKING NOTES

1. INSTALL SHARED-USE PATH CENTERLINE PER MUTCD FIGURE 9C-2
6. INSTALL TYPE VII ARROW PER CALTRANS STD PLAN A24A
10. INSTALL LIMIT LINE (STOP LINE) PER CALTRANS STD PLAN A24E

GENERAL NOTES

1. FOR PLAYA-CALIFORNIA SIGNING AND MARKING SEE SM-101 TO SM-103
2. FOR 5TH STREET SIGNING AND MARKING SEE SM-201 TO SM-204
3. FOR WAYFINDING SIGNING SEE WF DWGS.

LEGEND

R1-1 ■	PROTECT IN PLACE SIGN AND POST
R1-1 ●	REMOVE SIGN AND POST
R1-1 ▲	RELOCATE SIGN AND POST
R1-1 ✳	INSTALL SIGN AND POST

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

SIGNING & MARKING SHEET 1 OF 25

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	ASW
DESIGNED	JEA
CHECKED	KGA
CONTRACT NO.	22-03
SHEET NO.	SM-000
400 OF 610 SHEETS	

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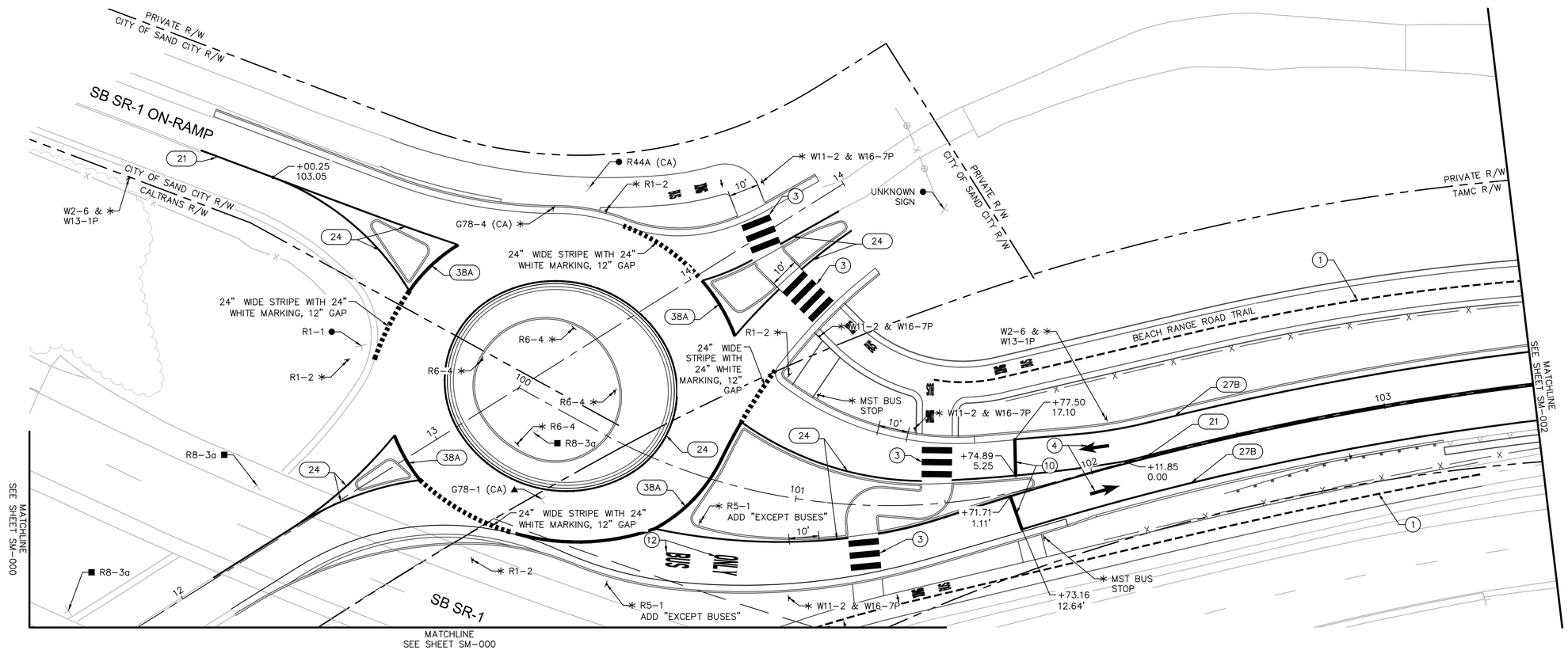

PLAN

SIGNING & MARKING NOTES

(1) INSTALL SHARED-USE PATH CENTERLINE PER MUTCD FIGURE 9C-2

(3) INSTALL CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F

(4) INSTALL TYPE I 10' ARROW PER CALTRANS STD PLAN A24A

(10) INSTALL LIMIT LINE (STOP LINE) PER CALTRANS STD PLAN A24G

(12) INSTALL BUS ONLY PAVEMENT MARKING PER CALTRANS STD PLAN A24E

GENERAL NOTES

1. FOR PLAYA-CALIFORNIA SIGNING AND MARKING SEE SM-101 TO SM-103
2. FOR 5TH STREET SIGNING AND MARKING SEE SM-201 TO SM-204
3. FOR WAYFINDING SIGNING SEE WF DWGS.

GRAPHIC SCALE IN FEET
0 ## ## ##

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

SIGNING & MARKING SHEET 2 OF 25

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	ASW
DESIGNED	JEA
CHECKED	KGA
CONTRACT NO.	22-03
SHEET NO.	SM-001
	401 OF 610 SHEETS

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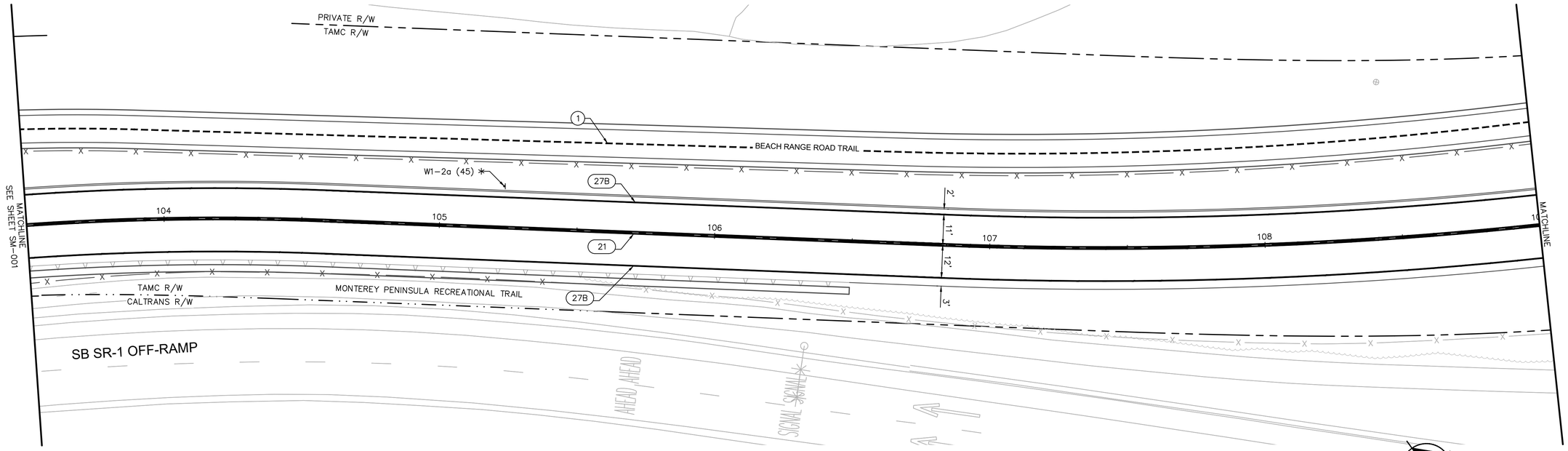


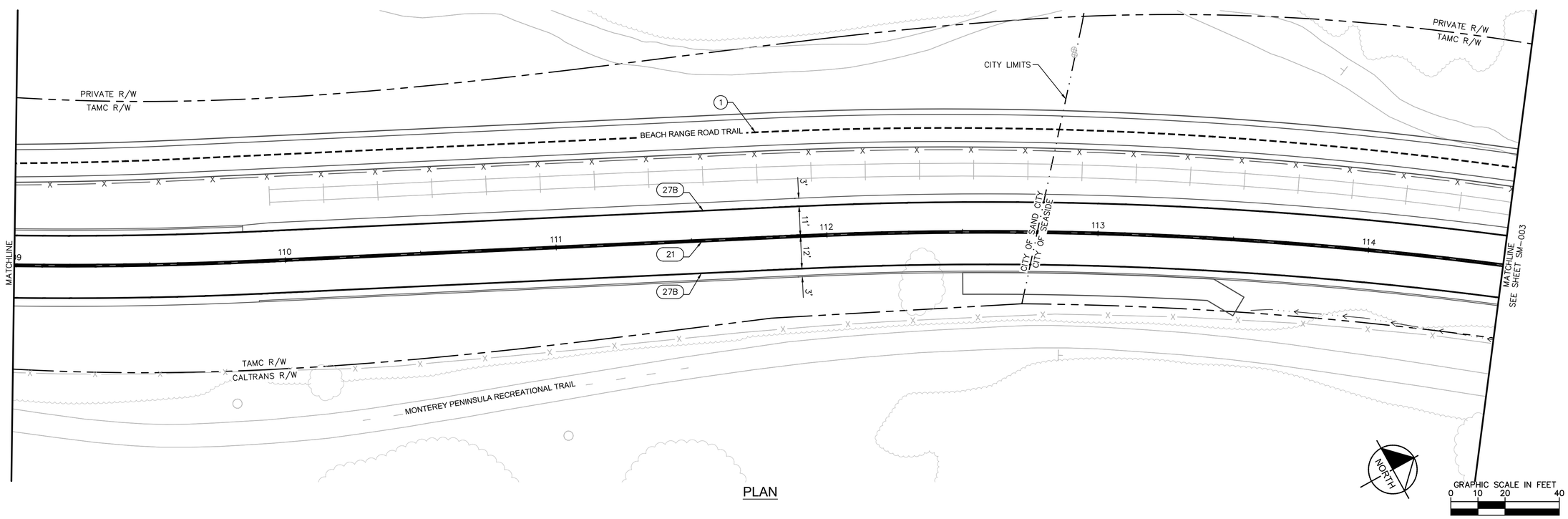
SIGNING & MARKING NOTES

(1) INSTALL SHARED-USE PATH CENTERLINE PER MUTCD FIGURE 9C-2

PLAN

GENERAL NOTES

1. FOR PLAYA-CALIFORNIA SIGNING AND MARKING SEE SM-101 TO SM-103
2. FOR 5TH STREET SIGNING AND MARKING SEE SM-201 TO SM-204
3. FOR WAYFINDING SIGNING SEE WF DWGS.



PLAN

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

SIGNING & MARKING SHEET 3 OF 25

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	ASW
DESIGNED	JEA
CHECKED	KGA
CONTRACT NO.	22-03
SHEET NO.	SM-002 OF 610 SHEETS

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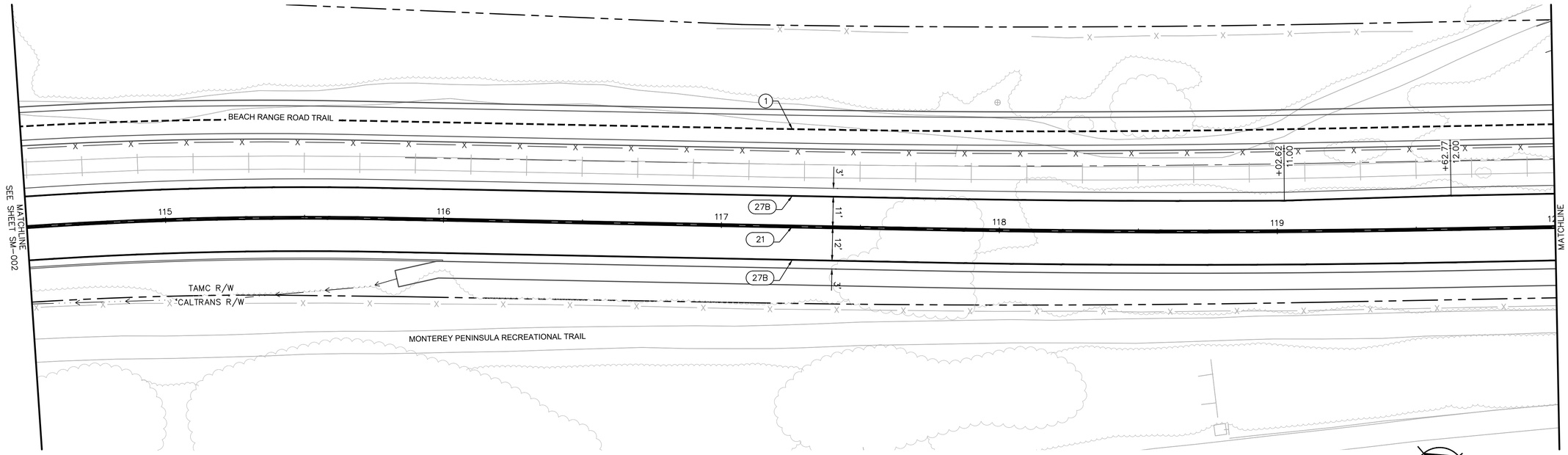
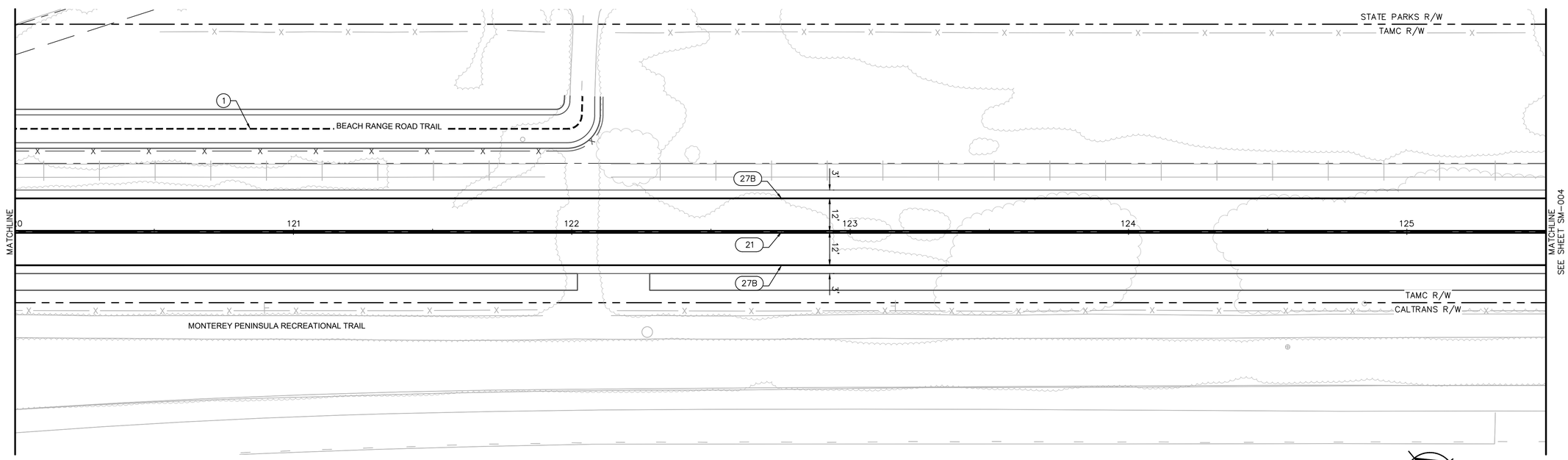


SIGNING & MARKING NOTES

(1) INSTALL SHARED-USE PATH CENTERLINE PER MUTCD FIGURE 9C-2

GENERAL NOTES

1. FOR PLAYA-CALIFORNIA SIGNING AND MARKING SEE SM-101 TO SM-103
2. FOR 5TH STREET SIGNING AND MARKING SEE SM-201 TO SM-204
3. FOR WAYFINDING SIGNING SEE WF DWGS.



PLAN

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT
TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY
Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
SIGNING & MARKING SHEET 4 OF 25
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	ASW
DESIGNED	JEA
CHECKED	KGA
CONTRACT NO.	22-03
SHEET NO.	SM-003 OF 610 SHEETS

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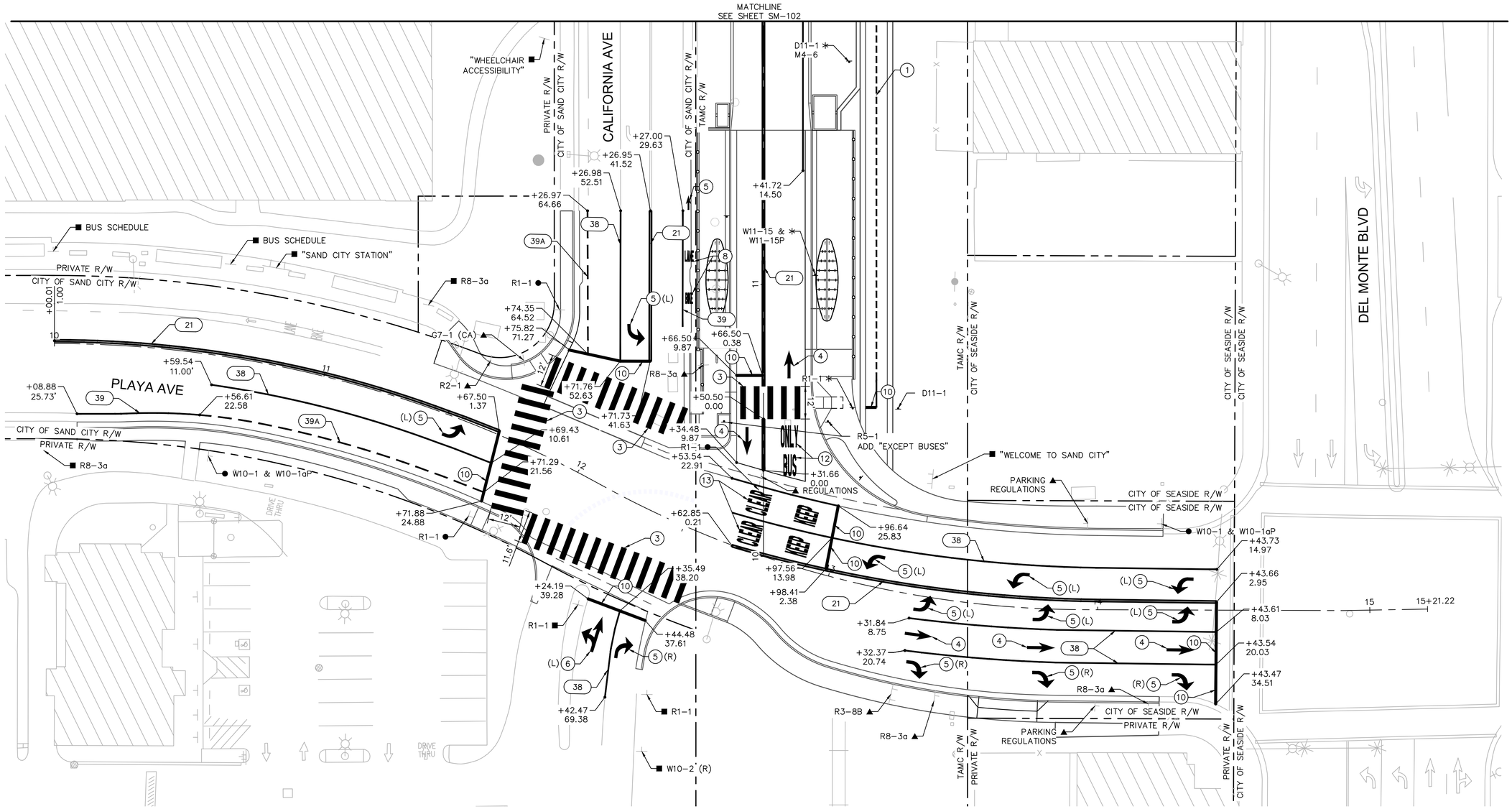

SIGNING & MARKING NOTES

1. INSTALL SHARED-USE PATH CENTERLINE PER MUTCD FIGURE 9C-2
3. INSTALL CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F
4. INSTALL TYPE I 10' ARROW PER CALTRANS STD PLAN A24A
5. INSTALL TYPE IV ARROW PER CALTRANS STD PLAN A24A
6. INSTALL TYPE VII ARROW PER CALTRANS STD PLAN A24A
8. INSTALL BIKE LANE PAVEMENT MARKING PER CALTRANS STD PLAN A24D
10. INSTALL LIMIT LINE (STOP LINE) PER CALTRANS STD PLAN A24E
12. INSTALL BUS ONLY PAVEMENT MARKING PER CALTRANS STD PLAN A24E
13. INSTALL KEEP CLEAR PAVEMENT MARKING PER CALTRANS STD PLAN A24E

100% DESIGN

GENERAL NOTES

1. SEE SHEET SM-001 TO SM-024 FOR BUSWAY SIGNING AND MARKING
2. FOR WAYFINDING SIGNING SEE WF DWGS.

PLAN

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA SIGNING & MARKING SHEET 1 OF 3
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. SM-101		
425 OF 610 SHEETS		

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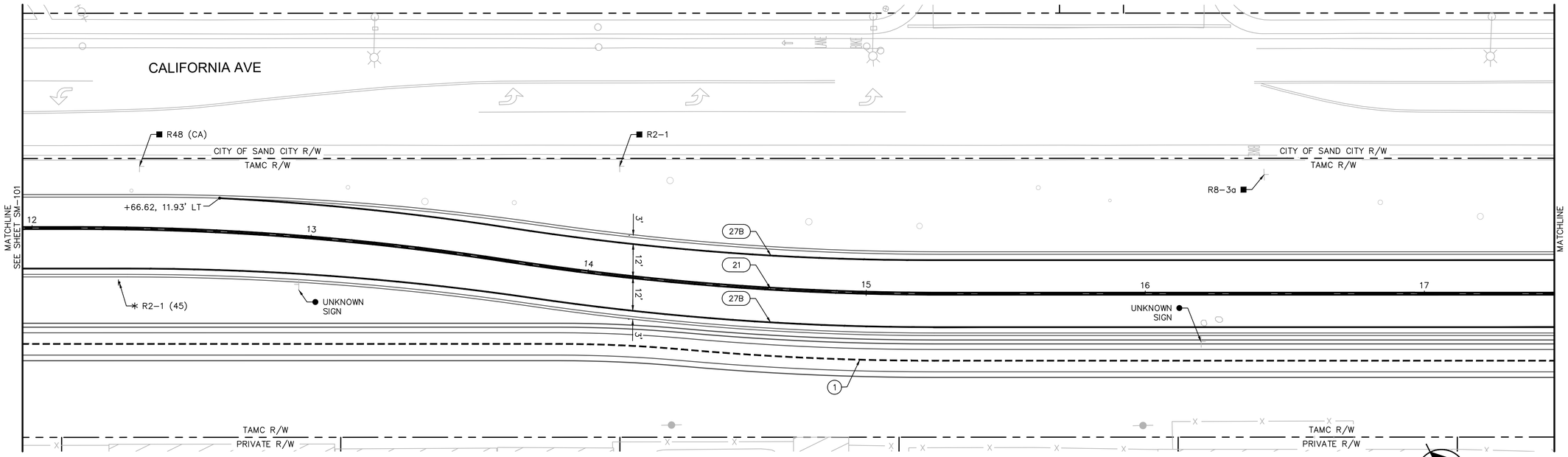


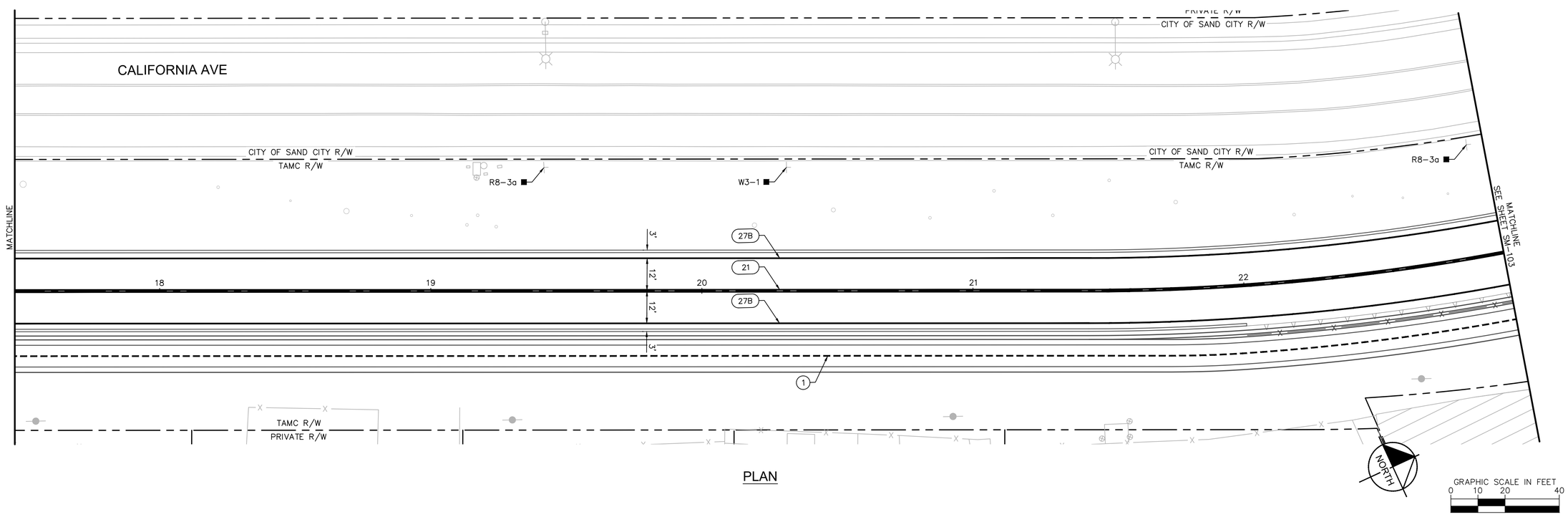
SIGNING & MARKING NOTES

(1) INSTALL SHARED-USE PATH CENTERLINE PER MUTCD FIGURE 9C-2

PLAN

GENERAL NOTES

1. SEE SHEET SM-001 TO SM-024 FOR BUSWAY SIGNING AND MARKING
2. FOR WAYFINDING SIGNING SEE WF DWGS.



PLAN

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

PLAYA-CALIFORNIA SIGNING & MARKING SHEET 2 OF 3

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. SM-102		
426 OF 610 SHEETS		

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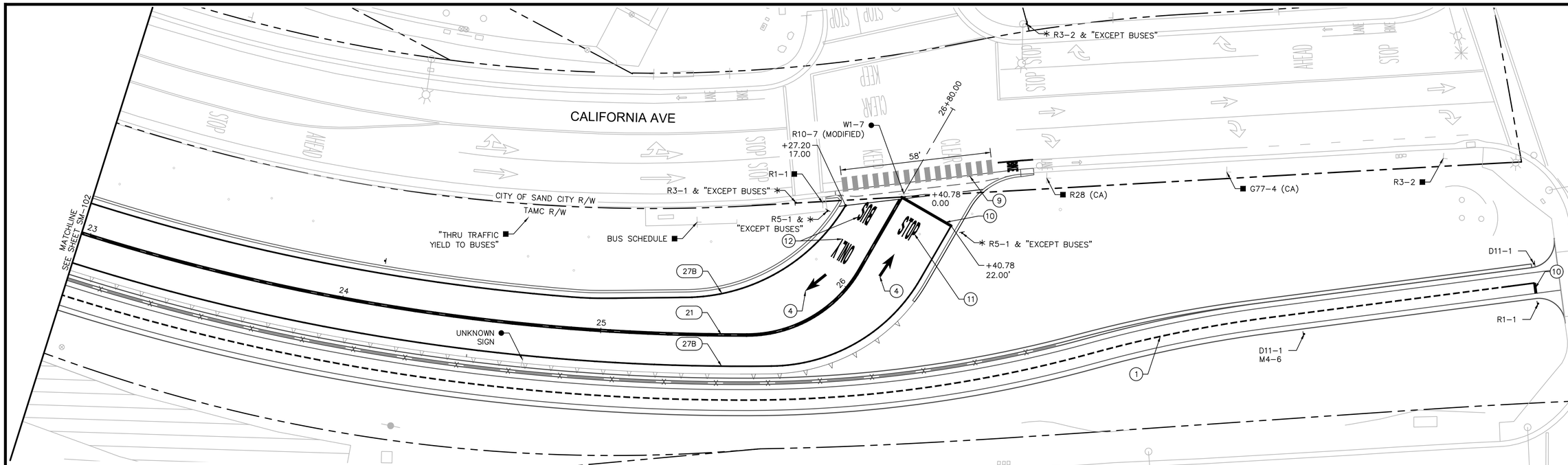

PLAN

SIGNING & MARKING NOTES

(1) INSTALL SHARED-USE PATH CENTERLINE PER MUTCD FIGURE 9C-2

(4) INSTALL TYPE I 10' ARROW PER CALTRANS STD PLAN A24A

(9) INSTALL GREEN MMA (METHYL METHACRYLATE) BIKE LANE PAVEMENT MARKING

(10) INSTALL LIMIT LINE (STOP LINE) PER CALTRANS STD PLAN A24E

(11) INSTALL STOP PAVEMENT MARKING PER CALTRANS STD PLAN A24D

(12) INSTALL BUS ONLY PAVEMENT MARKING PER CALTRANS STD PLAN A24E

GENERAL NOTES

1. SEE SHEET SM-001 TO SM-024 FOR BUSWAY SIGNING AND MARKING
2. FOR WAYFINDING SIGNING SEE WF DWGS.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

PLAYA-CALIFORNIA SIGNING & MARKING SHEET 3 OF 3

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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CONTRACT NO. 22-03		
SHEET NO. SM-103		
427 OF 610 SHEETS		

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GENERAL LANDSCAPE NOTES

1. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE PLANS AND THE MOST CURRENT EDITION OF THE APPLICABLE COUNTY AND/OR REGIONAL STANDARDS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN COPIES OF THESE STANDARDS, SPECIFICATIONS AND DRAWINGS, AS WELL AS ALL OTHER STANDARDS AND SPECIFICATIONS NECESSARY TO COMPLETE AND ACCURATELY INTERPRET THESE PLANS.

2. QUANTITIES LISTED IN THE LANDSCAPE SCHEDULE ARE FOR THE CONVENIENCE OF THE CONTRACTOR. IN THE CASE OF ANY DISCREPANCIES, PLANS SHALL OVERRIDE THE LANDSCAPE AND BID SCHEDULE QUANTITIES. CONTRACTOR SHALL VERIFY QUANTITIES SHOWN ON THE PLANS AND BASE THEIR BID ACCORDINGLY.

3. RESPONSIBILITY FOR ESTABLISHING SUBGRADES IS NOT INCLUDED IN THIS WORK. INSPECT SUBGRADES PRIOR TO COMMENCING WORK TO CONFIRM SUBGRADE DEPTHS AND GRADES. ADVISE LANDSCAPE ARCHITECT OF DISCREPANCIES WITH DRAWINGS OR SPECIFICATIONS. PLANTING AREAS SHALL BE LEFT FREE OF CONSTRUCTION DEBRIS AND/OR TOXIC MATERIAL AND GRADED TO A LEVEL TO PERMIT LANDSCAPE CONSTRUCTION. TRENCHES OR OTHER FILLED EXCAVATIONS SHALL BE COMPACTED PRIOR TO LANDSCAPE INSTALLATION.

4. SITE GRADING NECESSITATED BY THE WORK AS IT PROGRESSES AND NOT SPECIFICALLY CALLED OUT ON THE PLANS WILL BE CONSIDERED INCIDENTAL WORK.

5. LANDSCAPE AREAS SHALL BE UNIFORMLY GRADED SO THAT FINISHED SURFACES CONFORM TO THE TYPICAL SECTIONS AND PROPOSED GRADES SHOWN. FINISHED SURFACES SHALL BE REASONABLY SMOOTH, COMPACTED, AND FREE FROM IRREGULAR SURFACE DRAINAGE. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING THE FINISH GRADE AND SHALL BEAR FINAL RESPONSIBILITY FOR PROPER SURFACE DRAINAGE OF PLANTED AREAS.

6. AFTER ROUGH GRADING HAS OCCURRED, CONTRACTOR SHALL OBTAIN AN AGRONOMIC SOILS REPORT AND SUBMIT TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO AMENDMENTS AND/OR PLANTING. CONTRACTOR SHALL APPLY RECOMMENDATIONS UNLESS OTHERWISE NOTED BY LANDSCAPE ARCHITECT.

7. BACKFILL MIX SHALL BE PLACED IN 6" LIFTS AND TAMPED INTO PLACE AROUND THE PLANT. NO TRANSPLANTING SHALL BE DONE WHEN SOIL IS EXCESSIVELY WET. DO NOT COUNTERSINK AROUND CACTI OR SUCCULENTS. PROVIDE POSITIVE DRAINAGE AWAY FROM PLANT.

8. TREES SHALL BE PLANTED A MINIMUM OF 5 FEET, SHRUBS AND ACCENTS A MINIMUM OF 24", ALL GROUNDCOVERS 18" FROM EDGE OF CURBS, WALKS, WALLS, PADS, ETC., UNLESS DIRECTED OTHERWISE BY THE LANDSCAPE ARCHITECT.

9. EXCAVATE PITS, AS SHOWN ON DRAWINGS AND DETAILS. LOOSEN HARD SUBSOIL IN BOTTOM OF PIT. TEST DRAINAGE OF TREE, SHRUB AND PLANT PITS BY FILLING WITH WATER TWICE IN SUCCESSION. THE RETENTION OF WATER IN PLANTING PITS FOR MORE THAN TWENTY-FOUR (24) HOURS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE. SUBMIT IN WRITING A PROPOSAL FOR THE CORRECTION TO THE OWNER'S REPRESENTATIVE FOR APPROVAL BEFORE PROCEEDING WITH WORK.

10. IF ROCK, UNDERGROUND CONSTRUCTION, ADVERSE DRAINAGE CONDITIONS, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED IN EXCAVATION FOR PLANTING OF ANY PLANT MATERIAL, NOTIFY THE OWNER'S REPRESENTATIVE. NEW LOCATIONS MAY BE SELECTED BY THE OWNER'S REPRESENTATIVE, OR INSTRUCTIONS MAY BE ISSUED TO DIRECT REMOVAL OF OBSTRUCTION. PROCEED WITH WORK ONLY AFTER APPROVAL OF THE OWNER'S REPRESENTATIVE.

11. DO NOT MAKE SUBSTITUTIONS. IF SPECIFIED LANDSCAPE MATERIAL IS NOT OBTAINABLE, SUBMIT PROOF OF NON-AVAILABILITY FROM AT LEAST FIVE SOURCES TO THE OWNER'S REPRESENTATIVE, TOGETHER WITH PROPOSAL FOR USE OF EQUIVALENT MATERIAL FOR FINAL APPROVAL.

12. PLANT MATERIAL AND SPECIFICATIONS TO CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK STANDARDS UNLESS OTHERWISE NOTED.

13. LAY OUT INDIVIDUAL TREE AND PLANT LOCATIONS AND AREAS FOR MULTIPLE PLANTINGS, STAKE LOCATIONS AND OUTLINE AREAS AND SECURE THE OWNER'S REPRESENTATIVE'S ACCEPTANCE BEFORE START OF PLANTING WORK. MAKE MINOR ADJUSTMENTS AS DIRECTED.

14. SHRUBS SHALL HAVE A FULL HEAD THAT COVERS THE CAN DIAMETER (CAN FULL) AND A MINIMUM OF THREE STEMS/BRANCHES.

15. FINISH GRADE FOR PLANTED AREAS SHALL BE 1" BELOW ALL CURBS, WALKS AND PAVING WITH SMOOTH EVEN LINES AT EDGES OF STRUCTURES.

16. FINISH LANDSCAPE GRADES SHALL SLOPE AT A 2% GRADE AWAY FROM CURBS, WALKS, AND WALLS.

17. LANDSCAPE AREAS SHALL RECEIVE A 3" DEPTH OF WOOD BARK MULCH, UNLESS OTHERWISE NOTED ON THESE PLANS. TREES TO HAVE A 6" DIAMETER RING AROUND TRUNK FREE OF MULCH. MULCH SHALL EXTEND UNDER ALL SHRUBS AND PLANTS. APPLY PRE-EMERGENT HERBICIDE PRIOR TO AND AFTER MULCH INSTALLATION.

18. PROVIDE SAMPLES OF PROPOSED MULCH SHOWING COLOR, GRADATION SIZE RANGE AND TEXTURE INCLUDING PROPOSED SOURCE. PROVIDE 1/2 CUBIC FOOT SAMPLE OF EACH.

19. ROCK MULCH OR DECOMPOSED GRANITE SHALL NOT CONTAIN LUMPS OR BALLS OF CLAY, CALICHE, ORGANIC MATTER OR CALCAREOUS COATING. PROVIDE WEED BARRIER UNDER ALL DG AND/OR ROCK MULCH. THE CONTRACTOR SHALL ENSURE THAT SUFFICIENT QUANTITY IS AVAILABLE FROM A SINGLE SOURCE TO COMPLETE THE PROJECT. THE OWNER'S REPRESENTATIVE SHALL APPROVE SAMPLES PRIOR TO ORDERING.

20. NO JOB WILL BE CONSIDERED COMPLETE UNTIL ALL CURBS, PAVEMENT AND SIDEWALKS HAVE BEEN SWEPT CLEAN OF ALL DIRT AND DEBRIS ACCORDING TO PLANS.

21. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ANY PERMITS REQUIRED. (SEE THE COUNTY GENERAL CONDITIONS)

22. ALL CONSTRUCTION ROADS AND COMPACTED AREAS DEVELOPED THROUGH CONSTRUCTION THAT ARE WITHIN THE LANDSCAPE AREAS SHALL BE SCARIFIED AND LOOSENED TO A DEPTH OF 12" PRIOR TO LANDSCAPE AND IRRIGATION WORK BEGINNING

23. PLANTINGS WITHIN THE SIGHT VISIBILITY TRIANGLE LINE SHALL BE MAINTAINED SO THAT NO LIMBS HANG LOWER THAN SEVEN (7) FEET AND SHRUBS OR OTHER PLANTS PLANTED WITHIN THE SIGHT VISIBILITY TRIANGLE LINE SHALL BE NO TALLER THAN TWO (2) FEET AT FULL GROWTH.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AB-1881 AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

MATHEW J. MORGAN, LLA 6256

100% DESIGN

APPLY HYDROMULCH WITH HYDRAULIC SPRAY EQUIPMENT THAT MIXES FIBER, TACKIFIER, FERTILIZER, AND OTHER EROSION CONTROL MATERIALS SPECIFIED. IF APPLYING HYDROSEED, ADD SEED TO HYDROMULCH. SEED MAY BE DRY APPLIED TO SMALL AREAS NOT ACCESSIBLE BY HYDROSEEDING EQUIPMENT IF AUTHORIZED.

ADD WATER TO HYDROMULCH AND HYDROSEED MATERIALS AS RECOMMENDED BY THE MANUFACTURER AND MIX SUFFICIENTLY TO ENSURE AN EVEN APPLICATION. A DISPERSING AGENT MAY BE ADDED TO THE MIXTURE IF AUTHORIZED.EQUIPMENT MUST HAVE A BUILT-IN CONTINUOUS AGITATION AND DISCHARGE SYSTEM CAPABLE OF PRODUCING A HOMOGENEOUS MIXTURE AND A UNIFORM APPLICATION RATE. THE TANK MUST HAVE A MINIMUM CAPACITY OF 1,000 GALLONS. YOU MAY USE A SMALLER TANK IF AUTHORIZED.

APPLY MATERIALS IN LOCATIONS, RATES, AND NUMBER OF APPLICATIONS SHOWN AND AS FOLLOWS:
1. START APPLICATION WITHIN 60 MINUTES AFTER ADDING SEED TO THE TANK.
2. APPLY IN SUCCESSIVE PASSES AS NECESSARY TO ACHIEVE THE SPECIFIED APPLICATION RATE.
3. APPLY ALL HYDROMULCH OR HYDROSEED MATERIALS SHOWN FOR A SINGLE AREA WITHIN 72 HOURS.

IF HYDROMULCH OR HYDROSEED MATERIALS ARE APPLIED TO AREAS COVERED BY RECP, APPLY HYDROMULCH AND HYDROSEED MATERIALS TO THE ROLLED PRODUCT AS FOLLOWS:
1. VERIFY THE RECP IS IN UNIFORM CONTACT WITH THE SLOPE SURFACE.
2. SPRAY MATERIALS INTO THE RECP PERPENDICULAR TO THE SLOPE AND INTEGRATE WELL.
3. DO NOT DISPLACE OR DAMAGE THE RECP. AFTER THE FINAL APPLICATION, DO NOT ALLOW PEDESTRIANS OR EQUIPMENT ON THE TREATED AREAS.

SEED MIX TABLE

NON-IRRIGATED HYDROSEED MIX		
SCIENTIFIC NAME	COMMON NAME	APPLICATION RATE (LBS./AC)
ABMROSIA CHAMISSONIS	SILVER BURR RAGWEED	0.50
ACHILLEA MILLEFOLIUM	COMMON YARROW	1.00
ARMERIA MARITIMA	SEA THRIFT	1.00
DESCHAMPSIA CESPITOSA SSP. HOLICIFORMUS	CALIFORNIA HAIRGRASS	5.00
ERIGONUM LATIFOLIUM	SEASIDE BUCKWHEAT	1.00
HELIOTROPIUM CURASSAVICUM	SALT HELIOTROPE	1.00
HORDEUM BRACHYANTHERUM	MEADOW BARLEY	6.00
LUPINUS ARBOREUS	YELLOW BUSH LUPINE	3.00

NOTE: CONTACT PACIFIC COAST SEED COMPANY (925)-373-4417 PRIOR TO PROCEEDING WITH INSTALLATION OF HYDROSEED TO CONFIRM SPECIFICATIONS AND AVAILABILITY OF SEED MIX.

GENERAL IRRIGATION NOTES

1. LANDSCAPE AREAS WILL NOT BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM. CONTRACTORS SHALL ENSURE THAT ALL PLANTS RECEIVE APPROPRIATE WATERING TO ESTABLISH HEALTHY AND DEEP ROOT GROWTH DURING THE PLANT ESTABLISHMENT PERIOD OF ONE (1) YEAR. EACH WATERING SHALL BE OF SUCH QUANTITY AS TO PROVIDE OPTIMUM GROWTH CONDITIONS. THE CONTRACTOR SHALL PROVIDE EQUIPMENT AND MEANS FOR THE PROPER APPLICATION OF WATER TO LANDSCAPED AREAS NOT PROVIDED WITH AN IRRIGATION SYSTEM.

2. CONTRACTOR SHALL HAND WATER PLANTING AREAS AS REQUIRED TO ENSURE ACTIVE GROWTH KEEPING AREAS MOIST BUT NOT SATURATED AND REGULATED WATERING AS NECESSARY TO AVOID EROSION AND GULLYING.

3. FOLLOWING THE PLANT ESTABLISHMENT PERIOD, THE CONTRACTOR SHALL PROVIDE A WARRANTY WHICH GUARANTEES ALL PLANTS FOR ONE (1) YEAR FROM DATE OF FINAL ACCEPTANCE OF THE CONTRACT. THE CONTRACTOR SHALL REPLACE ANY PLANT WHICH HAS DIED, AND THE PLANT REPLACEMENT SHALL BE THE SAME SIZE CONTAINER AS ORIGINALLY DESIGNATED ON THE PLANS.

4. WATER SUPPLY SHALL BE CLEAN, FREE OF SUSPENDED PARTICLES, ALGAE, OR CHEMICALS THAT MAY FORM INSOLUBLE PRECIPITATES IN THE EQUIPMENT OR MAY BE DETRIMENTAL TO PLANTINGS.

LANDSCAPE SCHEDULE

TREES

29	CEANOTHUS X 'RAY HARTMAN' / RAY HARTMAN WILD LILAC	24" BOX	9'–11' HT. X 4'–5' SPR.	2" CAL.	LOW	
51	CERCIS OCCIDENTALIS / WESTERN REDBUD STANDARD FORM	24"BOX	9'–11' HT. X 4'–5' SPR.	2" CAL.	VERY LOW	
51	CUPRESSUS MACROCARPA / MONTEREY CYPRESS	36" BOX	9–10' HT. X 4–5' SPR.	3" CAL.	MODERATE	
67	EXISTING TREE TO REMAIN / PROTECT IN PLACE	N/A	N/A	N/A	N/A	
44	OLEA EUROPAEA 'MAJESTIC BEAUTY' / MAJESTIC BEAUTY FRUITLESS OLIVE	15 GAL.	7'–9' HT. X 3'–5' SPR.	1" CAL.	VERY LOW	
7	OLEA EUROPAEA 'MAJESTIC BEAUTY' / MAJESTIC BEAUTY FRUITLESS OLIVE	24" BOX	9'–11' HT. X 4'–5' SPR.	2" CAL.	VERY LOW	
25	QUERCUS AGRIFOLIA / COAST LIVE OAK	15 GAL.	7'–8' HT. X 2'–3' SPR.	1" CAL.	VERY LOW	
22	QUERCUS AGRIFOLIA / COAST LIVE OAK	36" BOX	12–14' HT. X 5–6' SPR.	3" CAL.	VE	

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT.	SPACING	WUCOLS	M
SHRUBS						
	404	ACHILLEA MILLEFOLIUM / COMMON YARROW	1 GAL.	18" O.C.	LOW	2'
	362	CEANOTHUS CUNEATUS / BUCKBRUSH	5 GAL.	72" O.C.	VERY LOW	8'
	290	CHONDROPETALUM TECTORUM / CAPE RUSH	5 GAL.	48" O.C.	LOW	2'
	436	ERIOGONUM FASCICULATUM / CALIFORNIA BUCKWHEAT	1 GAL.	36" O.C.	VERY LOW	3'
	997	FESTUCA IDAHOENSIS / IDAHO FESCUE	1 GAL.	24" O.C.	VERY LOW	2'
	1,642	JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH	1 GAL.	36" O.C.	LOW	2'
	1,473	LEYMUS CONDENSATUS 'CANYON PRINCE' / CANYON PRINCE GIANT WILD RYE	1 GAL.	48" O.C.	LOW	3'
	119	MIMULUS AURANTIACUS / STICKY MONKEYFLOWER	5 GAL.	60" O.C.	VERY LOW	5'
	1,014	MUHLENBERGIA RIGENS / DEER GRASS	1 GAL.	60" O.C.	LOW	5'
	394	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO' / MOUND SAN BRUNO COFFEEBERRY	5 GAL.	60" O.C.	LOW	3'
	12	RIBES MALVACEUM / CHAPARRAL CURRANT	5 GAL.	60" O.C.	VERY LOW	5'
	121	RIBES VIBURNIFOLIUM / EVERGREEN CURRANT	5 GAL.	96" O.C.	LOW	3'
	330	SISYRINCHIUM BELLUM / BLUE–EYED GRASS	1 GAL.	18" O.C.	VERY LOW	1.
	126	TRICHOSTEMA LANATUM / WOOLLY BLUE CURLS	5 GAL.	60" O.C.	VERY LOW	5'
GROUND COVERS						
	89	CEANOTHUS GRISEUS HORIZONTALIS / CARMEL CREEPER	1 GAL.	96" O.C.	LOW	
	220	GRINDELIA STRICTA PLATYPHYLLA / SPREADING GRINDELIA	1 GAL.	36" O.C.	LOW	
HYDROSEED						
	304,208 SF	NON – IRRIGATED HYDROSEED	SEED	N/A	N/A	

MATERIAL	CODE	QTY	COMMON NAME
	RB	1,120 LF	ROOT BARRIER REFER TO SHEET LS–032, DETAIL H
	BM	110,984 SF	WOOD BARK MULCH

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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

LANDSCAPE NOTES & SCHEDULE SHEET 2 OF 33

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	CG	
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CONTRACT NO. 22-03		
SHEET NO. LS–001		
464 OF 610 SHEETS		

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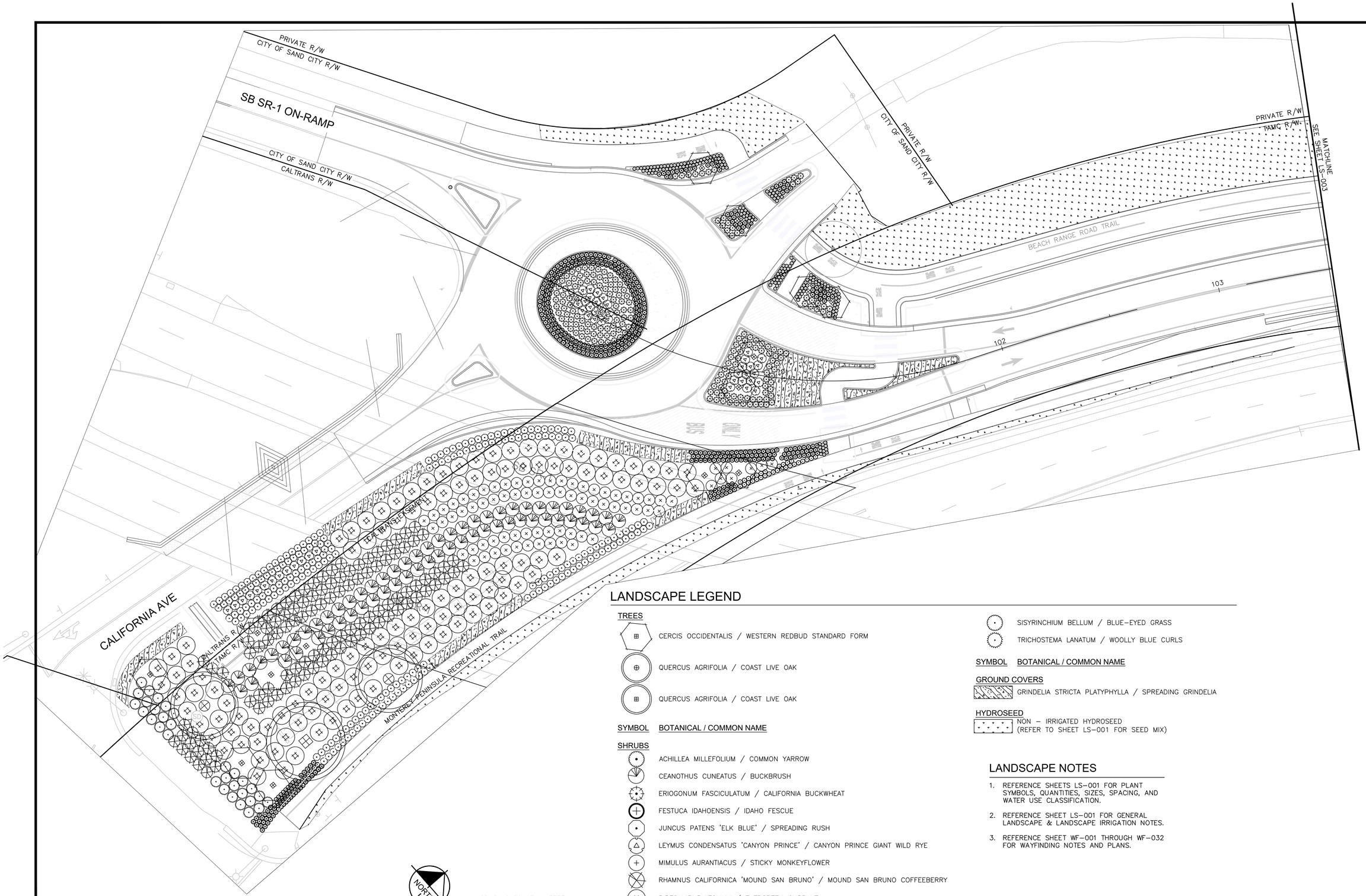

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LANDSCAPE LEGEND

TREES

SYMBOL	BOTANICAL / COMMON NAME
	CERCIS OCCIDENTALIS / WESTERN REDBUD STANDARD FORM
	QUERCUS AGRIFOLIA / COAST LIVE OAK
	QUERCUS AGRIFOLIA / COAST LIVE OAK

SHRUBS

SYMBOL	BOTANICAL / COMMON NAME
	ACHILLEA MILLEFOLIUM / COMMON YARROW
	CEANOTHUS CUNEATUS / BUCKBRUSH
	ERIOGONUM FASCICULATUM / CALIFORNIA BUCKWHEAT
	FESTUCA IDAHOENSIS / IDAHO FESCUE
	JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH
	LEYMUS CONDENSATUS 'CANYON PRINCE' / CANYON PRINCE GIANT WILD RYE
	MIMULUS AURANTIACUS / STICKY MONKEYFLOWER
	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO' / MOUND SAN BRUNO COFFEEBERRY
	RIBES VIBURNIFOLIUM / EVERGREEN CURRANT
	SISYRINCHIUM BELLUM / BLUE-EYED GRASS
	TRICHOSTEMA LANATUM / WOOLLY BLUE CURLS

GROUND COVERS

GRINDELIA STRICTA PLATYPHYLLA / SPREADING GRINDELIA

HYDROSEED

NON – IRRIGATED HYDROSEED
(REFER TO SHEET LS-001 FOR SEED MIX)

LANDSCAPE NOTES

1. REFERENCE SHEETS LS-001 FOR PLANT SYMBOLS, QUANTITIES, SIZES, SPACING, AND WATER USE CLASSIFICATION.
2. REFERENCE SHEET LS-001 FOR GENERAL LANDSCAPE & LANDSCAPE IRRIGATION NOTES.
3. REFERENCE SHEET WF-001 THROUGH WF-032 FOR WAYFINDING NOTES AND PLANS.

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT

LANDSCAPE PLAN SHEET 3 OF 33

MONTEREY COUNTY CALIFORNIA

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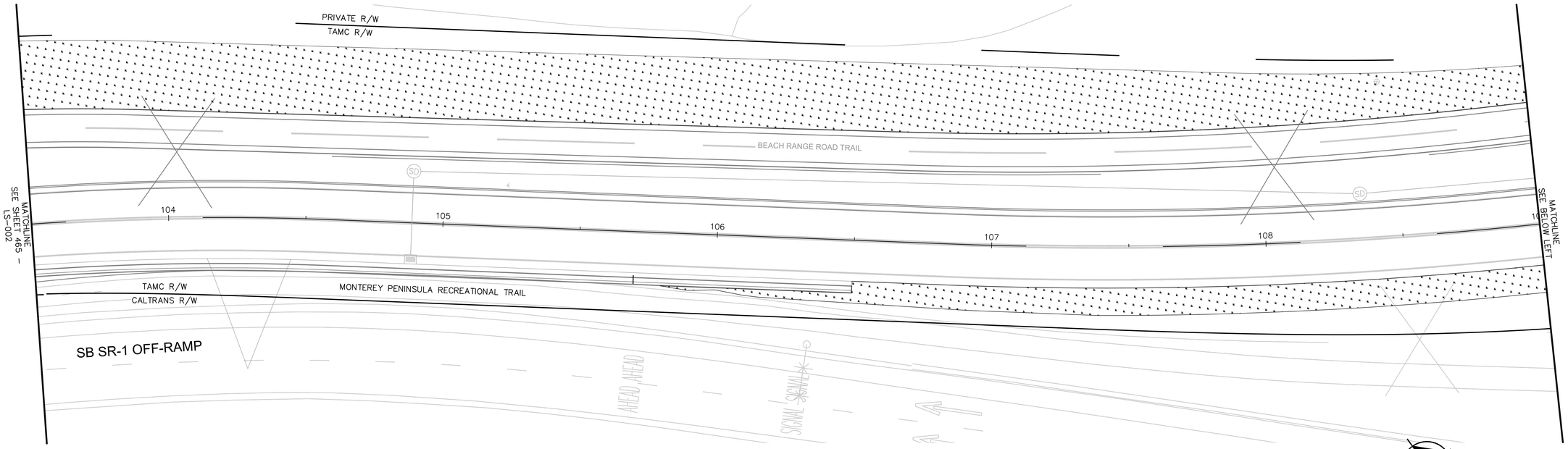

PLAN

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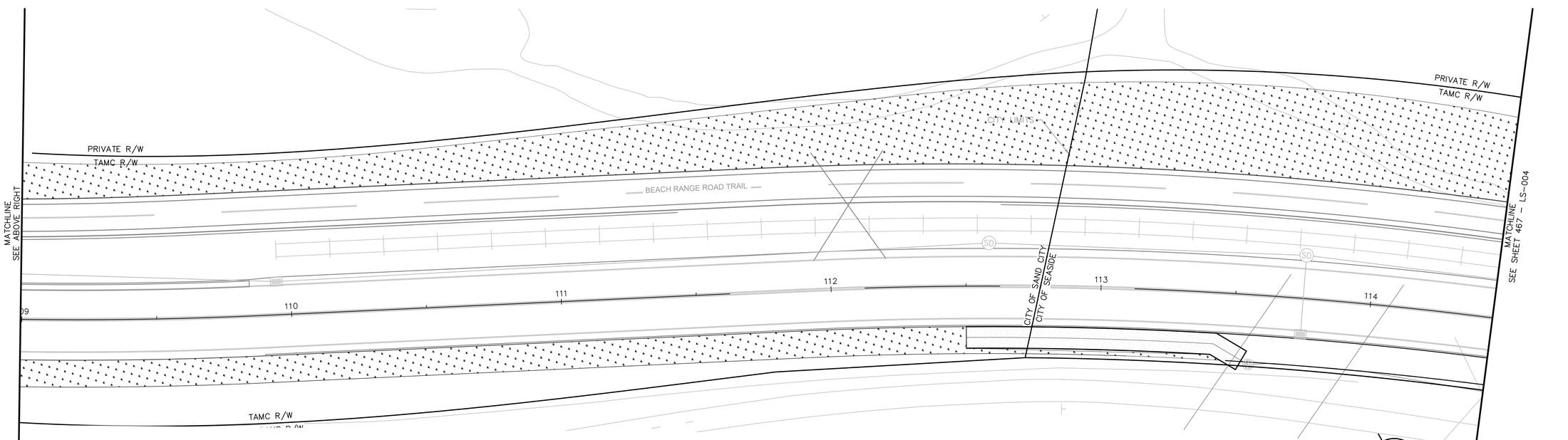
LANDSCAPE LEGEND

SYMBOL	BOTANICAL / COMMON NAME
HYDROSEED	
	NON – IRRIGATED HYDROSEED



PLAN

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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT
LANDSCAPE PLAN SHEET 3 OF 33
MONTEREY COUNTY CALIFORNIA

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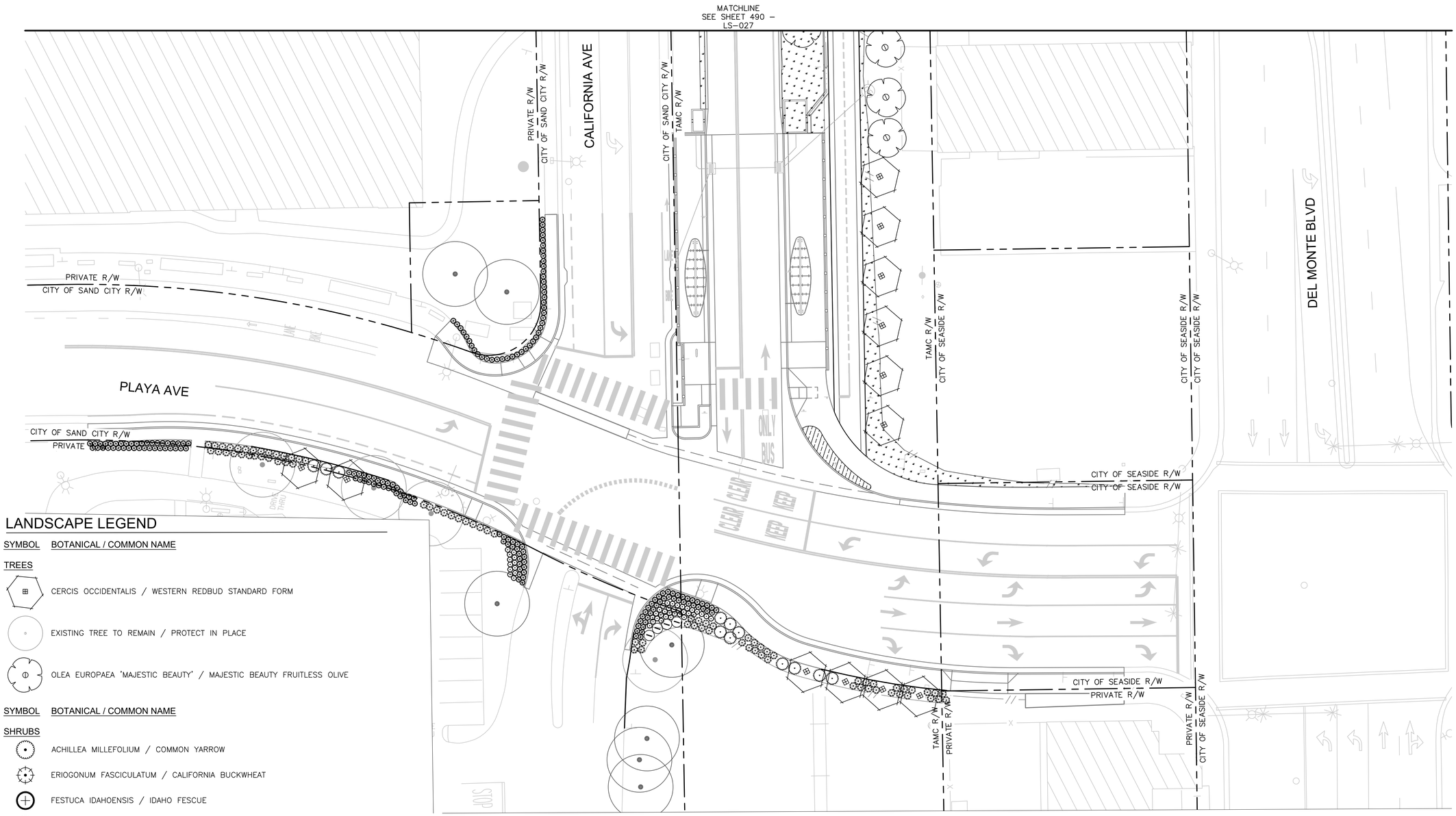

PLAN

LANDSCAPE LEGEND

SYMBOL	BOTANICAL / COMMON NAME
TREES	
	CERCIS OCCIDENTALIS / WESTERN REDBUD STANDARD FORM
	EXISTING TREE TO REMAIN / PROTECT IN PLACE
	OLEA EUROPAEA 'MAJESTIC BEAUTY' / MAJESTIC BEAUTY FRUITLESS OLIVE

SYMBOL	BOTANICAL / COMMON NAME
SHRUBS	
	ACHILLEA MILLEFOLIUM / COMMON YARROW
	ERIOGONUM FASCICULATUM / CALIFORNIA BUCKWHEAT
	FESTUCA IDAHOENSIS / IDAHO FESCUE
	MUHLENBERGIA RIGENS / DEER GRASS
	TRICHOSTEMA LANATUM / WOOLLY BLUE CURLS
GROUND COVERS	
	CEANOTHUS GRISEUS HORIZONTALIS / CARMEL CREEPER
HYDROSEED	
	NON – IRRIGATED HYDROSEED

LANDSCAPE NOTES

1. REFERENCE SHEETS LS–001 FOR PLANT SYMBOLS, QUANTITIES, SIZES, SPACING, AND WATER USE CLASSIFICATION.
2. REFERENCE SHEET LS–001 FOR GENERAL LANDSCAPE & LANDSCAPE IRRIGATION NOTES.
3. REFERENCE SHEET WF–001 THROUGH WF–032 FOR WAYFINDING NOTES AND PLANS.

NORTH

GRAPHIC SCALE IN FEET
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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
LANDSCAPE PLAN SHEET 26 OF 33
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	CG
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CHECKED	MM
CONTRACT NO.	22–03
SHEET NO.	LS–026
	489 OF 610 SHEETS

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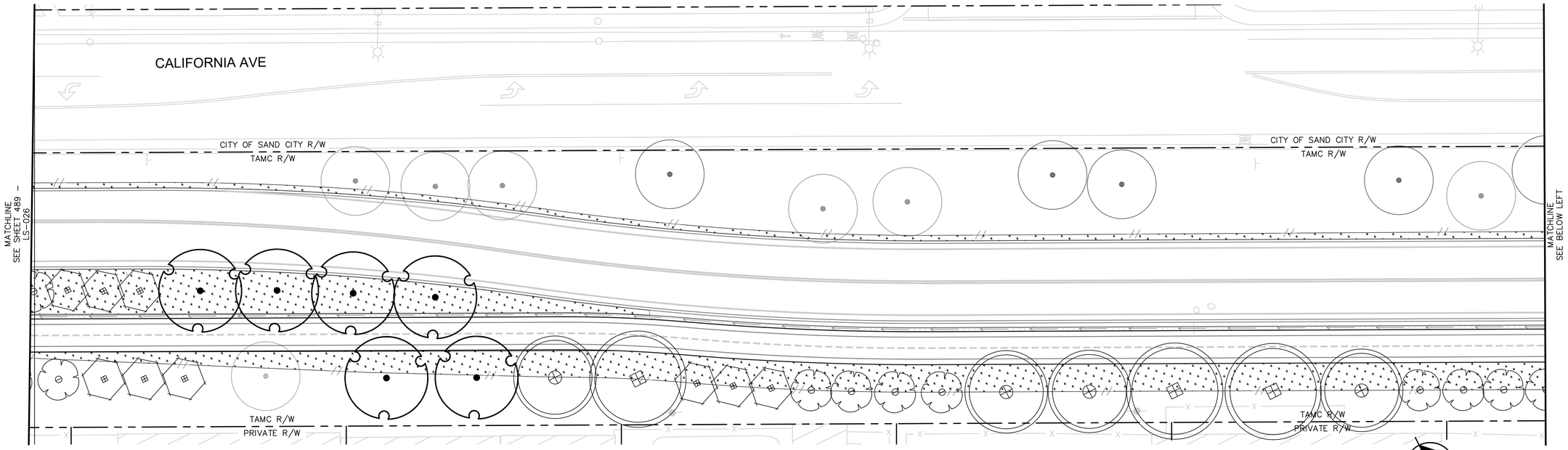

PLAN

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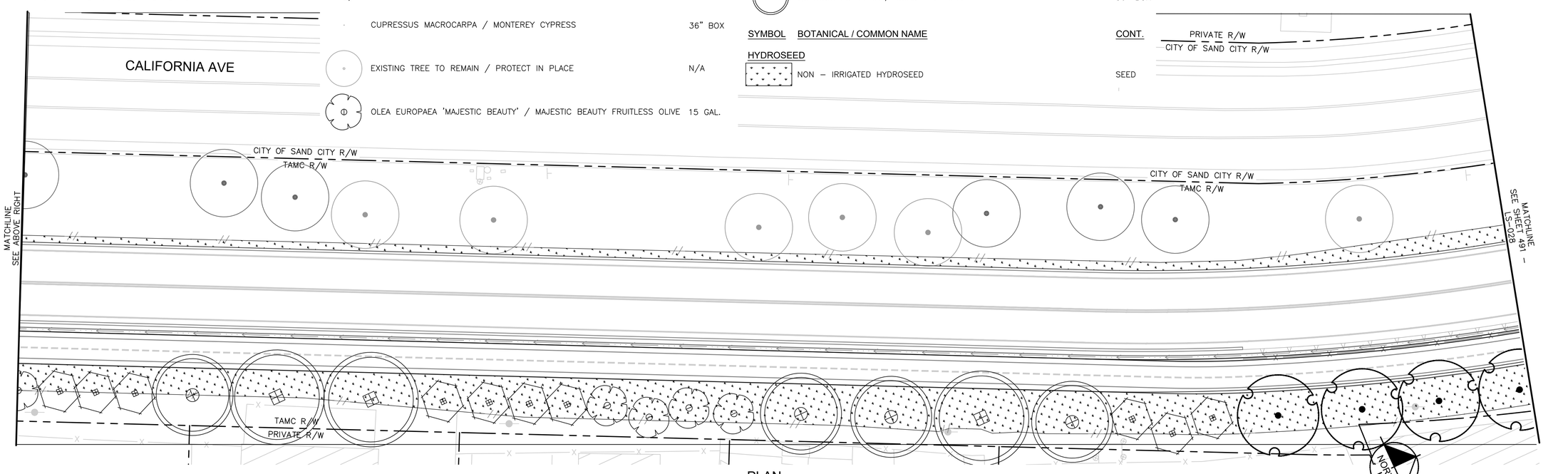
3. REFERENCE SHEET WF–001 THROUGH WF–032 FOR WAYFINDING NOTES AND PLANS.

LANDSCAPE LEGEND

SYMBOL	BOTANICAL / COMMON NAME	CONT
TREES		
	CERCIS OCCIDENTALIS / WESTERN REDBUD STANDARD FORM	24"BOX
	CUPRESSUS MACROCARPA / MONTEREY CYPRESS	36" BOX
	EXISTING TREE TO REMAIN / PROTECT IN PLACE	N/A
	OLEA EUROPAEA 'MAJESTIC BEAUTY' / MAJESTIC BEAUTY FRUITLESS OLIVE	15 GAL.
	QUERCUS AGRIFOLIA / COAST LIVE OAK	15 GAL.
	QUERCUS AGRIFOLIA / COAST LIVE OAK	36" BOX

SYMBOL	BOTANICAL / COMMON NAME	CONT.
HYDROSEED		
	NON – IRRIGATED HYDROSEED	SEED



PLAN

GRAPHIC SCALE IN FEET
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100% DESIGN

SURF! BUSWAY AND BRT PROJECT
LANDSCAPE PLAN SHEET 27 OF 33
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	CG
DESIGNED	CG
CHECKED	MM
CONTRACT NO.	22–03
SHEET NO.	LS–027
	490 OF 610 SHEETS

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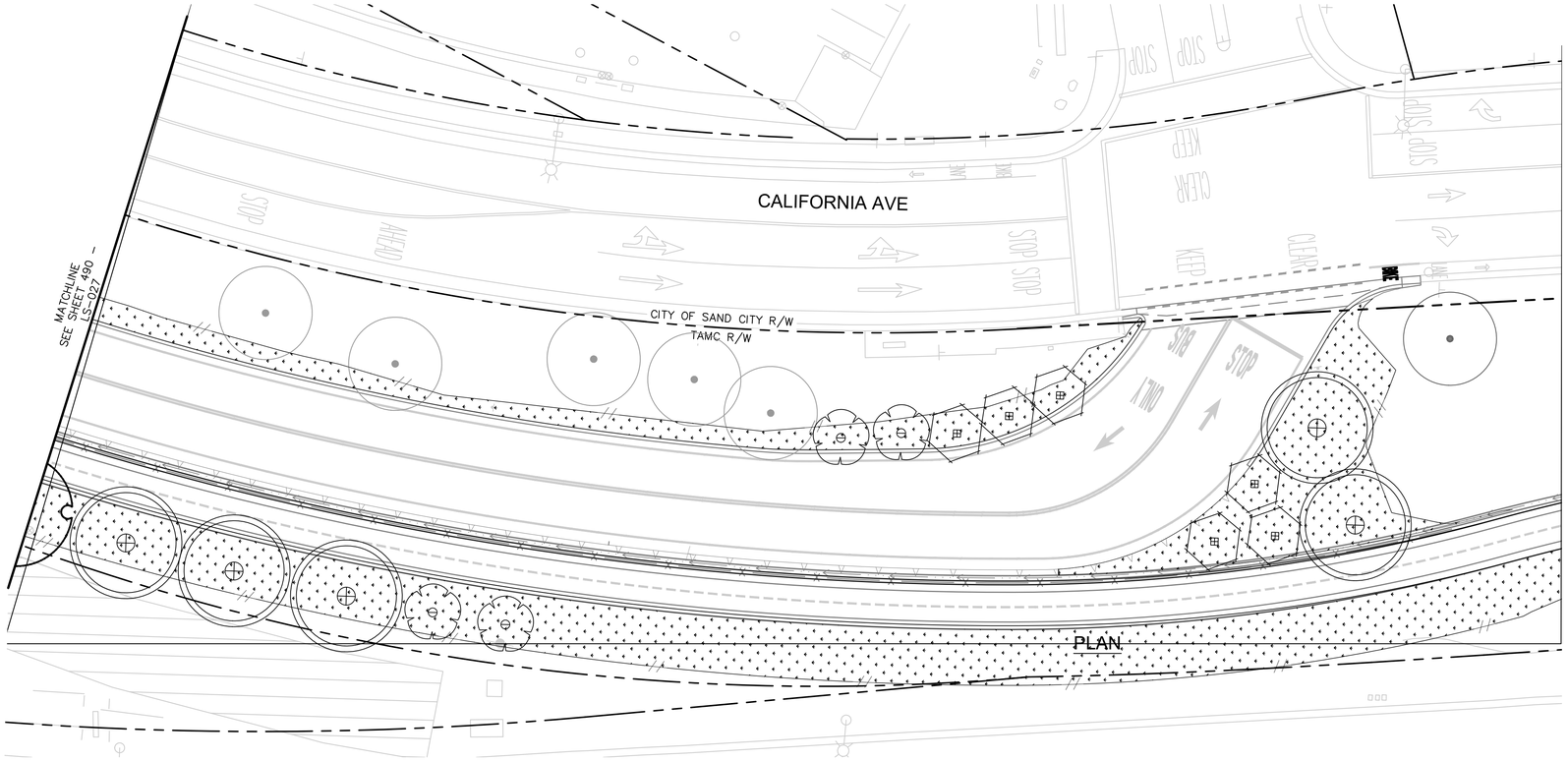

LANDSCAPE NOTES

1. REFERENCE SHEETS LS-001 FOR PLANT SYMBOLS, QUANTITIES, SIZES, SPACING, AND WATER USE CLASSIFICATION.
2. REFERENCE SHEET LS-001 FOR GENERAL LANDSCAPE & LANDSCAPE IRRIGATION NOTES.
3. REFERENCE SHEET WF-001 THROUGH WF-032 FOR WAYFINDING NOTES AND PLANS.

LANDSCAPE LEGEND

SYMBOL	BOTANICAL / COMMON NAME	CONT
TREES		
	CERCIS OCCIDENTALIS / WESTERN REDBUD STANDARD FORM	24"BOX
	EXISTING TREE TO REMAIN / PROTECT IN PLACE	N/A
	OLEA EUROPAEA 'MAJESTIC BEAUTY' / MAJESTIC BEAUTY FRUITLESS OLIVE	15 GAL.
	QUERCUS AGRIFOLIA / COAST LIVE OAK	15 GAL.

SYMBOL	BOTANICAL / COMMON NAME	CONT.
HYDROSEED		
	NON – IRRIGATED HYDROSEED	SEED

NORTH

GRAPHIC SCALE IN FEET
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100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
LANDSCAPE PLAN SHEET 28 OF 33
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	CG
DESIGNED	CG
CHECKED	MM
CONTRACT NO.	22-03
SHEET NO.	LS-028
	491 OF 610 SHEETS

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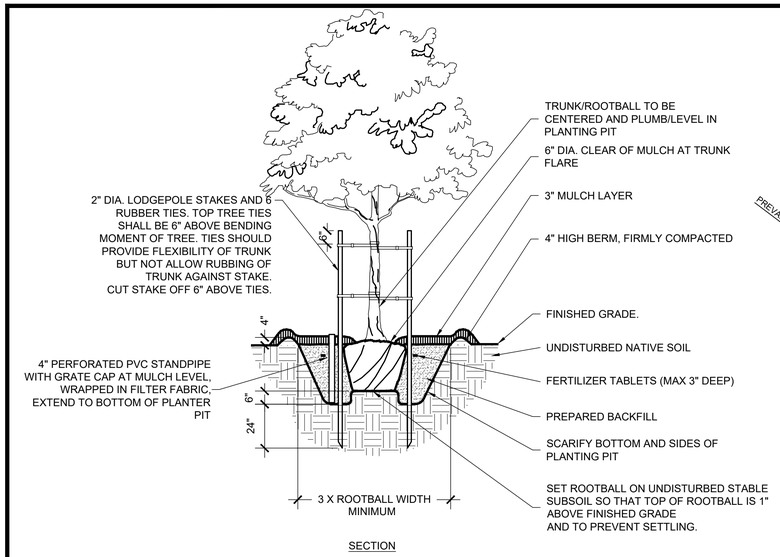
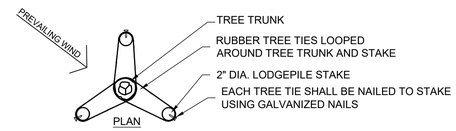
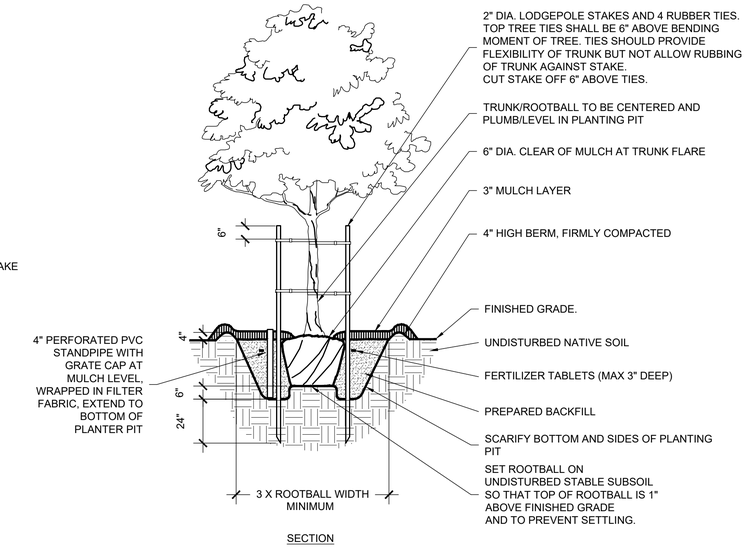


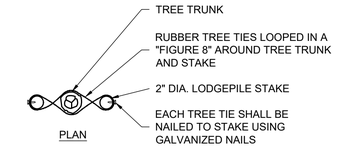


NOTES:
1. REFERENCE PLANTING SPECIFICATIONS/ SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. TRIPLE STAKE ALL TREES #36" BOX SIZE AND LARGER.
3. LOCATE ALL STAKES OUTSIDE OF ROOTBALL. DO NOT DRIVE STAKES INTO ROOTBALL. STAKE MUST BE DRIVEN MIN. 24" INTO NATIVE SOIL AT BOTTOM OF PLANTING PIT.
4. REMOVE ANYTHING (IE. BURLAP, WIRES, STRAPS, ETC.) THAT COULD GIRDLE TREE OR RESTRICT TREE GROWTH.

B 36" AND LARGER BOX TREE PLANTING

NTS

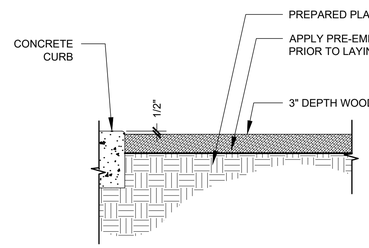




NOTES:
1. REFERENCE PLANTING SPECIFICATIONS/ SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. DOUBLE STAKE ALL TREES #15 (15 GAL.) SIZE AND LARGER.
3. FOR SINGLE STAKED TREES, PLACE STAKE ON WINDWARD SIDE OF TREE.
4. FOR DOUBLE STAKED TREES, PLACE STAKES PERPENDICULAR TO WINDWARD SIDE OF TREE.
5. LOCATE ALL STAKES OUTSIDE OF ROOTBALL. DO NOT DRIVE STAKES INTO ROOTBALL. STAKE SHALL BE DRIVEN MIN. 24" INTO NATIVE SOIL AT BOTTOM OF PLANTING PIT.
6. REMOVE ANYTHING (IE. BURLAP, WIRES, STRAPS, ETC.) THAT COULD GIRDLE TREE OR RESTRICT TREE GROWTH.

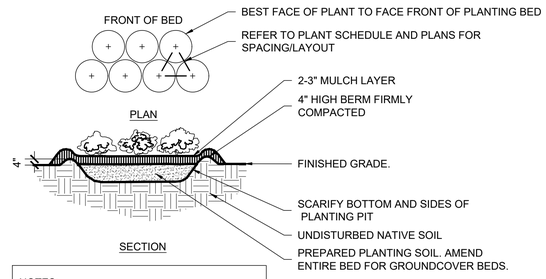
C 24" BOX TREE PLANTING

NTS



D WOOD BARK MULCH

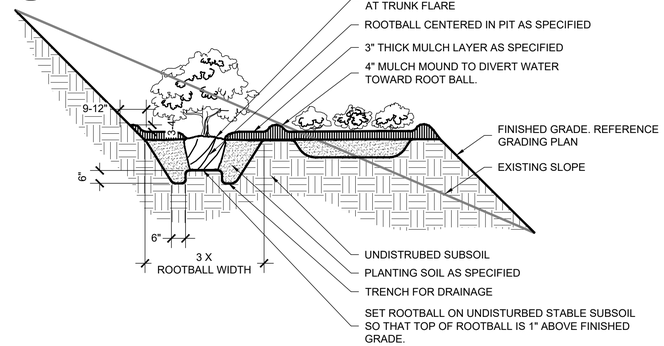
NTS



NOTES:
1. REFERENCE PLANTING SPECIFICATIONS/ SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

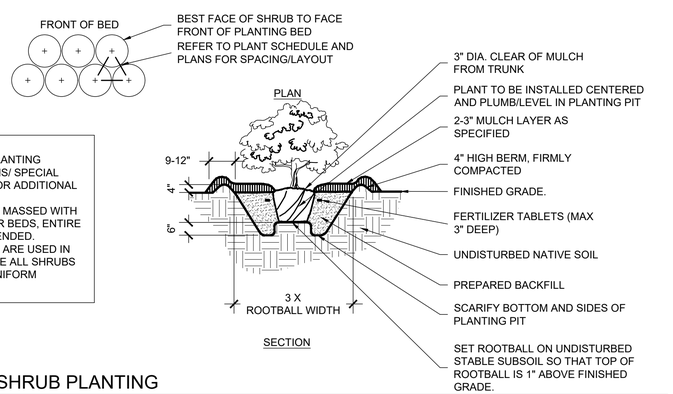
E TYPICAL GROUNDCOVER PLANTING

NTS



F SHRUB/GROUNDCOVER PLANTING ON SLOPE

NTS



NOTES:
1. REFERENCE PLANTING SPECIFICATIONS/ SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. WHEN SHRUBS MASSED WITH GROUNDCOVER BEDS, ENTIRE BED TO BE AMENDED.
3. WHEN SHRUBS ARE USED IN MASSES, PRUNE ALL SHRUBS TO ACHIEVE UNIFORM MASS/HEIGHT

G TYPICAL SHRUB PLANTING

NTS

PLAN

NOTES:

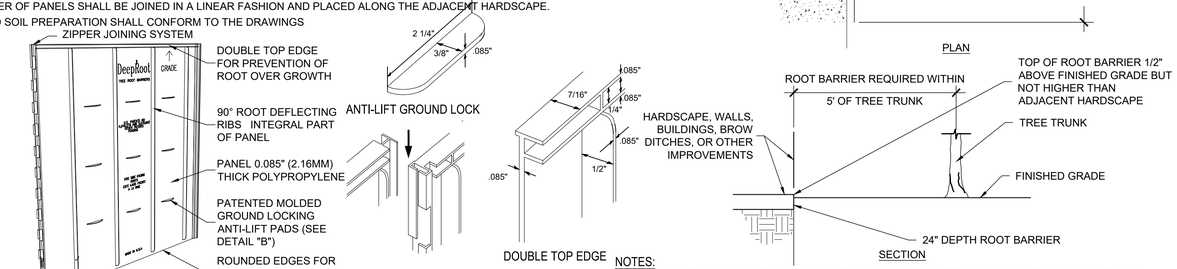
SPECIFIED TREE ROOT BARRIERS ARE A MECHANICAL BARRIER AND ROOT DEFLECTOR TO PREVENT TREE ROOTS FROM DAMAGING ADJACENT PAVING / HARDSCAPE ELEMENTS. ASSEMBLED IN 2' LONG MODULES OR FOR LINEAR APPLICATIONS DIRECTLY BESIDE AN ADJACENT HARDSCAPE AREA TO ONE SIDE OF THE TREES (LINEAR PLANTING STYLE).

MATERIALS:

1. THE CONTRACTOR SHALL FURNISH AND INSTALL TREE ROOT BARRIERS AS SPECIFIED. THE TREE ROOT BARRIERS SHALL BE PRODUCT # UB 24-2 AS MANUFACTURED BY DEEP ROOT PARTNERS, L.P. 530 WASHINGTON STREET, SAN FRANCISCO, CA 94111 (800-458-7668), OR APPROVED EQUAL. THE BARRIER SHALL BE BLACK, INJECTION MOLDED PANELS, OF 0.085" WALL THICKNESS IN MODULES 24" LONG BY 24" DEEP; MANUFACTURED WITH A MINIMUM 50% POST CONSUMER RECYCLED POLYPROPYLENE PLASTIC WITH ADDED ULTRAVIOLET INHIBITORS; RECYCLABLE.

CONSTRUCTION AND INSTALLATION:

1. THE CONTRACTOR SHALL INSTALL THE TREE ROOT BARRIERS WITH THE NUMBER OF PANELS AND IN THE MANNER SHOWN ON THE DRAWINGS. THE VERTICAL ROOT DEFLECTING RIBS SHALL BE FACING INWARDS TO THE ROOT BALL AND THE TOP OF THE DOUBLE EDGE SHALL BE 1/2" ABOVE GRADE. EACH OF THE REQUIRED NUMBER OF PANELS SHALL BE JOINED IN A LINEAR FASHION AND PLACED ALONG THE ADJACENT HARDSCAPE.
2. EXCAVATION AND SOIL PREPARATION SHALL CONFORM TO THE DRAWINGS



NOTES:
1. ROOT BARRIER SHALL BE INSTALLED ADJACENT TO THE IMPROVEMENT AND NOT AROUND THE ROOTBALL.
2. ROOT BARRIER REQUIRED WHEN TREE TRUNK IS WITHIN 5' OF HARDSCAPE, WALLS, BUILDINGS, BROW DITCHES, OR OTHER IMPROVEMENTS

H ROOT CONTROL BARRIER

NTS

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

LANDSCAPE DETAILS SHEET 33 OF 33

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	CG	
DESIGNED	CG	
CHECKED	MM	
CONTRACT NO. 22-03		

SHEET NO.

LS-033

496 OF 610 SHEETS

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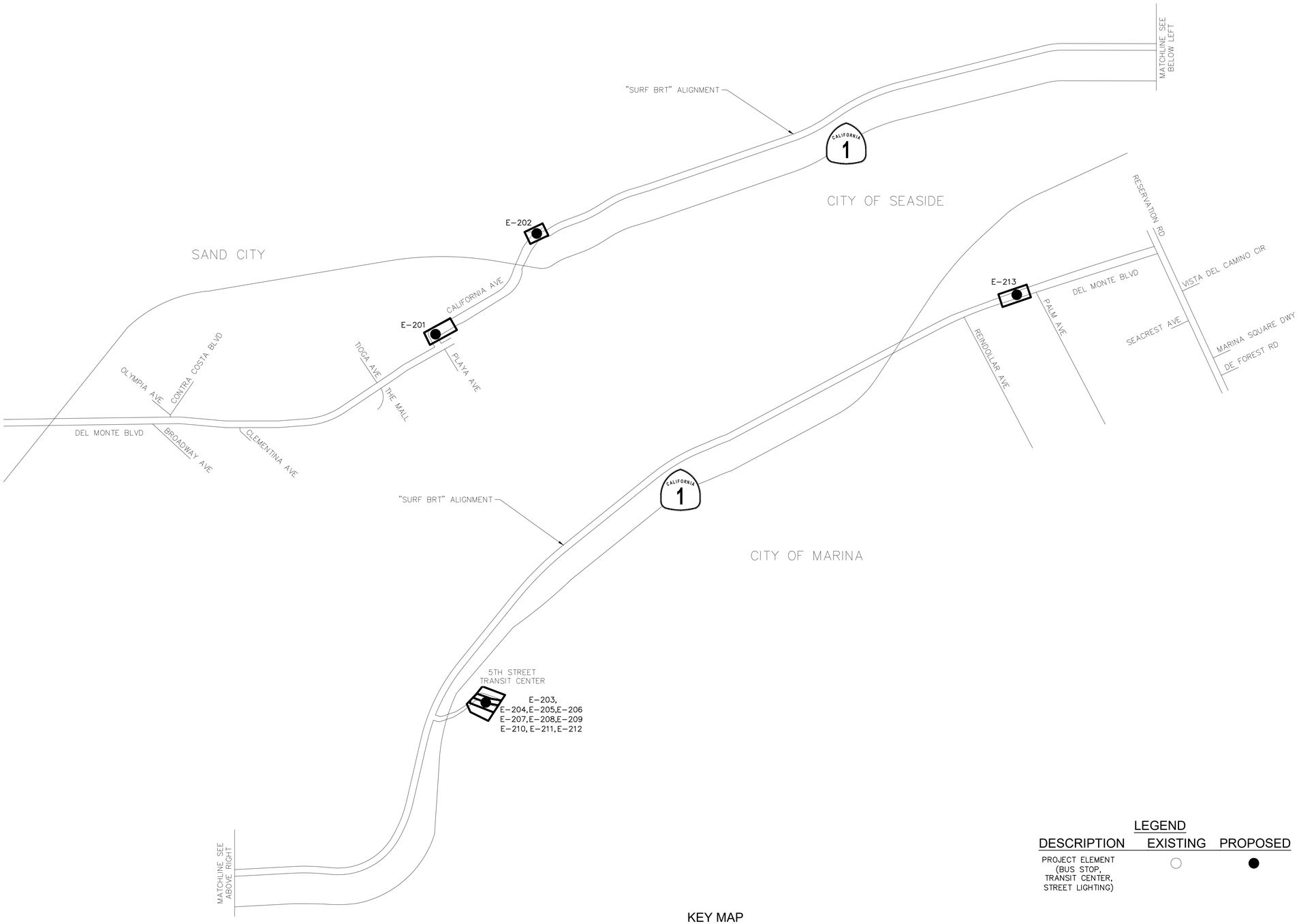

KEY MAP
NOT TO SCALE

LEGEND

DESCRIPTION	EXISTING	PROPOSED
PROJECT ELEMENT (BUS STOP, TRANSIT CENTER, STREET LIGHTING)	○	●

TRUE NORTH
PROJECT NORTH

Know what's below. Call before you dig.

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
KEY MAP
ELECTRICAL AND COMMUNICATIONS
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	ASW
DESIGNED	JEA
CHECKED	KGA
CONTRACT NO.	22-03
SHEET NO.	E-101

497 OF 610 SHEETS

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ELECTRICAL, LIGHTING, AND COMMUNICATIONS GENERAL NOTES (SHEETS 497 TO 528)

1. CONTRACTOR SHALL INSPECT AND VERIFY ALL FIELD CONDITIONS BEFORE START OF WORK.
2. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE RESPECTIVE UTILITY COMPANIES AND AFFECTED AGENCIES FOR VERIFICATION OF LOCATION AND DEPTHS OF EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA), AT 1-800-227-2600, TWO (2) WORKING DAYS BUT NOT MORE THAN FOURTEEN (14) CALENDAR DAYS PRIOR TO COMMENCING ANY EXCAVATION.
3. CONTRACTOR SHALL COOPERATE AND COORDINATE WITH OTHER CONTRACTORS AND CITY INSPECTORS WORKING WITHIN OR ADJACENT TO THE LIMITS OF WORK TO AVOID ANY DELAY AND CONFLICT.
4. ALL NEW CONDUIT WITH 120 V (OR HIGHER) CIRCUITS SHALL CONTAIN ONE (1) NO. 8 AWG SOLID GREEN JACKET COPPER BONDING WIRE UNLESS OTHERWISE NOTED. ALL NEW CONDUIT WITH NO METALLIC CONDUCTORS SHALL HAVE A NO. 10 AWG THW LOCATING WIRE UNLESS OTHERWISE NOTED ON PLANS. THE WIRE INSULATING JACKET SHALL BE COLOR-CODED ORANGE.
5. LOCATIONS OF POLES, PULL BOXES, EQUIPMENT, AND POSITIONING OF DETECTORS ARE SCHEMATIC UNLESS OTHERWISE NOTED. BEFORE BEGINNING ANY CONSTRUCTION OPERATION, THE CONTRACTOR SHALL CHECK FOR CONFLICTS WITH UNDERGROUND UTILITIES, OVERHEAD UTILITIES, OR OTHER OBSTACLES. IF EQUIPMENT OR POLES MUST BE RELOCATED, THE NEW LOCATION IS SUBJECT TO WRITTEN APPROVAL BY THE CITY PRIOR TO INSTALLATION. CONDUIT ALIGNMENTS, PULL BOX LOCATIONS, AND FOUNDATION LOCATIONS STAKED BY THE CONTRACTOR ARE SUBJECT TO APPROVAL BY THE CITY BEFORE BEGINNING WORK ON THAT ITEM. MINOR RELOCATION OF PULL BOXES AND SPLICES SHALL BE CONSIDERED AS INCIDENTAL WORK WITH NO ADDITIONAL COMPENSATION.
6. ALL WORK, MATERIAL, AND EQUIPMENT SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST REVISIONS OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS, DATED 2023, AND SPECIFICATIONS, DATED 2023.
7. THE CONTRACTOR SHALL REPAIR/REPLACE ALL LANDSCAPING, IRRIGATION, CURBS, SERVICES, SIDEWALK, PAVERS, STRIPING, MARKINGS, OR PAVEMENT MARKERS, ETC. DAMAGED DURING CONSTRUCTION, AT NO ADDITIONAL COST TO THE PROJECT. ALL WORK INCLUDING REPAIRS SHALL BE DONE TO THE SATISFACTION OF THE CITY ENGINEER.
8. CONTRACTOR TO CUT, CAP, CONNECT, ADJUST, ABANDON, REPLACE, REPAIR, RELOCATE, AND/OR SALVAGE EXISTING IRRIGATION SYSTEM TO ACCOMMODATE NEW IMPROVEMENTS, AT NO ADDITIONAL COST TO THE PROJECT.
9. CONTRACTOR SHALL PROTECT IN PLACE ALL EXISTING SURVEY MONUMENTS AND BENCHMARKS.
10. NEW PULL BOXES SHALL BE NO. 5 UNLESS OTHERWISE NOTED.
11. THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR WORKING CONDITIONS ON THE JOB SITE WITHIN THE LIMITS OF WORK, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, DURING PERFORMANCE OF WORK. WORK SHALL NOT BEGIN UNTIL ADEQUATE TEMPORARY BARRICADES, BARRIERS, WARNING AND CONTROL DEVICES ARE IN PLACE AS REQUIRED BY THE CONTRACT. CONTRACTOR IS RESPONSIBLE TO CLEAN AND CLEAR AREA OF CONSTRUCTION EACH DAY AND REMOVE ANY HAZARD TO THE SAFETY OF RESIDENTS AND PUBLIC.
12. TRAFFIC CONTROL MUST BE PERFORMED IN ACCORDANCE WITH THE LATEST REVISION OF THE CALIFORNIA MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES AND THESE PLANS.
13. CONTRACTOR SHALL REPLACE IN KIND AND LOCATION, ALL STRIPING AND PAVEMENT MARKINGS DAMAGED WHEN INSTALLING CONDUIT AS PART OF EACH PAY ITEM OF WORK. ALL NEW STRIPING SHALL BE THERMOPLASTIC.
14. CONDUIT INSTALLATION MAY BE BY EITHER HORIZONTAL DIRECTIONAL DRILLING OR TRENCHING INSTALLATION METHODS. HORIZONTAL DIRECTIONAL DRILLING IS THE PREFERRED INSTALLATION METHOD.
15. EACH EXISTING TRAFFIC SIGNAL SHALL REMAIN IN OPERATION AT ALL TIMES DURING CONSTRUCTION. ALL PROPOSED SIGNAL SHUTDOWNS SHALL BE APPROVED BY CITY NO LESS THAN 48 HOURS IN ADVANCE OF SHUTDOWN.
16. CONTRACTOR SHALL REPLACE ALL PAVERS IN KIND WHERE INSTALLATION OF INFRASTRUCTURE REQUIRES REMOVAL AND REPLACEMENT OF EXISTING PAVERS.
17. ALL NEW PULL BOXES SHALL BE INSTALLED A MINIMUM OF 5' AWAY FROM EXISTING FIRE HYDRANTS AND EXISTING WATER METERS. NEW PULL BOXES SHALL BE 5' AWAY FROM EXISTING UNDERGROUND ELECTRICAL FACILITIES UNLESS OTHERWISE NOTED ON PLANS OR AS APPROVED BY THE ENGINEER.
18. ALL IMPROVEMENTS WITHIN CITY OR STATE RIGHT-OF-WAY, OR PUBLIC EASEMENTS, SHALL BE REPAIRED OR RESTORED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE AGENCY HAVING JURISDICTION, AND SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE AGENCY.
19. ALL TRENCHES WITHIN PUBLIC RIGHT-OF-WAY MUST BE BACKFILLED OR PROTECTED PRIOR TO LEAVING THE SITE.
20. ALL EXISTING RECORDED SURVEY POINTS, WHETHER WITHIN PRIVATE PROPERTY OR PUBLIC RIGHT-OF-WAY SHALL BE PROTECTED AND PRESERVED. IF SURVEY POINT(S) ARE ALTERED, REMOVED OR DESTROYED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE SERVICES OF A LICENSED SURVEYOR OR QUALIFIED CIVIL ENGINEER TO RESTORE OR REPLACE THE SURVEY POINTS AND RECORD THE REQUIRED MAP PRIOR TO COMPLETION OF THE BUILDING PERMIT, AT NO ADDITIONAL COST TO THE PROJECT.
21. CONSTRUCTION SHALL COMPLY WITH COUNTYWIDE STORM WATER POLLUTION PREVENTION PROGRAM.
22. ACCESSIBLE PEDESTRIAN PATH OF TRAVEL SHALL BE MAINTAINED DURING CONSTRUCTION AT ALL TIMES.
23. ALL EXCAVATION SPOILS SHALL BE LOADED DIRECTLY INTO TRUCKS AND DISPOSED OF AT AN APPROVED DUMPSITE.
24. STORAGE OF CONSTRUCTION MATERIALS AND EQUIPMENT WILL NOT BE ALLOWED IN OR UPON THE PUBLIC RIGHT-OF-WAY. ALL MATERIALS INTENDED FOR USE ON ANY PROJECT SHALL BE OFF LOADED DIRECTLY FROM DELIVERY VEHICLES AND PLACED AS REQUIRED DURING THE COURSE OF CONSTRUCTION. SHOULD THE PERMIT HOLDER OR THEIR CONTRACTORS WISH TO STOCKPILE MATERIALS NEAR THE WORK SITE, THEY SHALL MAKE ARRANGEMENTS IN ADVANCE FOR STORAGE. ALL STORAGE SITES SHALL BE SECURE, INACCESSIBLE TO THE GENERAL PUBLIC AND KEPT FREE OF CONSTRUCTION SPOILS, DEBRIS AND TRASH AT ALL TIMES. STORAGE SITES SHALL BE SUBJECT TO THE REVIEW AND APPROVAL OF THE CITY ENGINEER.
25. CONSTRUCTION SITES SHALL BE KEPT CLEAN AT ALL TIMES. AT NO TIME SHALL THE CONTRACTOR OR PERMIT HOLDER BE ALLOWED TO LEAVE THE SITE PRIOR TO THOROUGHLY CLEANING SIDEWALKS, CURBS, GUTTERS, AND STREET SURFACES. CLEANING SHALL BE ACCOMPLISHED BY EITHER HAND OR MACHINE SWEEPING AS REQUIRED. IN NO EVENT SHALL THE CONTRACTOR BE ALLOWED TO FLUSH THE STREETS WITH WATER UNTIL SUCH TIME AS THE AREA HAS BEEN COMPLETELY AND THOROUGHLY SWEPT AND ALL DEBRIS PICKED UP AND PROPERLY DISPOSED OF.
26. ALL EXCAVATIONS SHALL BE BACKFILLED AND COMPACTED AT DAYS END. A MINIMUM OF TWO INCHES OF TEMPORARY PAVING SHALL BE INSTALLED AND COMPACTED BY MECHANICAL MEANS TO PRODUCE A SMOOTH SURFACE FOR PEDESTRIAN AND VEHICULAR TRAFFIC. TRAFFIC PLATES WILL NOT BE ALLOWED EXCEPT AS APPROVED BY THE ENGINEER DURING THE PERMIT APPLICATION PROCESS. INSTALLATION OF PLATES WILL ONLY BE ALLOWED IF A BONAFIDE EMERGENCY HAS BEEN DECLARED. IN THIS EVENT, PLATES WILL BE ALLOWED PROVIDING THEY ARE ANCHORED EITHER BY WELDING OR PINNED. ALL EDGES SHALL BE SECURED TO PREVENT RATTLING AND MOVEMENT AS WELL AS PROTECTED WITH TEMPORARY ASPHALT (MIN TWO FOOT TAPER). LONG TERM INSTALLATIONS, THOSE IN EXCESS OF FIVE DAYS, WILL BE ALLOWED, IF APPROVED BY THE CITY ENGINEER, PROVIDING THAT EXISTING SURFACES ARE GROUND TO ACCEPT PLATE INSTALLATIONS AND PROVIDE FOR A MATCHING SURFACE WHERE PLATE MEETS ROADWAY SURFACE. EQUIPMENT SHALL NOT BE STORED ON OR WITHIN THE PUBLIC RIGHT-OF-WAY WITHOUT PRIOR WRITTEN APPROVAL FROM THE CITY ENGINEER. IF PERMITTED, EQUIPMENT SHALL BE SECURED AND LOCKED WITH PROTECTIVE COVERS IN PLACE. ADEQUATE BARRICADES WITH OPERABLE FLASHERS SHALL BE INSTALLED AROUND THE EQUIPMENT AND REMAIN IN WORKING ORDER AT ALL TIMES.
27. IN THE EVENT OF NON-COMPLIANCE WITH PERMIT, PROJECT CONDITIONS AND/OR CITY STANDARDS FOR CONSTRUCTION WITHIN THE PUBLIC RIGHT-OF-WAY, THE CITY WILL EXERCISE ITS RIGHT TO SUSPEND PROJECT PERMITS OR HALT WORK IN PROGRESS UNTIL SUCH TIME AS THE PERMIT HOLDER OR HIS CONTRACTOR IS IN COMPLIANCE. SHOULD THE CITY HAVE TO OBTAIN OUTSIDE SERVICES FOR CLEANING EQUIPMENT, TRANSPORT SERVICES, TOWING, CONTRACT PERSONNEL OR UTILIZE CITY FORCES FOR CLEANUP, THE CITY WILL BILL FOR ITS SERVICES AND EXPENSES INCLUDING ALL INCIDENTALS AND ADMINISTRATIVE OVERHEAD COSTS.
28. AIR QUALITY DUST CONTROL: ALL CONSTRUCTION PROJECTS ARE REQUIRED TO COMPLY WITH THE MONTEREY BAY AIR RESOURCES DISTRICT'S (MBARD) DUST CONTROL MEASURES. THESE MEASURES ARE LEVIED BY THE ENGINEERING DIVISION AS A CONDITION OF BUILDING PERMIT ISSUANCE AND ARE MONITORED FOR COMPLIANCE BY STAFF AND/OR SPECIAL CITY ENGINEERING AND/OR PLANNING INSPECTORS. MEASURES MAY INCLUDE:
    - A) WATER ALL ACTIVE CONSTRUCTION SITES AT LEAST TWICE DAILY.
    - B) COVER ALL TRUCKS HAULING SOIL, SAND, AND OTHER LOOSE MATERIALS OR REQUIRE ALL TRUCKS TO MAINTAIN AT LEAST TWO FEET OF FREEBOARD.
    - C) PAVE, APPLY WATER THREE TIMES DAILY, OR APPLY (NON-TOXIC) SOIL STABILIZERS ON ALL UNPAVED ACCESS ROADS, PARKING AREAS, AND STAGING AREAS AT CONSTRUCTION SITES.
    - D) SWEEP DAILY (WITH WATER SWEEPERS) ALL PAVED ACCESS ROADS, PARKING AREAS AND STAGING AREAS AT CONSTRUCTION SITES.
    - E) SWEEP STREETS DAILY (WITH WATER SWEEPERS) IF VISIBLE SOIL MATERIAL IS CARRIED ONTO ADJACENT PUBLIC STREETS.
    - F) HYDROSEED OR APPLY (NON-TOXIC) SOIL STABILIZERS TO INACTIVE CONSTRUCTION AREAS (PREVIOUSLY GRADED AREAS INACTIVE FOR TEN DAYS OR MORE).
    - G) ENCLOSE, COVER, WATER TWICE DAILY, OR APPLY NON-TOXIC SOIL BINDERS TO EXPOSED STOCKPILED MATERIALS.
    - H) INSTALL SANDBAGS OR OTHER EROSION-CONTROL MEASURES TO PREVENT SILT RUNOFF TO PUBLIC ROADWAYS.
    - I) REPLANT VEGETATION IN DISTURBED AREAS AS QUICKLY AS POSSIBLE.
    - J) WATERING SHOULD BE USED TO CONTROL DUST GENERATION DURING THE BREAK-UP OF PAVEMENT.
    - K) COVER ALL TRUCKS HAULING DEMOLITION DEBRIS FROM THE SITE.
    - L) USE DUST-PROOF CHUTES TO LOAD DEBRIS INTO TRUCKS WHENEVER FEASIBLE.
    - M) WATER OR COVER STOCKPILES OF DEBRIS, SOIL, SAND OR OTHER MATERIALS THAT CAN BE BLOWN BY THE WIND.
    - N) ALL CONSTRUCTION EQUIPMENT SHALL BE MAINTAINED AND PROPERLY TUNED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS. ALL EQUIPMENT SHALL BE CHECKED BY A CERTIFIED MECHANIC AND DETERMINED TO BE IN PROPER RUNNING ORDER PRIOR TO OPERATION.
    - O) DIESEL POWERED EQUIPMENT SHALL NOT BE LEFT INACTIVE AND IDLING FOR MORE THAN FIVE MINUTES, AND SHALL COMPLY WITH APPLICABLE MBARD RULES.
    - P) USE ALTERNATIVE FUELED CONSTRUCTION EQUIPMENT, IF POSSIBLE.
    - Q) ALL VEHICLE SPEEDS ON UNPAVED ROADS SHALL BE LIMITED TO 15 MPH.
    - R) POST A VISIBLE SIGN WITH THE TELEPHONE NUMBER AND PERSON TO CONTACT AT THE LEAD AGENCY REGARDING DUST COMPLAINTS. THIS PERSON SHALL RESPOND AND TAKE CORRECTIVE ACTION WITHIN 24 HOURS. THE AIR DISTRICT PHONE NUMBER SHALL ALSO BE VISIBLE TO ENSURE COMPLIANCE WITH APPLICABLE REGULATIONS.
31. CONDUITS INSIDE PULL BOXES AND SPLICE BOXES SHOULD BE TRIMMED PRIOR TO THE INSTALLATION OF ANY CABLE.
32. CONTRACTOR SHALL PROVIDE AND INSTALL BELL ENDS ON CONDUIT ENDS PRIOR TO THE INSTALLATION/PULLING OF CABLE.
33. PROPER LENGTH OF CABLE SLACK SHALL BE VERIFIED BY THE PROJECT INSPECTOR OR ENGINEER.
34. CABLE SLACK SHOULD BE PROPERLY COILED OBSERVING THE MINIMUM RADIUS OR CIRCUMFERENCE BASED ON MANUFACTURER'S SPECIFICATION.
35. ALL LIDS FOR PULL BOXES ARE TO BE PROPERLY LABELED.
36. ALL PULL BOXES SHALL BE SECURED WITH VANDAL PROOF PENTA BOLTS.
37. ALL PULL BOXES ARE NO. 5 UNLESS NOTED.

UTILITY GENERAL NOTES

1. UTILITIES SHOWN ON PLANS ARE SCHEMATIC IN NATURE AND CAN BE USED FOR PLANNING PURPOSES, BUT NOT DESIGN PURPOSES.
2. CONTRACTOR SHALL NOTIFY THE FOLLOWING AT LEAST 14 DAYS PRIOR TO STARTING WORK.
    - 2.1. UNDERGROUND SERVICE ALERT (USA) 1-800-227-2600
3. EXISTING UTILITIES EXIST WITHIN THE WORK AREA. CONTRACTOR SHALL USE EXTREME CAUTION WHEN EXCAVATING AND INSTALLING NEW UTILITIES. IN THE EVENT PORTIONS OF THE EXISTING UTILITIES ARE DAMAGED AS A RESULT OF PROJECT CONSTRUCTION, REPAIR OR REPLACEMENT OF THE DAMAGED SECTION SHALL BE PERFORMED BY CONTRACTOR IN ACCORDANCE WITH THE LATEST EDITION OF CITY AND COUNTY STANDARDS AND SPECIFICATIONS. REPAIRS WILL BE AT THE CONTRACTOR'S EXPENSE AND APPROVED BY CITY INSPECTOR.
4. FOR INSTALLATIONS PERFORMED BY DIRECTIONAL DRILLING, GRAVITY LINES SHALL BE RECORDED USING CCTV CAMERAS BEFORE AND AFTER CONSTRUCTION OR THE CROSSING POINT SHALL BE EXCAVATED DURING CONSTRUCTION. FOR THE BSD STORM SEWER FORCE MAIN, THE CROSSING POINT SHALL BE EXCAVATED DURING CONSTRUCTION.

LEGEND

PROPOSED	DESCRIPTION
	STREET LIGHT AND POLE ON NEW FOUNDATION
	CCTV CAMERA
	PA SPEAKER
	CABINET ON NEW FOUNDATION
	POLE-MOUNTED CABINET
	SERVICE PEDESTAL ON NEW FOUNDATION
E E	PROPOSED CONDUIT FOR ELECTRICAL CONDUCTORS AND CABLES
C C	PROPOSED CONDUIT FOR COMMUNICATIONS CONDUCTORS AND CABLES
6	PROPOSED PULL BOX. SIZE AS INDICATED. NO. 5 UNLESS OTHERWISE INDICATED.
	GATE
	DETECTOR HANDHOLE
	RFID LONG-RANGE READER
	VEHICLE DETECTOR LOOP
	MANUAL ACCESS CONTROL DEVICE
	BUS SHELTER AND SIGN. INSTALLATION SHOWN ON ARCHITECTURAL PLANS. (FOR ELECTRICAL AND COMMUNICATIONS CONNECTION, SEE DETAILS A, B, C, AND D ON E-302.)
XX#-#	CIRCUIT OR DEVICE DESIGNATION – EQUIPMENT OR DEVICE ON CIRCUIT
	DUAL PORT BOLLARD MOUNT LEVEL 2 EV CHARGER
	FUTURE LEVEL 2 EV CHARGER
	LEVEL 3 BEB CHARGER POWER LINK
	LEVEL 3 BEB CHARGER POWER BLOCK
	PROTECTIVE BOLLARD
	UTILITY PAD-MOUNTED TRANSFORMER
	MAIN SERVICE SWITCHBOARD (MSB)
	PANELBOARD (DPLA)
	BATTERY BACKUP SYSTEM

ABBREVIATIONS

AB	ABANDON, IF APPLIED TO CONDUIT, REMOVE CONDUCTORS
BC	INSTALL PULL BOX IN EXISTING CONDUIT RUN
CB	INSTALL CONDUIT INTO EXISTING PULL BOX
CC	CONNECT NEW AND EXISTING CONDUIT. REMOVE EXISTING CONDUCTORS AND INSTALL CONDUCTORS AS INDICATED
RC	EQUIPMENT OR MATERIAL TO BE REMOVED AND BECOME PROPERTY OF THE CONTRACTOR
RL	RELOCATE EQUIPMENT
RS	REMOVE AND SALVAGE EQUIPMENT
SC	SPLICE NEW TO EXISTING CONDUTORS

A	AMPS
AHJ	AUTHORITY HAVING JURISDICTION
AIC	AMPERE INTERRUPTING CAPACITY
AWG	AMERICAN WIRE GAUGE
BBS	BATTERY BACKUP SYSTEM
BEB	BATTERY ELECTRIC BUS
BRT	BUS RAPID TRANSIT
CAB	CABINET
CCTV	CLOSED CIRCUIT TELEVISION
CEC	CALIFORNIA ELECTRICAL CODE
COMMS	COMMUNICATIONS
CTS	CURRENT TRANSFORMERS
DPLA	DISTRIBUTION PANELBOARD
ETH	ETHERNET
EV	ELECTRIC VEHICLE
EX	EXISTING
GFP	GROUND FAULT PROTECTION
GT	GATE
ID	IDENTIFICATION
IP	INTERNET PROTOCOL
KAIC	KILO AMP INTERRUPTING CAPACITY
LED	LIGHT-EMITTING DIODE
LT	LIGHTING
L#	LEVEL #
MSB	MAIN SWITCHBOARD
MST	MONTEREY SALINAS TRANSIT
NEC	NATIONAL ELECTRICAL CODE
NEMA	NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION
NO.	NUMBER
O.C.	ON CENTER
PA	PUBLIC ADDRESS
POE	POWER OVER ETHERNET
PTS	POTENTIAL TRANSFORMERS
PYL	PYLON
RELT	REDUCED ENERGY LET THROUGH
RFID	RADIO FREQUENCY IDENTIFICATION
RR	RAILROAD
R/W	RIGHT-OF-WAY
SB	SOUTHBOUND
SH	SHELTER
TAMC	TRANSPORTATION AGENCY FOR MONTEREY COUNTY
THW	THERMOPLASTIC HIGH HEAT-RESISTANT AND WATER RESISTANT
UL	UNDERWRITERS LABORATORY
USA	UNDERGROUND SERVICE ALERT
W	WATTS
V	VOLTS

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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
GENERAL NOTES, LEGEND, ABBREVIATIONS
LIGHTING, COMMUNICATIONS, AND ELECTRICAL
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		

SHEET NO.
E-102
498 OF 610 SHEETS

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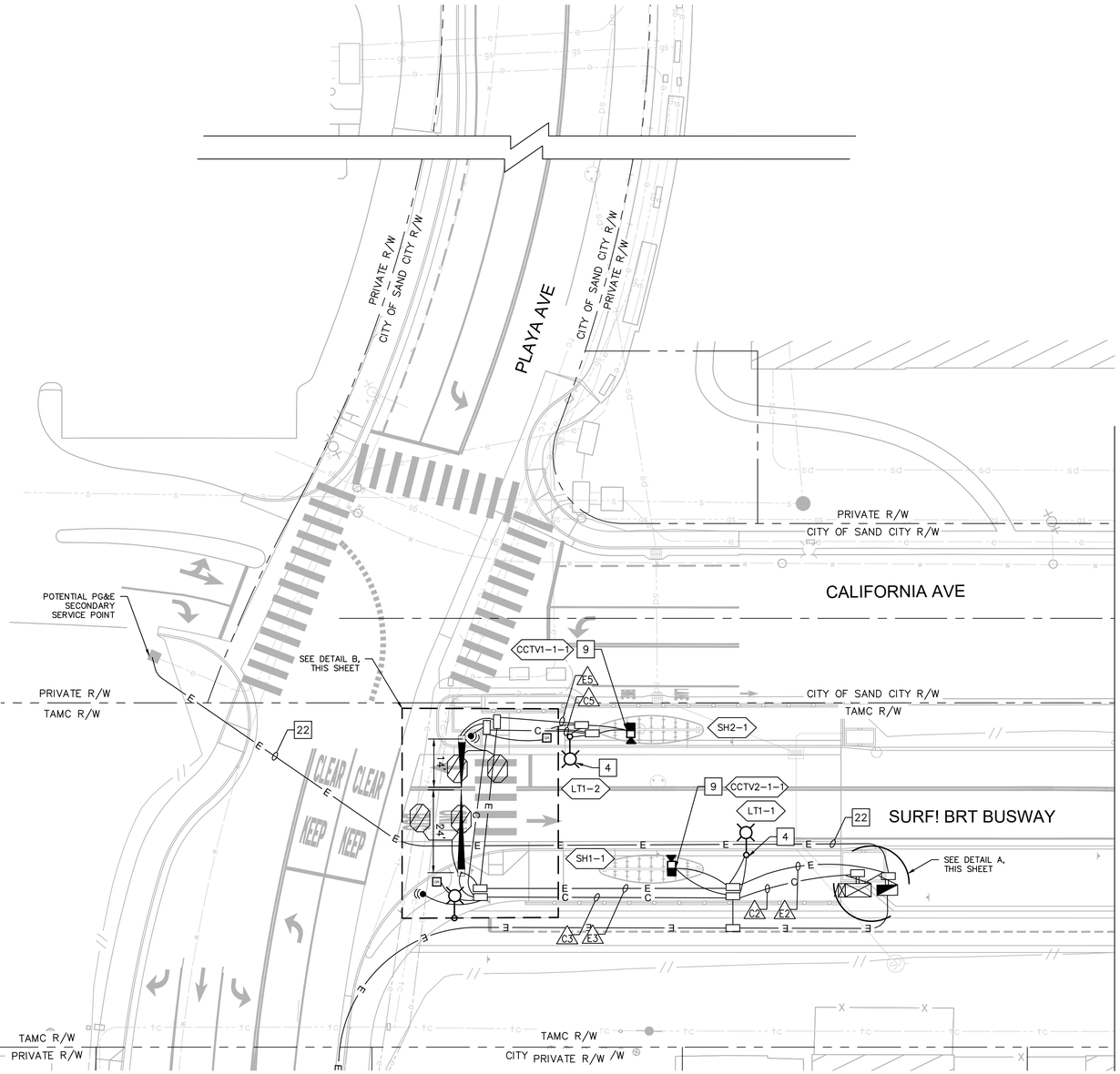
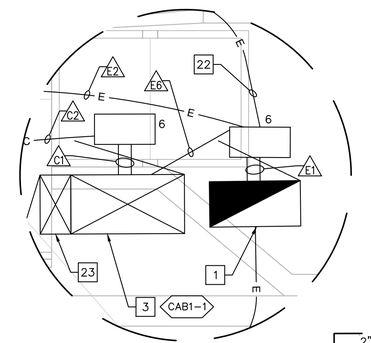


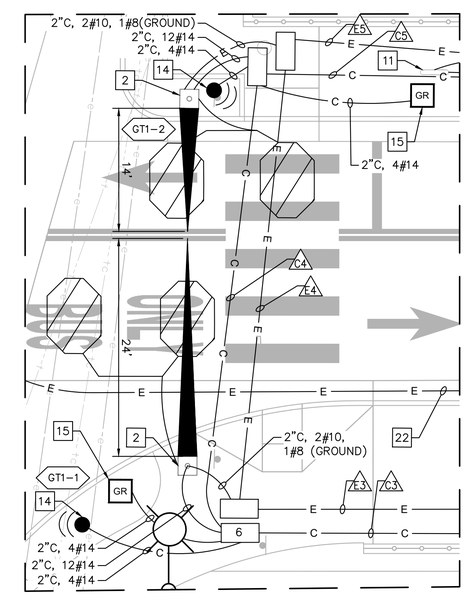
CONSTRUCTION NOTES

1. FURNISH AND INSTALL TYPE III-AF SERVICE EQUIPMENT ENCLOSURE PER CALTRANS STANDARD PLAN ES-2G ON NEW FOUNDATION. CIRCUIT DIAGRAM FOR THIS SERVICE ENCLOSURE (SC1) IS PER DETAIL 'A' ON SHEET E-308.
2. FURNISH AND INSTALL VEHICLE GATE CONTROL SYSTEM IN CABINET AND GATE ARM ON NEW FOUNDATION PER DETAIL 'B', DETAIL 'C', AND DETAIL 'D' ON SHEET E-301.
3. FURNISH AND INSTALL COMMUNICATIONS CABINET ON NEW FOUNDATION PER DETAIL 'A' ON SHEET E-310.
4. FURNISH AND INSTALL TYPE 15 CALTRANS STANDARD STREET LIGHT POLE AND STREET LIGHT PER CALTRANS STANDARD PLAN ES-6A. LUMINAIRE WATTAGE SHALL BE 100W, DIMMABLE.
9. FURNISH AND INSTALL ELECTRICAL AND COMMUNICATIONS CONDUIT INTO BUS SHELTER AND CONNECT CCTV CAMERA. SEE SHEET E-302.
11. NEW WAYFINDING PYLON. SEE DETAIL 'A,' WAYFINDING PYLON ON SHEET E-302.
14. FURNISH AND INSTALL RFID LONG-RANGE READER ON NEW POLE ON NEW FOUNDATION PER DETAIL 'A' ON SHEET E-301.
15. FURNISH AND INSTALL MANUAL ACCESS CONTROL DEVICE.
22. FURNISH AND INSTALL 1-4"C.
23. FURNISH AND INSTALL BATTERY BACKUP SYSTEM.



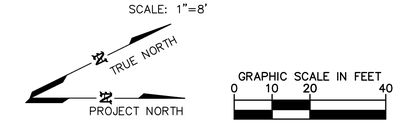
DETAIL 'A'

SCALE: 1"=5'



DETAIL 'B'

SCALE: 1"=8'



ELECTRICAL CONDUIT AND WIRING SCHEDULE								
AWG OR CABLE	DEVICE	CIRCUIT	CONDUCTOR RUN					
			E1	E2	E3	E4	E5	E6
#12	LIGHTING	LT1	2	2	2	2	2	–
	SHELTER	SH1	2	2	–	–	–	–
		SH2	2	2	2	2	2	–
	TOTAL #12		6	6	4	4	4	–
#10	GATE ASSEMBLY	GT1	2	2	2	2	–	–
	TOTAL #10		2	2	2	2	–	–
#8	GROUND		4	4	3	3	2	–
#6	SERVICE		2	–	–	–	–	2
PULL ROPE			1	1	1	1	1	–
CONDUIT SIZE			2-3"	3"	3"	3"	3"	3"
PERCENT FILL			5%	6%	5%	5%	3%	2%

COMMUNICATIONS CONDUIT AND WIRING SCHEDULE							
AWG OR CABLE	DEVICE	CONDUCTOR RUN					
		C1	C2	C3	C4	C5
CAT6A	SH1-1	1	1	–	–	–
	SH2-1	1	1	1	1	1
	CCTV1-1-1	1	1	1	1	1
	CCTV2-1-1	1	1	–	–	–
	TOTAL CAT6A	4	4	2	2	2
#14	GT1-1	4	4	4	–	–
	GT1-2	4	4	4	4	–
	TOTAL #14	8	8	8	4	–
PULL ROPE		1	1	1	1	1
CONDUIT SIZE		2-3"	3"	3"	3"	3"
PERCENT FILL		4%	6%	4%	3%	2%

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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
CALIFORNIA AVE AND PLAYA AVE BUS STOP
LIGHTING, COMMUNICATION, AND ELECTRICAL
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	ASW	
DESIGNED	JEA	
CHECKED	KGA	
CONTRACT NO. 22-03		
SHEET NO. E-201		
499 OF 610 SHEETS		

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CONSTRUCTION NOTES

2 FURNISH AND INSTALL VEHICLE GATE CONTROL SYSTEM IN CABINET AND GATE ARM ON NEW FOUNDATION PER DETAIL 'B', DETAIL 'C', AND DETAIL 'D' ON SHEET E-301.

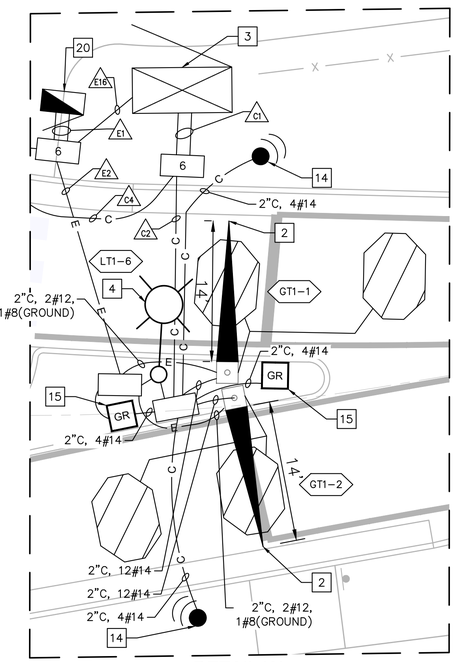
3 FURNISH AND INSTALL COMMUNICATIONS CABINET ON NEW FOUNDATION PER DETAIL 'A' ON SHEET E-310.

4 FURNISH AND INSTALL TYPE 15 CALTRANS STANDARD STREET LIGHT POLE AND STREET LIGHT PER CALTRANS STANDARD PLAN ES-6A. LUMINAIRE WATTAGE SHALL BE 100W, DIMMABLE.

14 FURNISH AND INSTALL RFID LONG-RANGE READER ON NEW POLE ON NEW FOUNDATION PER DETAIL 'A' ON SHEET E-301.

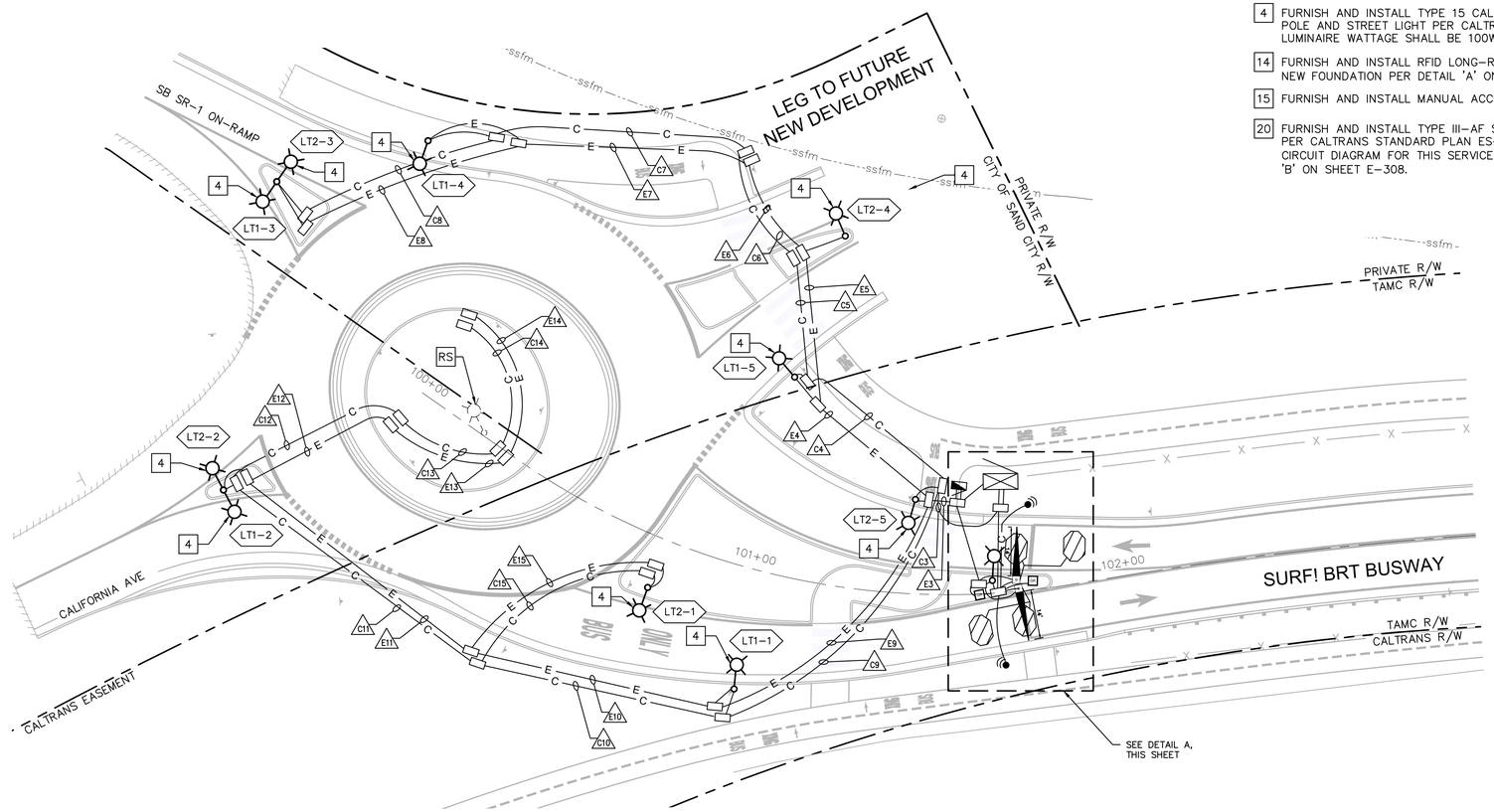
15 FURNISH AND INSTALL MANUAL ACCESS CONTROL DEVICE.

20 FURNISH AND INSTALL TYPE III-AF SERVICE EQUIPMENT ENCLOSURE PER CALTRANS STANDARD PLAN ES-2G ON NEW FOUNDATION. CIRCUIT DIAGRAM FOR THIS SERVICE ENCLOSURE (SC3) IS PER DETAIL 'B' ON SHEET E-308.



DETAIL 'A'

SCALE: 1"=7'



ELECTRICAL CONDUIT AND WIRING SCHEDULE																	
AWG OR CABLE	DEVICE	CIRCUIT	CONDUCTOR RUN														
			E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16
#12	LIGHTING	LT1	2	2	2	2	2	2	2	2	2	2	2	–	–	–	–	–
		LT2	2	–	2	2	2	2	2	2	2	2	2	–	–	–	2	–
	GATES	GT1	2	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	TOTAL #12		6	4	4	4	4	4	4	4	4	4	4	–	–	–	2	–
#8	GROUND		2	1	1	1	1	1	1	1	1	1	1	–	–	–	1	–
#6	SERVICE		2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
PULL ROPE			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	–
CONDUIT SIZE			2-3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
PERCENT FILL			4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	–	–	–	2%	2%

COMMUNICATIONS CONDUIT AND WIRING SCHEDULE																
AWG OR CABLE	DEVICE	CONDUCTOR RUN														
		C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15
#14	GT1-1	4	4	–	–	–	–	–	–	–	–	–	–	–	–	–
	GT1-2	4	4	–	–	–	–	–	–	–	–	–	–	–	–	–
	TOTAL #14	8	8	–	–	–	–	–	–	–	–	–	–	–	–	–
PULL ROPE		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
CONDUIT SIZE		2-3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
PERCENT FILL		1%	2%	–	–	–	–	–	–	–	–	–	–	–	–	–

TRUE NORTH

PROJECT NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

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Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
CALIFORNIA AVENUE ENTRANCE ROUNDABOUT
ELECTRICAL AND LIGHTING PLAN
MONTEREY COUNTY
CALIFORNIA

DATE	APRIL 2024
DRAWN	ASW
DESIGNED	JEA
CHECKED	KGA
CONTRACT NO.	22-03
SHEET NO.	E-202

500 OF 610 SHEETS

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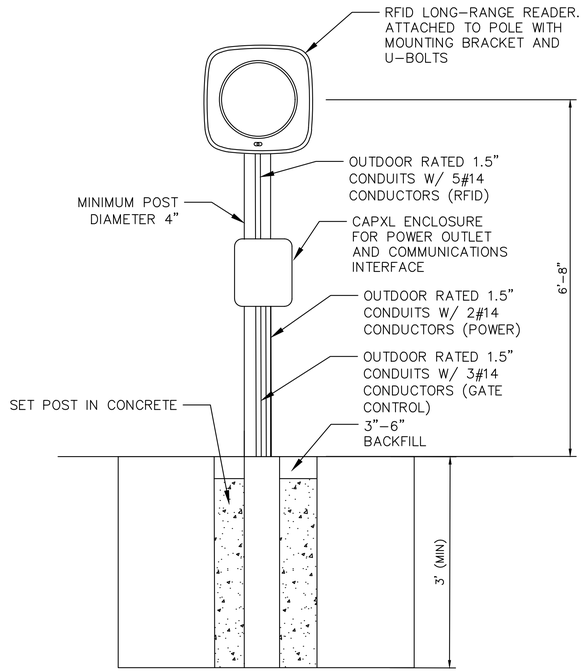
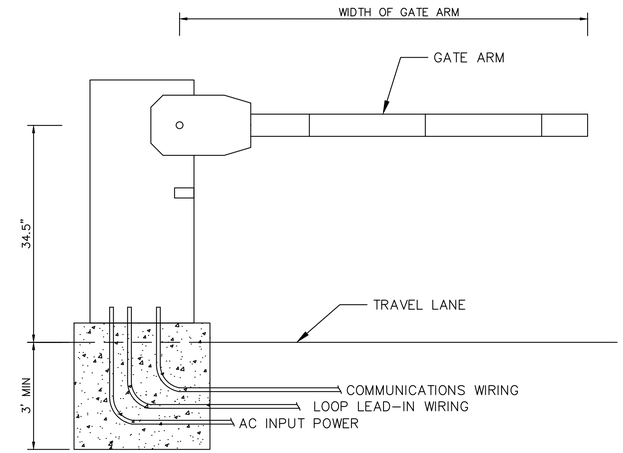
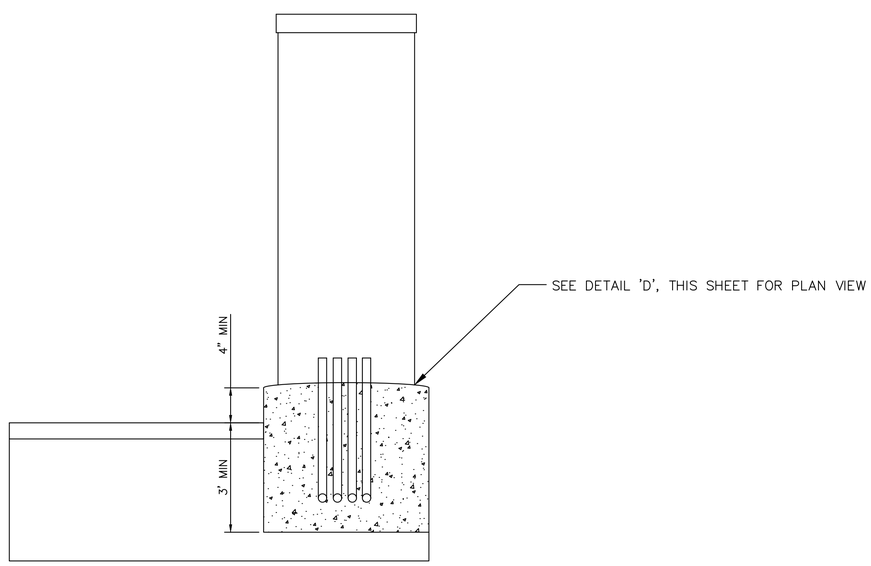


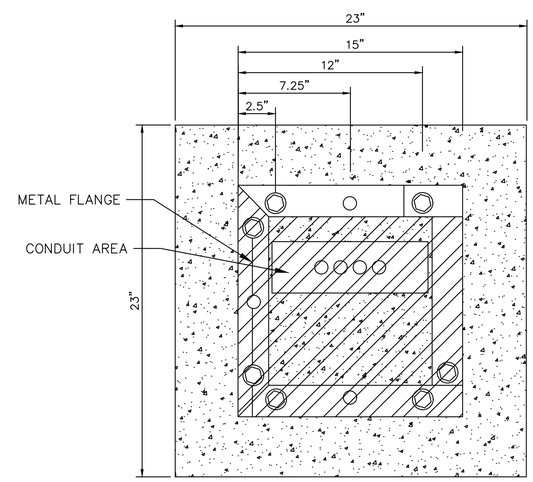
DETAIL 'A'
RFID LONG-RANGE READER
FRONT VIEW
NOT TO SCALE



DETAIL 'B'
VEHICLE GATE CONTROL SYSTEM
AND GATE ARM FRONT VIEW
NOT TO SCALE



DETAIL 'C'
VEHICLE GATE CONTROL SYSTEM
FOUNDATION SIDE VIEW
NOT TO SCALE



DETAIL 'D'
VEHICLE GATE CONTROL SYSTEM
FOUNDATION PLAN VIEW
NOT TO SCALE

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SURF! BUSWAY AND BRT PROJECT
GATE HOUSING AND RFID READER DETAILS
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	ASW
DESIGNED	JEA
CHECKED	KGA
CONTRACT NO.	22-03
SHEET NO.	E-301
512 OF 610 SHEETS	

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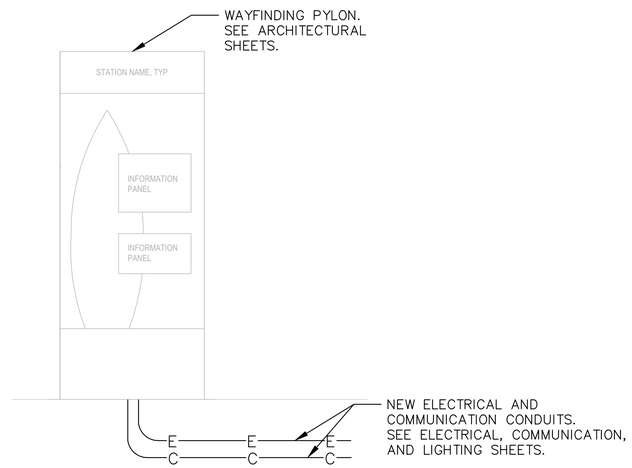
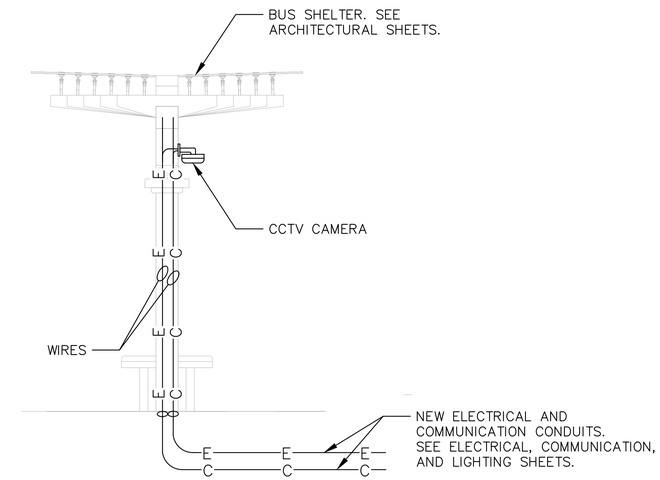
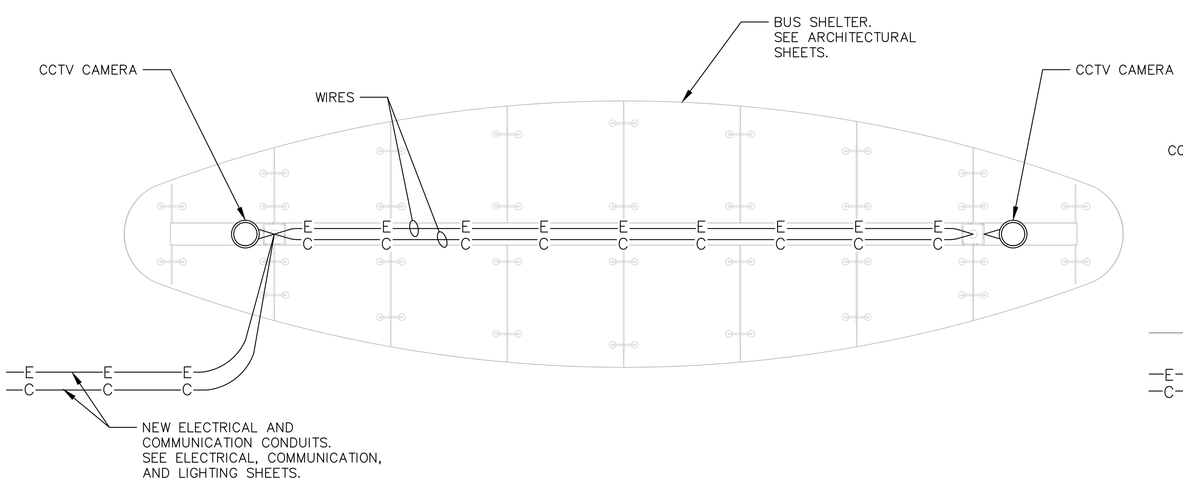


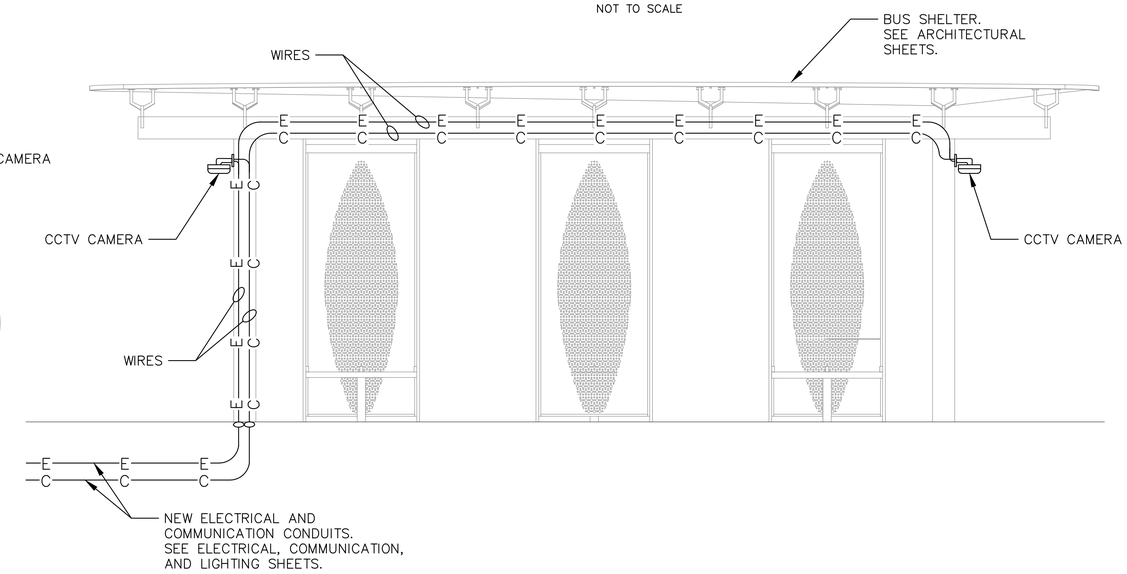
DETAIL 'A'
WAYFINDING PYLON ELECTRICAL
FRONT VIEW
NOT TO SCALE



DETAIL 'C'
BUS SHELTER ELECTRICAL
PROFILE VIEW
NOT TO SCALE



DETAIL 'B'
BUS SHELTER ELECTRICAL
PLAN VIEW
NOT TO SCALE



DETAIL 'D'
BUS SHELTER ELECTRICAL
FRONT VIEW
NOT TO SCALE

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TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT
DETAILS
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	ASW	
DESIGNED	JEA	
CHECKED	KGA	
CONTRACT NO. 22-03		
SHEET NO. E-302		
513 OF 610 SHEETS		

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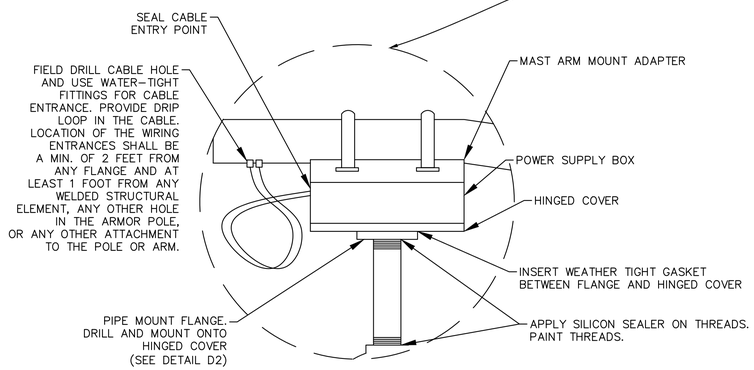
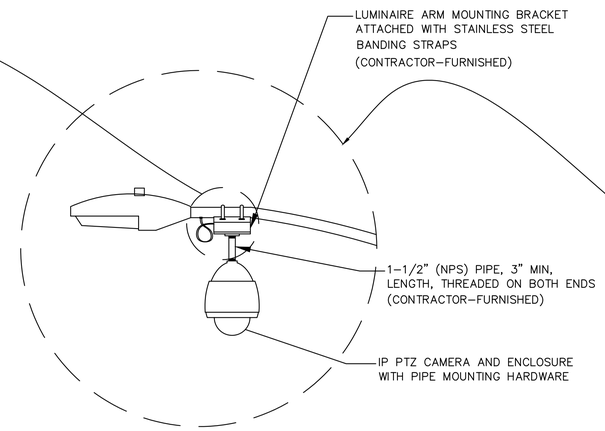


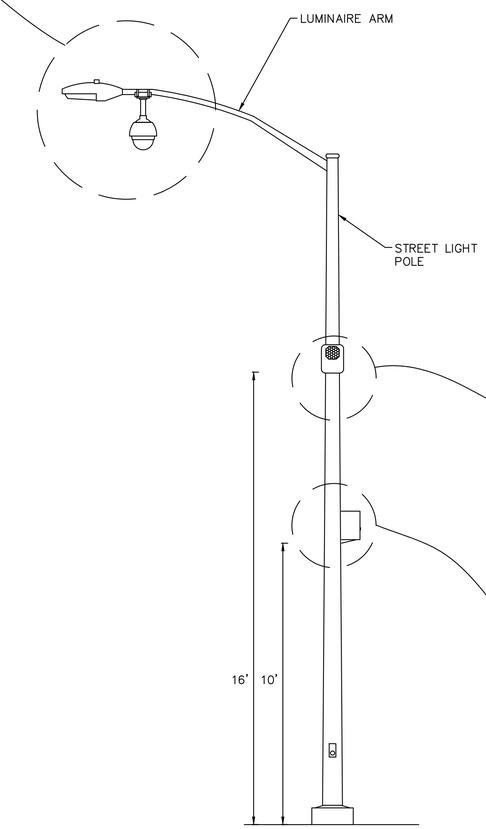
DETAIL 'A-1': LUMINAIRE MOUNTING ASSEMBLY

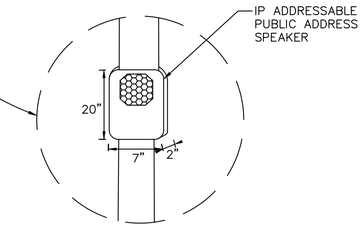
NO SCALE



DETAIL 'A': LUMINAIRE-MOUNTED CCTV CAMERA

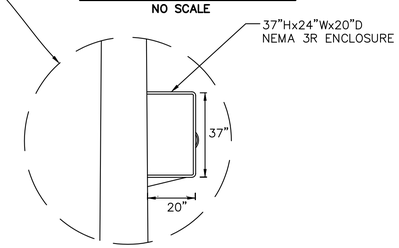
NO SCALE





DETAIL 'B' PA SPEAKER ON STREAT LIGHT

NO SCALE



DETAIL 'D: COMMUNICATIONS CABINET MOUNTED ON STREET LIGHT POLE

NO SCALE

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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

POLE MOUNTED EQUIPMENT DETAILS

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	ASW	
DESIGNED	JEA	
CHECKED	KGA	
CONTRACT NO. 22-03		
SHEET NO. E-303		
514 OF 610 SHEETS		

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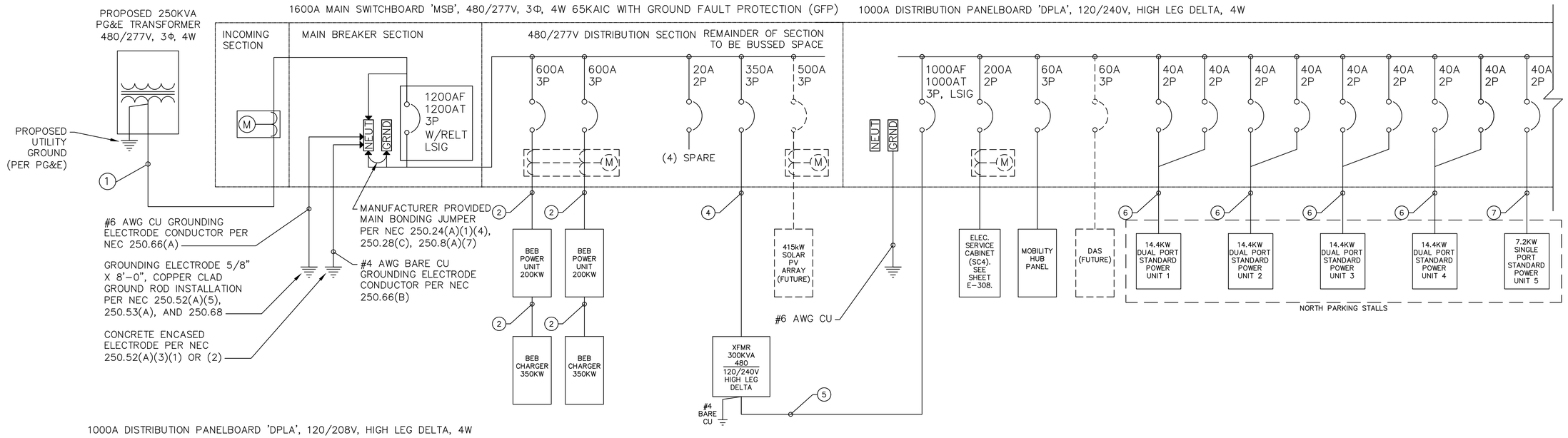

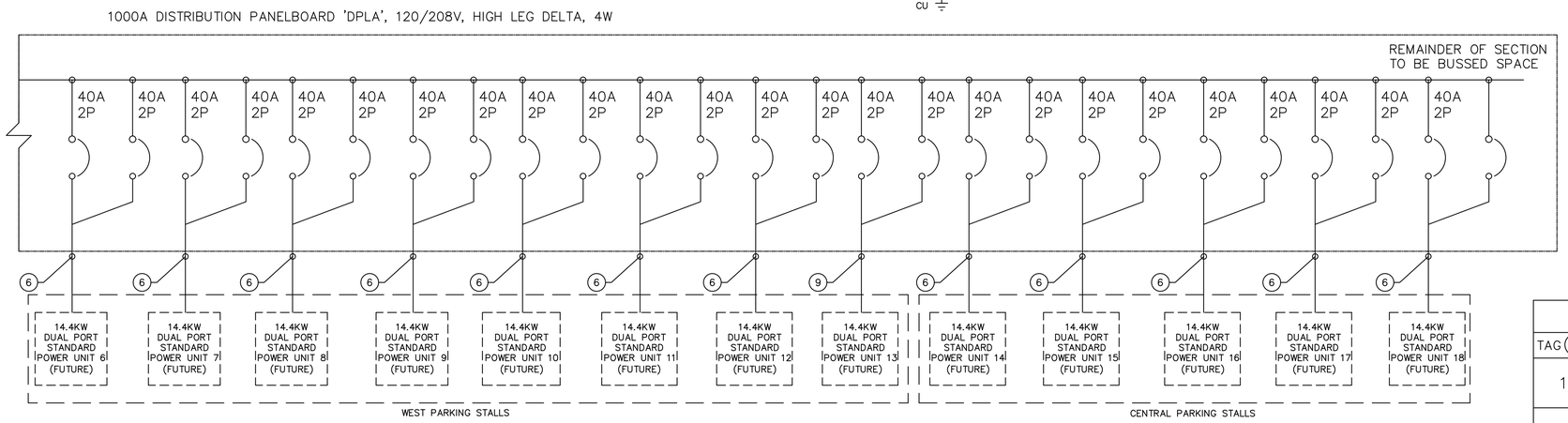

NOTES

1. ALL WORK SHALL COMPLY WITH 2022 CALIFORNIA ELECTRICAL CODE (CEC), SECTION 625 FOR ELECTRIC VEHICLE STATIONS.
2. PROVIDE LABELING AS REQUIRED PER CEC 625. 15.
3. EQUIPMENT SHALL BE SUITABLE FOR EXTERIOR USE AND INSTALLED PER MANUFACTURER INSTALLATION DOCUMENTS.
4. PROPOSED CTS/PTS SHALL BE LOCATED AS APPROVED BY PG&E.
5. WHEN REQUIRED BY AHJ, A THIRD PARTY SHALL PROVIDE AN ARC FLASH HAZARD ANALYSIS AND DEVICE COORDINATION FOR THE ELECTRICAL EQUIPMENT INSIDE THE FENCED YARD.
6. MAIN BREAKER IS 100% RATED AND IS EQUIPPED WITH REDUCED ENERGY LET THROUGH (RELT) MAINTENANCE SWITCH WITH LOCAL STATUS INDICATION.
7. ALL EV CHARGING EQUIPMENT, POWER UNITS AND DISPENSERS, ARE UL 2202 LISTED AND 65KAIC WITHSTAND RATED.
8. WHEN REQUIRED BY THE AHJ, CONTRACTOR SHALL PROVIDE LABEL AT MAIN SERVICE DISCONNECT INDICATING NOMINAL VOLTAGE, AVAILABLE FAULT CURRENT, BREAKER CLEARING TIME, AND DATE OF BREAKER TESTING.
9. SWITCHGEAR IS EQUIPPED WITH MANUFACTURER INSTALLED WITH UP TO THREE (3) INTEGRAL CONVENIENCE OUTLETS.
10. MAIN BREAKER AND SWITCHGEAR ASSEMBLY SHALL BE 100% RATED. LOAD CALCULATIONS FOR THE SERVICE ARE PERFORMED IN COMPLIANCE WITH NEC 2023 230.42(A)(1), EXCEPTION NO.2.

100% DESIGN

LOAD SUMMARY (PER CEC 220)

LOAD DESCRIPTION	KVA	QTY	TOTAL KVA
BEB CHARGER	200	2	400.0
SITE LIGHTING	21.5	1	21.5
CCTV CAMERAS	5.0	1	5.0
GATE CONTROL	1.9	1	1.9
COMMUNICATIONS SYSTEM	6.0	1	6.0
EV CHARGER	7.2	35	252.0
PANEL '1LM'	40	1	40.0
25% CONTINUOUS LOAD			195.1
TOTAL			975.5
DEMAND AMPS (480V, 3-PH)			1,170.6A
CONNECTED AMPS (480V, 3-PH)			936.5A

CONDUIT AND WIRING SCHEDULE

TAG #	FROM	TO	CONFIGURATION
1	UTILITY TRANSFORMER	PROPOSED SWITCHBOARD 'MSB'	(3) 600 MCM AL + (1) 600 MCM AL NEUT + IN EACH OF (4) 3" CONDUIT
2	PROPOSED SWITCHBOARD 'MSB'	PROPOSED BEB CHARGER UNIT	(3) #3/0 AWG CU + (1) #4 AWG CU GND IN EACH OF (3) 3" CONDUIT
3	PROPOSED PANELBOARD 'DPLA'	PROPOSED ELECTRICAL SERVICE CABINET	FUTURE
4	PROPOSED SWITCHBOARD 'MSB'	PROPOSED 300KVA STEP-DOWN XFMR	(3) #3/0 AWG CU + (1) #4 AWG CU GND IN EACH OF (2) 3" CONDUIT
5	PROPOSED 300KVA STEP-DOWN XFMR	PROPOSED PANELBOARD 'DPLA'	(3) 500 MCM AL + (1) 500 MCM AL NEUT IN EACH OF (3) 4" CONDUIT
6	PROPOSED PANELBOARD 'DPLA'	PROPOSED L2 EV CHARGER	(4) #6 AWG CU + (2) #10 AWG CU GND IN EACH OF 2" CONDUIT
7	PROPOSED PANELBOARD 'DPLA'	PROPOSED L2 EV CHARGER	(2) #6 AWG CU + (1) #10 AWG CU GND IN EACH OF 2" CONDUIT
8	PROPOSED SWITCHBOARD 'MSB'	PROPOSED PANEL '1LM'	(3) #4 AWG CU + (1) #4 AWG CU NEUT + (1) #8 AWG CU GND IN EACH OF 1" CONDUIT
9	PROPOSED PANELBOARD 'DPLA'	PROPOSED L2 EV CHARGER	(4) #4 AWG CU + (2) #8 AWG CU GND IN EACH OF 2" CONDUIT

MST MONTEREY-SALINAS TRANSIT
TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY
Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
LINE DIAGRAM DETAIL
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	ASW	
DESIGNED	JEA	
CHECKED	KGA	
CONTRACT NO. 22-03		
SHEET NO. E-304		
514 OF 610 SHEETS		

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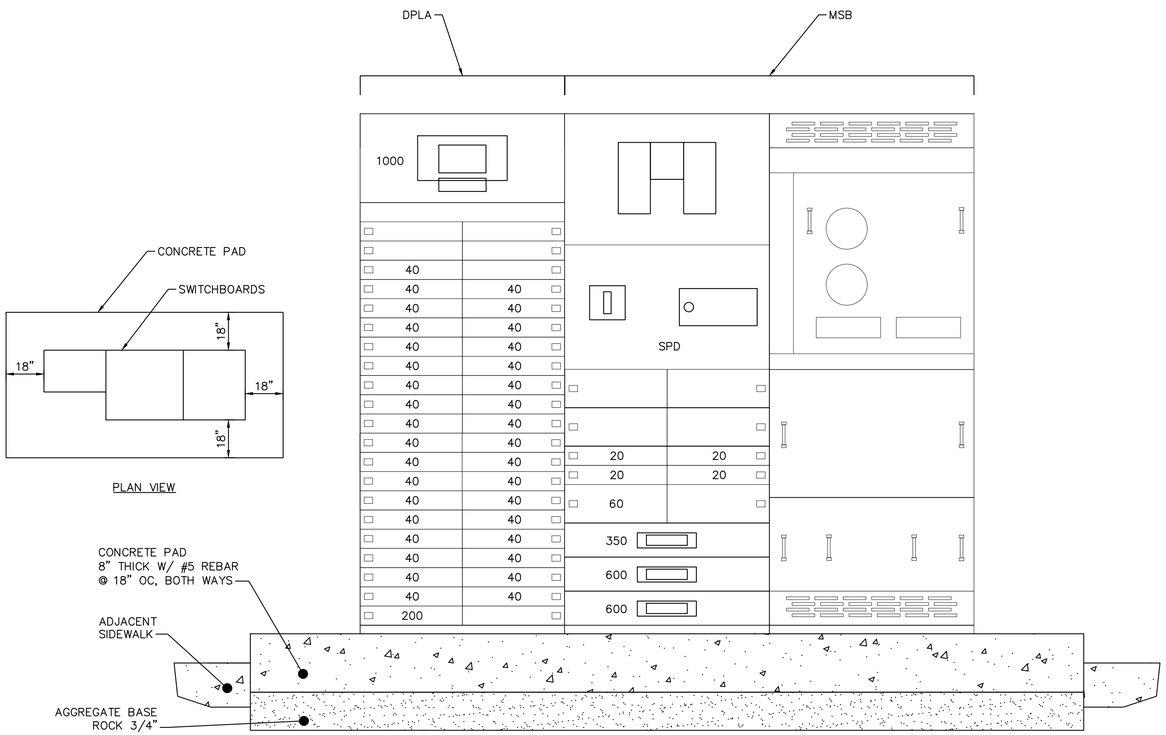
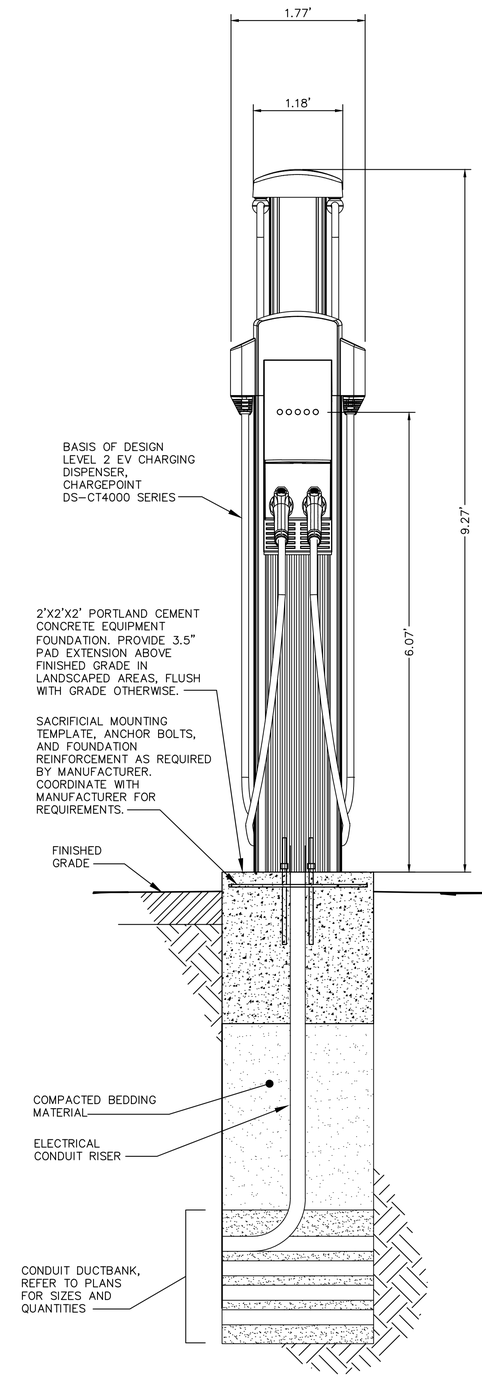


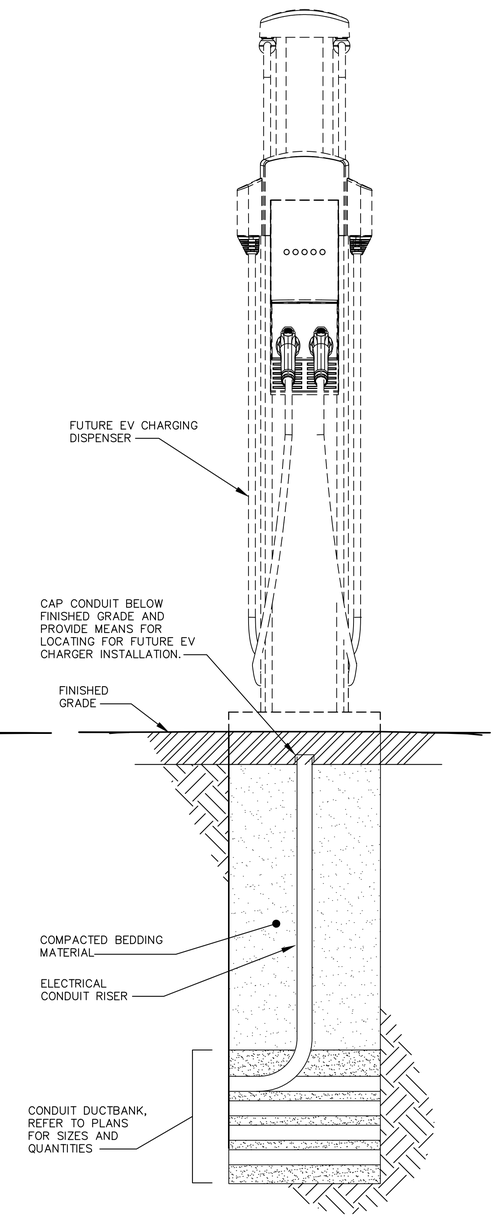
3 / E-305 **SWITCHBOARDS ELEVATION DETAIL**

SCALE: N.T.S.



2 / E-305 **L2 CHARGER DETAIL**

SCALE: N.T.S.



1 / E-305 **FUTURE L2 CHARGER DETAIL**

SCALE: N.T.S.

100% DESIGN

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TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT
EV CHARGER DETAILS
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	ASW	
DESIGNED	JEA	
CHECKED	KGA	
CONTRACT NO. 22-03		
SHEET NO. E-305		
515 OF 610 SHEETS		

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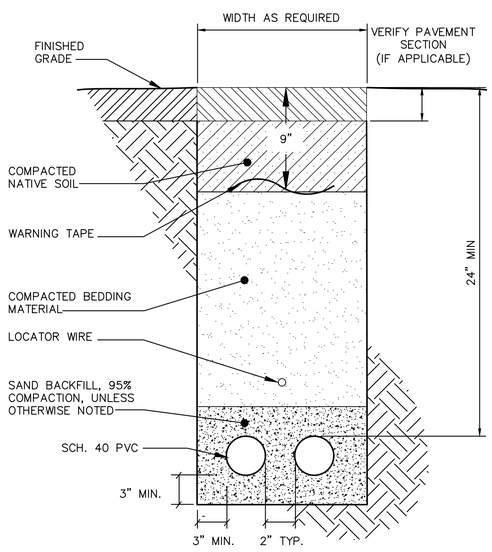
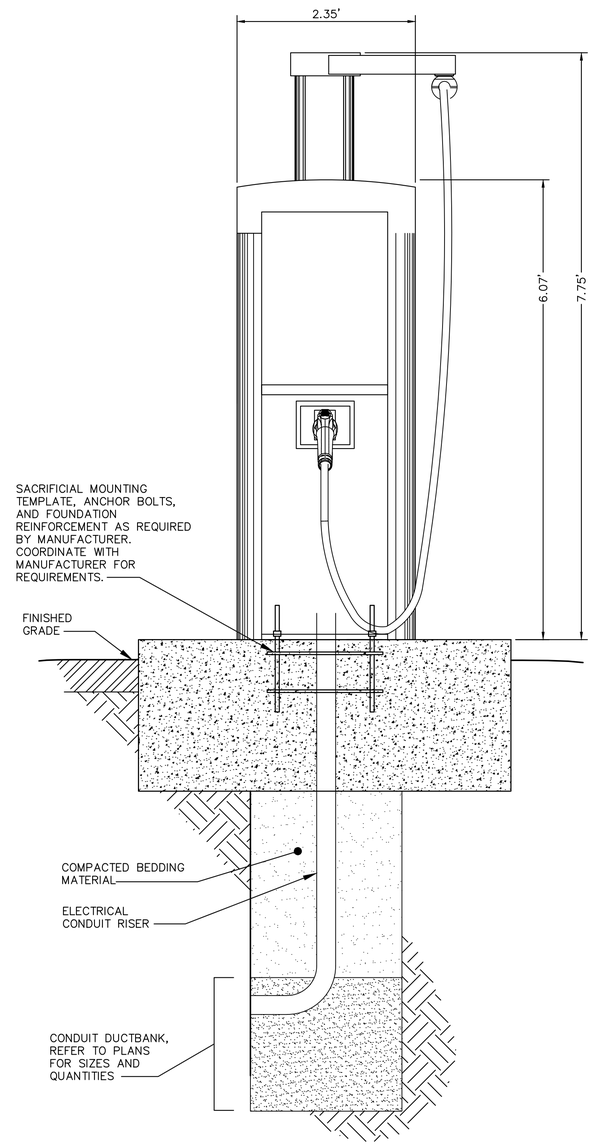
CONDUIT/DUCT & CABLE INSTALLATION NOTES:

1. SEE PLANS E-312 FOR REQUIRED DUCT SECTIONS. ALL OF THE SECTIONS SHOWN ON THIS DRAWING MAY NOT BE USED ON THIS PROJECT.
2. PROVIDE PULL ROPES IN ALL (NEW) UNUSED CONDUITS. PLUG CONDUIT ENDS IN PULLBOXES.
3. WARNING TAPE REQUIRED IN ALL AREAS.



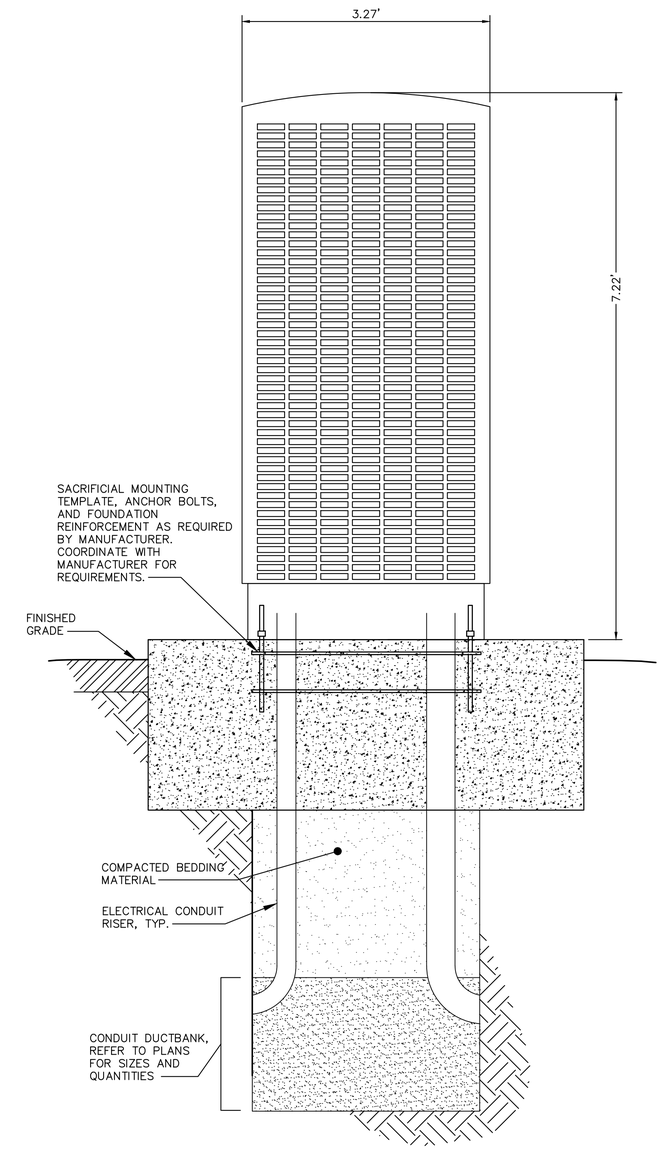
1 E-306 **CONDUIT TRENCHING DETAIL**

SCALE: N.T.S.



2 E-306 **L3 CHARGER POWER LINK DETAIL**

SCALE: N.T.S.



3 E-306 **L3 CHARGER POWER BLOCK DETAIL**

SCALE: N.T.S.

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT
EV CHARGER DETAILS
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
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SHEET NO.	E-306

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Point	Point Name	Source* Point	Source Amps	Conduit Type	Conductor Type	Wire Size/Quantity			Load (A)	Distance	Voltage	Phase	XFMR kVA	XFMR %Z	Isc	**% Vdrop	Conduit Size	**Conduit Fill	Point
1	277 / 480 3ph 750	28672	28,672												28,672				1
2	MSB	1	28,672	NM	Aluminum	4	Set of	500 KCML	1058	25	480	3			28,519	0.15%	4	28%	2
3	300KVA XFMR	2	28,519	NM	Aluminum	2	Set of	4/0	361	20	480	3			26,114	0.29%	3	23%	3
4	300KVA XF SEC	3	26,114	NM	Aluminum	6	Set of	500 KCML	833		208	3	300	1.2	32,253	0.29%	4	28%	4
5	BEB CHARGER	2	28,519	NM	Aluminum	1	Set of	500 KCML	241	230	480	3			23,837	1.37%	4	28%	5
6	DPLA	4	32,253	NM	Aluminum	4	Set of	350 KCML	833	20	208	3			29,868	0.56%	4	21%	6

Point	Point Name	Source* Point	Source Amps	Conduit Type	Conductor Type	Wire Size/Quantity			Load (A)	Distance	Voltage	Phase	Isc	**% Vdrop	Conduit Size	**Conduit Fill	Point
1	120 / 208 3ph 300	83357	83,357										83,357				1
2	DPLA	1	83,357	NM	Aluminum	4	Set of	350 KCML	665	20	240	3	70,707	0.18%	3	37%	2
3	CHARGER EV-1	2	70,707	NM	Aluminum	1	Set of	6	30	50	240	1	6,463	1.07%	2	10%	3
4	CHARGER EV-2	2	70,707	NM	Aluminum	1	Set of	6	30	68	240	1	4,870	1.39%	2	10%	4
5	CHARGER EV-3	2	70,707	NM	Aluminum	1	Set of	6	30	86	240	1	3,907	1.71%	2	10%	5
6	CHARGER EV-4	2	70,707	NM	Aluminum	1	Set of	6	30	104	240	1	3,262	2.03%	2	10%	6
7	CHARGER EV-5	2	70,707	NM	Aluminum	1	Set of	6	30	130	240	1	2,634	2.49%	2	10%	7

Point	Point Name	Source* Point	Source Amps	Conduit Type	Conductor Type	Wire Size/Quantity			Load (A)	Distance	Voltage	Phase	Isc	**% Vdrop	Conduit Size	**Conduit Fill	Point
1	120 / 208 3ph 300	83357	83,357										83,357				1
2	DPLA	1	83,357	NM	Aluminum	4	Set of	350 KCML	665	20	240	3	70,707	0.18%	3	37%	2
3	(F) CHARGER EV-6	2	70,707	NM	Aluminum	1	Set of	6	30	50	240	1	6,463	1.07%	2	10%	3
4	(F) CHARGER EV-7	2	70,707	NM	Aluminum	1	Set of	6	30	68	240	1	4,870	1.39%	2	10%	4
5	(F) CHARGER EV-8	2	70,707	NM	Aluminum	1	Set of	6	30	86	240	1	3,907	1.71%	2	10%	5
6	(F) CHARGER EV-9	2	70,707	NM	Aluminum	1	Set of	6	30	104	240	1	3,262	2.03%	2	10%	6
7	(F) CHARGER EV-10	2	70,707	NM	Aluminum	1	Set of	6	30	122	240	1	2,800	2.35%	2	10%	7
8	(F) CHARGER EV-11	2	70,707	NM	Aluminum	1	Set of	6	30	140	240	1	2,452	2.67%	2	10%	8
9	(F) CHARGER EV-12	2	70,707	NM	Aluminum	1	Set of	6	30	158	240	1	2,182	2.99%	2	10%	9
10	(F) CHARGER EV-13	2	70,707	NM	Aluminum	1	Set of	4	30	176	240	1	3,066	2.21%	2	14%	10

Point	Point Name	Source* Point	Source Amps	Conduit Type	Conductor Type	Wire Size/Quantity			Load (A)	Distance	Voltage	Phase	XFMR kVA	XFMR %Z	"C" Value	"f" Value	"M" Value	Isc	**% Vdrop	Conduit Size	**Conduit Fill	Point
1	120 / 208 3ph 300	83357	83,357															83,357				1
2	DPLA	1	83,357	NM	Aluminum	4	Set of	350 KCML	665	20	240	3			16813	0.178902	0.848247	70,707	0.18%	3	37%	2
3	(F) CHARGER EV-14	2	70,707	NM	Aluminum	1	Set of	6	30	80	240	1			1482	15.90357	0.059159	4,183	1.60%	2	10%	3
4	(F) CHARGER EV-15	2	70,707	NM	Aluminum	1	Set of	6	30	98	240	1			1482	19.48188	0.048824	3,452	1.92%	2	10%	4
5	(F) CHARGER EV-16	2	70,707	NM	Aluminum	1	Set of	6	30	116	240	1			1482	23.06018	0.041562	2,939	2.24%	2	10%	5
6	(F) CHARGER EV-17	2	70,707	NM	Aluminum	1	Set of	6	30	134	240	1			1482	26.63849	0.036181	2,558	2.56%	2	10%	6
7	(F) CHARGER EV-18	2	70,707	NM	Aluminum	1	Set of	6	30	152	240	1			1482	30.21679	0.032034	2,265	2.88%	2	10%	7

1
E-307

CONDUIT AND CONDUCTOR SCHEDULES

SCALE: N.T.S.

100% DESIGN - NOT FOR CONSTRUCTION

SURF! BUSWAY AND BRT PROJECT

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	ASW
DESIGNED	JEA
CHECKED	KGA
CONTRACT NO.	22-03
SHEET NO.	E-307

517 OF 610 SHEETS

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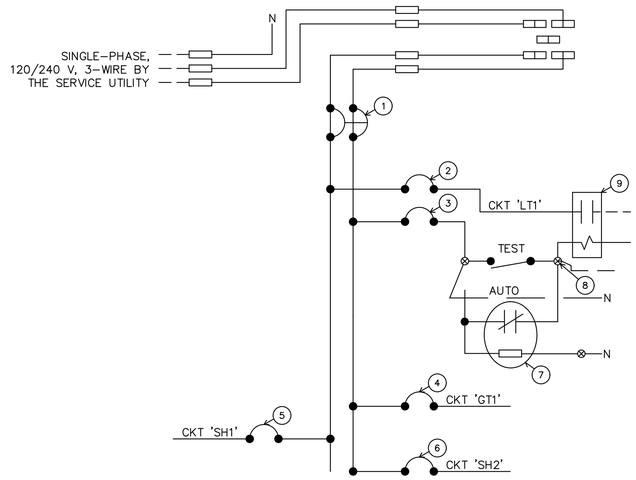
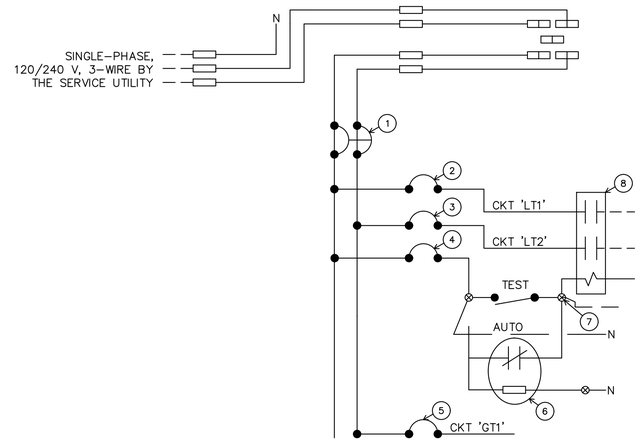
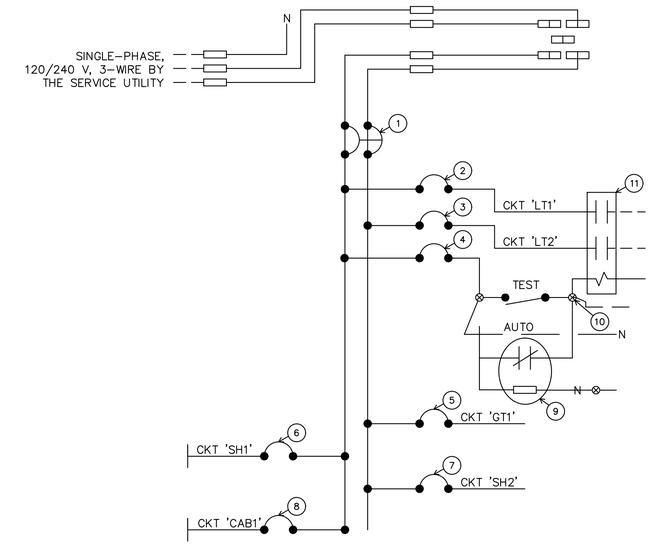


DETAIL 'A': CIRCUIT
DIAGRAM FOR SC1
(CALIFORNIA AVE AND PLAYA AVE BUS STOP)



DETAIL 'B': CIRCUIT
DIAGRAM FOR SC3
(CALIFORNIA AVE ENTRANCE ROUNDABOUT)



DETAIL 'C': CIRCUIT
DIAGRAM FOR SC5
(BUS STOP AT DEL MONTE BLVD AND PALM AVE STATION)

ELECTRICAL SERVICE CABINET (SC1)		
ITEM	COMPONENT	NAME PLATE DESCRIPTION
1	200A, 240V, 2P, CB	'MAIN BREAKER'
2	20A, 120V, 1P, CB	'LIGHTING (CKT LT1)'
3	20A, 120V, 1P, CB	'PEU1'
4	20A, 120V, 1P, CB	'GATE (CKT GT1)'
5	20A, 120V, 1P, CB	'SHELTER (CKT SH1)'
6	20A, 120V, 1P, CB	'SHELTER (CKT SH2)'
7	PHOTOELECTRIC UNIT	–
8	NEUTRAL BUS	–
9	20A, 2P, NO CONTACTOR	–

ELECTRICAL SERVICE CABINET (SC1)		
ITEM	COMPONENT	NAME PLATE DESCRIPTION
1	200A, 240V, 2P, CB	'MAIN BREAKER'
2	20A, 120V, 1P, CB	'LIGHTING (CKT LT1)'
3	20A, 120V, 1P, CB	'LIGHTING (CKT LT2)'
4	20A, 120V, 1P, CB	'PEU1'
5	20A, 120V, 1P, CB	'GATE (CKT GT1)'
6	PHOTOELECTRIC UNIT	–
7	NEUTRAL BUS	–
8	40A, 3P, NO CONTACTOR	–

ELECTRICAL SERVICE CABINET (SC1)		
ITEM	COMPONENT	NAME PLATE DESCRIPTION
1	200A, 240V, 2P, CB	'MAIN BREAKER'
2	20A, 120V, 1P, CB	'LIGHTING (CKT LT1)'
3	20A, 120V, 1P, CB	'LIGHTING (CKT LT2)'
4	20A, 120V, 1P, CB	'PEU1'
5	20A, 120V, 1P, CB	'GATE (CKT GT1)'
6	20A, 120V, 1P, CB	'SHELTER (CKT SH1)'
7	20A, 120V, 1P, CB	'SHELTER (CKT SH2)'
8	20A, 120V, 1P, CB	'CABINET (CKT CAB1)'
9	PHOTOELECTRIC UNIT	–
10	NEUTRAL BUS	–
11	40A, 3P, NO CONTACTOR	–

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SURF! BUSWAY AND BRT PROJECT
CIRCUIT DIAGRAM DETAILS
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
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CHECKED	KGA	
CONTRACT NO. 22-03		
SHEET NO. E-308		
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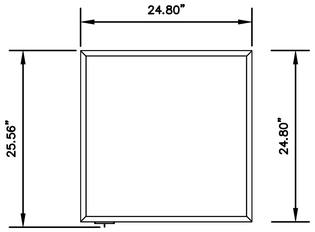
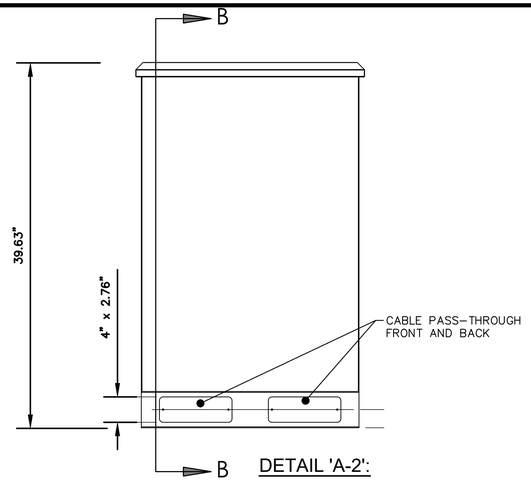


DETAIL 'A-1':
NOT TO SCALE



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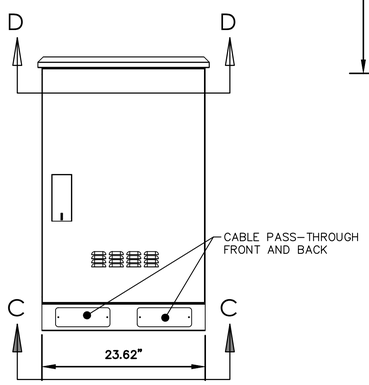

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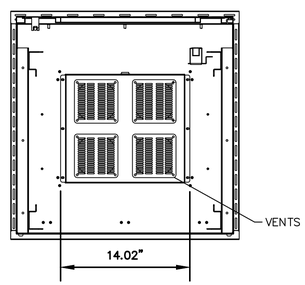
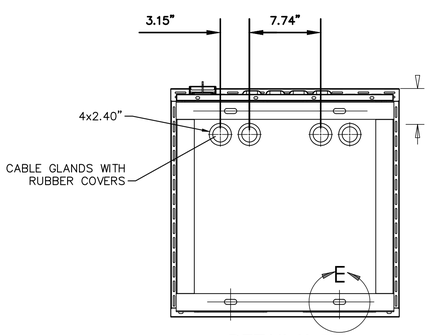
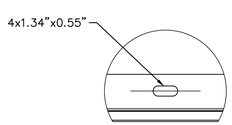


DETAIL 'A-4':
TOP VIEW
NOT TO SCALE

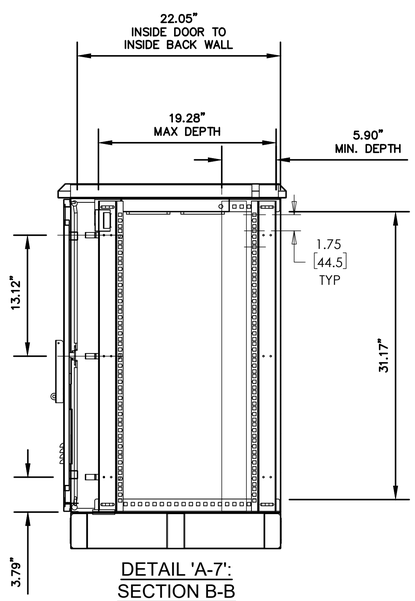


DETAIL 'A-5':
BOTTOM VIEW
NOT TO SCALE

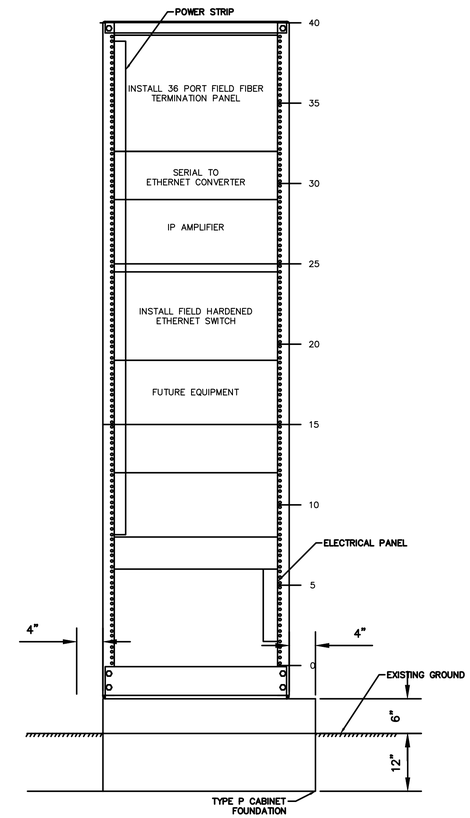


DETAIL 'A-6':
BOTTOM VIEW

DETAIL 'A':
COMMUNICATIONS CABINET



DETAIL 'A-7':
SECTION B-B
NOT TO SCALE



DETAIL 'B-1':
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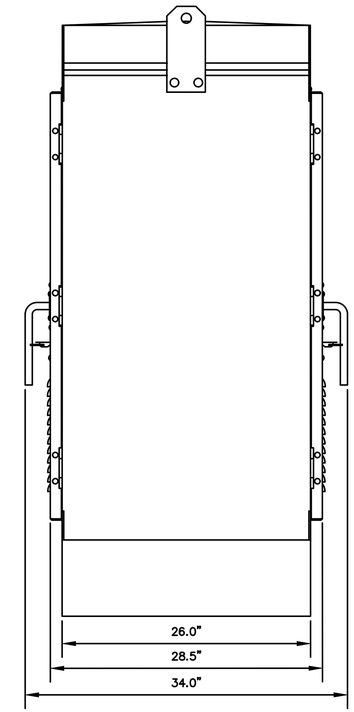
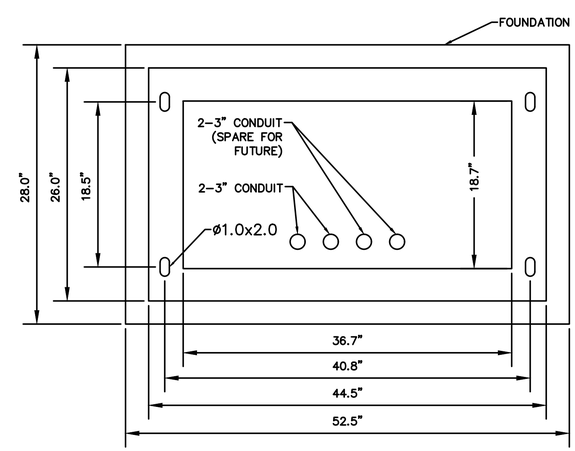
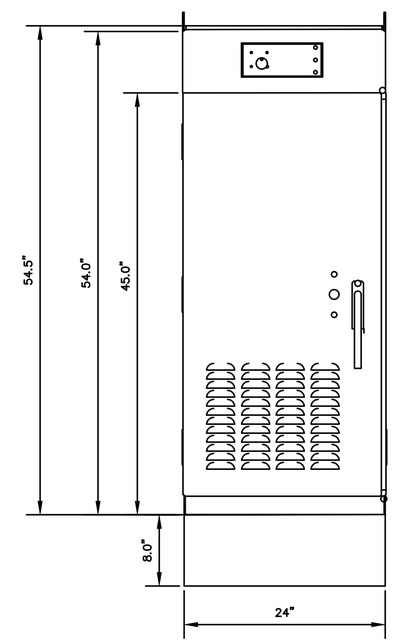


DETAIL 'B-2'
SIDE VIEW
NOT TO SCALE



DETAIL 'B-3'
BASE VIEW
NOT TO SCALE



DETAIL 'B-4'
FRONT VIEW
NOT TO SCALE

DETAIL 'B':
COMMUNICATIONS CABINET

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TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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SURF! BUSWAY AND BRT PROJECT

CABINET DETAILS

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	ASW	
DESIGNED	JEA	
CHECKED	KGA	
CONTRACT NO. 22-03		

SHEET NO.
E-310
521 OF 610 SHEETS

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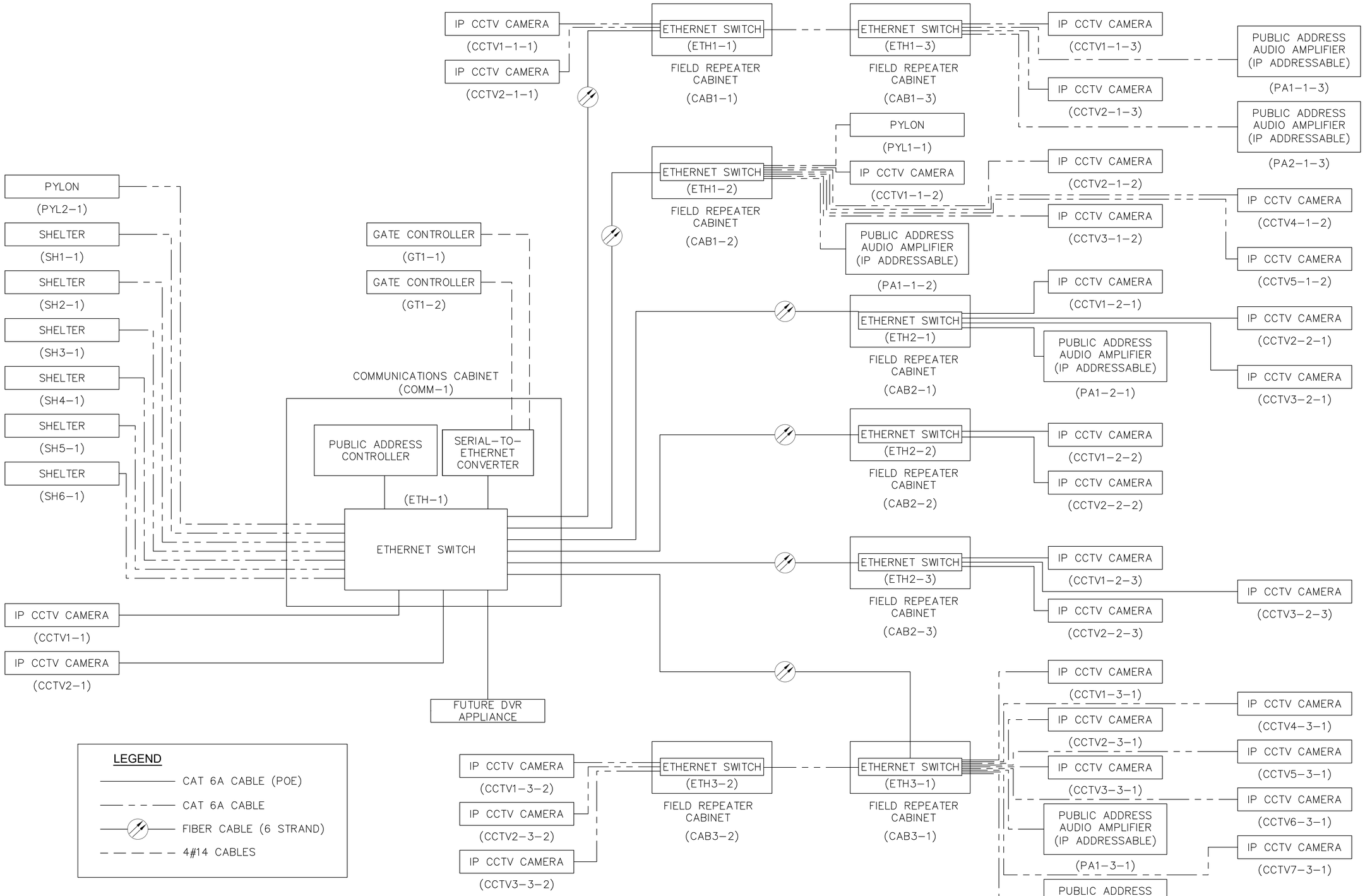

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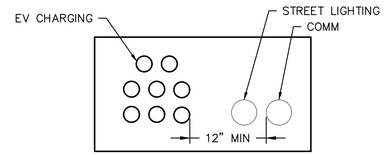
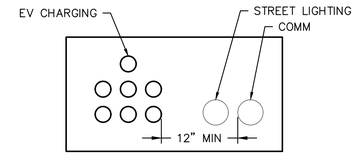
SURF! BUSWAY AND BRT PROJECT
COMMUNICATIONS SYSTEM DIAGRAM
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	ASW	
DESIGNED	JEA	
CHECKED	KGA	
CONTRACT NO. 22-03		
SHEET NO. E-311		
522 OF 610 SHEETS		

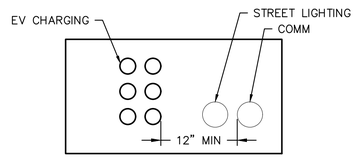
K:\SAC_TRANS\097541003 - MST SURF Final Design\Sheets\E-308.dwg 04/12/2024 12:40:52PM Andrew.Wittner



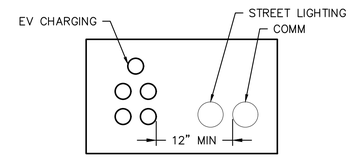
SECTION A-A
(8) 2" C (EV CHARGING)
(1) 3" C (STREET LIGHTING)
(1) 3" C (COMM)



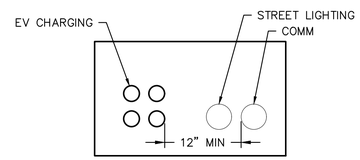
SECTION B-B
(7) 2" C (EV CHARGING)
(1) 3" C (STREET LIGHTING)
(1) 3" C (COMM)



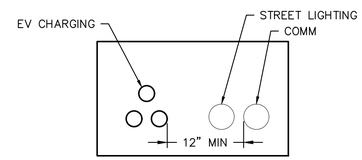
SECTION C-C
(6) 2" C (EV CHARGING)
(1) 3" C (STREET LIGHTING)
(1) 3" C (COMM)



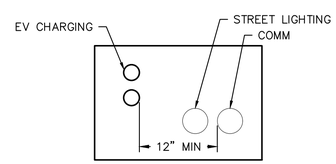
SECTION D-D
(5) 2" C (EV CHARGING)
(1) 3" C (STREET LIGHTING)
(1) 3" C (COMM)



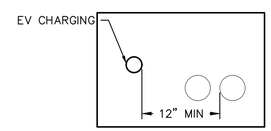
SECTION E-E
(4) 2" C (EV CHARGING)
(1) 3" C (STREET LIGHTING)
(1) 3" C (COMM)



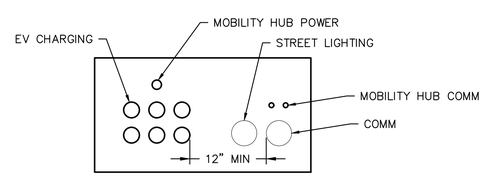
SECTION F-F
(3) 2" C (EV CHARGING)
(1) 3" C (STREET LIGHTING)
(1) 3" C (COMM)



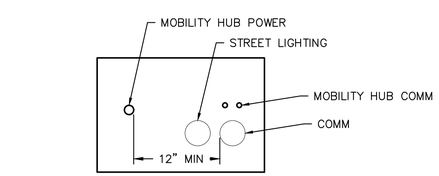
SECTION G-G
(2) 2" C (EV CHARGING)
(1) 3" C (STREET LIGHTING)
(1) 3" C (COMM)



SECTION H-H
(2) 2" C (EV CHARGING)
(1) 3" C (STREET LIGHTING)
(1) 3" C (COMM)



SECTION I-I
(6) 2" C (EV CHARGING)
(1) 1" C (MOBILITY HUB POWER)
(1) 3" C (STREET LIGHTING)
(1) 3/4" C (MOBILITY HUB COMM)
(1) 3" C (COMM)



SECTION J-J
(1) 1" C (MOBILITY HUB POWER)
(1) 3" C (STREET LIGHTING)
(2) 3/4" C (MOBILITY HUB COMM)
(1) 3" C (COMM)

TRENCHING DETAILS

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Know what's below. Call before you dig.

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
TRENCHING DETAILS
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	ASW
DESIGNED	JEA
CHECKED	KGA
CONTRACT NO.	22-03
SHEET NO.	E-312
	523 OF 610 SHEETS

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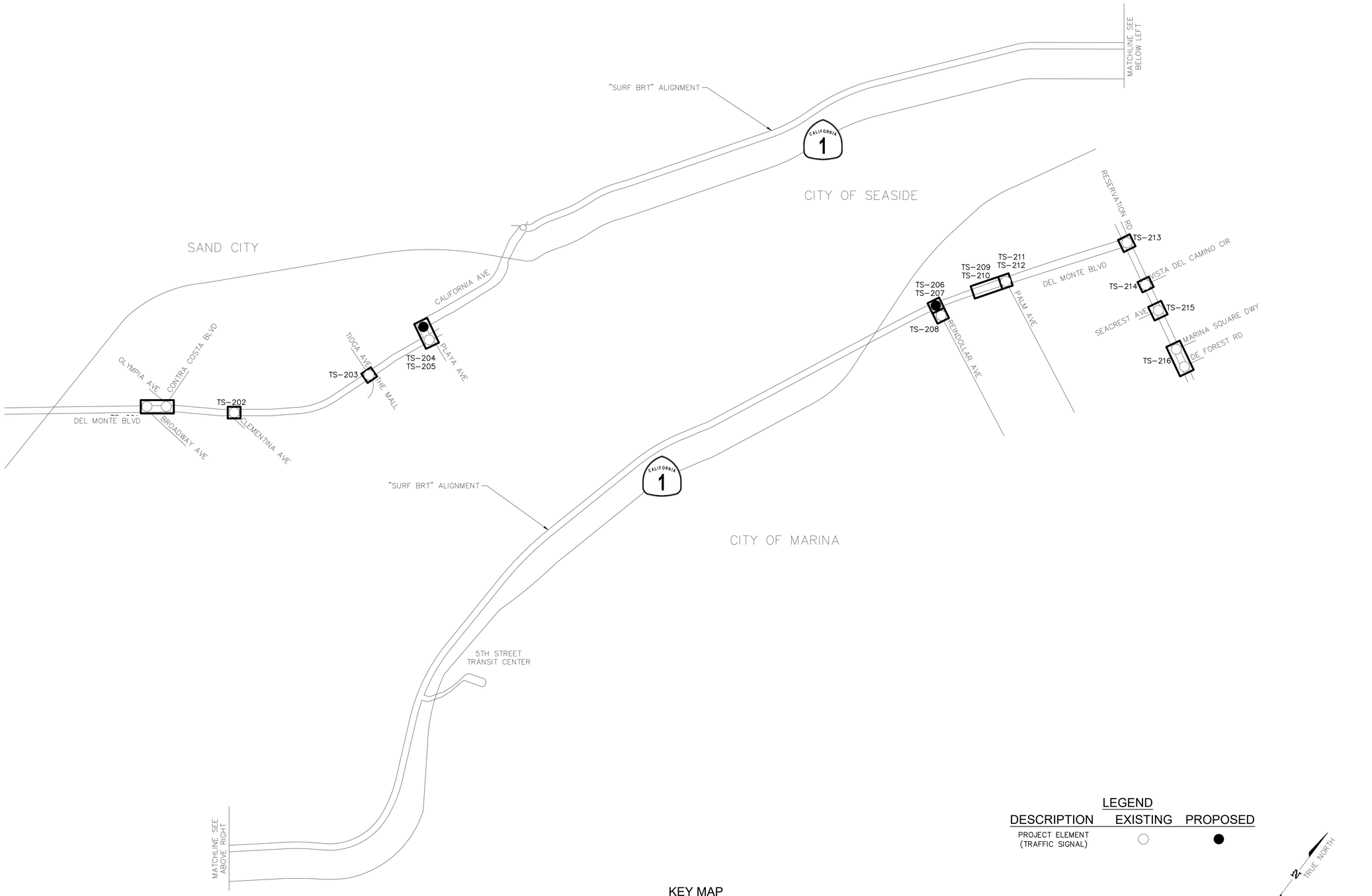

KEY MAP
NOT TO SCALE

LEGEND

DESCRIPTION	EXISTING	PROPOSED
PROJECT ELEMENT (TRAFFIC SIGNAL)	○	●

TRUE NORTH
PROJECT NORTH

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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
KEY MAP
TRAFFIC SIGNALS
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	ASW
DESIGNED	JEA
CHECKED	KGA
CONTRACT NO.	22-03
SHEET NO.	TS-101
	529 OF 610 SHEETS

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TRAFFIC SIGNAL GENERAL NOTES (SHEETS TS-102 TO TS-301)

1. THE CONTRACTOR SHALL INSPECT AND VERIFY ALL FIELD CONDITIONS BEFORE BIDDING.
2. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE RESPECTIVE UTILITY COMPANIES AND AFFECTED AGENCIES FOR VERIFICATION OF LOCATION AND DEPTHS OF EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (U.S.A.), AT 1–800–227–2600, FIVE (5) WORKING DAYS PRIOR TO DOING ANY WORK.
3. THE CONTRACTOR SHALL COOPERATE WITH OTHER CONTRACTORS WORKING WITHIN OR ADJACENT TO THE LIMITS OF WORK TO AVOID ANY DELAY AND CONFLICT.
4. FOR BORING OPERATION, THE CONTRACTOR SHALL POTHOLE TO VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTE THAT NOT ALL UTILITIES ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL POTHOLE ALL USA MARKINGS, WHICH MAY NOT BE NECESSARILY SHOWN ON THE PLANS.
5. THESE PLANS ARE INTENDED FOR ELECTRICAL INSTALLATION WORK ONLY.
6. THE CONTRACTOR SHALL CONTACT THE CITY FIVE (5) WORKING DAYS BEFORE ANY SIGNAL AND/OR COMMUNICATION SHUTDOWNS ARE REQUIRED FOR THE INSTALLATION OF EQUIPMENT OR CABLING AS PART OF THIS PROJECT WITHIN THEIR JURISDICTION. CONTRACTOR SHALL COORDINATE WITH RESPECTIVE AGENCY TO SHUT DOWN THE CORRECT ELECTRICAL SERVICE PRIOR TO START OF WORK.
7. LOCATIONS OF POLES, PULL BOXES, EQUIPMENT, AND POSITIONING OF DETECTORS ARE SCHEMATIC UNLESS OTHERWISE NOTED. BEFORE BEGINNING ANY CONSTRUCTION OPERATION, THE CONTRACTOR SHALL CHECK FOR CONFLICTS WITH UNDERGROUND UTILITIES OR OVERHEAD UTILITIES OR OTHER OBSTACLES. IF EQUIPMENT OR POLES MUST BE RELOCATED, THE NEW LOCATION SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION OF CONDUIT, ALIGNMENTS, AND PULL BOX LOCATIONS. FOUNDATION LOCATIONS SHALL BE STAKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER BEFORE BEGINNING WORK ON THAT ITEM.
8. THE CONTRACTOR SHALL REPAIR/REPLACE ALL LANDSCAPING, IRRIGATION, CURBS, SERVICES, SIDEWALK, STRIPING, MARKINGS, OR PAVEMENT MARKERS, ETC. DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE PROJECT.
9. NEW PULL BOXES SHALL BE NO. 5 UNLESS OTHERWISE NOTED. PULL BOXES ARE NOT DRAWN TO SCALE.
10. THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLY FOR WORKING CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL NOT BE LIMITED TO NORMAL WORKING HOURS. WORK SHALL NOT BEGIN UNTIL ADEQUATE TEMPORARY BARRICADES, BARRIERS, FENCES, WARNING AND CONTROL DEVICES ARE IN PLACE AS REQUIRED BY THE CONTRACT.
11. TRAFFIC CONTROL MUST BE PERFORMED IN ACCORDANCE WITH THE CA–MUTCD GUIDELINES AND CALTRANS STANDARD PLANS.
12. THE CONTRACTOR SHALL ADJUST TO NEW GRADE ALL EXISTING PULL BOXES LOCATED WITHIN NEW (OR REPLACED) CURB RAMPS, WHILE PROTECTING EXISTING UTILITIES AND EQUIPMENT.
13. CONTRACTOR SHALL TAKE NECESSARY MEASURES TO PROJECT EXISTING DETECTOR LOOPS, DETECTOR LOOP LEAD–IN WIRES, DETECTOR LOOP CABLES (DLC), INCLUDING MARKING EXISTING DETECTOR LOOPS AND LEAD–IN WIRES PRIOR TO CONSTRUCTION. REPLACEMENT OF DAMAGED LOOPS, DETECTOR WIRES, OR DLC FROM CONDUIT INSTALLATION OR PROJECT CONSTRUCTION SHALL BE DONE AT THE CONTRACTOR'S EXPENSE AND IN THE PRESENCE OF THE ENGINEER.
14. CONTRACTOR SHALL NOT INSTALL NEW PULL BOXES WITHIN THE CENTER OF NEW CURB RAMPS.
15. ALL EXISTING TRAFFIC SIGNALS SHALL REMAIN OPERATIONAL AT ALL TIMES. ALL EXISTING STREETLIGHTS SHALL REMAIN OPERATIONAL EACH AND EVERY EVENING. ALL TRAFFIC SIGNAL SHUTDOWNS SHALL BE DONE ONLY BY THE CITY PERSONNEL AFTER FIVE (5) DAYS OF ADVANCED NOTIFICATION.
16. ALL VEHICULAR SIGNAL HEADS SHALL BE 12" LED.
17. ALL PEDESTRIAN SIGNAL HEADS SHALL BE LED WITH COUNTDOWN FAILURE.
18. THE CONDUCTOR AND EQUIPMENT SCHEDULES ARE FURNISHED FOR INSTALLATION GUIDELINES ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE THE CORRECT WIRING AND EQUIPMENT FOR THE INTENDED OPERATIONS.
19. ALL WORK, MATERIAL, AND EQUIPMENT SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST REVISIONS OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS, DATED 2023, AND SPECIFICATIONS, DATED 2023.

ABBREVIATIONS

AB	ABANDON, IF APPLIED TO CONDUIT, REMOVE CONDUCTORS
BC	INSTALL PULL BOX IN EXISTING CONDUIT RUN
CB	INSTALL CONDUIT INTO EXISTING PULL BOX
CC	CONNECT NEW AND EXISTING CONDUIT. REMOVE EXISTING CONDUCTORS AND INSTALL CONDUCTORS AS INDICATED
DH	DETECTOR HANDHOLE
RC	EQUIPMENT OR MATERIAL TO BE REMOVED AND BECOME PROPERTY OF THE CONTRACTOR
RL	RELOCATE EQUIPMENT
RS	REMOVE AND SALVAGE EQUIPMENT
SC	SPLICE NEW TO EXISTING CONDUTORS

OL	OVERLAP
TSP	TRANSIT SIGNAL PRIORITY
EVP	EMERGENCY VEHICLE PREEMPTION
EX	EXISTING
BRT	BUS RAPID TRANSIT
R/W	RIGHT–OF–WAY
LED	LIGHT–EMITTING DIODE
APS	ACCESSIBLE PEDESTRIAN SYSTEM
W	WATTS
PPB	PEDESTRIAN PUSH BUTTON
RR	RAILROAD
V	VOLTS
DLC	DETECTOR LOOP CABLE
MST	MONTEREY SALINAS TRANSIT
TAMC	TRANSPORTATION AGENCY FOR MONTEREY COUNTY
VID	VIDEO DETECTION
BBS	BATTERY BACKUP SYSTEM
USA	UNDERGROUND SERVICE ALERT
AWG	AMERICAN WIRE GAUGE
NO.	NUMBER
CCTV	CLOSED CIRCUIT TELEVISION
ID	IDENTIFICATION

LEGEND

DESCRIPTION	EXISTING	PROPOSED
TRAFFIC SIGNAL CONTROLLER CABINET		
GPS/RADIO ANTENNA		
PUBLIC WI–FI ANTENNA		
PULL BOX		
SERVICE ENCLOSURE		
LUMINAIRE		
DETECTOR HANDHOLE		
VIDEO DETECTION CAMERA		
BATTERY BACKUP SYSTEM		
VIDEO DETECTION ZONE – VEHICLE		
VIDEO DETECTION ZONE – BICYCLE		
PEDESTRIAN BARRICADE		

Know what's below. Call before you dig.

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SURF! BUSWAY AND BRT PROJECT
GENERAL NOTES, LEGEND, ABBREVIATIONS
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22–03		
SHEET NO. TS–102		
530 OF 610 SHEETS		

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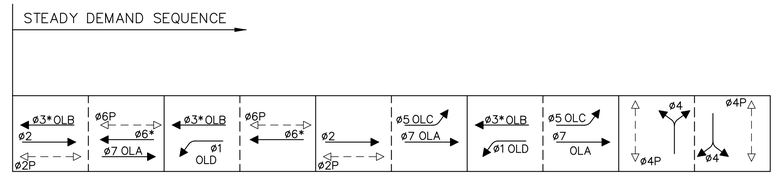


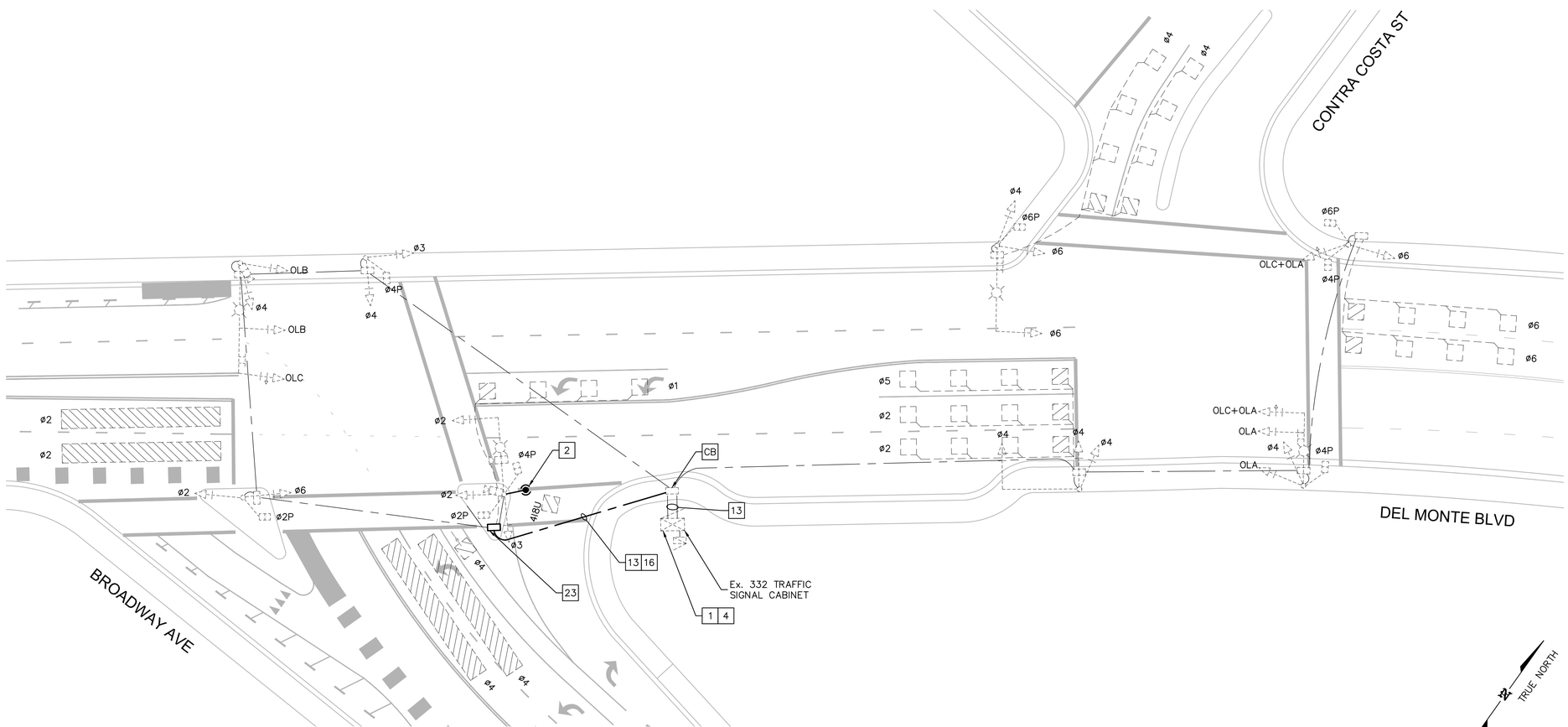
EXISTING PHASE DIAGRAM

* PROPOSED TSP PHASE

OLA = ø2
OLB = ø6
OLC = ø5
OLD = ø1

CONSTRUCTION NOTES

1. FURNISH AND INSTALL MULTI-MODE EVP/TSP PHASE SELECTOR AND CHASSIS IN TRAFFIC SIGNAL CONTROLLER CABINET. WIRE UP CHASSIS TO CABINET TERMINALS FOR TSP OPERATIONS.
2. FURNISH AND INSTALL GPS/RADIO ANTENNA ON TRAFFIC SIGNAL POLE. SEE DETAIL 'A' AND DETAIL 'B' ON SHEET TS-301.
4. REMOVE AND SALVAGE EXISTING CONTROLLER. FURNISH AND INSTALL NEW 2070LX CONTROLLER WITH TRAFFICWARE TRAFFIC CONTROL SOFTWARE.
13. FURNISH AND INSTALL GPS/RADIO ANTENNA CABLE IN EXISTING CONDUIT WITH EXISTING CONDUCTORS AND CABLES.
16. FURNISH AND INSTALL 3" CONDUIT.
23. REPLACE EXISTING PULL BOX WITH 5E PULL BOX, PROTECT EXISTING CONDUCTORS AND CABLES IN PLACE DURING CONSTRUCTION.



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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
DEL MONTE BLVD AT BROADWAY AVE AND CONTRA COSTA ST
PLAN
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	ASW	
DESIGNED	JEA	
CHECKED	KGA	
CONTRACT NO. 22-03		
SHEET NO. TS-201		
531 OF 610 SHEETS		

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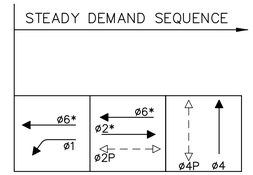
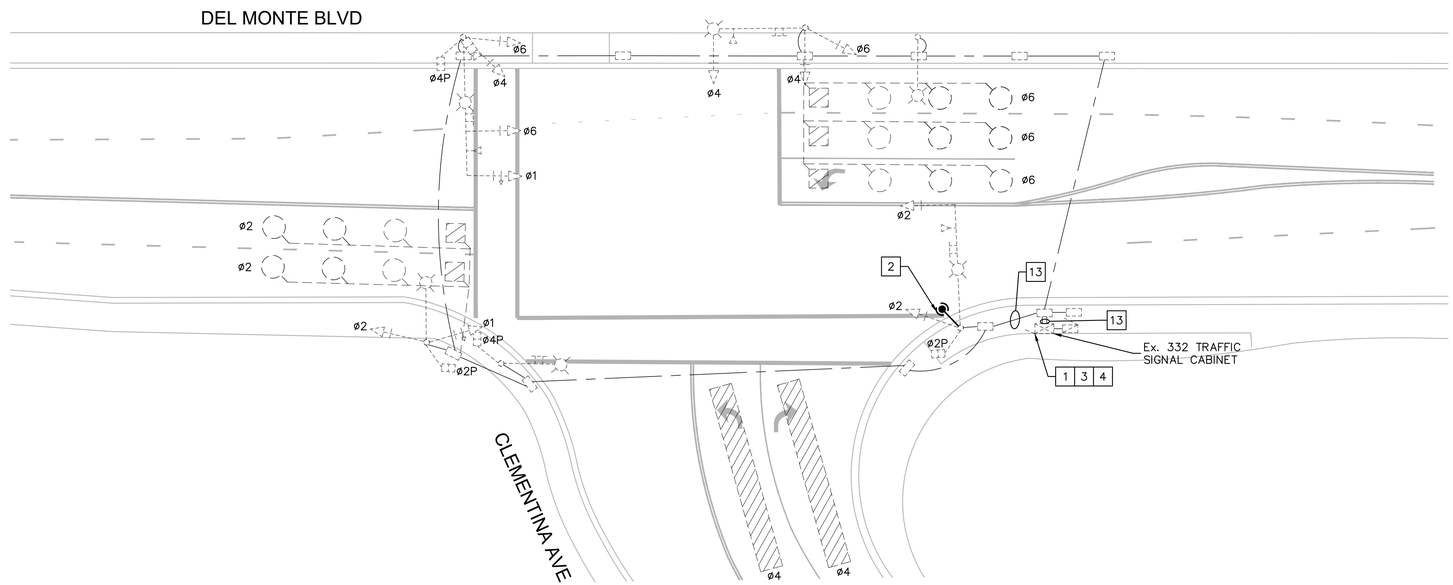


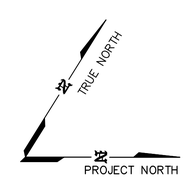
EXISTING PHASE DIAGRAM

* PROPOSED TSP PHASE

CONSTRUCTION NOTES

1. FURNISH AND INSTALL MULTI-MODE EVP/TSP PHASE SELECTOR AND CHASSIS IN TRAFFIC SIGNAL CONTROLLER CABINET. WIRE UP CHASSIS TO CABINET TERMINALS FOR TSP OPERATIONS.
2. FURNISH AND INSTALL GPS/RADIO ANTENNA ON TRAFFIC SIGNAL POLE. SEE DETAIL 'A' AND DETAIL 'B' ON SHEET TS-301.
3. REMOVE EXISTING SIGNAL PRIORITY PHASE SELECTOR AND REPLACE WITH NEW PHASE SELECTOR IN CONJUNCTION WITH OTHER LOCTATIONS.
4. REMOVE AND SALVAGE EXISTING CONTROLLER. FURNISH AND INSTALL NEW 2070LX CONTROLLER WITH TRAFFICWARE TRAFFIC CONTROL SOFTWARE.
13. FURNISH AND INSTALL GPS/RADIO ANTENNA CABLE IN EXISTING CONDUIT WITH EXISTING CONDUCTORS AND CABLES.





GRAPHIC SCALE IN FEET
0 10 20 40

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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
DEL MONTE BLVD AND CLEMENTINA AVE
PLAN
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	ASW
DESIGNED	JEA
CHECKED	KGA
CONTRACT NO.	22-03
SHEET NO.	TS-202
	532 OF 610 SHEETS

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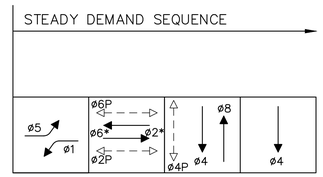
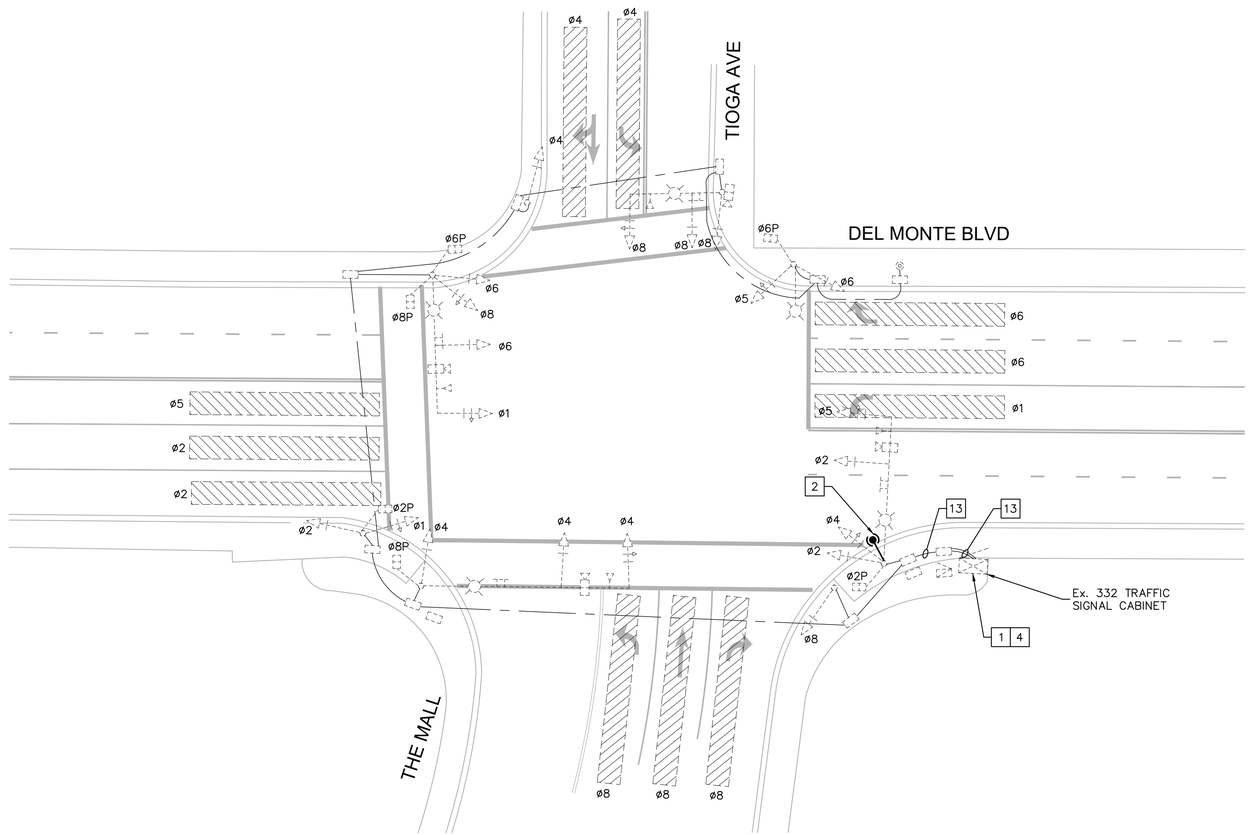
CONSTRUCTION NOTES

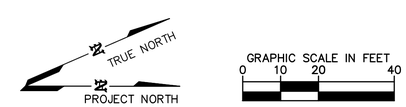
1. FURNISH AND INSTALL MULTI-MODE EVP/TSP PHASE SELECTOR AND CHASSIS IN TRAFFIC SIGNAL CONTROLLER CABINET. WIRE UP CHASSIS TO CABINET TERMINALS FOR TSP OPERATIONS.
2. FURNISH AND INSTALL GPS/RADIO ANTENNA ON TRAFFIC SIGNAL POLE. SEE DETAIL 'A' AND DETAIL 'B' ON SHEET TS-301.
4. REMOVE AND SALVAGE EXISTING CONTROLLER. FURNISH AND INSTALL NEW 2070LX CONTROLLER WITH TRAFFICWARE TRAFFIC CONTROL SOFTWARE.
13. FURNISH AND INSTALL GPS/RADIO ANTENNA CABLE IN EXISTING CONDUIT WITH EXISTING CONDUCTORS AND CABLES.



EXISTING PHASE DIAGRAM

* PROPOSED TSP PHASE





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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
DEL MONTE BLVD AND TIOGA AVE
PLAN
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	ASW	
DESIGNED	JEA	
CHECKED	KGA	
CONTRACT NO. 22-03		
SHEET NO. TS-203		
533 OF 610 SHEETS		

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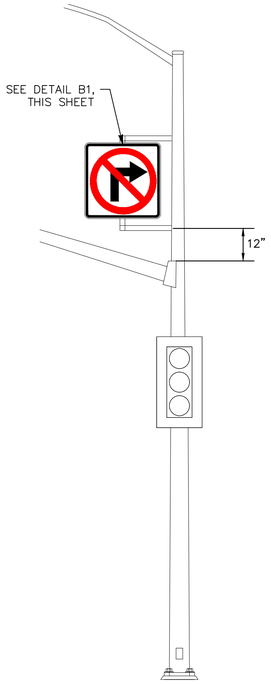
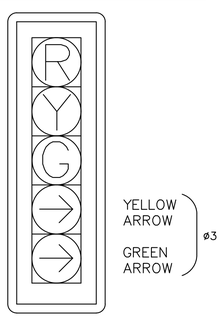
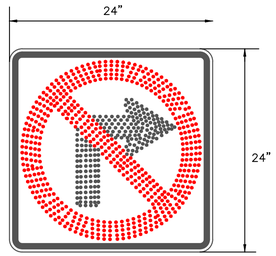


DETAIL 'B': POLE-MOUNTED SIGN



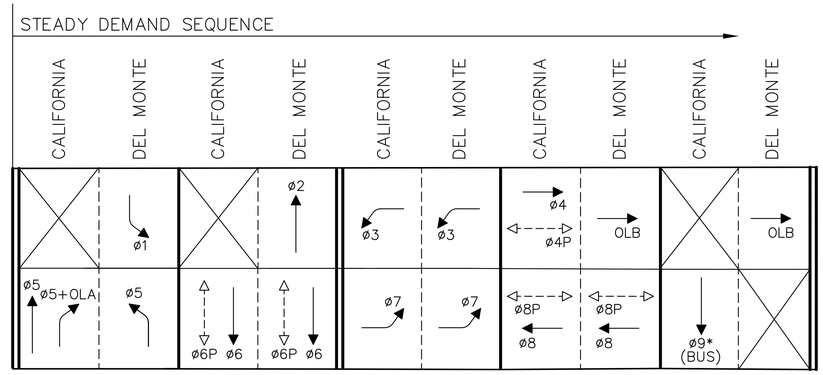
DETAIL 'A': 5-SECTION HEAD

DETAIL 'C': 4-SECTION HEAD



DETAIL 'B1': R3-1 BLANKOUT SIGN

- DOT LED 1/2" SPACING
- BLACK BACKGROUND
- SOLID WHITE ARROW
- SOLID RED SLASH AND CIRCLE

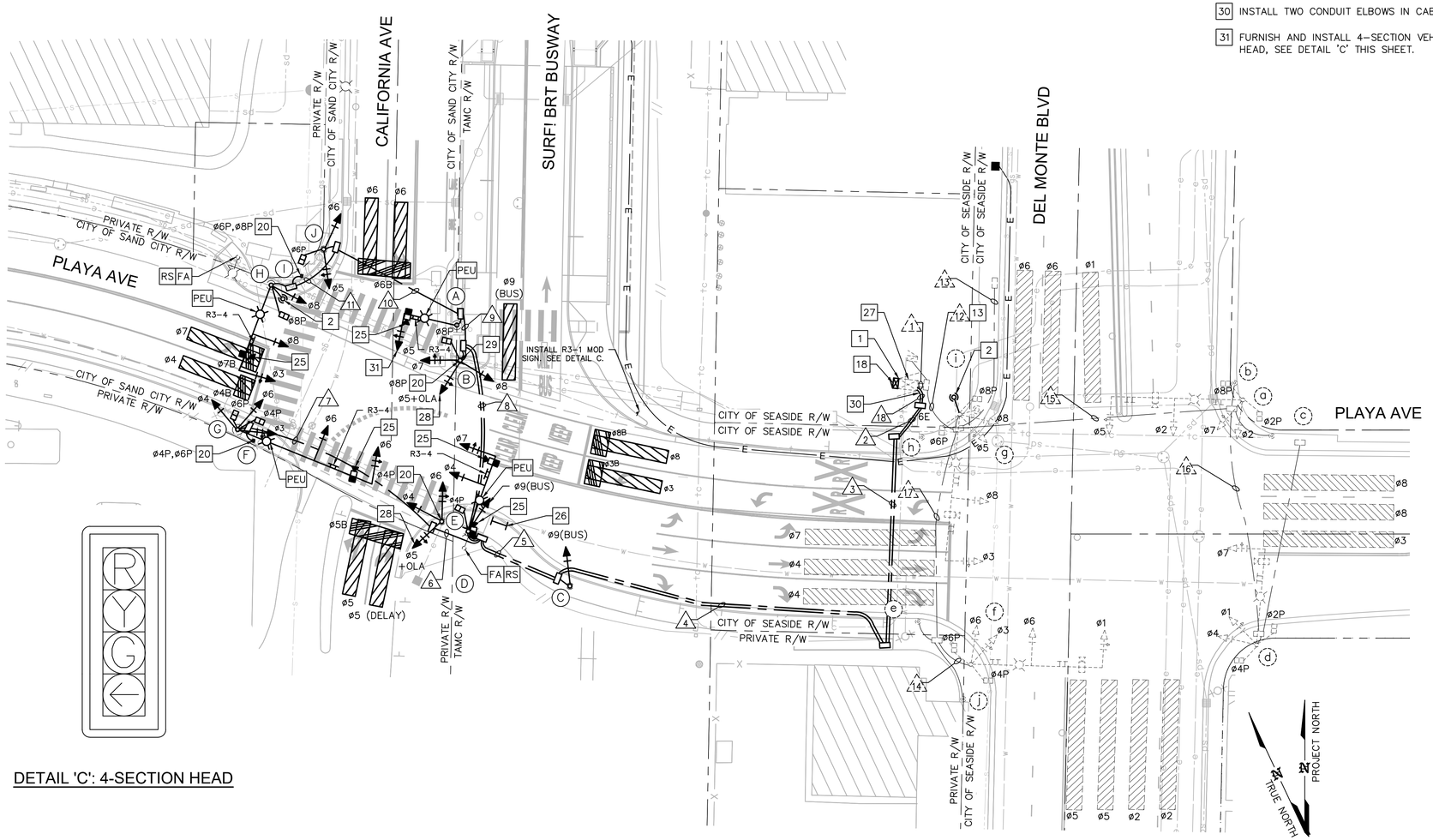


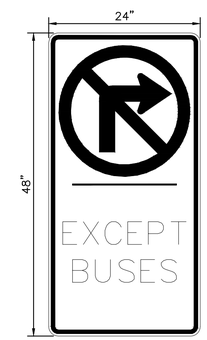
OLB = ø4 + ø9
OLA = ø3
BLANKOUT SHALL ACTIVATE WITH ø9.
ALL PEDESTRIAN PHASES SHALL HAVE LEADING PEDESTRIAN INTERVALS.
*PHASE SHALL BE CONFIGURED WITH TRANSIT SIGNAL PRIORITY.

PROPOSED PHASE DIAGRAM

CONSTRUCTION NOTES

1. FURNISH AND INSTALL MULTI-MODE EVP/TSP PHASE SELECTOR AND CHASSIS IN TRAFFIC SIGNAL CONTROLLER CABINET. WIRE UP CHASSIS TO CABINET TERMINALS FOR TSP OPERATIONS.
2. FURNISH AND INSTALL GPS/RADIO ANTENNA ON TRAFFIC SIGNAL POLE. SEE DETAIL 'A' AND DETAIL 'B' ON SHEET TS-301.
13. FURNISH AND INSTALL GPS/RADIO ANTENNA CABLE IN EXISTING CONDUIT WITH EXISTING CONDUCTORS AND CABLES.
18. FURNISH AND INSTALL BATTERY BACKUP SYSTEM WHICH SHALL PROVIDE BACKUP POWER TO THE TRAFFIC SIGNALS FOR A MINIMUM OF FOUR HOURS.
20. FURNISH AND INSTALL APS PUSH BUTTON ON POLE.
25. FURNISH AND INSTALL VIDEO DETECTION CAMERA ON POLE FOR BUS DETECTION.
26. FURNISH AND INSTALL TYPE I BARRICADE PER STANDARD PLANS ES-7Q.
27. ADD AUXILIARY OUTPUT BAY IN EXISTING 332 TRAFFIC SIGNAL CABINET.
28. FURNISH AND INSTALL 5-SECTION VEHICLE HEAD, SEE DETAIL 'A' THIS SHEET.
29. FURNISH AND INSTALL BLANKOUT SIGN TO RUN CONCURRENTLY WITH ø9 BUS, SEE DETAIL 'B' THIS SHEET.
30. INSTALL TWO CONDUIT ELBOWS IN CABINET.
31. FURNISH AND INSTALL 4-SECTION VEHICLE HEAD, SEE DETAIL 'C' THIS SHEET.





DETAIL 'C': R3-1 (MOD)

SCALE: 1"=1'

GRAPHIC SCALE IN FEET
0 12.5 25 50

Know what's below. Call before you dig.

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
CALIFORNIA AVE AND PLAYA AVE PLAN
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. TS-204		
534 OF 610 SHEETS		

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POLE AND EQUIPMENT SCHEDULE (CALIFORNIA AND LA PLAYA)

LOCATION	STANDARD				VEHICLE SIGNAL MOUNTING		PED SIGNAL MOUNTING	APS		INTERNALLY ILLUMINATED STREET NAME SIGN (I.I.S.N.S.) LEGEND	*SPECIAL REQUIREMENTS
	TYPE	SIGNAL MAST ARM	LUMINAIRE MAST ARM	LUMINAIRE WATTS	MAST ARM	POLE		ø	ARROW		
a	29-5-70	50'	15'	121 W (LED)	MAS MAS	SV-2-T	SP-2-T	–	–	PLAYA AVE	–
b	PPB POST	–	–	–	–	–	–	ø8	LEFT	–	–
c	PPB POST	–	–	–	–	–	–	ø2	RIGHT	–	–
d	26-4-70	45'	15'	121 W (LED)	MAS MAS	SV-2-T	SP-2-T	ø2 ø4	RIGHT LEFT	DEL MONTE BLVD	–
e	PPB POST	–	–	–	–	–	–	ø6	RIGHT	–	–
f	29-5-70	35'	15'	121 W (LED)	MAS MAS	SV-2-T	SP-2-T	–	–	PLAYA AVE	–
g	29-5-70	50'	15'	121 W (LED)	MAS MAS	SV-2-T	SP-2-T	–	–	–	–
h	PPB POST	–	–	–	–	–	–	ø6	LEFT	–	–
i	PPB POST	–	–	–	–	–	–	ø8	RIGHT	–	–
j	PPB POST	–	–	–	–	–	–	ø4	LEFT	–	–

CONDUIT AND CONDUCTOR SCHEDULE (CALIFORNIA AND LA PLAYA)

AWG OR CABLE	CONDUCTOR RUN	1	12	13	14	15	16	17
#14	ø1	6	6	–	3	3	3	3
	ø2	3	3	–	–	3	–	–
	ø3	6	6	–	3	–	–	3
	ø4	3	3	–	–	3	3	–
	ø5	3	3	–	–	3	–	–
	ø6	3	3	–	3	–	–	3
	ø7	3	3	–	–	3	3	–
	ø8	3	3	–	–	–	–	–
	ø2P	2	2	–	–	2	2	–
	ø4P	4	4	–	2	2	2	2
	ø6P	4	4	–	2	–	–	2
	ø8P	2	2	–	–	2	–	–
	ø2PPB	1	1	–	–	1	1	–
	ø4PPB	2	2	–	1	1	1	1
	ø6PPB	1	1	–	1	–	–	1
	ø8PPB	1	1	–	–	1	–	–
	PPB COMMON	2	2	–	1	1	1	1
	SPARES	6	6	–	3	3	3	3
	RR PREEMPT #14	2	2	–	–	–	–	2
	TOTAL NO. 14	57	57	–	19	28	19	21
#8	SIGNAL SERVICE (120V)	2	–	–	–	–	–	–
	LUMINAIRE (240V)	–	2	–	2	2	2	2
	SIGNAL COMMON	2	2	–	1	1	1	1
	TOTAL NO. 8	4	4	–	3	3	3	3
DLC TYPE C	ø1 DETECTOR	1	1	1	–	–	–	–
	ø2 DETECTOR	4	4	–	–	4	4	–
	ø3 DETECTOR	1	1	–	–	1	–	–
	ø4 DETECTOR	1	1	–	–	–	–	1
	ø5 DETECTOR	4	4	–	–	4	4	–
	ø6 DETECTOR	4	4	4	–	–	–	–
	ø7 DETECTOR	2	2	–	–	–	–	2
	ø8 DETECTOR	2	2	–	–	2	–	–
	TOTAL DLC	19	19	5	–	11	8	3
OTHER	GPS RADIO	1	1	–	–	–	–	–
	SIC	1	–	–	–	–	–	–
	PERCENT FILL (%)	15	15	12	18	16	16	26
	CONDUIT SIZE (INCHES)	2-3.5	2-3.5	2	2	3.5	3	2

ALL CONDUITS AND CONDUCTORS ARE EXISTING UNLESS OTHERWISE NOTED.

CONDUIT AND CONDUCTOR SCHEDULE (CALIFORNIA AND LA PLAYA)

CABLE TYPE	POLE	PHASE	CONDUIT RUN NUMBER / NUMBER OF CONDUCTORS 2	3	4	5	6	7	8	9	10	11	18
Veh-Ped 12CSC	A	5	1	1	1	1	–	–	1	1	–	–	1
	C	9(BUS)	1	1	1	–	–	–	–	–	–	–	1
	H	3, 8, 8P	1	1	1	1	–	–	1	1	1	1	1
	J	5, 6, 6P	1	1	1	1	–	–	1	1	1	–	1
	TOTAL 12CSC		4	4	4	3	–	–	3	3	2	1	4
Veh-Ped 28CSC	B	5, 7, 8, 8P	1	1	1	1	–	–	1	–	–	–	1
	D	4, 7, 9(BUS), 4P	1	1	1	1	–	–	–	–	–	–	1
	E	4, 5, 6	1	1	1	1	1	–	–	–	–	–	1
	G	3, 4, 6, 4P, 6P	1	1	1	1	1	1	–	–	–	–	1
	TOTAL 28CSC		4	4	4	4	2	1	1	–	–	–	4
APS 3CSC	B	8P	1	1	1	1	–	–	1	–	–	–	1
	E	4P	1	1	1	1	1	–	–	–	–	–	1
	F	4P, 6P	1	1	1	1	1	1	–	–	–	–	1
	I	6P, 8P	1	1	1	1	–	–	1	1	1	1	1
	TOTAL 3CSC		4	4	4	4	2	1	2	1	1	1	4
Video Detection Camera		3/8	1	1	1	1	–	–	1	1	1	1	1
		4/7	1	1	1	1	–	–	–	–	–	–	1
		5/5D	1	1	1	1	–	–	1	1	–	–	1
		6	1	1	1	1	1	1	–	–	–	–	1
		9(BUS)	1	1	1	1	–	–	–	–	–	–	1
	TOTAL		5	5	5	5	1	1	2	2	1	1	5
#8	SAFETY LIGHTS		2	2	2	2	2	2	2	2	2	2	2
	PERCENT FILL (%)		22	22	22	20	13	7	10	15	10	6	22
	CONDUIT SIZE (INCHES		2-4	2-4	2-4	4	4	4	2-4	4	4	4	2-4

ALL CONDUITS AND CONDUCTORS ARE NEW UNLESS OTHERWISE NOTED.

POLE AND EQUIPMENT SCHEDULE (CALIFORNIA AND LA PLAYA)

LOCATION	STANDARD				VEHICLE SIGNAL MOUNTING		PED SIGNAL MOUNTING	APS		RETROREFLECTIVE STREET NAME SIGNS*	SPECIAL REQUIREMENTS
	TYPE	SIGNAL MAST ARM	LUMINAIRE MAST ARM	LED LUMINAIRE WATTAGE	MAST ARM	POLE		ø	ARROW		
A	17-3-100	20'	12'	100W	MAS MAS	–	–			PLAYA AVE	INSTALL R3-4 (NO U-TURN) SIGN ON MAST ARM. INSTALL R61-7 (CA) SIGN ON POLE.
B	15TS	–	–		–	TV-3-TB	SP-1-T	ø8	RIGHT	–	INSTALL BLANKOUT SIGN "NO RIGHT TURN" ON POLE FACING NB RIGHT TURN.
C	15TS	–	–		–	SV-1-T	–	–	–	–	INSTALL BUS SIGNAL (SEE DETAIL 'C' AND DETAIL 'D' ON TS-301 FOR DETAILS).
D	19-4-100	30'	12'	100W	MAS MAS	SV-1-T	SP-1-T	ø4	RIGHT	CALIFORNIA AVE	INSTALL R3-4 (NO U-TURN) SIGN ON MAST ARM. INSTALL R73-3 (CA) SIGN ON POLE.
E	1-A	–	–		–	TV-3-TB	–	–	–	–	–
F	TYPE 2 POST	–	–		–	–	–	ø4 ø6	LEFT RIGHT		–
G	29-5-100	55'	12'	100W	–	TV-3-TC	SP-2-T	–	–	PLAYA AVE	INSTALL R3-4 (NO U-TURN) SIGN ON MAST ARM. INSTALL R73-3 (CA) SIGN ON POLE.
H	24-4-100	35'	12'	100W	MAS MAS	SV-1-T	SP-1-T	–	–	CALIFORNIA AVE	INSTALL R3-4 (NO U-TURN) SIGN ON MAST ARM. INSTALL R73-3 (CA) SIGN ON POLE.
I	TYPE 2 POST	–	–		–	–	–	ø6 ø8	LEFT RIGHT	–	–
J	1-A	–	–		–	SV-2-T	SP-1-T	–	–	–	–

*RETROREFLECTIVE STREET NAME SIGNS (DG3) WITH WHITE 10" UPPER CASE AND 8" LOWER LETTERING ON GREEN BACKGROUND

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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
CALIFORNIA AVE AND PLAYA AVE SCHEDULES
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	WL
DESIGNED	LJ
CHECKED	PM
CONTRACT NO.	22-03
SHEET NO.	TS-205
	535 OF 610 SHEETS

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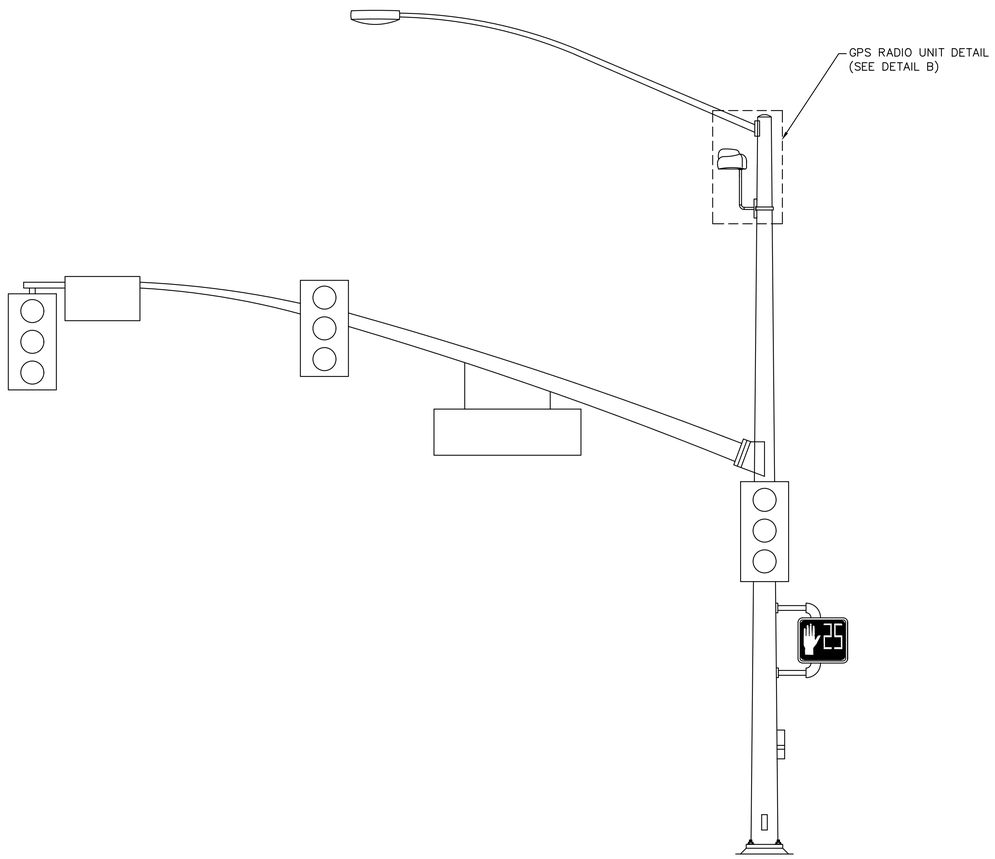
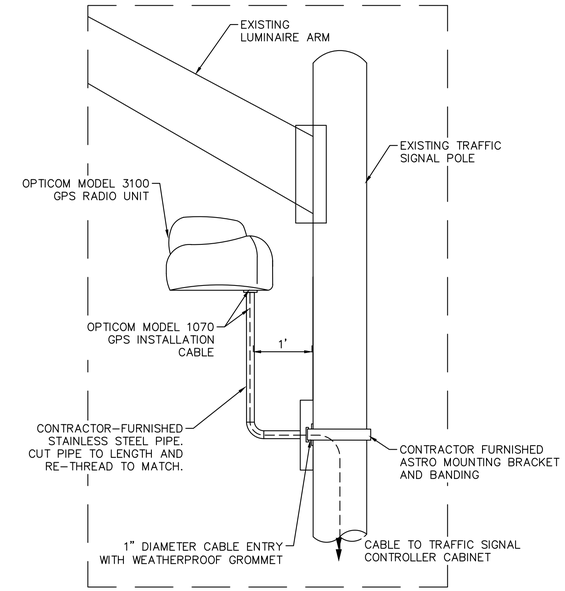


DETAIL 'A'
GPS RADIO MOUNTING ON TRAFFIC SIGNAL POLE

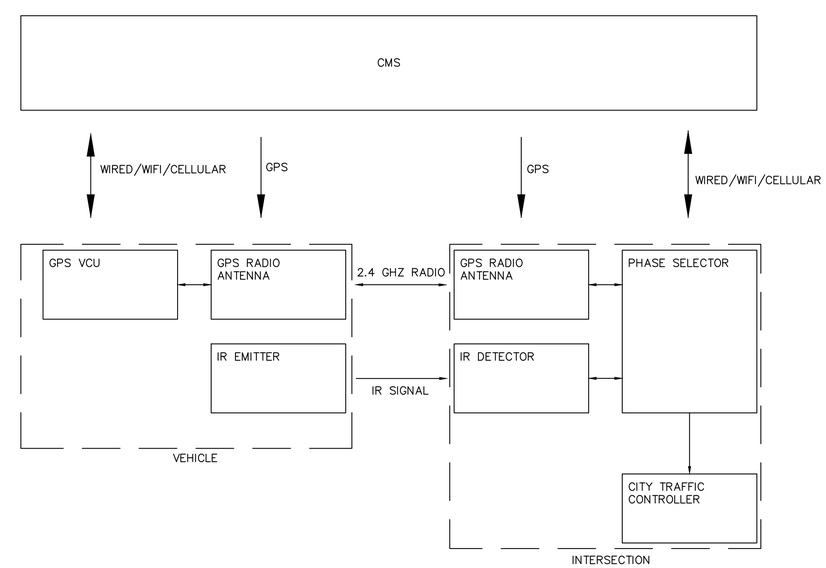
NOT TO SCALE

TRAFFIC SIGNAL EQUIPMENT SHOWN ON DETAILS IS ILLUSTRATIVE, ACTUAL TRAFFIC SIGNAL EQUIPMENT MAY VARY (TYP.)



DETAIL 'B'
SIGNAL POLE GPS RADIO UNIT DETAIL

NOT TO SCALE



DETAIL 'C'
TRANSIT SIGNAL PRIORITY LINE DIAGRAM

NOT TO SCALE

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MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
DETAILS
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	ASW
DESIGNED	JEA
CHECKED	KGA
CONTRACT NO.	22–03
SHEET NO.	TS–301

547 OF 610 SHEETS

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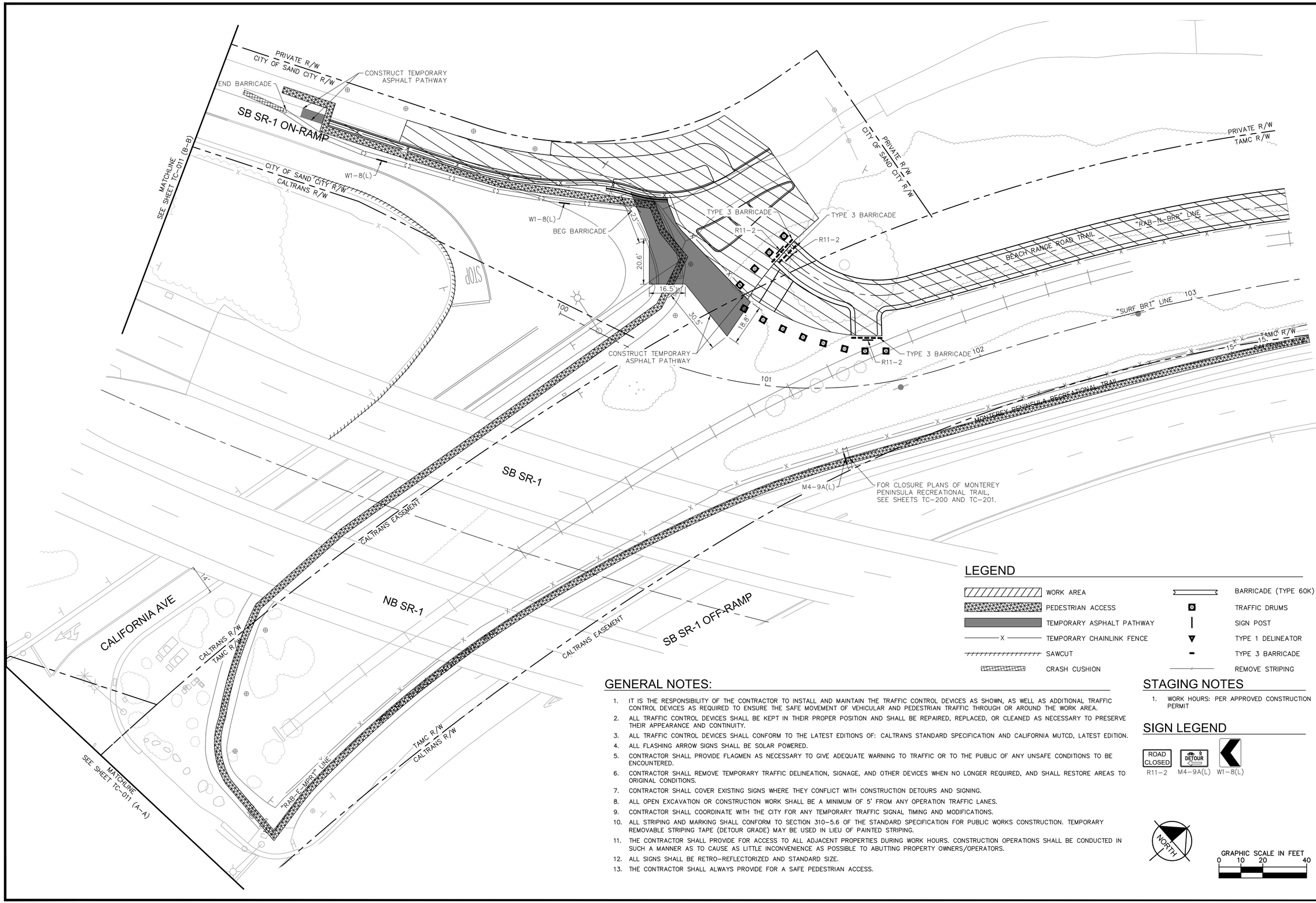

LEGEND

WORK AREA	BARRICADE (TYPE 60K)
PEDESTRIAN ACCESS	TRAFFIC DRUMS
TEMPORARY ASPHALT PATHWAY	SIGN POST
TEMPORARY CHAINLINK FENCE	TYPE 1 DELINEATOR
SAWCUT	TYPE 3 BARRICADE
CRASH CUSHION	REMOVE STRIPING

GENERAL NOTES:

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL AND MAINTAIN THE TRAFFIC CONTROL DEVICES AS SHOWN, AS WELL AS ADDITIONAL TRAFFIC CONTROL DEVICES AS REQUIRED TO ENSURE THE SAFE MOVEMENT OF VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH OR AROUND THE WORK AREA.
2. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AND SHALL BE REPAIRED, REPLACED, OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY.
3. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITIONS OF: CALTRANS STANDARD SPECIFICATION AND CALIFORNIA MUTCD, LATEST EDITION.
4. ALL FLASHING ARROW SIGNS SHALL BE SOLAR POWERED.
5. CONTRACTOR SHALL PROVIDE FLAGMEN AS NECESSARY TO GIVE ADEQUATE WARNING TO TRAFFIC OR TO THE PUBLIC OF ANY UNSAFE CONDITIONS TO BE ENCOUNTERED.
6. CONTRACTOR SHALL REMOVE TEMPORARY TRAFFIC DELINEATION, SIGNAGE, AND OTHER DEVICES WHEN NO LONGER REQUIRED, AND SHALL RESTORE AREAS TO ORIGINAL CONDITIONS.
7. CONTRACTOR SHALL COVER EXISTING SIGNS WHERE THEY CONFLICT WITH CONSTRUCTION DETOURS AND SIGNING.
8. ALL OPEN EXCAVATION OR CONSTRUCTION WORK SHALL BE A MINIMUM OF 5' FROM ANY OPERATION TRAFFIC LANES.
9. CONTRACTOR SHALL COORDINATE WITH THE CITY FOR ANY TEMPORARY TRAFFIC SIGNAL TIMING AND MODIFICATIONS.
10. ALL STRIPING AND MARKING SHALL CONFORM TO SECTION 310-5.6 OF THE STANDARD SPECIFICATION FOR PUBLIC WORKS CONSTRUCTION. TEMPORARY REMOVABLE STRIPING TAPE (DETOUR GRADE) MAY BE USED IN LIEU OF PAINTED STRIPING.
11. THE CONTRACTOR SHALL PROVIDE FOR ACCESS TO ALL ADJACENT PROPERTIES DURING WORK HOURS. CONSTRUCTION OPERATIONS SHALL BE CONDUCTED IN SUCH A MANNER AS TO CAUSE AS LITTLE INCONVENIENCE AS POSSIBLE TO ABUTTING PROPERTY OWNERS/OPERATORS.
12. ALL SIGNS SHALL BE RETRO-REFLECTORIZED AND STANDARD SIZE.
13. THE CONTRACTOR SHALL ALWAYS PROVIDE FOR A SAFE PEDESTRIAN ACCESS.

STAGING NOTES

1. WORK HOURS: PER APPROVED CONSTRUCTION PERMIT

SIGN LEGEND

ROAD CLOSED — R11-2
DETOUR — M4-9A(L)
W1-8(L)

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT
TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY
Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
ROUNDABOUT TRAFFIC CONTROL PLAN PHASE 1
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	CG	
DESIGNED	CG	
CHECKED	MM	
CONTRACT NO. 22-03		
SHEET NO. TC-010		
548 OF 610 SHEETS		

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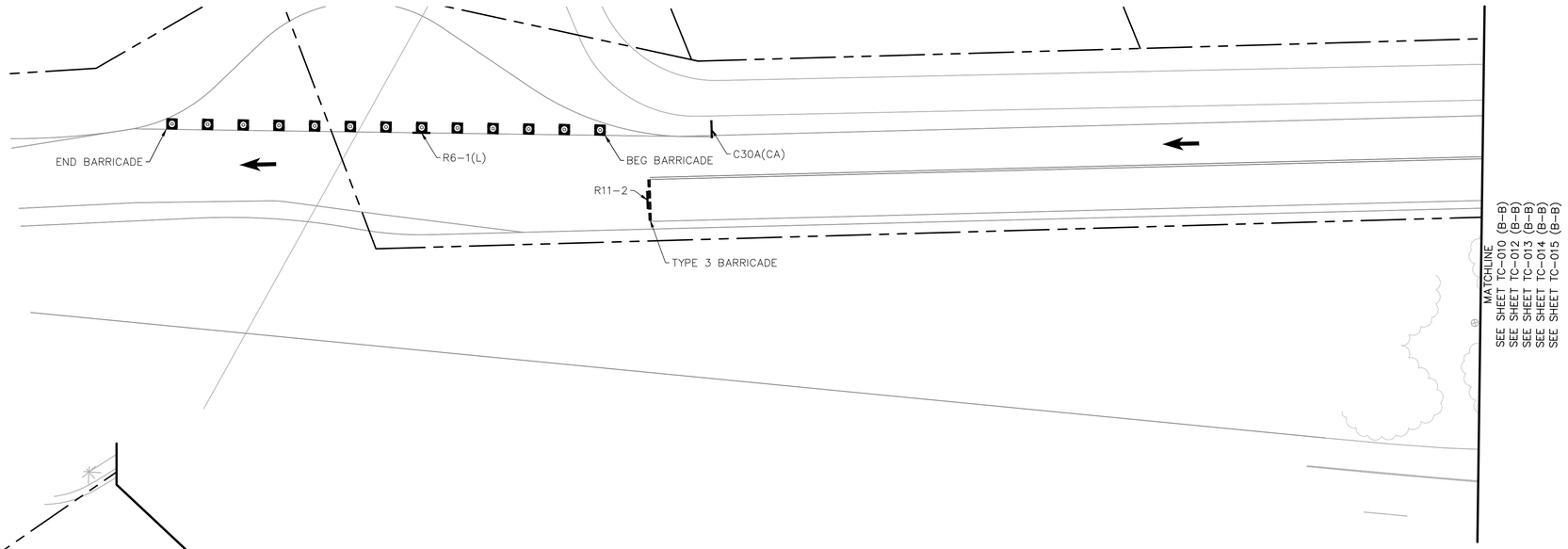

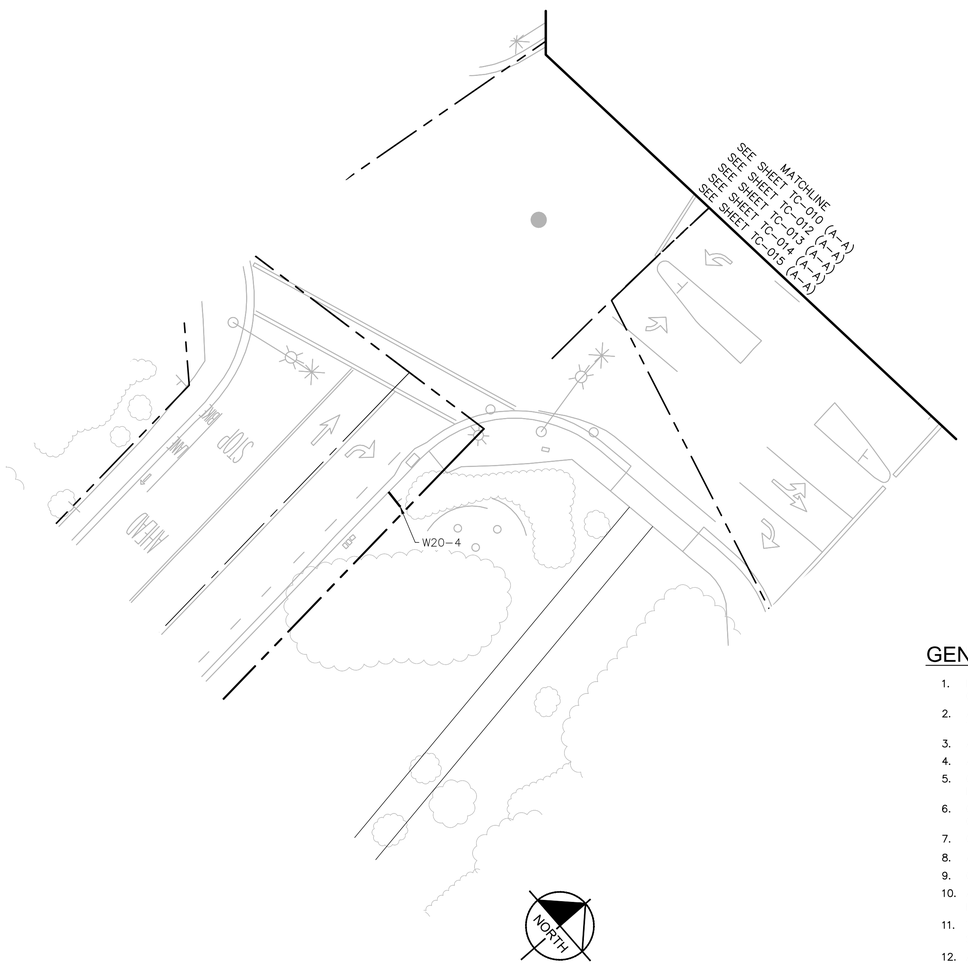

LEGEND

- WORK AREA
- PEDESTRIAN ACCESS
- TEMPORARY ASPHALT PATHWAY
- TEMPORARY CHAINLINK FENCE
- SAWCUT
- CRASH CUSHION
- BARRICADE (TYPE 60K)
- TRAFFIC DRUMS
- SIGN POST
- TYPE 1 DELINEATOR
- TYPE 3 BARRICADE
- REMOVE STRIPING

GENERAL NOTES:

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL AND MAINTAIN THE TRAFFIC CONTROL DEVICES AS SHOWN, AS WELL AS ADDITIONAL TRAFFIC CONTROL DEVICES AS REQUIRED TO ENSURE THE SAFE MOVEMENT OF VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH OR AROUND THE WORK AREA.
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13. THE CONTRACTOR SHALL ALWAYS PROVIDE FOR A SAFE PEDESTRIAN ACCESS.

STAGING NOTES

1. WORK HOURS: PER APPROVED CONSTRUCTION PERMIT

SIGN LEGEND

ONE WAY	ROAD CLOSED	ONE LANE ROAD AHEAD	SHOULDER CLOSED
R6-1(L)	R11-2	W20-4	C30A(CA)

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
ROUNDABOUT TRAFFIC CONTROL PLAN PHASE 1
MONTEREY COUNTY
CALIFORNIA

DATE	APRIL 2024	
DRAWN	CG	
DESIGNED	CG	
CHECKED	MM	
CONTRACT NO. 22-03		
SHEET NO. TC-011		

549 OF 610 SHEETS

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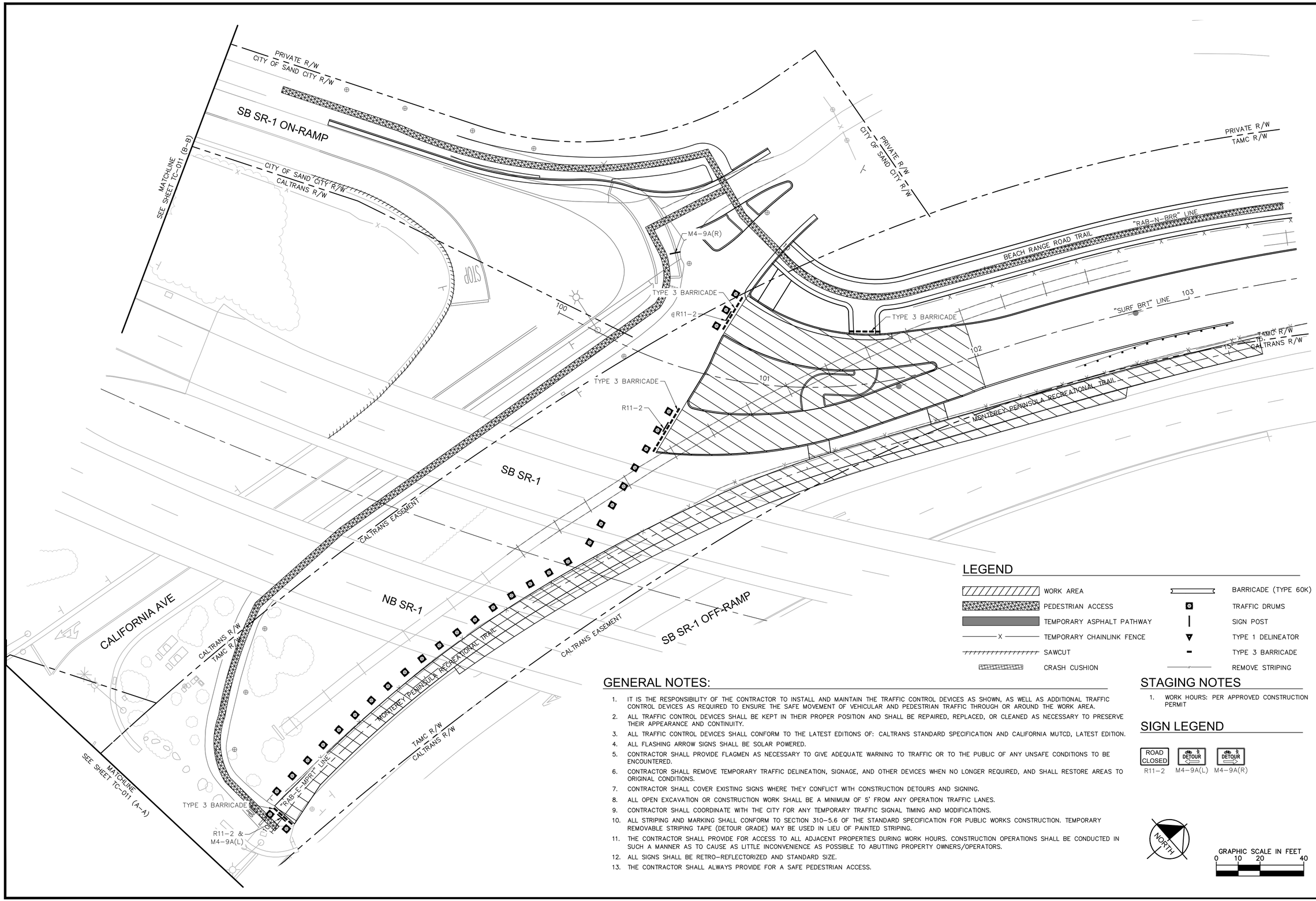

LEGEND

WORK AREA	BARRICADE (TYPE 60K)
PEDESTRIAN ACCESS	TRAFFIC DRUMS
TEMPORARY ASPHALT PATHWAY	SIGN POST
TEMPORARY CHAINLINK FENCE	TYPE 1 DELINEATOR
SAWCUT	TYPE 3 BARRICADE
CRASH CUSHION	REMOVE STRIPING

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STAGING NOTES

1. WORK HOURS: PER APPROVED CONSTRUCTION PERMIT

SIGN LEGEND

ROAD CLOSED R11-2 | DETOUR M4-9A(L) | DETOUR M4-9A(R)

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
ROUNDABOUT TRAFFIC CONTROL PLAN PHASE 2
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	CG	
DESIGNED	CG	
CHECKED	MM	
CONTRACT NO. 22-03		
SHEET NO. TC-012		
550 OF 610 SHEETS		

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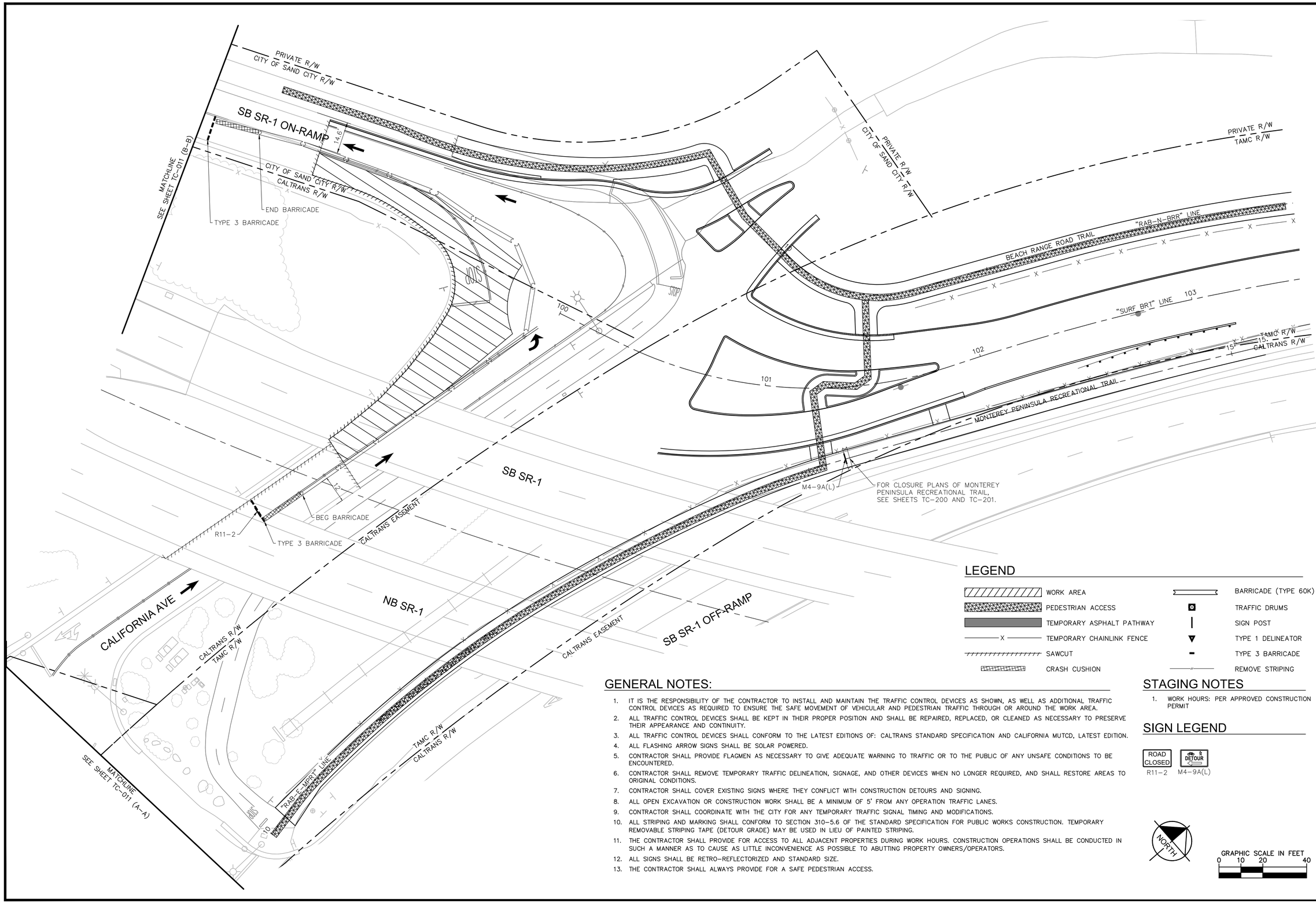

LEGEND

WORK AREA	BARRICADE (TYPE 60K)
PEDESTRIAN ACCESS	TRAFFIC DRUMS
TEMPORARY ASPHALT PATHWAY	SIGN POST
TEMPORARY CHAINLINK FENCE	TYPE 1 DELINEATOR
SAWCUT	TYPE 3 BARRICADE
CRASH CUSHION	REMOVE STRIPING

GENERAL NOTES:

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL AND MAINTAIN THE TRAFFIC CONTROL DEVICES AS SHOWN, AS WELL AS ADDITIONAL TRAFFIC CONTROL DEVICES AS REQUIRED TO ENSURE THE SAFE MOVEMENT OF VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH OR AROUND THE WORK AREA.
2. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AND SHALL BE REPAIRED, REPLACED, OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY.
3. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITIONS OF: CALTRANS STANDARD SPECIFICATION AND CALIFORNIA MUTCD, LATEST EDITION.
4. ALL FLASHING ARROW SIGNS SHALL BE SOLAR POWERED.
5. CONTRACTOR SHALL PROVIDE FLAGMEN AS NECESSARY TO GIVE ADEQUATE WARNING TO TRAFFIC OR TO THE PUBLIC OF ANY UNSAFE CONDITIONS TO BE ENCOUNTERED.
6. CONTRACTOR SHALL REMOVE TEMPORARY TRAFFIC DELINEATION, SIGNAGE, AND OTHER DEVICES WHEN NO LONGER REQUIRED, AND SHALL RESTORE AREAS TO ORIGINAL CONDITIONS.
7. CONTRACTOR SHALL COVER EXISTING SIGNS WHERE THEY CONFLICT WITH CONSTRUCTION DETOURS AND SIGNING.
8. ALL OPEN EXCAVATION OR CONSTRUCTION WORK SHALL BE A MINIMUM OF 5' FROM ANY OPERATION TRAFFIC LANES.
9. CONTRACTOR SHALL COORDINATE WITH THE CITY FOR ANY TEMPORARY TRAFFIC SIGNAL TIMING AND MODIFICATIONS.
10. ALL STRIPING AND MARKING SHALL CONFORM TO SECTION 310-5.6 OF THE STANDARD SPECIFICATION FOR PUBLIC WORKS CONSTRUCTION. TEMPORARY REMOVABLE STRIPING TAPE (DETOUR GRADE) MAY BE USED IN LIEU OF PAINTED STRIPING.
11. THE CONTRACTOR SHALL PROVIDE FOR ACCESS TO ALL ADJACENT PROPERTIES DURING WORK HOURS. CONSTRUCTION OPERATIONS SHALL BE CONDUCTED IN SUCH A MANNER AS TO CAUSE AS LITTLE INCONVENIENCE AS POSSIBLE TO ABUTTING PROPERTY OWNERS/OPERATORS.
12. ALL SIGNS SHALL BE RETRO-REFLECTORIZED AND STANDARD SIZE.
13. THE CONTRACTOR SHALL ALWAYS PROVIDE FOR A SAFE PEDESTRIAN ACCESS.

STAGING NOTES

1. WORK HOURS: PER APPROVED CONSTRUCTION PERMIT

SIGN LEGEND

ROAD CLOSED — R11-2

DETOUR — M4-9A(L)

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
ROUNDABOUT TRAFFIC CONTROL PLAN PHASE 3
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	CG	
DESIGNED	CG	
CHECKED	MM	
CONTRACT NO. 22-03		
SHEET NO. TC-013		
551 OF 610 SHEETS		

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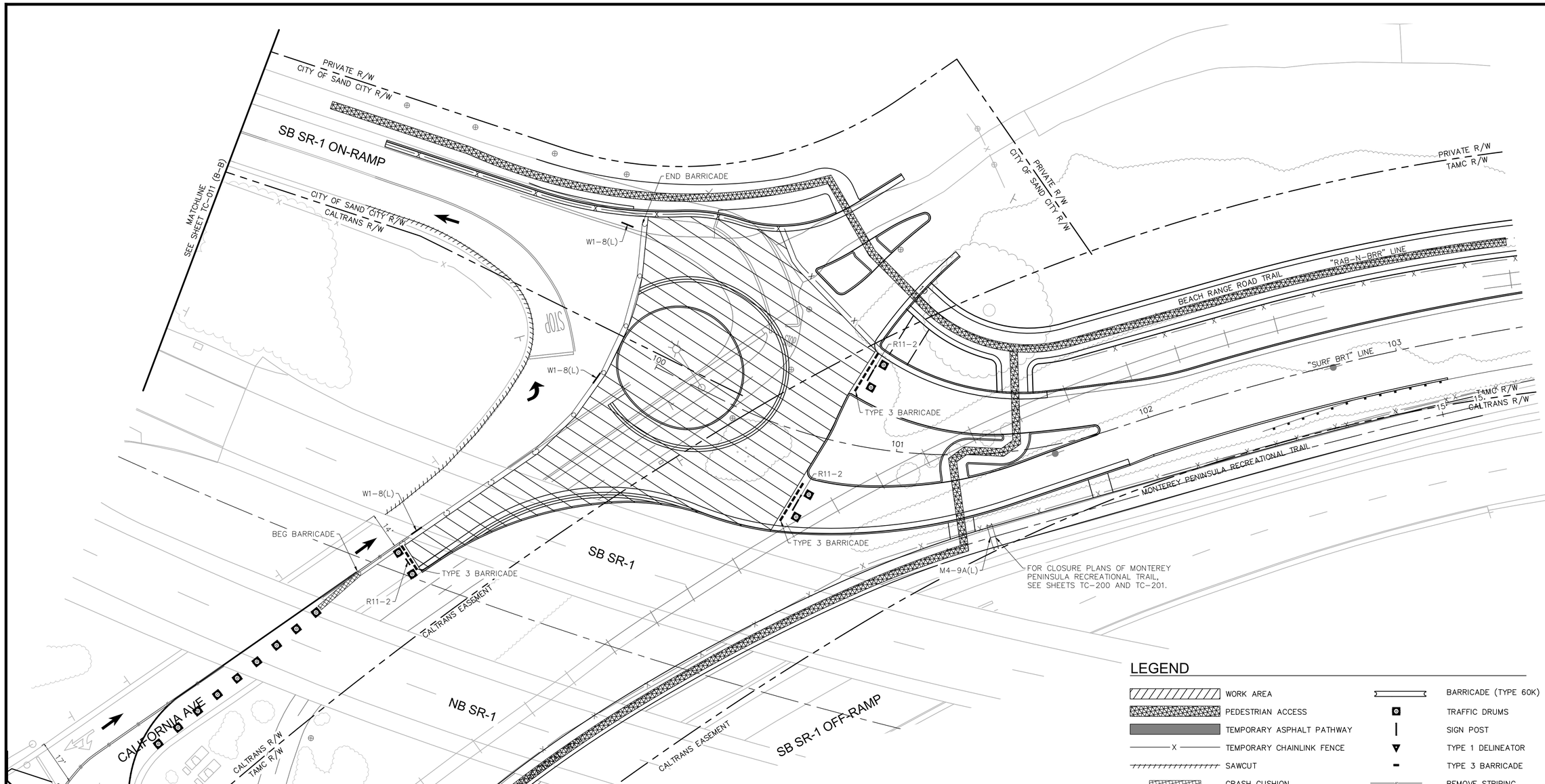

LEGEND

WORK AREA	BARRICADE (TYPE 60K)
PEDESTRIAN ACCESS	TRAFFIC DRUMS
TEMPORARY ASPHALT PATHWAY	SIGN POST
TEMPORARY CHAINLINK FENCE	TYPE 1 DELINEATOR
SAWCUT	TYPE 3 BARRICADE
CRASH CUSHION	REMOVE STRIPING

GENERAL NOTES:

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL AND MAINTAIN THE TRAFFIC CONTROL DEVICES AS SHOWN, AS WELL AS ADDITIONAL TRAFFIC CONTROL DEVICES AS REQUIRED TO ENSURE THE SAFE MOVEMENT OF VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH OR AROUND THE WORK AREA.
2. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AND SHALL BE REPAIRED, REPLACED, OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY.
3. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITIONS OF: CALTRANS STANDARD SPECIFICATION AND CALIFORNIA MUTCD, LATEST EDITION.
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12. ALL SIGNS SHALL BE RETRO-REFLECTORIZED AND STANDARD SIZE.
13. THE CONTRACTOR SHALL ALWAYS PROVIDE FOR A SAFE PEDESTRIAN ACCESS.

STAGING NOTES

1. WORK HOURS: PER APPROVED CONSTRUCTION PERMIT

SIGN LEGEND

ROAD CLOSED — R11-2
W1-8(L)
DETOUR — M4-9(L)
DETOUR — M4-9A(R)

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT
TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY
Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
ROUNDABOUT TRAFFIC CONTROL PLAN PHASE 4
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	CG	
DESIGNED	CG	
CHECKED	MM	
CONTRACT NO.	22-03	
SHEET NO.	TC-014	
552 OF 610 SHEETS		

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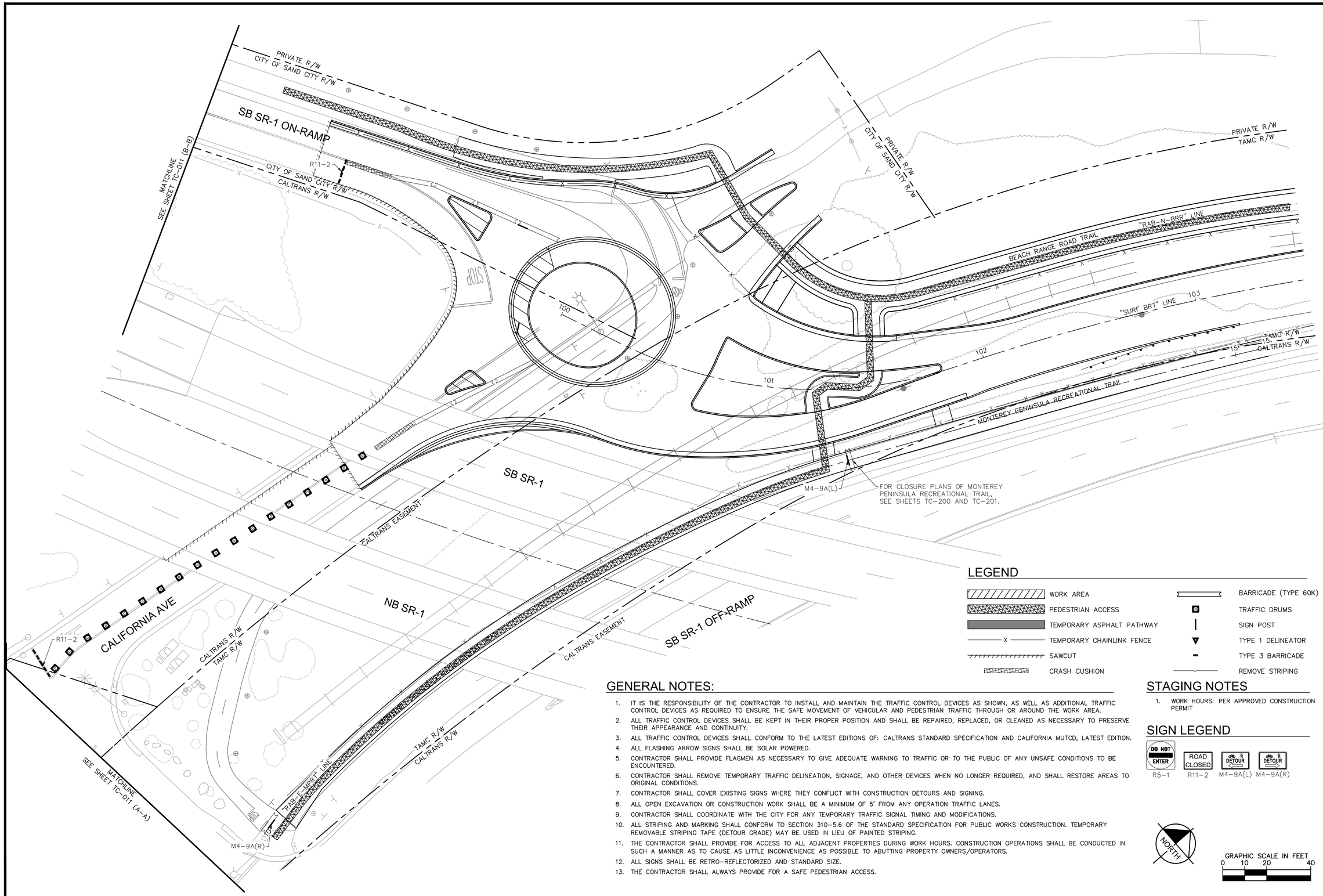

LEGEND

WORK AREA	BARRICADE (TYPE 60K)
PEDESTRIAN ACCESS	TRAFFIC DRUMS
TEMPORARY ASPHALT PATHWAY	SIGN POST
TEMPORARY CHAINLINK FENCE	TYPE 1 DELINEATOR
SAWCUT	TYPE 3 BARRICADE
CRASH CUSHION	REMOVE STRIPING

GENERAL NOTES:

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL AND MAINTAIN THE TRAFFIC CONTROL DEVICES AS SHOWN, AS WELL AS ADDITIONAL TRAFFIC CONTROL DEVICES AS REQUIRED TO ENSURE THE SAFE MOVEMENT OF VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH OR AROUND THE WORK AREA.
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12. ALL SIGNS SHALL BE RETRO-REFLECTORIZED AND STANDARD SIZE.
13. THE CONTRACTOR SHALL ALWAYS PROVIDE FOR A SAFE PEDESTRIAN ACCESS.

STAGING NOTES

1. WORK HOURS: PER APPROVED CONSTRUCTION PERMIT

SIGN LEGEND

R5-1 R11-2 M4-9A(L) M4-9A(R)

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT
TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY
Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
ROUNDABOUT TRAFFIC CONTROL PLAN PHASE 5
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	CG	
DESIGNED	CG	
CHECKED	MM	
CONTRACT NO. 22-03		
SHEET NO. TC-015		
553 OF 610 SHEETS		

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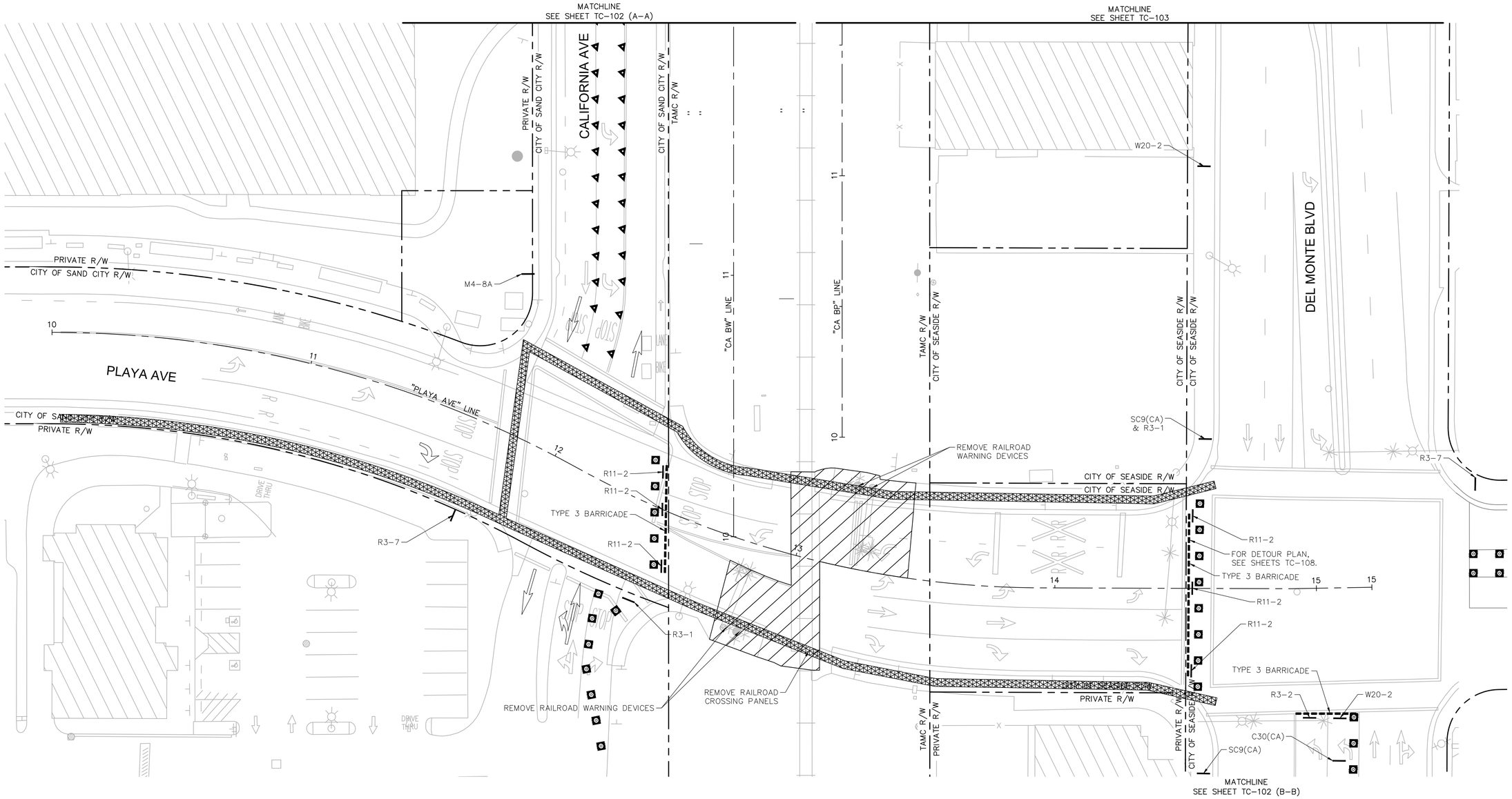

GENERAL NOTES:

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL AND MAINTAIN THE TRAFFIC CONTROL DEVICES AS SHOWN, AS WELL AS ADDITIONAL TRAFFIC CONTROL DEVICES AS REQUIRED TO ENSURE THE SAFE MOVEMENT OF VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH OR AROUND THE WORK AREA.
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12. ALL SIGNS SHALL BE RETRO-REFLECTORIZED AND STANDARD SIZE.
13. THE CONTRACTOR SHALL ALWAYS PROVIDE FOR A SAFE PEDESTRIAN ACCESS.

100% DESIGN

STAGING NOTES

1. NIGHT WORK (10:00 PM – 6:00 AM) PER APPROVED ENCROACHMENT PERMIT.

LEGEND

- WORK AREA
- PEDESTRIAN ACCESS
- TEMPORARY ASPHALT PATHWAY
- TEMPORARY CHAINLINK FENCE
- SAWCUT
- CRASH CUSHION
- BARRICADE (TYPE 60K)
- TRAFFIC DRUMS
- SIGN POST
- TYPE 1 DELINEATOR
- TYPE 3 BARRICADE

SIGN LEGEND

M4-8A	R11-2	SC9(CA)	C30(CA)
END DETOUR	ROAD CLOSED	DETOUR	LANE CLOSED

R3-1	R3-2	R3-7	W20-2
		RIGHT LANE MUST TURN RIGHT	DETOUR AHEAD

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT
TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY
Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA TRAFFIC CONTROL PLAN PHASE 1
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. TC-100		
569 OF 610 SHEETS		

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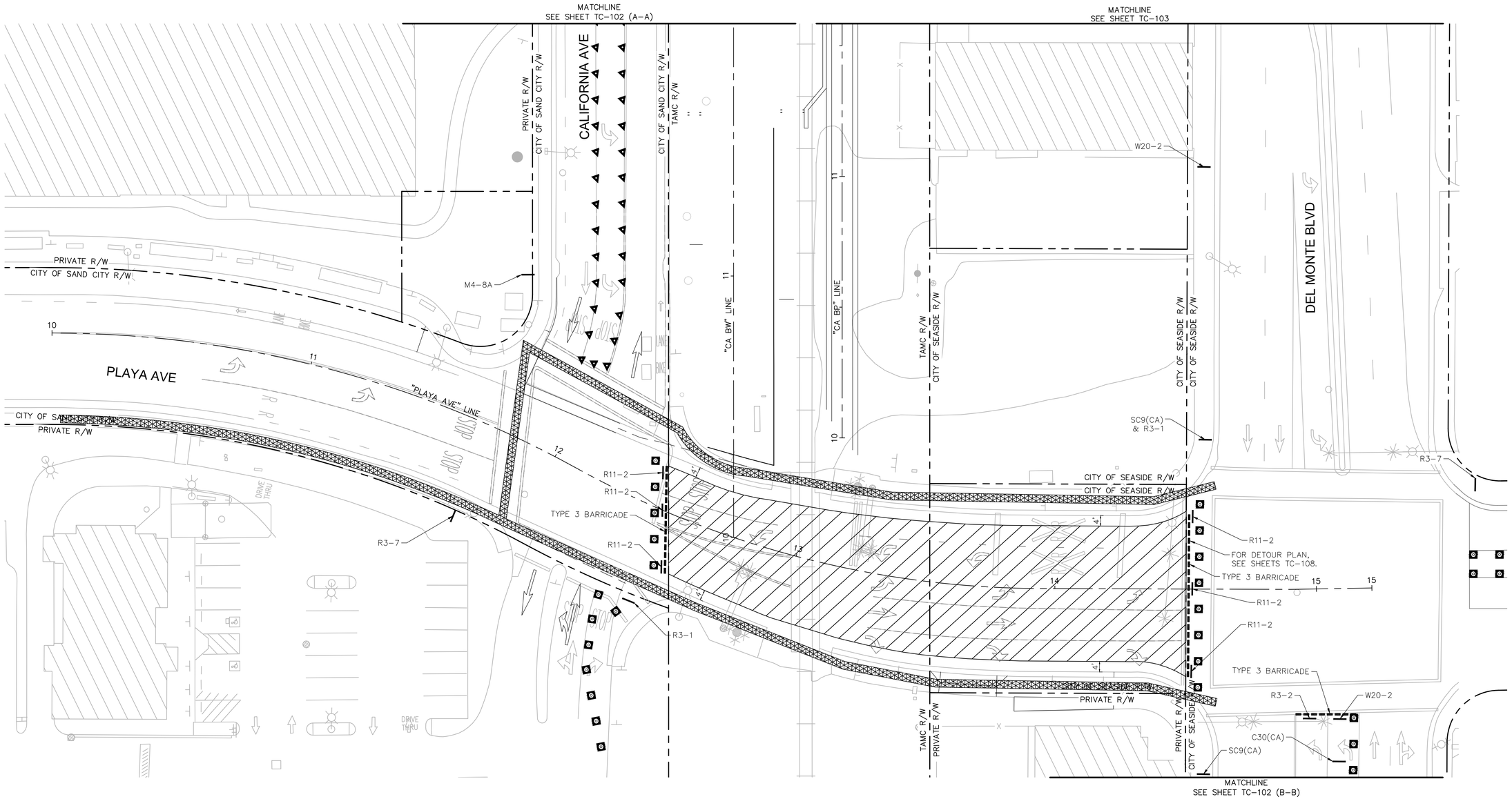

GENERAL NOTES:

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12. ALL SIGNS SHALL BE RETRO-REFLECTORIZED AND STANDARD SIZE.
13. THE CONTRACTOR SHALL ALWAYS PROVIDE FOR A SAFE PEDESTRIAN ACCESS.

100% DESIGN

STAGING NOTES

1. DURATION: 72 HOURS
2. SCHEDULING TO BE CONFIRMED WITH CITY.

LEGEND

- WORK AREA
- PEDESTRIAN ACCESS
- TEMPORARY ASPHALT PATHWAY
- X TEMPORARY CHAINLINK FENCE
- SAWCUT
- CRASH CUSHION
- BARRICADE (TYPE 60K)
- TRAFFIC DRUMS
- SIGN POST
- TYPE 1 DELINEATOR
- TYPE 3 BARRICADE

SIGN LEGEND

END DETOUR	ROAD CLOSED	DETOUR	LANE CLOSED
M4-8A	R11-2	SC9(CA)	C30(CA)

		RIGHT LANE MUST TURN RIGHT	DETOUR AHEAD
R3-1	R3-2	R3-7	W20-2

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT
TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY
Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA TRAFFIC CONTROL PLAN PHASE 2
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. TC-101		
570 OF 610 SHEETS		

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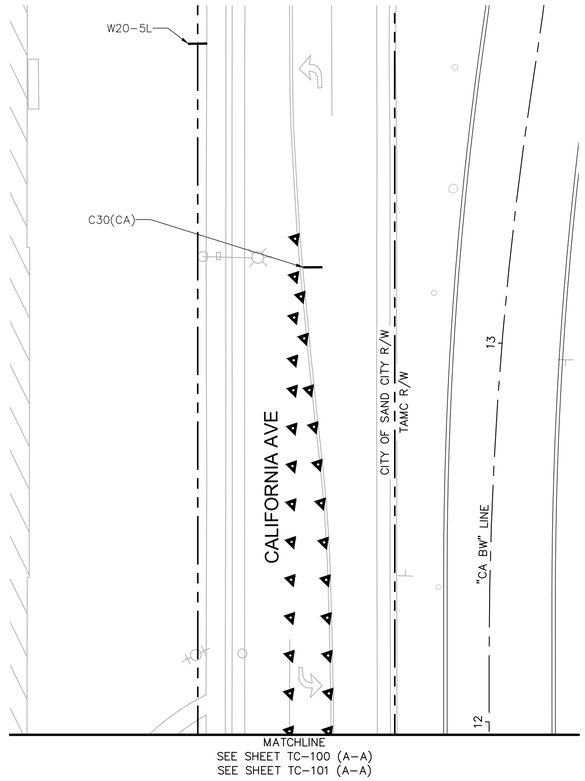

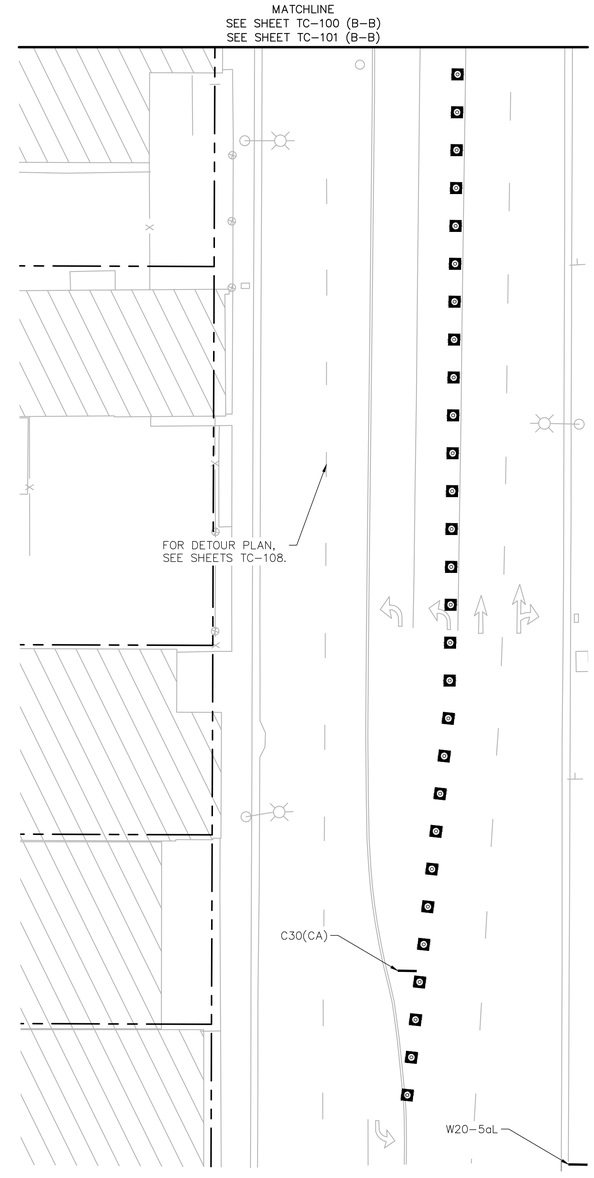

GENERAL NOTES:

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100% DESIGN

STAGING NOTES

1. DURATION: 72 HOURS
2. SCHEDULING TO BE CONFIRMED WITH CITY.

LEGEND

- WORK AREA
- PEDESTRIAN ACCESS
- TEMPORARY ASPHALT PATHWAY
- TEMPORARY CHAINLINK FENCE
- SAWCUT
- CRASH CUSHION
- BARRICADE (TYPE 60K)
- TRAFFIC DRUMS
- SIGN POST
- TYPE 1 DELINEATOR
- TYPE 3 BARRICADE

SIGN LEGEND

LANE CLOSED	LEFT LANE CLOSED AHEAD	2 LEFT LANE CLOSED AHEAD
C30(CA)	W20-5L	W20-5aL

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA TRAFFIC CONTROL PLAN PHASE 2
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. TC-102		
571 OF 610 SHEETS		

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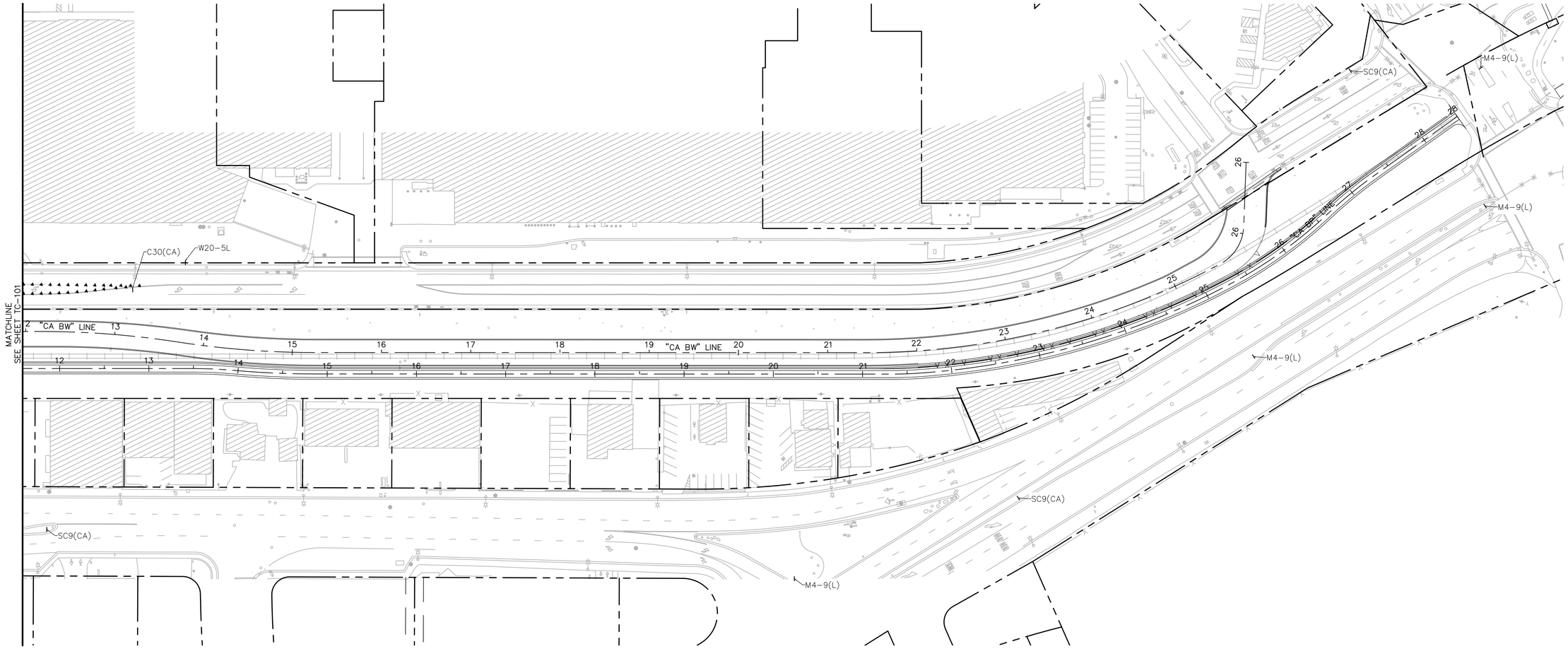

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100% DESIGN

STAGING NOTES

1. DURATION: 72 HOURS
2. SCHEDULING TO BE CONFIRMED WITH CITY.

LEGEND

- WORK AREA
- PEDESTRIAN ACCESS
- TEMPORARY ASPHALT PATHWAY
- X — TEMPORARY CHAINLINK FENCE
- SAWCUT
- CRASH CUSHION
- BARRICADE (TYPE 60K)
- TRAFFIC DRUMS
- SIGN POST
- TYPE 1 DELINEATOR
- TYPE 3 BARRICADE

SIGN LEGEND

END DETOUR	DETOUR	DETOUR	LANE CLOSED
M4-8A	M4-9(L)	SC9(CA)	C30(CA)

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA TRAFFIC CONTROL PLAN PHASE 2
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. TC-103		
572 OF 610 SHEETS		

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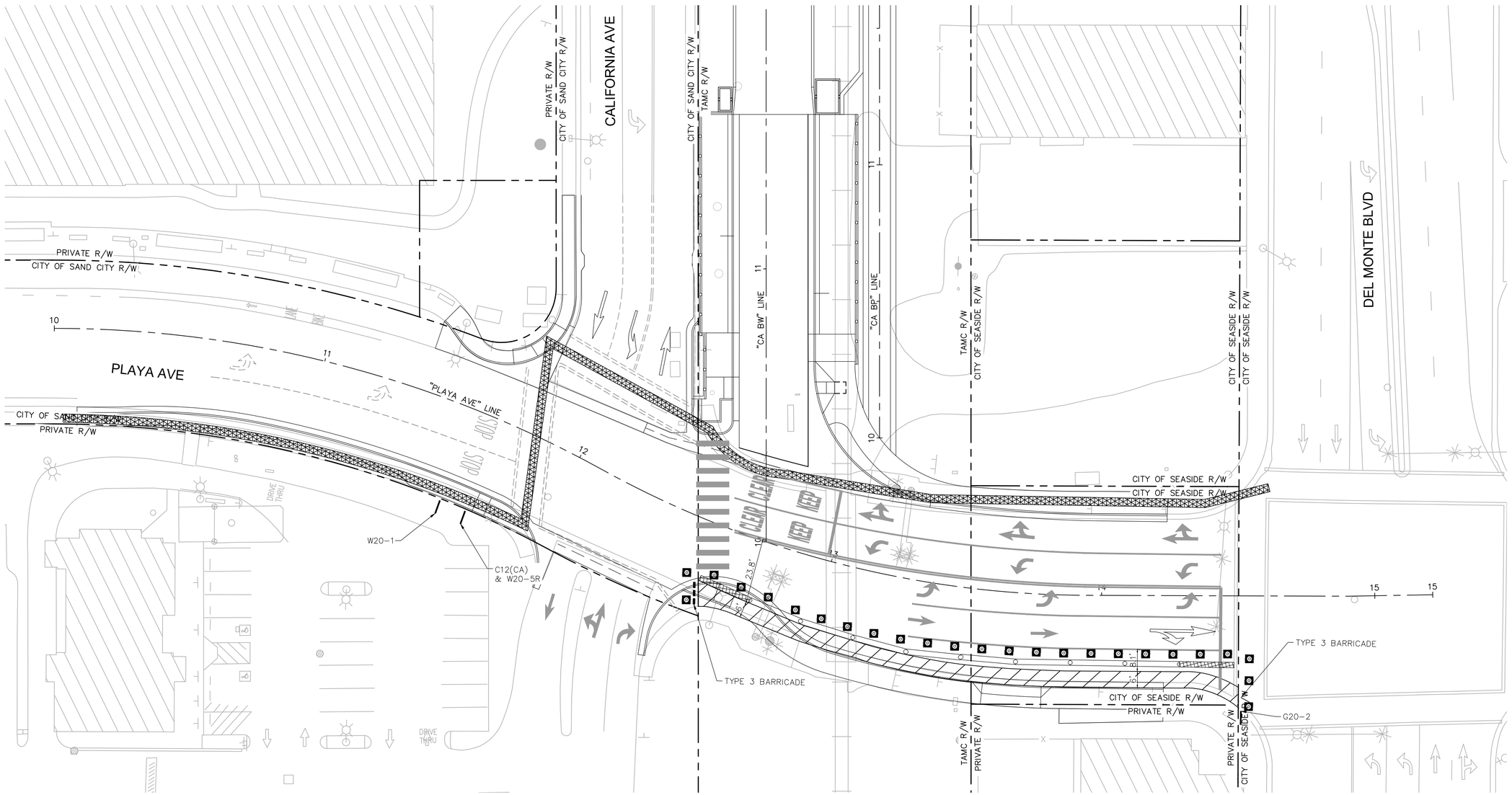

GENERAL NOTES:

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL AND MAINTAIN THE TRAFFIC CONTROL DEVICES AS SHOWN, AS WELL AS ADDITIONAL TRAFFIC CONTROL DEVICES AS REQUIRED TO ENSURE THE SAFE MOVEMENT OF VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH OR AROUND THE WORK AREA.
2. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AND SHALL BE REPAIRED, REPLACED, OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY.
3. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITIONS OF: CALTRANS STANDARD SPECIFICATION AND CALIFORNIA MUTCD, LATEST EDITION.
4. ALL FLASHING ARROW SIGNS SHALL BE SOLAR POWERED.
5. CONTRACTOR SHALL PROVIDE FLAGMEN AS NECESSARY TO GIVE ADEQUATE WARNING TO TRAFFIC OR TO THE PUBLIC OF ANY UNSAFE CONDITIONS TO BE ENCOUNTERED.
6. CONTRACTOR SHALL REMOVE TEMPORARY TRAFFIC DELINEATION, SIGNAGE, AND OTHER DEVICES WHEN NO LONGER REQUIRED, AND SHALL RESTORE AREAS TO ORIGINAL CONDITIONS.
7. CONTRACTOR SHALL COVER EXISTING SIGNS WHERE THEY CONFLICT WITH CONSTRUCTION DETOURS AND SIGNING.
8. ALL OPEN EXCAVATION OR CONSTRUCTION WORK SHALL BE A MINIMUM OF 5' FROM ANY OPERATION TRAFFIC LANES.
9. CONTRACTOR SHALL COORDINATE WITH THE CITY FOR ANY TEMPORARY TRAFFIC SIGNAL TIMING AND MODIFICATIONS.
10. ALL STRIPING AND MARKING SHALL CONFORM TO SECTION 310-5.6 OF THE STANDARD SPECIFICATION FOR PUBLIC WORKS CONSTRUCTION. TEMPORARY REMOVABLE STRIPING TAPE (DETOUR GRADE) MAY BE USED IN LIEU OF PAINTED STRIPING.
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12. ALL SIGNS SHALL BE RETRO-REFLECTORIZED AND STANDARD SIZE.
13. THE CONTRACTOR SHALL ALWAYS PROVIDE FOR A SAFE PEDESTRIAN ACCESS.

100% DESIGN

STAGING NOTES

1. WORK HOURS: PER APPROVED CONSTRUCTION PERMIT

LEGEND

- WORK AREA
- PEDESTRIAN ACCESS
- TEMPORARY ASPHALT PATHWAY
- X — TEMPORARY CHAINLINK FENCE
- SAWCUT
- CRASH CUSHION
- BARRICADE (TYPE 60K)
- TRAFFIC DRUMS
- SIGN POST
- TYPE 1 DELINEATOR
- TYPE 3 BARRICADE

SIGN LEGEND

NARROW LANE	ROAD WORK AHEAD	END ROAD WORK	RIGHT LANE CLOSED AHEAD
C12(CA)	W20-1	G20-2	W20-5R

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA TRAFFIC CONTROL PLAN PHASE 3
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. TC-104		
573 OF 610 SHEETS		

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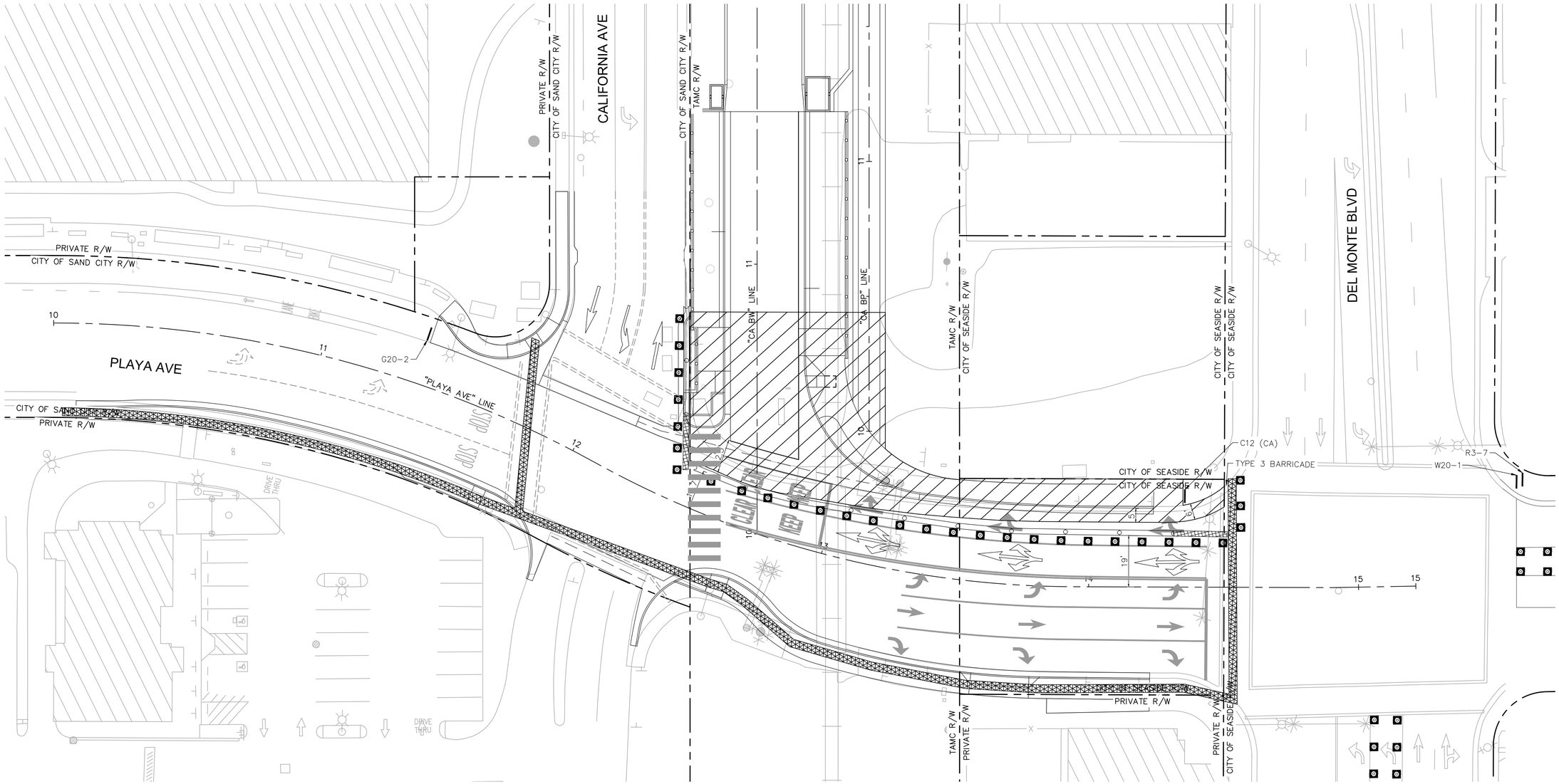

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100% DESIGN

STAGING NOTES

1. WORK HOURS: PER APPROVED CONSTRUCTION PERMIT

LEGEND

- WORK AREA
- PEDESTRIAN ACCESS
- TEMPORARY ASPHALT PATHWAY
- X — TEMPORARY CHAINLINK FENCE
- SAWCUT
- CRASH CUSHION
- BARRICADE (TYPE 60K)
- TRAFFIC DRUMS
- SIGN POST
- TYPE 1 DELINEATOR
- TYPE 3 BARRICADE

SIGN LEGEND

NARROW LANE	ROAD WORK AHEAD	END ROAD WORK
C12 (CA)	W20-1	G20-2

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA TRAFFIC CONTROL PLAN PHASE 4
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. TC-105		
574 OF 610 SHEETS		

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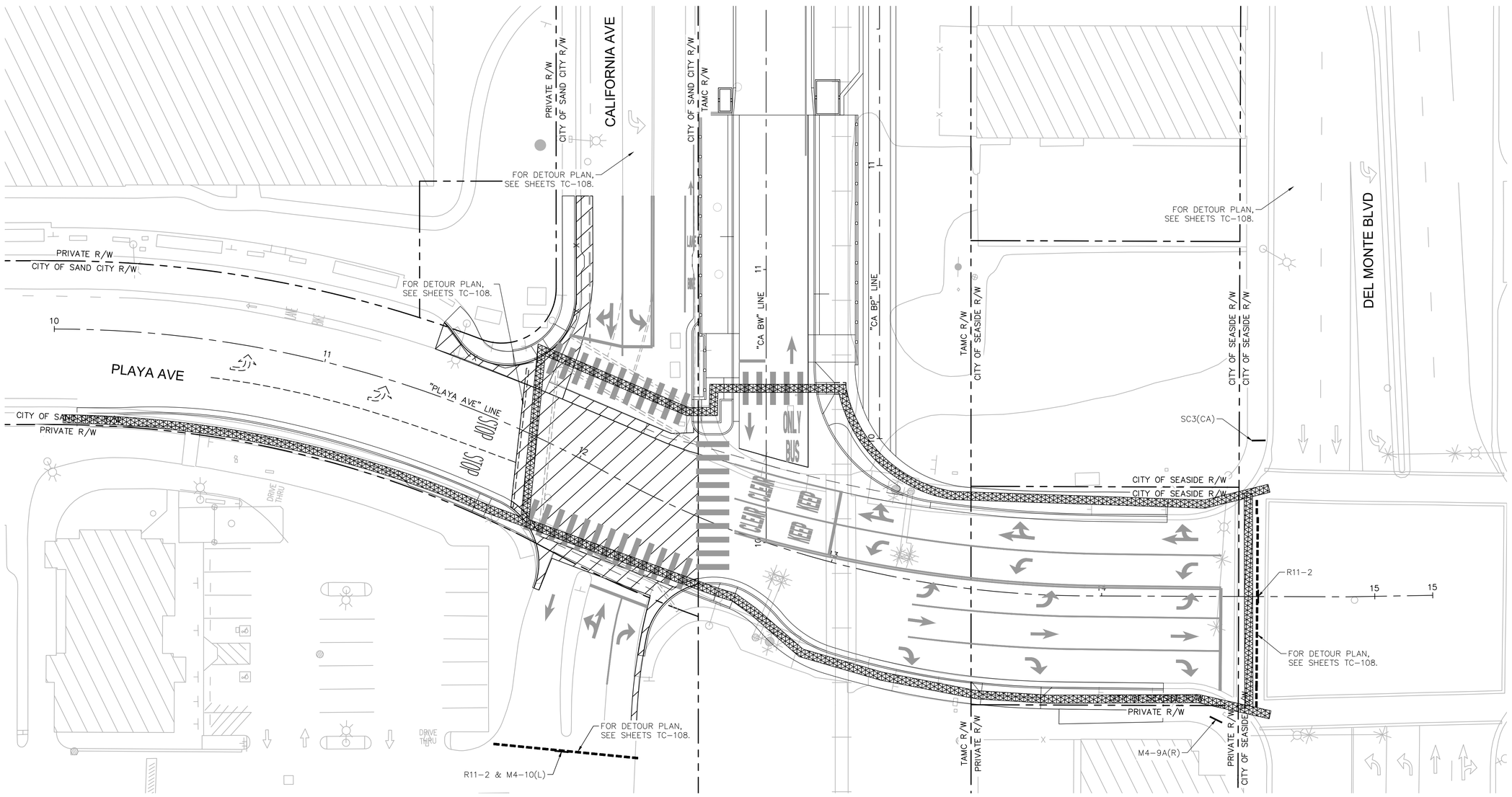

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12. ALL SIGNS SHALL BE RETRO-REFLECTORIZED AND STANDARD SIZE.
13. THE CONTRACTOR SHALL ALWAYS PROVIDE FOR A SAFE PEDESTRIAN ACCESS.

100% DESIGN

STAGING NOTES

1. ONLY ONE LANE BE CLOSED AT ONE TIME.
2. NIGHT WORK (10:00 PM – 6:00 AM) PER APPROVED ENCROACHMENT PERMIT

LEGEND

- WORK AREA
- PEDESTRIAN ACCESS
- TEMPORARY ASPHALT PATHWAY
- X — TEMPORARY CHAINLINK FENCE
- SAWCUT
- CRASH CUSHION
- BARRICADE (TYPE 60K)
- TRAFFIC DRUMS
- SIGN POST
- TYPE 1 DELINEATOR
- TYPE 3 BARRICADE

SIGN LEGEND

DETOUR	DETOUR	DETOUR
M4-9A(L)	M4-9A(R)	SC3(CA)
RIGHT LANE MUST TURN RIGHT	ROAD CLOSED	
R3-7	R11-2	

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA TRAFFIC CONTROL PLAN PHASE 5
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	ML	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. TC-106		
575 OF 610 SHEETS		

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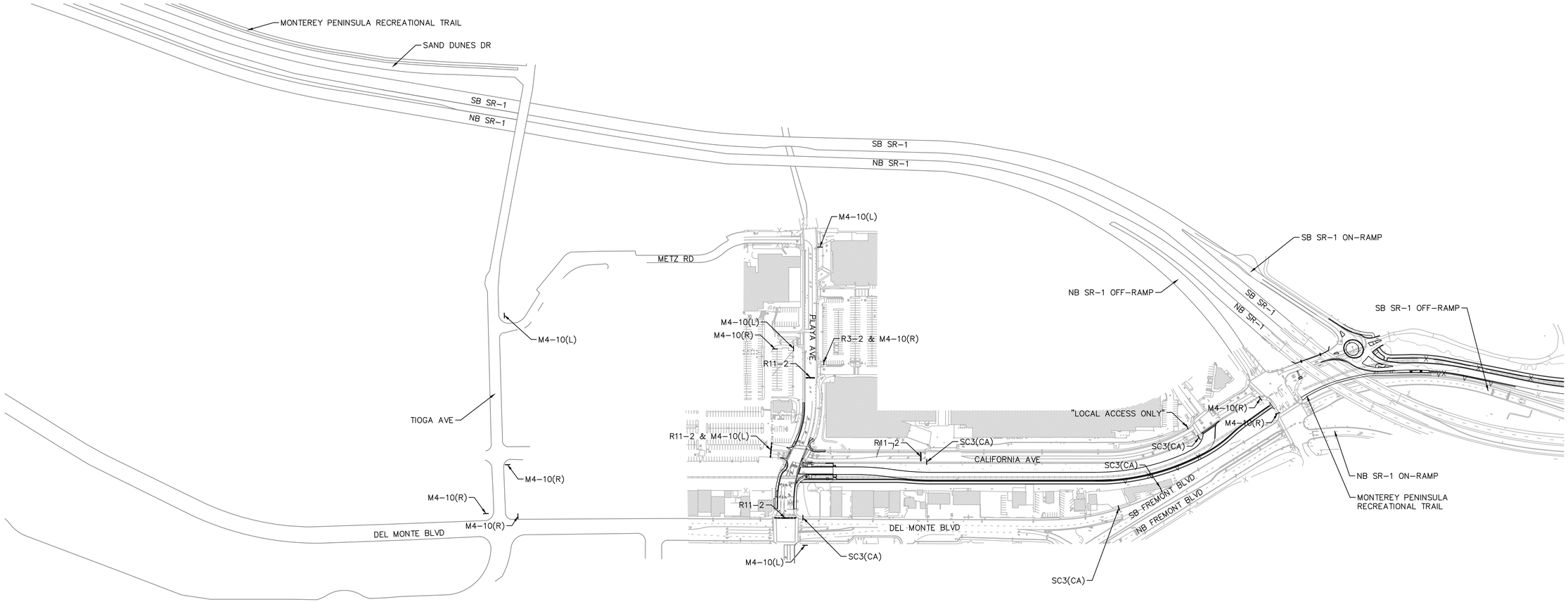

LEGEND

	WORK AREA		BARRICADE (TYPE 60K)
	PEDESTRIAN ACCESS		TRAFFIC DRUMS
	TEMPORARY ASPHALT PATHWAY		SIGN POST
X	TEMPORARY CHAINLINK FENCE		TYPE 1 DELINEATOR
	SAWCUT		TYPE 3 BARRICADE
	CRASH CUSHION		

GENERAL NOTES:

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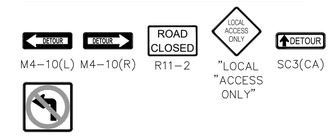
13. THE CONTRACTOR SHALL ALWAYS PROVIDE FOR A SAFE PEDESTRIAN ACCESS.

STAGING NOTES

1. WORK HOURS: PER APPROVED CONSTRUCTION PERMIT
2. NIGHT WORK RECOMMENDED DURING CONSTRUCTION OF THIS STAGE 10:00PM – 6:00AM.

SIGN LEGEND



100% DESIGN

SURF! BUSWAY AND BRT PROJECT
PLAYA-CALIFORNIA TRAFFIC CONTROL DETOUR PLAN
MONTEREY COUNTY
CALIFORNIA

DATE	APRIL 2024	
DRAWN	WL	
DESIGNED	LJ	
CHECKED	PM	
CONTRACT NO. 22-03		
SHEET NO. TC-107		
576 OF 610 SHEETS		

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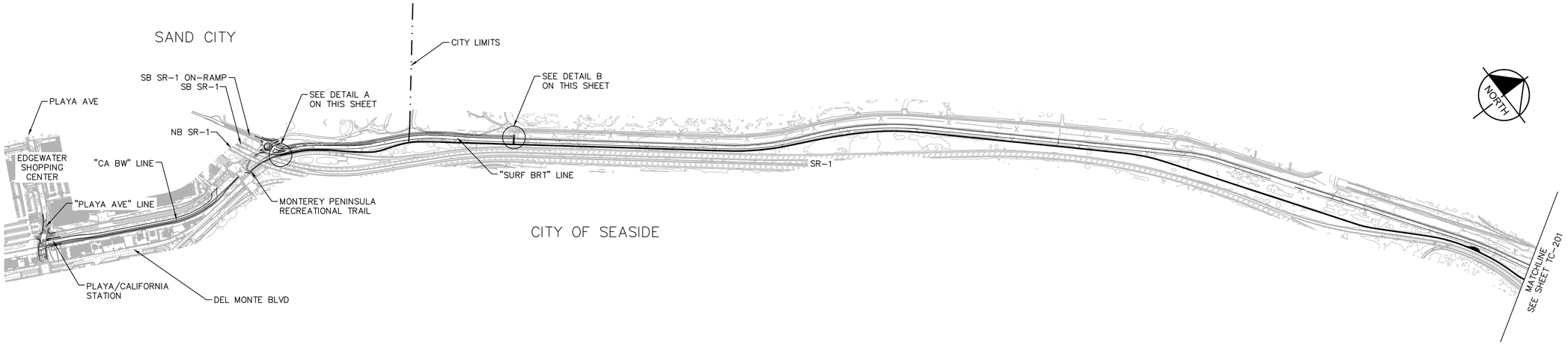
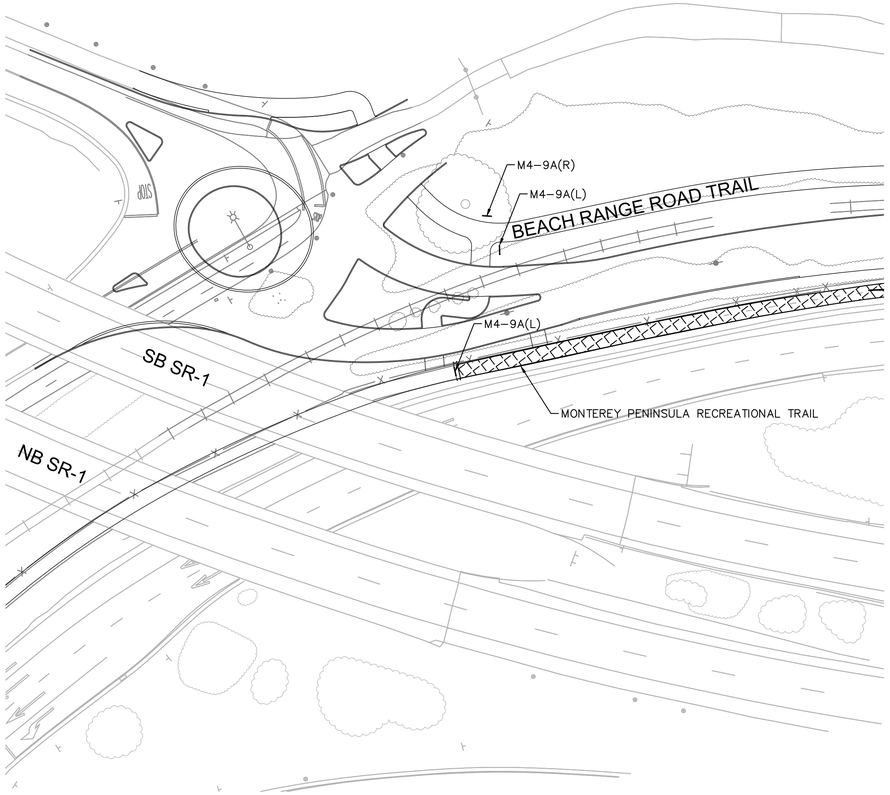
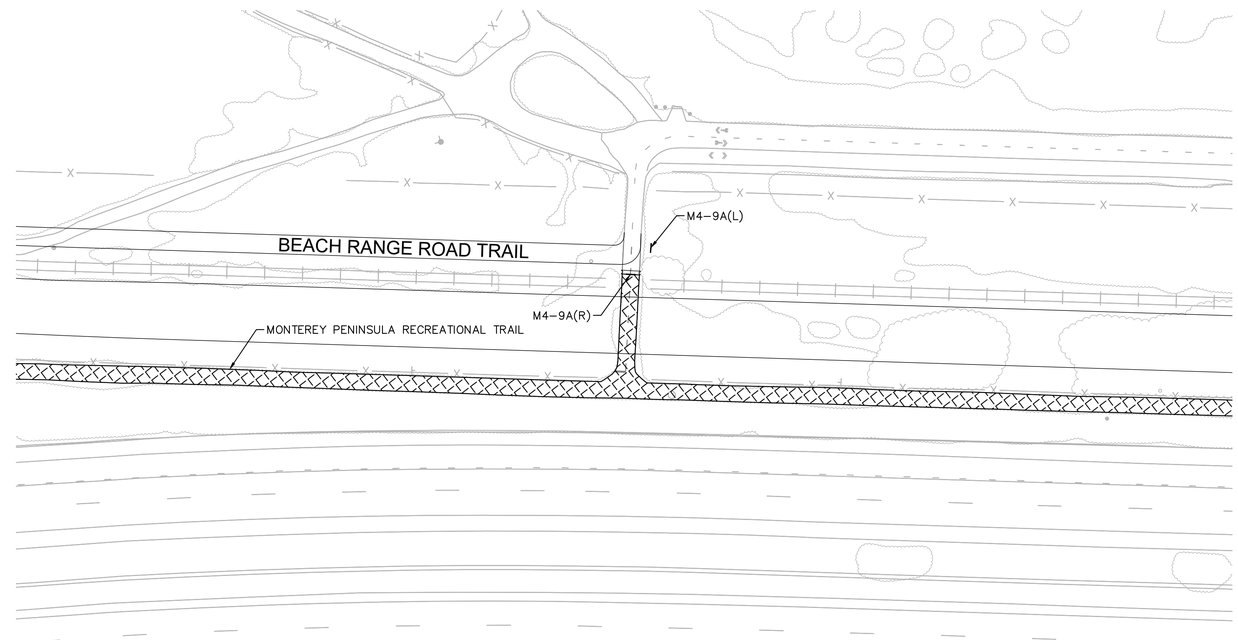




DETAIL A



DETAIL B

GENERAL NOTES:

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL AND MAINTAIN THE TRAFFIC CONTROL DEVICES AS SHOWN, AS WELL AS ADDITIONAL TRAFFIC CONTROL DEVICES AS REQUIRED TO ENSURE THE SAFE MOVEMENT OF VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH OR AROUND THE WORK AREA.
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STAGING NOTES

1. WORK HOURS: PER APPROVED CONSTRUCTION PERMIT

SIGN LEGEND

M4-9A(L) M4-9A(R)

LEGEND

CLOSED TRAIL

BARRICADE (TYPE 60K)

SIGN POST

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

MONTEREY PENINSULA RECREATIONAL TRAIL CLOSURE

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024	
DRAWN	CG	
DESIGNED	CG	
CHECKED	MM	
CONTRACT NO. 22-03		
SHEET NO. TC-200		
577 OF 610 SHEETS		

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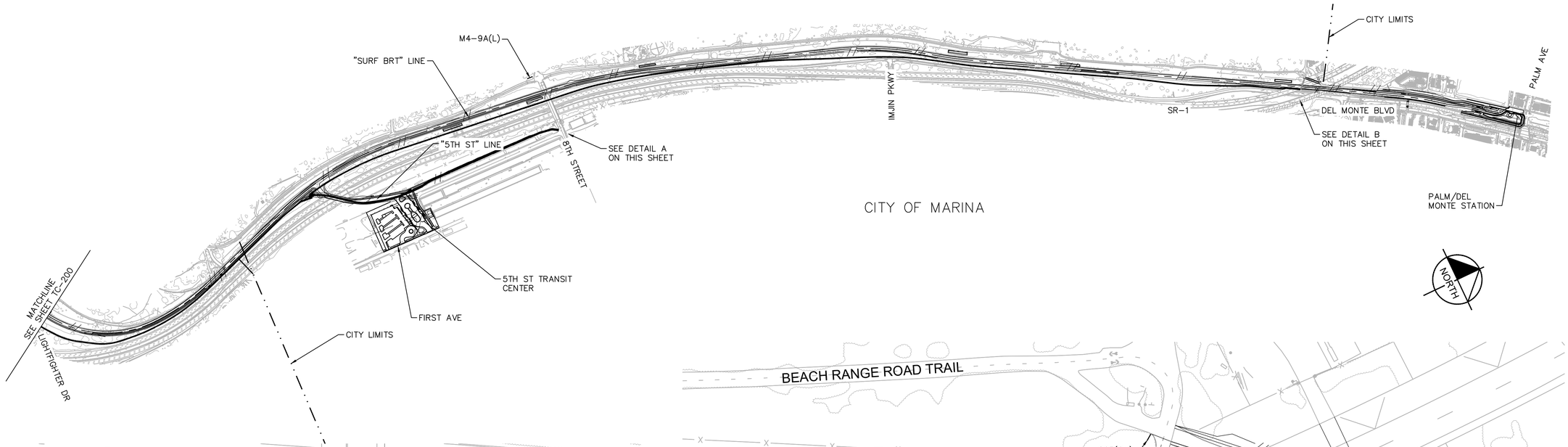

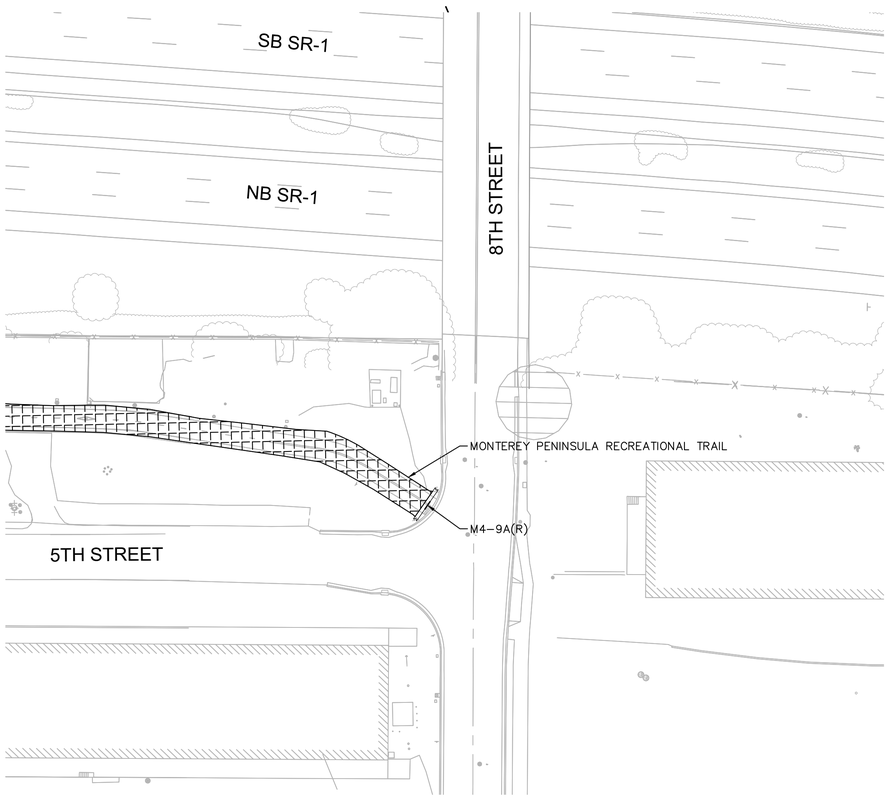

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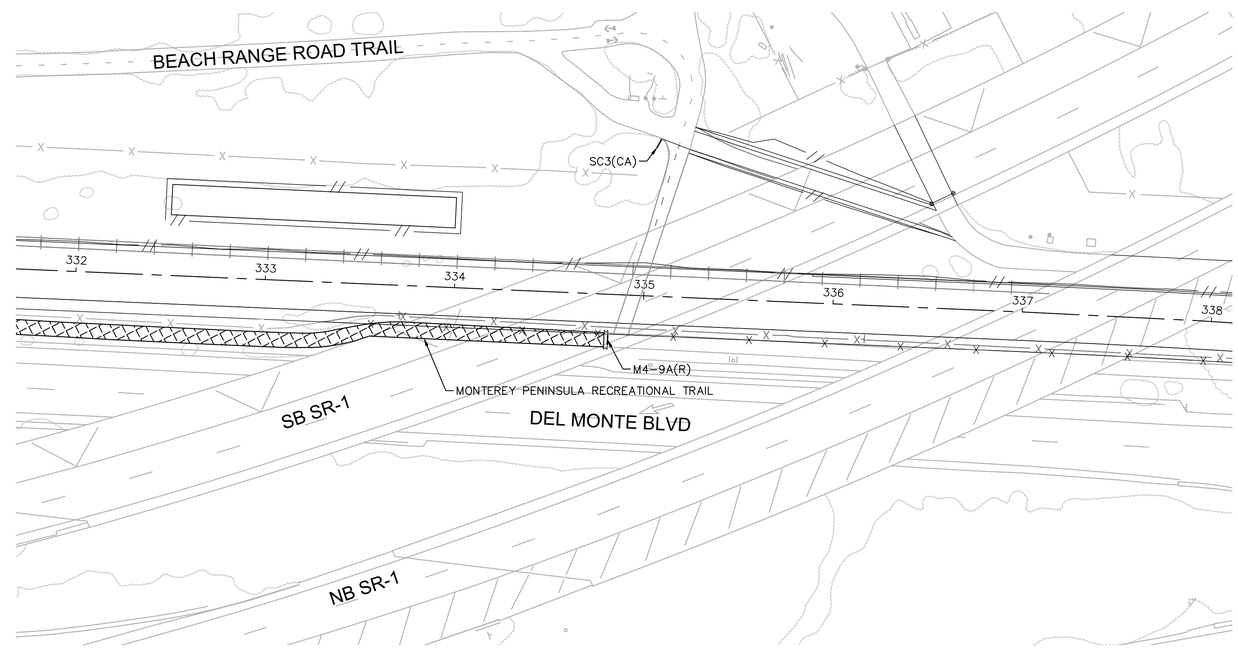
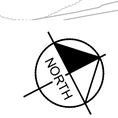


DETAIL B



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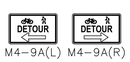
STAGING NOTES

1. WORK HOURS: PER APPROVED CONSTRUCTION PERMIT

SIGN LEGEND



M4-9A(L) M4-9A(R)

LEGEND

CLOSED TRAIL

BARRICADE (TYPE 60K)

SIGN POST

100% DESIGN

MST MONTEREY-SALINAS TRANSIT

TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT

MONTEREY PENINSULA RECREATIONAL TRAIL CLOSURE

MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	CG
DESIGNED	CG
CHECKED	MM
CONTRACT NO.	22-03
SHEET NO.	TC-201
	578 OF 610 SHEETS

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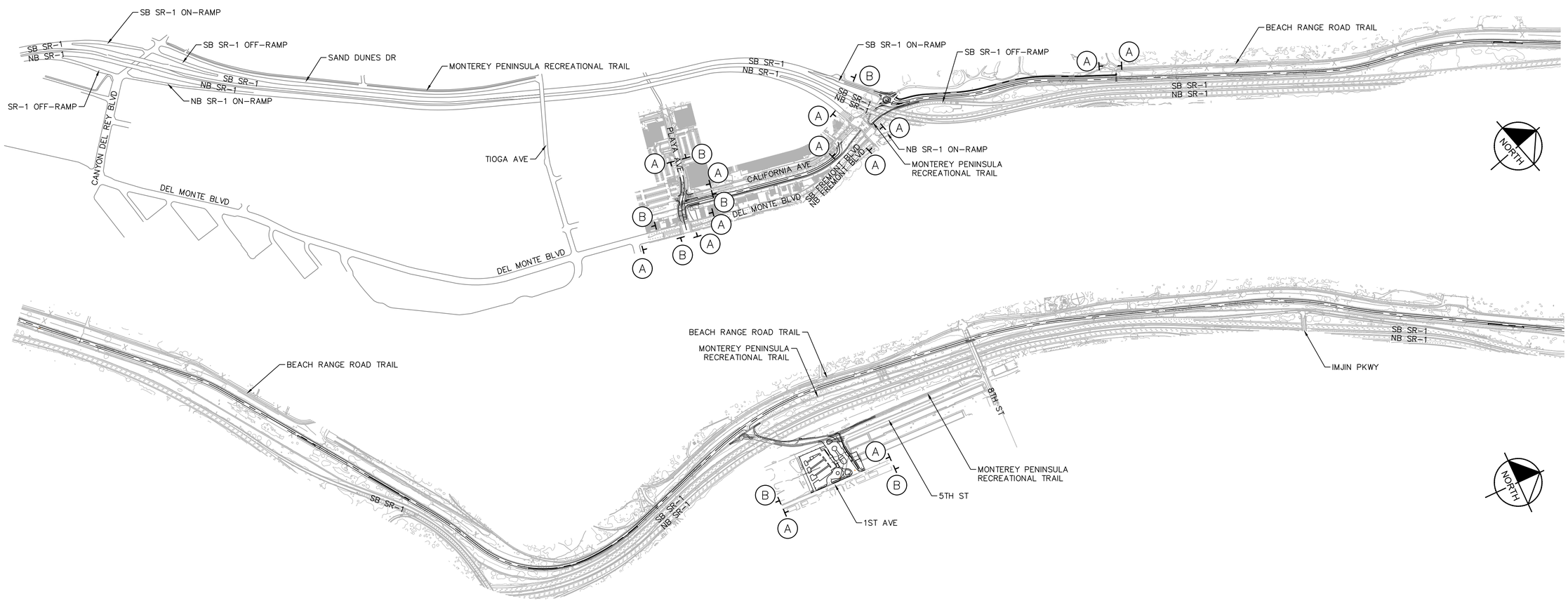

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SIGN NO. (X)	SIGN DESIGNATION	PANEL SIZE	SIGN MESSAGE	NUMBER OF POSTS AND SIZE	NUMBER OF SIGNS
A	W20-1	48" X 48"	ROAD WORK AHEAD	1 - 6" x 6"	17
B	G20-2	36" X18"	END ROAD WORK	1 - 4" x 4"	10

GENERAL NOTES:

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4. ALL FLASHING ARROW SIGNS SHALL BE SOLAR POWERED.
5. CONTRACTOR SHALL PROVIDE FLAGMEN AS NECESSARY TO GIVE ADEQUATE WARNING TO TRAFFIC OR TO THE PUBLIC OF ANY UNSAFE CONDITIONS TO BE ENCOUNTERED.
6. CONTRACTOR SHALL REMOVE TEMPORARY TRAFFIC DELINEATION, SIGNAGE, AND OTHER DEVICES WHEN NO LONGER REQUIRED, AND SHALL RESTORE AREAS TO ORIGINAL CONDITIONS.
7. CONTRACTOR SHALL COVER EXISTING SIGNS WHERE THEY CONFLICT WITH CONSTRUCTION DETOURS AND SIGNING.
8. ALL OPEN EXCAVATION OR CONSTRUCTION WORK SHALL BE A MINIMUM OF 5' FROM ANY OPERATION TRAFFIC LANES.
9. CONTRACTOR SHALL COORDINATE WITH THE CITY FOR ANY TEMPORARY TRAFFIC SIGNAL TIMING AND MODIFICATIONS.
10. ALL STRIPING AND MARKING SHALL CONFORM TO SECTION 310-5.6 OF THE STANDARD SPECIFICATION FOR PUBLIC WORKS CONSTRUCTION. TEMPORARY REMOVABLE STRIPING TAPE (DETOUR GRADE) MAY BE USED IN LIEU OF PAINTED STRIPING.
11. THE CONTRACTOR SHALL PROVIDE FOR ACCESS TO ALL ADJACENT PROPERTIES DURING WORK HOURS. CONSTRUCTION OPERATIONS SHALL BE CONDUCTED IN SUCH A MANNER AS TO CAUSE AS LITTLE INCONVENIENCE AS POSSIBLE TO ABUTTING PROPERTY OWNERS/OPERATORS.
12. ALL SIGNS SHALL BE RETRO-REFLECTORIZED AND STANDARD SIZE.
13. THE CONTRACTOR SHALL ALWAYS PROVIDE FOR A SAFE PEDESTRIAN ACCESS.

GRAPHIC SCALE IN FEET
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MST MONTEREY-SALINAS TRANSIT
TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY
Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
CONSTRUCTION AREA SIGNS
MONTEREY COUNTY CALIFORNIA

DATE	APRIL 2024
DRAWN	CG
DESIGNED	CG
CHECKED	MM
CONTRACT NO.	22-03
SHEET NO.	TC-300

579 OF 610 SHEETS

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March 22, 2024

Anastazia Aziz, AICP
City of Sand City
1 Pendergrass Way
Sand City, CA 93955

RE: MST SURF! Busway CDP Application – Supplemental Material

Dear Ms. Aziz:

In response to the City's notice of incompleteness of September 28, 2023, MST provided detailed written responses dated January 5, 2024. Following submittal of that information, MST staff and consultants met with City staff via videoconference on January 18, 2024, to discuss remaining comments and concerns. The materials attached to this letter respond to the issues raised during the January 18 meeting. The substance of this material includes the following:

- **Environmentally Sensitive Habitat Area (ESHA) and Biological Resources**: Denise Duffy & Associates has prepared a memorandum that identifies the SURF! project's footprint in Sand City's coastal zone, identifies permanent and temporary impacts, shows the location of sensitive plant species and quantifies ESHA impacts and proposed mitigation. This information is provided at the City's request.

- **Updated Roundabout and Recreation Trail Connection Diagram**: MST's consultant team has provided the latest roundabout design concept at the California Avenue/Highway 1 southbound ramp/future Monterey Bay Shores entrance location. The diagram shows additional detail such as the crossing arm location, proposed signage, and trail markings where they cross the bus lanes near the roundabout. MST emphasizes that buses at this location in both directions will be at slow speed (between 0 and 10 mph) as they enter and exit the roundabout through controlled access points. The roundabout itself has a speed limit of 15 mph. The short crossing of the busway between the Monterey Peninsula Recreation Trail and the new Beach Range Road extension trail at this location will be marked with pavement markings and signage with clear visibility in both directions for both trail users and bus operators. The roundabout and its components are being designed in accordance with accepted design standards and in coordination with Caltrans for operational function and safety.

As noted in MST's response document of January 5, 2024, no closure of the Monterey Peninsula Recreation Trail will occur in this location until the extension of the Beach Range Road Trail is completed as a parallel alternative. This will ensure that there is no interruption to trail through traffic or coastal access. An additional diagram has been provided showing proposed construction phasing, staging, and the temporary recreation trail closure in Sand City.

Thank you for your continued review and attention to MST's application. If you have any questions about the above comments, please do not hesitate to contact me at csedoryk@mst.org or 831-264-5001.

Sincerely,

DocuSigned by:

Carl Sedoryk

580C6BD24671488...

Carl G. Sedoryk
General Manager/CEO

CC: Todd Muck, Transportation for Monterey County
Zane Mortenson, City of Sand City

Attachments:

MST SURF! Project- ESHA Impacts (Sand City), DDA Memo 3-18-2024
Roundabout Signing and Pavement Marking
Multi-Use Access Staging for Roundabout Construction, Phases 1-3

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DENISE DUFFY & ASSOCIATES, INC.

PLANNING AND ENVIRONMENTAL CONSULTING

MEMORANDUM

Date: March 18, 2024

To: Michelle Overmeyer, Director of Planning and Innovation, Monterey-Salinas Transit

From: Erin Harwayne, AICP, DD&A

Subject: MST SURF! Project - ESHA Impacts (Sand City)

Introduction

This memo has been prepared to provide the City of Sand City (City) with additional information on the potential MST SURF! project impacts to ESHA, or environmentally sensitive habitat area, and the proposed mitigation ratios, as requested by the City in a meeting with MST on January 18, 2024. Specifically, the following memo describes the methods used to calculate project impacts and ESHA impacts, defines the impact categories, and identifies the potential ESHA impacts within the permit area in accordance with the definitions used by the California Coastal Commission (CCC).

#2. ENVIRONMENTALLY SENSITIVE HABITAT AREA (ESHA)

a. Area of ESHA Impacted

Project Footprint

Kimley-Horn (KH) reviewed the project's 95% complete design plans and updated the project limits of construction to include all permanent components associated with the project footprint (e.g., retaining walls, drainage infrastructure, roadway, bicycle/pedestrian trail, etc.) and all temporary components associated with the project (e.g., incidental grading outside the footprint, staging areas, drainage areas, construction access areas, etc.). In addition, KH differentiated the developed ballast and track areas within the permit area. Please see **Appendix A**, which provides an updated Impact Exhibit for the approximate 0.67-mile coastal permit area in Sand City. The exhibit illustrates CADD-based information and area calculations with refined linework from the 95% plan set. This exhibit provides a more focused presentation of the project footprint in this area, including all areas of permanent impacts for bus lanes, retaining walls, and hard infrastructure, as well as areas of temporary impacts.

The construction phasing has been designed to minimize impacts by keeping within the 100-foot-wide Transportation Agency for Monterey County (TAMC) corridor and avoiding adjacent sensitive habitat areas and utilizing developed areas for staging areas. Staging and movement of construction equipment will occur in a linear manner as much as possible within the footprint of the proposed bus lanes to reduce the amount of temporary impacts.

KH provided DD&A with the CADD files used to create the updated Impact Exhibit. DD&A converted the CADD files into GIS format to overlay the existing biological resources data and determine the biological resources that may be permanently and temporarily impacted by the proposed project.

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Impact Analysis

Project Impacts within Sand City Permit Area

The project footprint consists of temporary and permanent impact areas within the 100-foot-wide TAMC corridor. These areas are delineated as shown in the Impact Area Exhibit (**Appendix A**).

The impact definitions applied in this analysis follow those described by Dr. Lauren Garske-Garcia, Ph.D., Senior Ecologist for the CCC, in a memorandum dated October 8, 2020. As described in the memorandum, in the past, the CCC has generally considered two categories of impacts: temporary and permanent. "Temporary" has typically referred to those impacts where there is no significant ground disturbance or killing of native vegetation[1] and the vegetation recovers to its pre-disturbance state within one year[2]; everything else has been considered "permanent." Temporary impacts are generally brief and small, occurring on the order of a few weeks and over an area less than a quarter acre. On occasion, the CCC has recognized a third category, which acknowledges cumulative functional loss due to impacts sustained over longer construction periods and/or larger areas, even when they can recover quickly once construction ends.

Dr. Garske-Garcia's memorandum identified and defined three impact categories that may be applicable to projects that have a construction phase extending over two years, including areas where the vegetation is likely capable of recovering quickly. The impact categories are as follows:

- All temporary impacts require that 1) there be no significant ground disturbance and 2) that vegetation recovers to comparable age classes and/or size structure distributions by the end of the designated period, where:
    - Short-term temporary impacts are those where vegetation recovery occurs within 12 months of the *initial* point of disturbance;
    - Long-term temporary impacts are those that may be intermittent or sustained for up to a 24-month period such that vegetation recovery may require more than 12 months from the *initial* point of disturbance but no more than 12 months from the *conclusion* point of disturbance, thus effectively allowing for as much as 36 months to fully recover.
- Permanent impacts include areas or key ecological functions that would be lost to development, frequently disturbed in order to maintain development, involve significant ground disturbance, or necessitate more than 12 months for recovery following the conclusion of disturbance.

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[1] Ground disturbance is important to consider from an ecological perspective because it can affect resources and environmental properties such as seed banks, microtopography and superficial microhabitat, animal burrows, soil horizons, root zones, mycorrhizal and bacterial assemblages, and hydrology or drainage patterns. Similarly, it is important for native vegetation to persist rather than be replaced by non-native species or bare ground that then becomes available to competitive non-native species.

[2] Vegetation recovery to a pre-disturbance state, generally recognized by age classes and/or size structure distribution, is important because that condition is what establishes the foundation for the existing ecosystem. For example, perennial and woody species provide habitat structure serving as shelter, food sources, wind breaks, etc. Larger, more mature plants with established roots help stabilize substrate and reduce erosion, can allow the space for successional processes, and contribute to habitat mosaics, which in turn foster resilience and biodiversity. Heterogeneous distributions can provide diverse habitat opportunities and in turn, support more diverse and resilient ecosystems than their homogeneous counterparts.

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The definitions recognize that **ecology is more than a function of space** and allows for accounting of temporal losses to ecological functions. Successional processes, plant maturity, seed banks, and soil development are all examples of functions that may require years to recover, even from temporary disturbances. Other functions, like drainage patterns, may be permanently altered or lost in the course of nearby development.

For planning and analysis purposes, we are assuming that all temporary impacts shown in the Impact Exhibit (**Appendix A**) are categorized as "long-term temporary" impacts. This is because these areas would require minor grading for shoulders and drainage areas, but would not be paved. Over time, it is expected that these temporarily impacted areas would revert back to baseline conditions within 12 months from the *conclusion* point of disturbance. Construction activities within these temporarily impacted areas are expected to occur intermittently and may be sustained for up to 24 months, and, therefore, it is unlikely that vegetation recovery would not occur within 12 months of the *initial* point of disturbance. Therefore, the temporary impact areas within the Sand City Permit Area are categorized as long-term temporary impacts.

As mentioned above, the proposed grading activities in the long-term temporary impact areas would be minor and associated with constructing shoulder or drainage areas; other areas within the long-term temporary impact areas would be used for access and staging and not require grading. Thus, the proposed grading activities would not result in "significant" ground disturbance and these areas would be recolonized within the required timeframe to meet the definition of "long-term temporary." As a result, this analysis applies the long-term temporary impact category to identify impacts to ESHA. It should also be noted that work in temporarily impacted areas may have a secondary benefit in locations where invasive iceplant would be removed.

All other impacts within the Sand City Permit Area are categorized as "permanent" as they would be permanently lost to development, frequently disturbed in order to maintain development, involve significant ground disturbance, or necessitate more than 12 months for recovery following the conclusion of disturbance. Permanent impacts as shown in this memo include the bicycle/pedestrian path within Sand City.

As shown in **Appendix A**, the project footprint is based on 95% design plans and totals approximately **5.48 acres**, which is comprised of the following:

- Permanent Impact Area (yellow and green): **3.30 acres**
  - SURF! Project (yellow): 2.78 acres
  - Bicycle/pedestrian trail (green): 0.52 acre
- Long-Term Temporary Impact Area (blue): **2.18 acres**

The developed ballast and track area (red outline depicted in **Appendix A**) within the 100-foot-wide TAMC corridor totals approximately 1.13 acres. Within the project footprint, there are 0.97 acre of developed ballast and track areas that overlap with permanent and temporary impact areas (please refer to **Table 2**).

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Vegetation Impacts within the Sand City Permit Area

Three vegetation types were mapped within the Sand City Permit Area (**Figure 1**). Additionally, portions of the permit area are developed ballast and track areas. **Table 2** provides the acreages of these vegetation types and developed areas within the long-term temporary and permanent impact areas of the Sand City Permit Area.

Table 2. Vegetation Types in Sand City Permit Area

Vegetation Type	Long-Term Temporary Impact Area (ac)	Permanent SURF! Impact Area (ac)	Permanent Bicycle Trail Impact Area (ac)	Total (ac)
Developed/Ballast and Track Areas	0.40	0.54	0.03	0.97
Ruderal	1.72	2.04	0.49	4.25
Coastal Scrub	0.06	0.20	0	0.26
TOTAL	**2.18**	**2.78**	**0.52**	**5.48**

Special-Status Species Impacts within the Sand City Permit Area

Focused botanical surveys for Smith's blue butterfly habitat (i.e., coast and seacliff buckwheat) and special-status plant species were conducted in 2020. Individual plants or populations of five or fewer individuals were mapped as a point and a count of the number of individual plants was documented. Populations included all individuals within approximately three feet of another individual; individual plants further than three feet apart were mapped as a separate polygon or point. In accordance with the methods identified in the most recent CCC staff report regarding development in dune ESHA in the project vicinity (A-3-MRA-19-0034 and 9-20-0603, Cal-Am Desalination, available on the CCC's November 17, 2022, archived agenda at: https://www.coastal.ca.gov/meetings/agenda/#/2022/11[3]), DD&A applied a 2-foot buffer around the coast and seacliff buckwheat points to estimate the areal cover of individuals within the Sand City Permit Area and estimate the total areal cover of SBB habitat within the Sand City Permit Area. **Table 3** quantifies the SBB habitat that was observed within the Sand City Permit Area during the surveys. **Figure 2** identifies the location of SBB habitat within the Sand City Permit Area.

[3] An appendix to the staff report identified that a 1-foot buffer was applied around Monterey spineflower points and a 1- to 15-foot buffer was applied around points of all other species, depending on species type. Since the specific buffer for other species was not given, DD&A determined a 1-foot buffer for herbs (consistent with the Monterey spineflower buffer) and 2-foot buffer for shrubs which, taken with DD&A survey methodology of mapping new points every three feet, would capture all occurrences of such species and provide an accurate estimate of areal cover.

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Table 3. Potential Smith's Blue Butterfly Habitat within Sand City Permit Area

	Long-Term Temporary Impact Area			Total Permanent Impact Area Bike Trail in Blue****			Total Areal Cover*** (long-term temporary and permanent impact areas)
Species	*Polygon Area*	*# of Individuals/ Areal Cover**	***Total Areal Cover***	*Polygon Area*	*# of Individuals/ Areal Cover**	***Total Areal Cover***	
Coast and seacliff buckwheat	202 sf	6 ind./ 50 sf	**252 sf (0.01 ac)**	653 sf 93 sf	17 ind./ 109 sf	**762 sf (0.02 ac)** 93 sf (<0.01 ac)	**1,014 sf (0.02 ac)**

* areal cover estimated based on 2-foot buffer around buckwheat points
** total areal cover estimated by combining acreage of polygons and areal cover of points
*** acreage does not add up due to rounding
****bike trail acreages are included as part of total permanent impact area acreages

Special-Status Plant Species

Focused botanical surveys for special-status plant species were conducted during the appropriate blooming period for all species with the potential to occur within the project site, including the Sand City Permit Area, in April, May, and June 2020. Individual plants or populations of five or fewer individuals were mapped as a point and a count of the number of individual plants was documented. Populations included all individuals within approximately three feet of another individual; individual plants further than three feet apart were mapped as a separate polygon or point. In accordance with the methods from the CCC staff report referenced above, DD&A applied a 1-foot buffer around Monterey spineflower points, and a 2-foot buffer around sandmat and Hooker's manzanita points to estimate the areal cover of individuals, and estimate the total areal cover of these species within the Sand City Permit Area.[4] **Table 4** quantifies the special-status plant species that were observed within the Sand City Permit Area during the surveys. **Figure 2** identifies the location of each species within the Sand City Permit Area.

Table 5 summarizes the total areal cover of special-status plant species and habitat for SBB within the Sand City Permit Area.

[4] Ibid.

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Table 4. Special-Status Plant Species within Sand City Permit Area

	Long-Term Temporary Impact Area			Permanent Impact Area Bike Trail in Blue****			Total Areal Cover*** (long-term temporary and permanent impact areas)
Species	*Polygon Area*	*# of Individuals/ Areal Cover**	***Total Areal Cover***	*Polygon Area*	*# of Individuals/ Areal Cover**	***Total Areal Cover***	
Hooker's manzanita	0	0	**0**	0	1 ind./12 sf	**12 sf (<0.01 ac)**	**12 sf (<0.01 ac)**
Sandmat manzanita	268 sf (0.01 ac)	6 ind./ 77 sf	**345 sf (0.01 ac)**	611 sf (0.01 ac) 84 sf (<0.01 ac)	4 ind./48 sf 1 ind./12 sf	**659 sf (0.02 ac)** 96 sf (<0.01 ac)	**1,004 sf (0.02 ac)**
Monterey spineflower	818 sf (0.02ac)	0	**818 sf (0.02ac)**	2,866 sf (0.07 ac)	13 ind./15 sf	**2,881 sf (0.07 ac)**	**3,699 sf (0.08 ac)**

* areal cover estimated based on 1-foot buffer around Monterey spineflower and coast wallflower points and a 2-foot buffer around sandmat manzanita points
** total areal cover estimated by combing area of polygons and areal estimate of points
*** some acreages do not add up due to rounding
****bike trail acreages are included as part of total permanent impact area acreages

Table 5. Areal Cover of Special-Status Plant Species and SBB Habitat within Sand City Permit Area

Species	Long-Term Temporary Impacts	Permanent SURF! Impacts	Permanent Bicycle Trail Impacts	TOTAL
Hooker's manzanita	0	<0.01 ac	0	**<0.01 ac**
Sandmat manzanita	0.01 ac	0.02 ac	<0.01 ac	**0.02 ac**
Monterey spineflower	0.02 ac	0.07 ac	0	**0.08 ac**
Coast and seacliff buckwheat	0.01 ac	0.02 ac	<0.01 ac	**0.02 ac**
Total (Excluding Overlap)	**0.03 ac**	**0.10 ac**	<0.01 ac	**0.13 ac**

Sensitive Habitat Impacts within the Sand City Permit Area

The project site was evaluated for the presence of sensitive habitats. Areas within the Sand City Permit Area that may be considered ESHA include habitat for the SBB (i.e., buckwheat; see **Figure 2**) and areas supporting rare plants. As described above, coastal scrub is not designated as a sensitive habitat by CDFW.

Environmentally Sensitive Habitat Area Impacts

An Environmentally Sensitive Habitat Area (ESHA) is a designated protected area within the Coastal Zone defined in the California Coastal Act (CCA) as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could easily be disturbed or degraded by human activities and developments" (Public Resources Code [PRC] Section 30107.5). Section 30240 of the PRC further states that ESHA "shall be protected against any significant disruption of habitat values, and only uses dependent on those resources should be allowed within those areas."

The project footprint, including long-term temporary and permanent impact areas, within the Sand City Permit Area is approximately 5.48 acres. The application of the definition of ESHA in the CCA yielded the

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areas observed to be ESHA and are mapped using GIS accuracy and presented in **Table 6.** Ground cover within the project footprint in the Coastal Zone that did not meet published criteria for defining ESHA consists of the developed ballast and track area that does not contain any special-status species, which totals approximately 0.95 acres, and, therefore, is not included in the tables below as ESHA.

Table 6. Potential ESHA Habitat Impacts

Habitat Type	Long-Term Temporary Impacts (ac)	Permanent SURF! Impacts (ac)	Permanent Bicycle Trail Impacts (ac)	TOTAL (ac)
Coastal Scrub	0.06	0.20	0	0.26
Ruderal	1.72	2.04	0.49	4.25
Developed/Ballast and Track Area (*areal cover that contains special-status species**)	0.01	0.01	<0.01	**0.02**
Total Potential ESHA Habitat Impacts	**1.79**	**2.25**	**0.49**	**4.53**
**Areal cover that does not contain special-status species is 0.95 acre (0.39 acre within long-term temporary impact areas and 0.56 acre within permanent impact areas)*				

Mitigation

The following mitigation assumptions were established during the determination of biological resource impacts associated with the implementation of the proposed project.

- In accordance with the Sand City LCP, any sandmat manzanita or Monterey ceanothus plants within the Habitat Area 5 (identified in the LCP) will be transplanted to Habitat Area 4 (identified in the LCP) or another suitable area of the coastal zone prior to construction.
- Long-term temporary and permanent impacts to biological resources (excluding permanent impacts associated with the bicycle trail) will be mitigated differently, with permanent impacts requiring greater mitigation. MST is requesting that the City waive mitigation requirements for the bicycle trail because the trail is not essential to the project and was added at the City's behest.
- As described in the "Impact Analysis" above, long-term temporary impacts will be defined as construction impacts that can be fully restored to pre-disturbance conditions for most species following construction completion. Long-term temporary impacts will be intermittent or sustained for up to a 24-month period such that vegetation recovery may require more than 12 months from the *initial* point of disturbance but no more than 12 months from the *conclusion* point of disturbance, thus effectively allowing for as much as 36 months to fully recover. Long-term temporary impacts will include construction staging, laydown, access, and other areas that will not be occupied by permanent facilities during project operation; these activities would not require significant grading or soil disturbance, which would allow plants to re-establish in these areas.
- Permanent impacts will be defined as those impacts having lasting effects beyond the project construction period or those that cannot be fully restored following construction completion.

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Permanent impacts include areas that will be filled, paved, or covered by structures (walls and paved travel lanes).

After the completion of extensive biological resource surveys within the project site and vicinity, MST modified numerous elements of the project to avoid and minimize, to the maximum extent feasible, the impact on any biological resource with the potential to occur within the project footprint, including but not limited to placing permanent infrastructure within existing disturbed and developed areas where feasible, designing to limit the need for retaining walls, and using soldier pile construction techniques to minimize the project footprint and associated disturbance. The remaining biological resource impacts will be further reduced through implementation of avoidance, minimization, and mitigation measures identified in the Final Biological Report, IS/MND, MMRP, and USFWS Biological Opinion (BO). Within the Sand City Permit Area, impacts from the project to some sensitive biological resources are unavoidable. These affected biological resource impacts are shown in **Figure 2**. As described above, project impacts were calculated in acres, and individuals where applicable, using GIS technology based on the results of biological field surveys to determine the areal extent of the project footprint impact on each biological resource present.

Table 7 provides a list of long-term temporary and permanent project impacts to special-status wildlife, plants, and habitats. ***These values overlap geographically and, therefore, are not additive***. The following mitigation ratios were established based on the IS/MND requirements and the USFWS BO. In addition, per the request of the CCC, the most recent CCC staff report regarding development in dune ESHA in the project vicinity (A-3-MRA-19-0034 and 9-20-0603, Cal-Am Desalination, available on the CCC's November 17, 2022, archived agenda at: https://www.coastal.ca.gov/meetings/agenda/#/2022/11) and Dr. Garske-Garcia's memo were reviewed. Specifically, the staff report and memo identified that the minimum mitigation ratio for short-term temporary ESHA impacts is 1:1, for long-term temporary impacts it is 1.5:1, and for permanent impacts it is 3:1 (which includes the 1:1 dune habitat creation, with a remainder of 2:1 for all other permanent impacts).

These ratios determine the size of an area that will be restored to compensate for impacts to special-status species and their habitats. Mitigation ratios for long-term temporary and permanent impacts to special-status species, their habitats, and ESHA are identified in **Table 8**. With the exception of the developed ballast and track areas, the mitigation ratios identified in Dr. Garske-Garcia's memo are applied. Due to the developed nature of the ballast and track areas, and, thus, the overall low habitat quality and value, limited amount of suitable habitat for sensitive resources available, and the minimal amount of sensitive resources present, a 1.5:1 mitigation ratio was applied. Based on the impact acreages presented in **Table 7** and the mitigation ratios presented in **Table 8**, the required mitigation acreage for each biological resource was calculated and is summarized in **Table 9**. It is important to note that federally listed species (buckwheat and Monterey spineflower) were quantified for the entire SURF! project within the project's approved BO. MST will address mitigation for federally listed species as specified in the BO, which will likely take place as a cohesive mitigation unit outside of Sand City.

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Table 7. Long-Term Temporary and Permanent Impacts to Special-Status Species and Habitats

Resource Type	Temporary Long-Term Impacts (ac)	Permanent SURF! Impacts (ac)	TOTAL (ac)
TOTAL ESHA*	**1.79**	**2.25**	**4.04**
Coastal Scrub	0.06	0.20	**0.26**
Ruderal	1.72	2.04	**3.76**
Developed Ballast and Track (containing special-status species)	0.01	0.01	**0.02**
Smith's blue butterfly (potential habitat)	0.01	0.02	**0.02**
Hooker's manzanita	0	<0.01	**<0.01**
Sandmat manzanita	0.01	0.02	**0.02**
Monterey spineflower	0.02	0.07	**0.08**

**The total ESHA habitat acreage consists of the acreage of the three undeveloped vegetation types (I.e., dune scrub, coastal scrub, and ruderal vegetation) plus the acreage of developed ballast and track area that contains special-status species or habitat for those species (i.e., buckwheat). While coastal scrub and ruderal vegetation types are not considered or designated as sensitive habitats, the sensitive species identified in the table occur within each of these three vegetation types. Therefore, coastal scrub and ruderal vegetation types meet the definition of ESHA as they support sensitive species.*

Table 8. Mitigation Ratios by Biological Resource and Impact Category

Biological Resource	Long-Term Temporary Impact Mitigation Ratio	Permanent SURF! Impact Mitigation Ratio
Coastal Scrub	1.5:1	3:1
Ruderal	1.5:1	3:1
Developed Ballast and Track Areas (containing special-status species)	1.5:1	1.5:1
Hooker's manzanita	1.5:1	3:1
Sandmat manzanita	1.5:1	3:1
Monterey spineflower	1.5:1	3:1
Smith's Blue Butterfly (habitat)	1.5:1	3:1
TOTAL ESHA	**1.5:1**	**3:1**

Table 9. Mitigation Requirements by Biological Resource and Impact Category

Resource Type	Temporary Long-Term Impacts (ac) [1]	Mitigation Area for Temporary Impacts (ac)	Permanent SURF! Impacts (ac)	Mitigation Area for Permanent Impacts (ac)	Total Mitigation Area (ac)
Coastal Scrub	0.06	**0.090**	0.20	**0.600**	**0.690**
Ruderal	1.72	**2.580**	2.04	**6.120**	**8.700**
Developed w Special-Status Species	0.01	**0.015**	0.01	**0.015**	**0.030**
Smith's Blue Butterfly (habitat)	0.01	**0.015**	0.02	**0.060**	**0.075**
Hooker's manzanita	0	**0**	<0.01 (12 sf)	**<0.01 (36 sf)**	**<0.01 (36 sf)**
Sandmat manzanita	0.01	**0.015**	0.02	**0.060**	**0.075**
Monterey spineflower	0.02	**0.030**	0.07	**0.210**	**0.240**
TOTAL ESHA	**1.79**	**2.69**	**2.25**	**6.74**	**9.42**

[1] Impact and mitigation acreages do not account for overlapping areas between biological resources, and, therefore, are not additive. For example, all the biological resources identified fall within the ESHA acreage totals.

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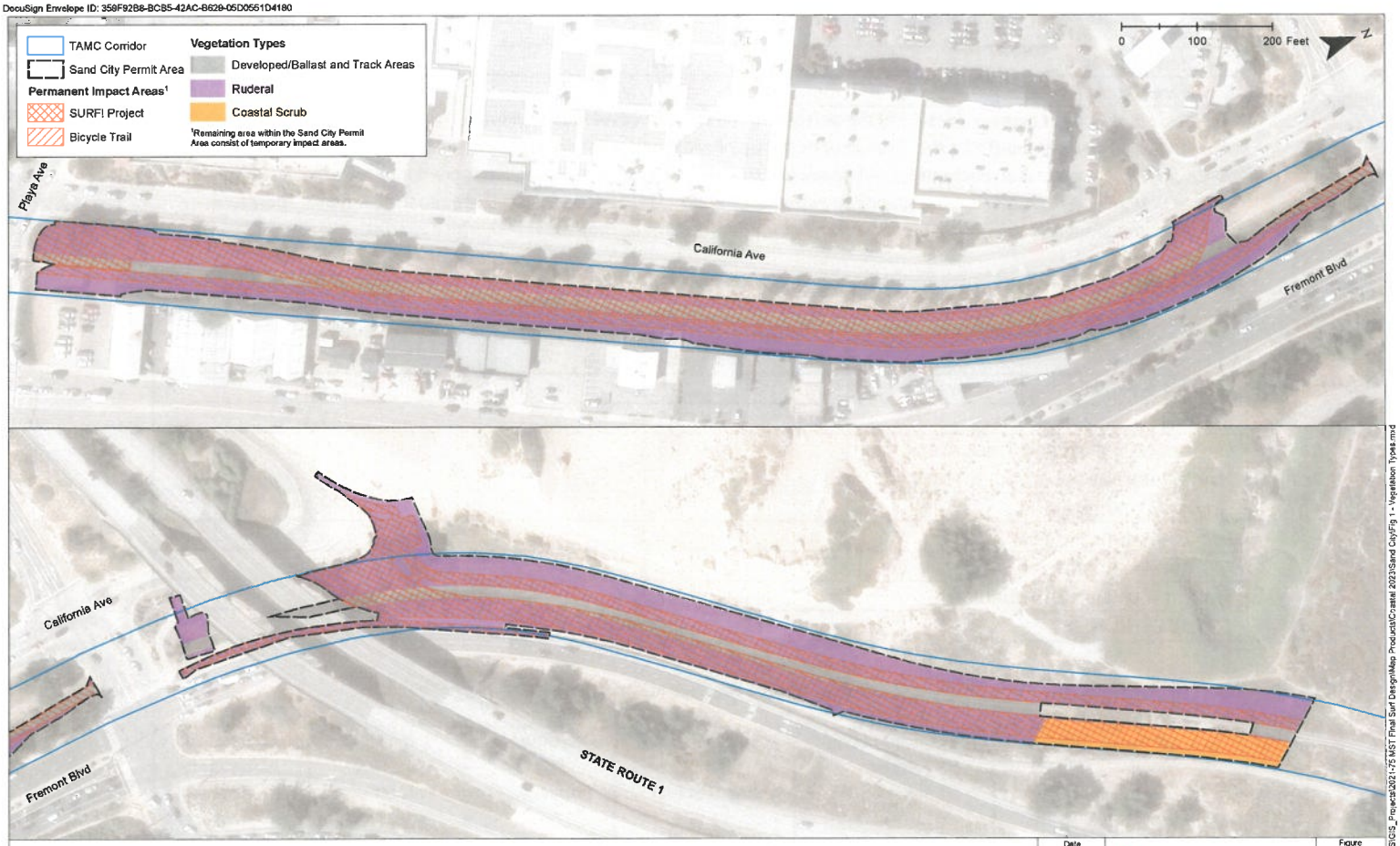

Vegetation Types in Sand City Permit Area

Date	Scale	Figure
3/14/2024	1 in = 100 ft	1

Denise Duffy & Associates, Inc.
Planning and Environmental Consulting

Path: D:\GIS\GIS_Projects\2021-75 MST Final Surf Design\Map Products\Coastal 2023\Sand City\Fig 1 - Vegetation Types.mxd

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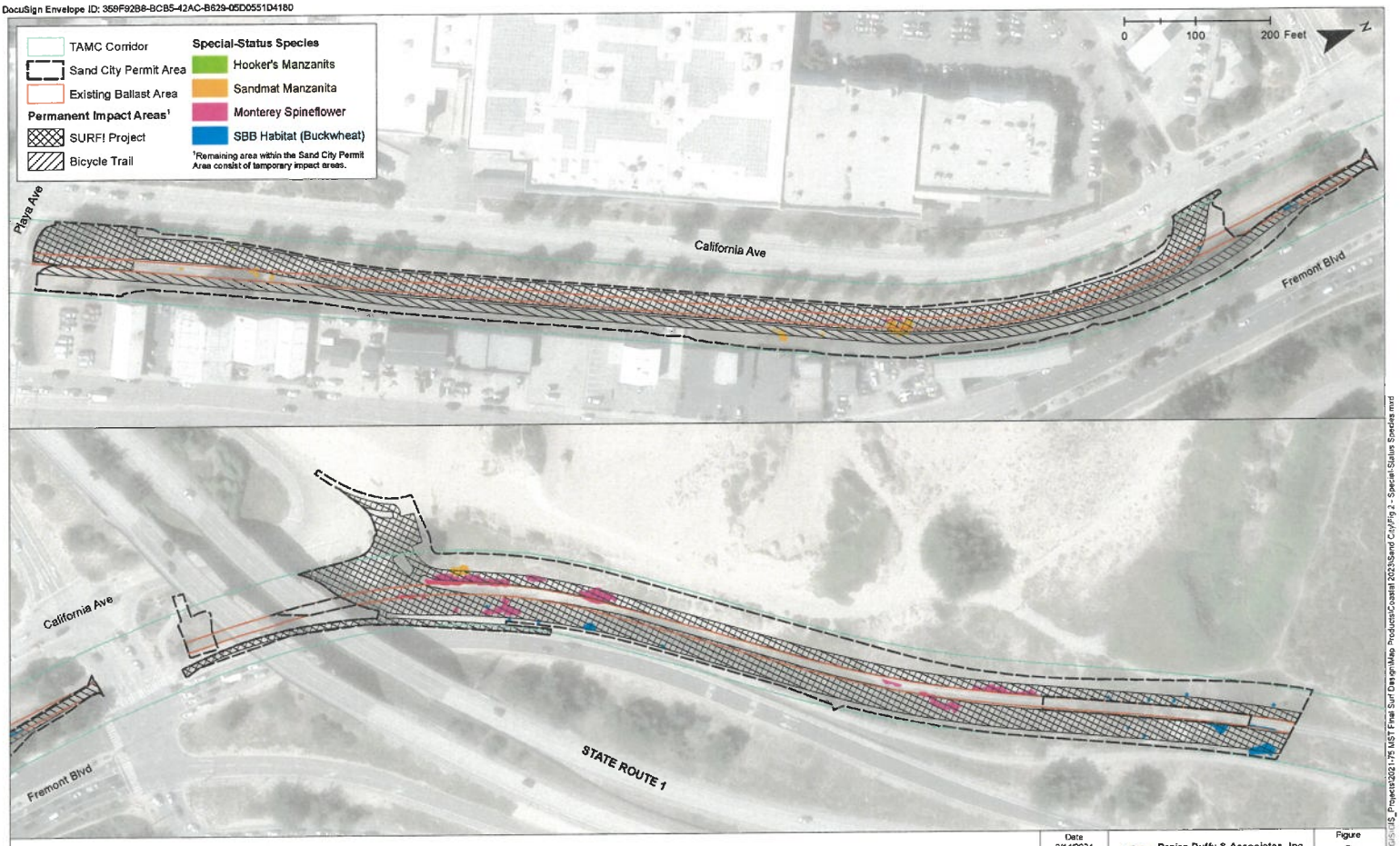

Special-Status Species in Sand City Permit Area

Date	Denise Duffy & Associates, Inc.	Figure
3/14/2024	Planning and Environmental Consulting	2
Scale 1 in = 100 ft		

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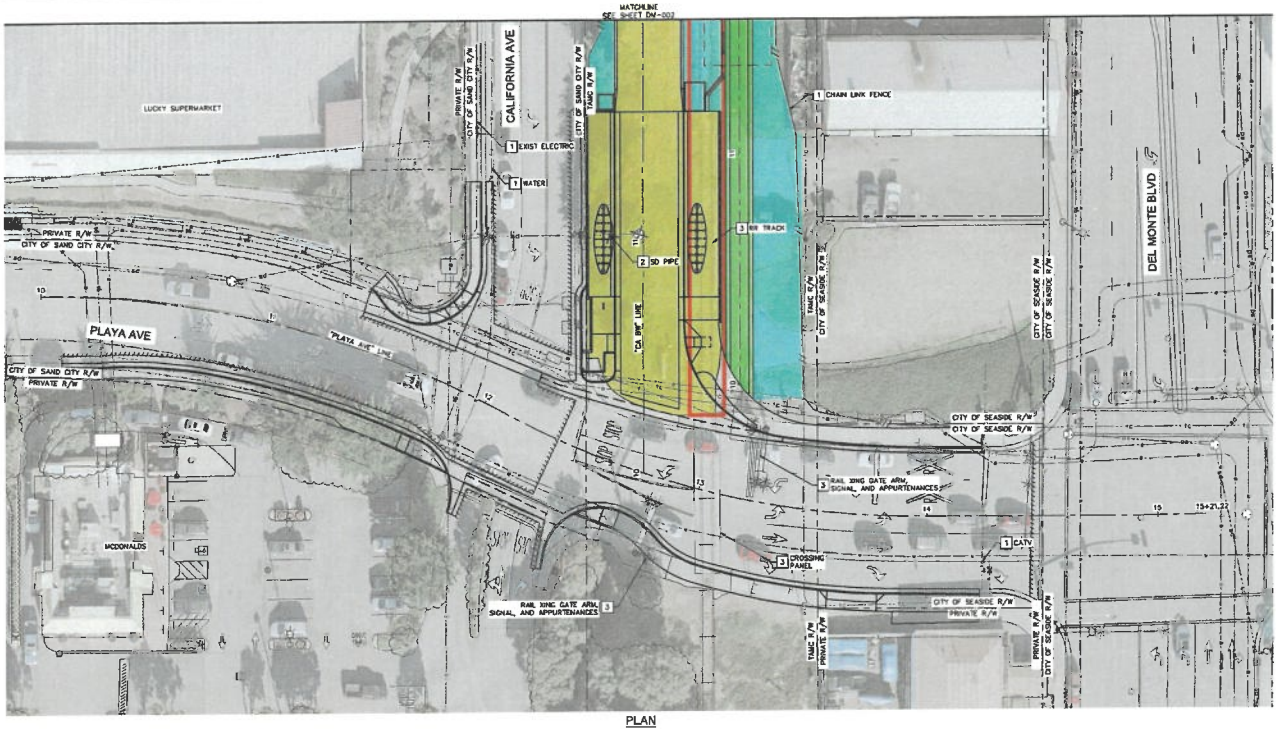
APPENDIX A
PROJECT IMPACT AREAS



PLAN

DEMOLITION NOTES / LEGEND

1. PROTECT IN PLACE
2. REMOVE AND DISPOSE
3. REMOVE AND SALVAGE (BASE MATERIAL ONLY)

- TEMPORARY IMPACT AREA
- PERMANENT IMPACT AREA
- PERMANENT BIKE IMPACT AREA
- TRACK/BALLAST AREA

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

90% DESIGN - NOT FOR CONSTRUCTION

MST

TAMC

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
DEMOLITION SHEET 1 OF 27
MONTEREY COUNTY CALIFORNIA

NOT FOR CONSTRUCTION

DATE	NOVEMBER 2023
DRAWN	JE
DESIGNED	LJ
CHECKED	PW
CONTRACT NO.	22-07

SHEET NO.
DM-001
1 OF 27 SHEETS

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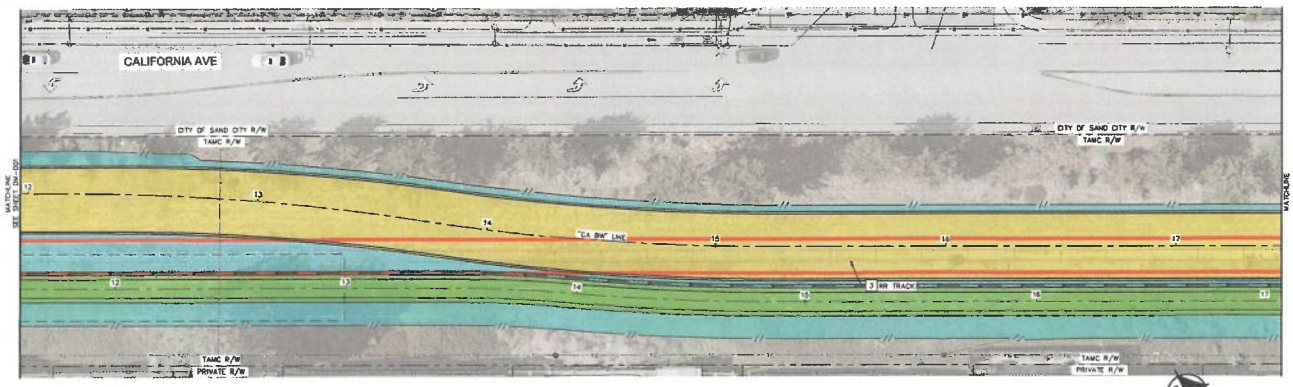
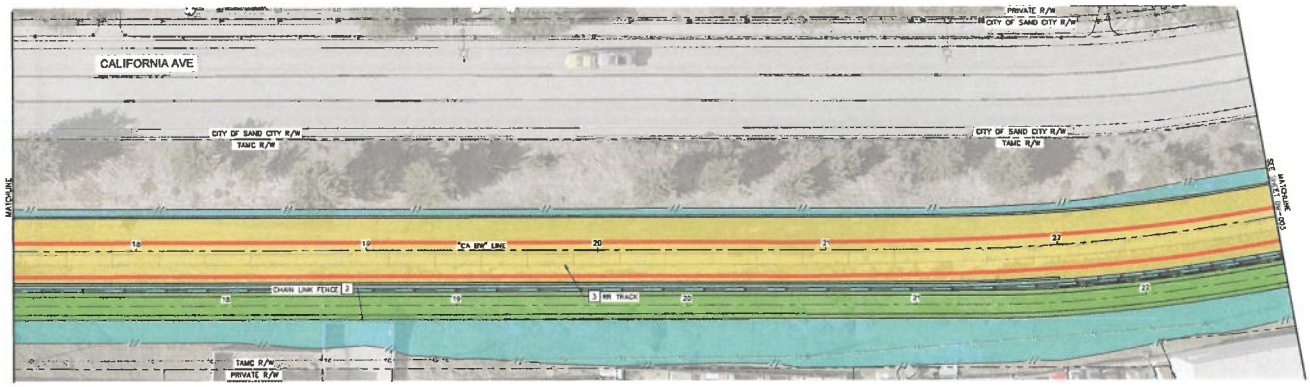


PLAN

DEMOLITION NOTES / LEGEND

- 2 REMOVE AND DISPOSE
- 3 REMOVE AND SALVAGE (BASE MATERIAL ONLY)
- TEMPORARY IMPACT AREA
- PERMANENT IMPACT AREA
- PERMANENT BIKE IMPACT AREA
- TRACK/BALLAST AREA



PLAN

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MST

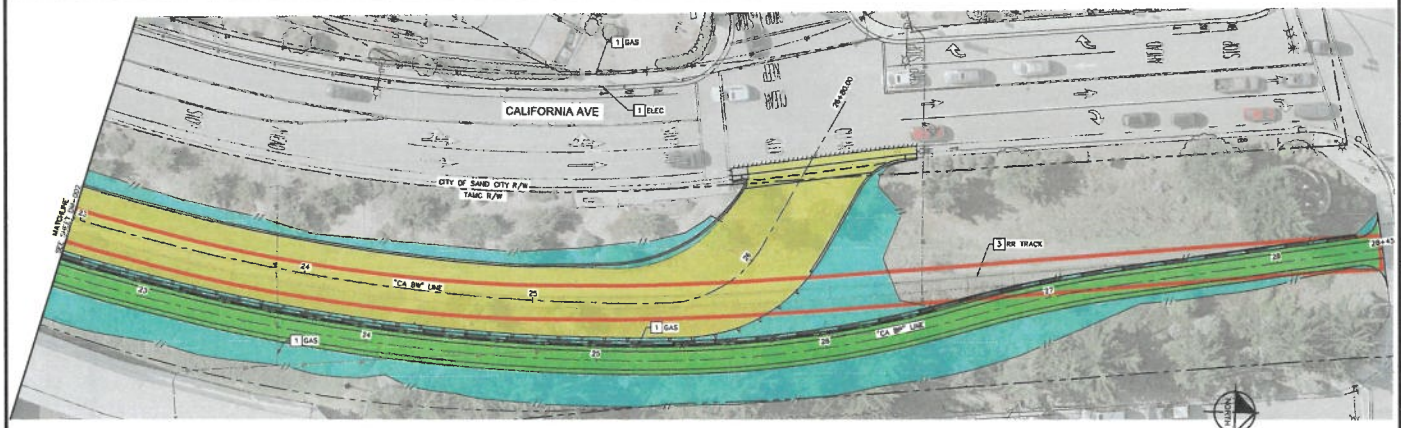
TAMC

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
DEMOLITION SHEET 2 OF 27
MONTEREY COUNTY CALIFORNIA

NOT FOR CONSTRUCTION

DATE	NOVEMBER 2023
DRAWN	JE
DESIGNED	LJ
CHECKED	RW
CONTRACT NO.	22-03
SHEET NO.	DM-002
	2 OF 27 SHEETS



PLAN

DEMOLITION NOTES / LEGEND

- 1 PROTECT IN PLACE
- 3 REMOVE AND SALVAGE (BASE MATERIAL ONLY)

- TEMPORARY IMPACT AREA
- PERMANENT IMPACT AREA
- PERMANENT BIKE IMPACT AREA
- TRACK/BALLAST AREA

GRAPHIC SCALE IN FEET
0 10 20 40

90% DESIGN - NOT FOR CONSTRUCTION

MST

TAMC

Kimley»Horn

SURFI BUSWAY AND BRT PROJECT
DEMOLITION SHEET 3 OF 27
MONTEREY COUNTY CALIFORNIA

NOT FOR CONSTRUCTION

DATE	NOVEMBER 2022
DRAWN	RE
DESIGNED	LJ
CHECKED	PW
CONTRACT NO.	22-40
SHEET NO.	DM-003
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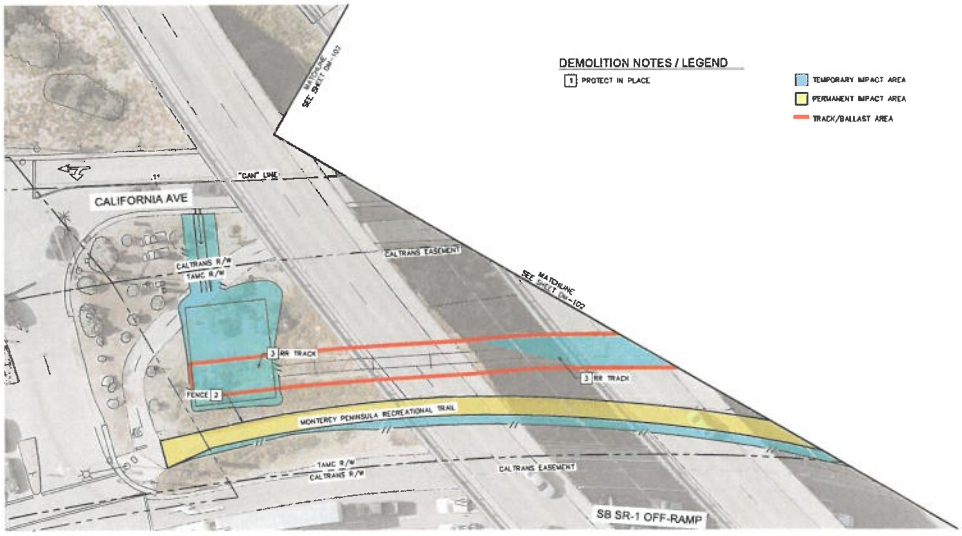

DEMOLITION NOTES / LEGEND

1 PROTECT IN PLACE

TEMPORARY IMPACT AREA

PERMANENT IMPACT AREA

TRACK/BALLAST AREA

PLAN

90% DESIGN - NOT FOR CONSTRUCTION

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MST

TAMC

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
DEMOLITION SHEET 4 OF 27
MONTEREY COUNTY CALIFORNIA

NOT FOR CONSTRUCTION

DATE	NOVEMBER 2021	
DRAWN	IE	
DESIGNED	LJ	
CHECKED	PW	

CONTRACT NO. 22-112

SHEET NO.
DM-101
4 OF 27 SHEETS

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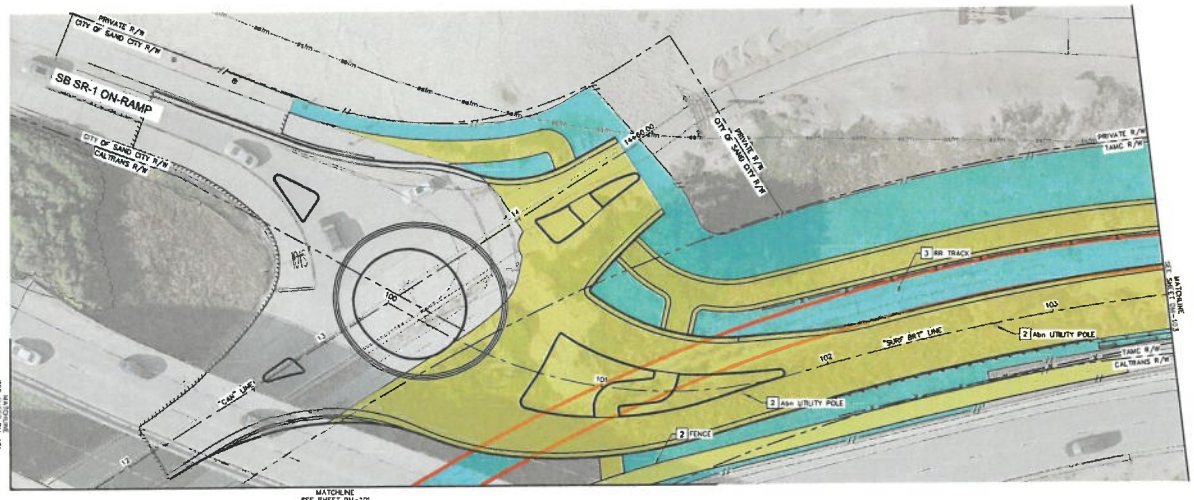

PLAN

DEMOLITION NOTES / LEGEND

- 2 REMOVE AND DISPOSE
- 3 REMOVE AND SALVAGE (BASE MATERIAL ONLY)

- TEMPORARY IMPACT AREA
- PERMANENT IMPACT AREA
- TRACK/BALLAST AREA

GRAPHIC SCALE IN FEET
0 10 20 40

90% DESIGN - NOT FOR CONSTRUCTION

MST
TAMC
Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
DEMOLITION SHEET 5 OF 27
MONTEREY COUNTY CALIFORNIA

NOT FOR CONSTRUCTION

DATE	NOVEMBER 2021
DRAWN	RE
DESIGNED	LJ
CHECKED	PW
CONTRACT NO.	22-03
SHEET NO.	DM-102
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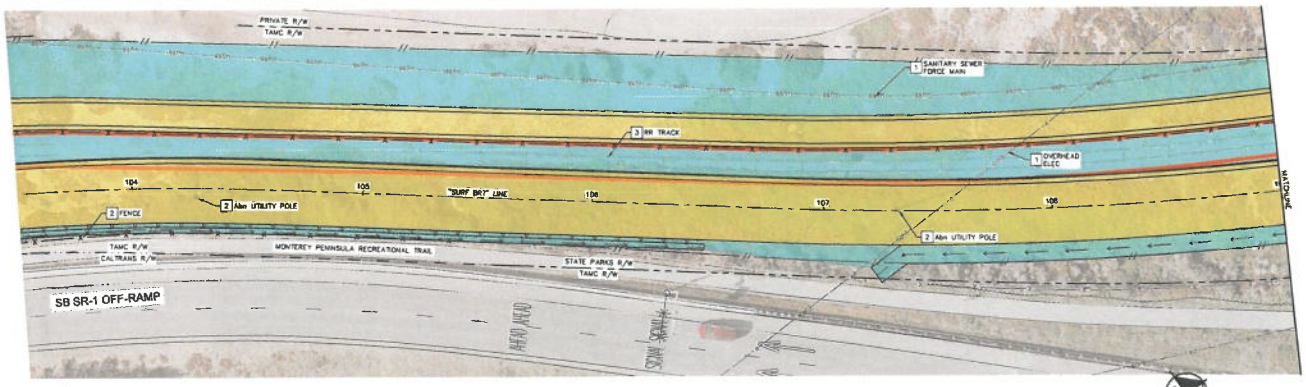
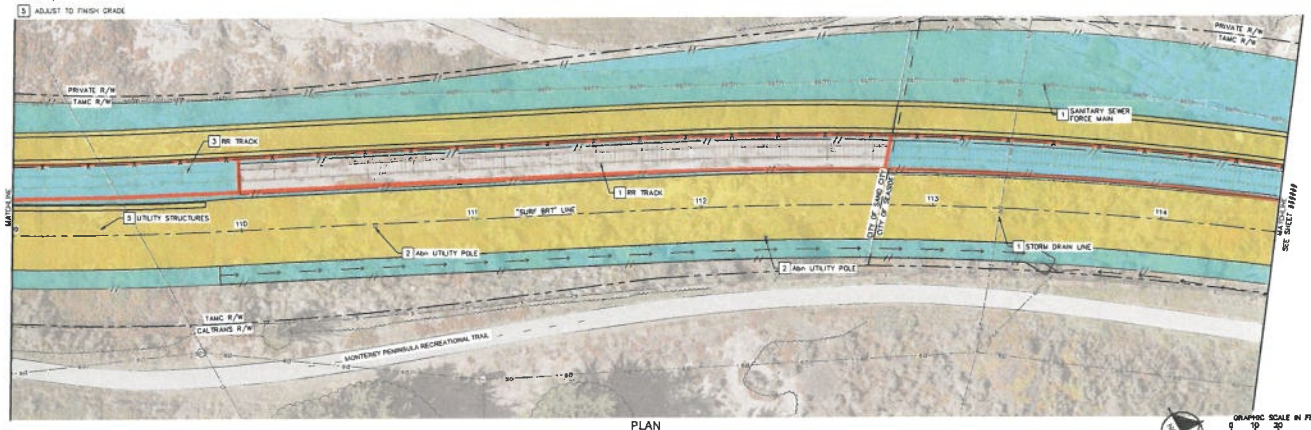


PLAN

DEMOLITION NOTES / LEGEND

1. PROTECT IN PLACE
2. REMOVE AND DISPOSE
3. REMOVE AND SALVAGE (BASE MATERIAL ONLY)
5. ADJUST TO FINISH GRADE

- TEMPORARY IMPACT AREA
- PERMANENT IMPACT AREA
- TRACK/BALLAST AREA



PLAN

GRAPHIC SCALE IN FEET
0 10 20 40

90% DESIGN - NOT FOR CONSTRUCTION

Printed on Recycled Paper Please Continue the Cycle

MST

TAMC

Kimley»Horn

SURF! BUSWAY AND BRT PROJECT
DEMOLITION SHEET 6 OF 27
MONTEREY COUNTY CALIFORNIA

NOT FOR CONSTRUCTION

DATE	NOVEMBER 2022
DRAWN	JR
DESIGNED	LJ
CHECKED	PM
CONTRACT NO.	22-03

SHEET NO.
DM-103
6 OF 27 SHEETS

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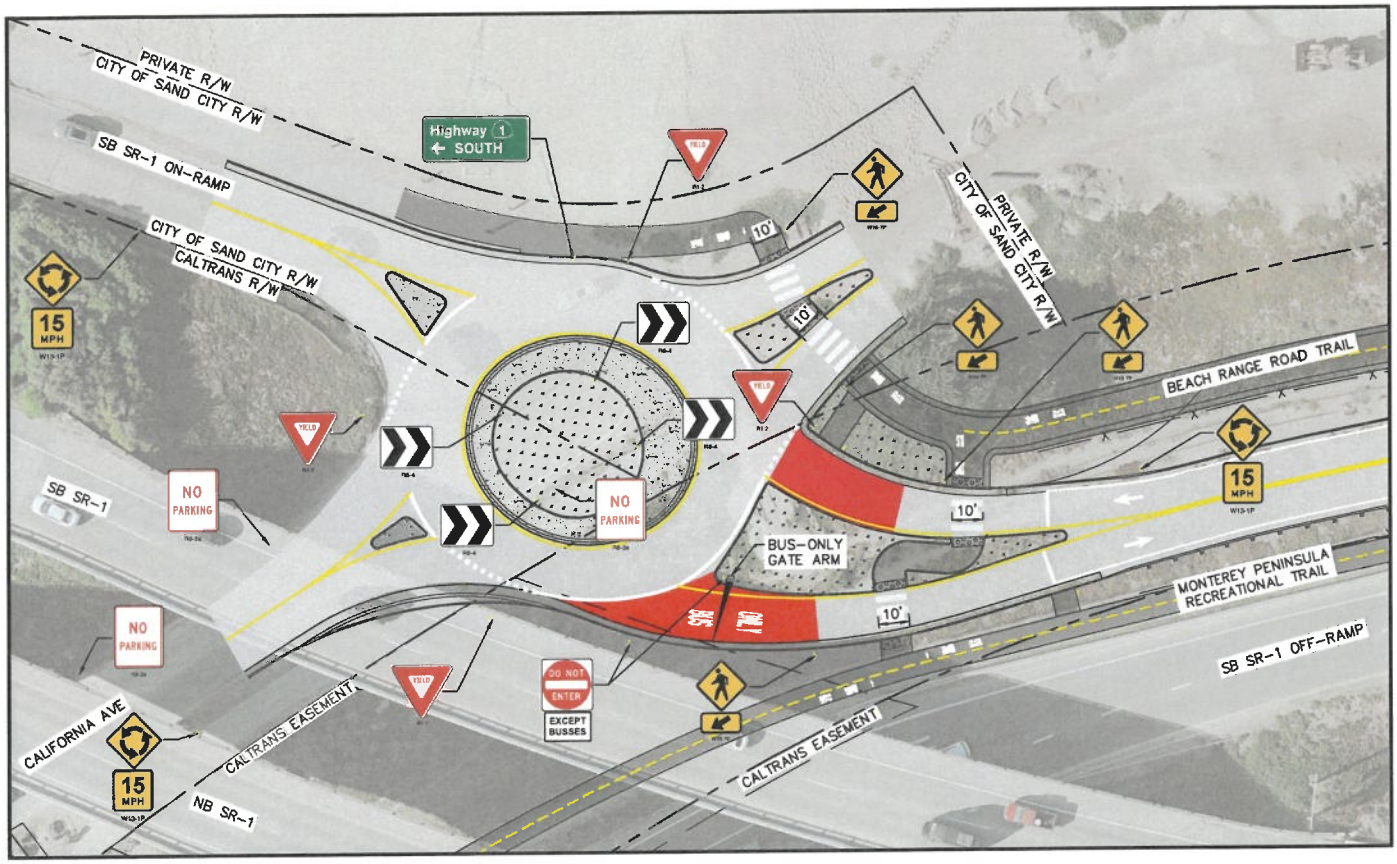

Kimley»Horn

March 2024

ROUNDABOUT SIGNING AND PAVEMENT MARKING
MST SURF! BRT

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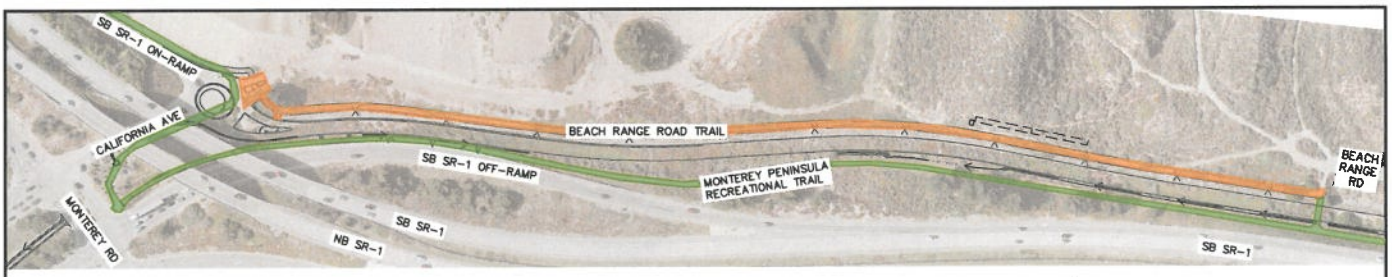

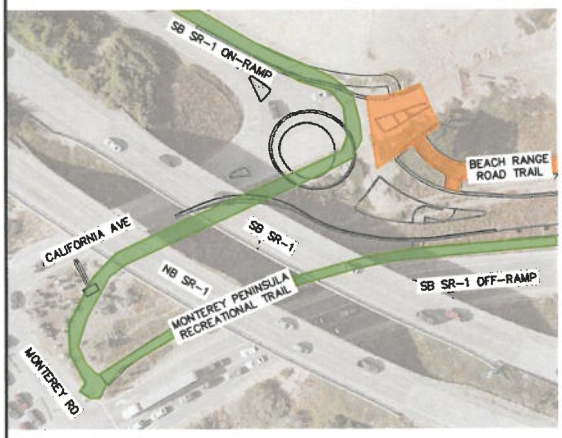

LEGEND

- IMPROVEMENTS THIS STAGE
- MULTI-USE ACCESS
- X X X X MULTI-USE ACCESS CLOSURE

NORTH

GRAPHIC SCALE IN FEET
0 90 180 360

DESCRIPTION

STAGE 1
1. CONSTRUCT BEACH RANGE ROAD TRAIL EXTENSION TO ROUNDABOUT.
2. CONSTRUCT NORTHERN ROUNDABOUT APPROACH.

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

Kimley»Horn

MULTI-USE ACCESS STAGING FOR ROUNDABOUT CONSTRUCTION - PHASE 1
MST SURF! BRT

March 2024

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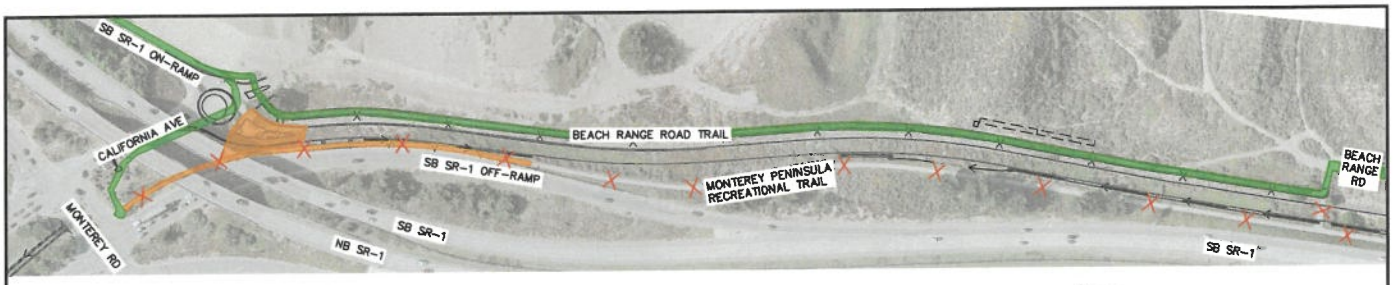

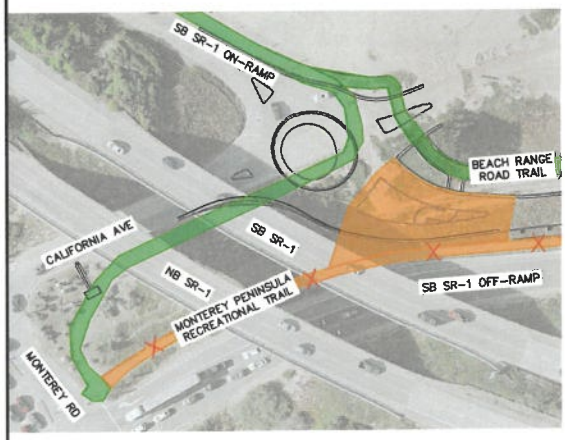

LEGEND

- IMPROVEMENTS THIS STAGE
- MULTI-USE ACCESS
- X X X X MULTI-USE ACCESS CLOSURE

NORTH

GRAPHIC SCALE IN FEET
0 90 180 360

DESCRIPTION

STAGE 2
1. CLOSE CALTRANS RECREATIONAL TRAIL FROM CALIFORNIA AVENUE TO 5TH STREET.
2. CONSTRUCT EASTERN ROUNDABOUT APPROACH.
3. USERS CAN UTILIZE EXISTING CALTRANS RECREATIONAL TRAIL TO CONTINUE SOUTH OR CONNECT TO BEACH RANGE ROAD TRAIL GOING NORTH.

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

Kimley»Horn

March 2024

MULTI-USE ACCESS STAGING FOR ROUNDABOUT CONSTRUCTION - PHASE 2
MST SURF! BRT

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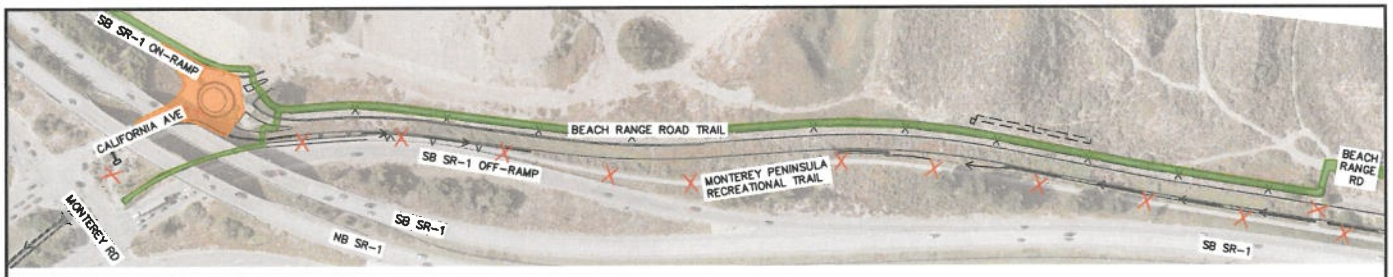
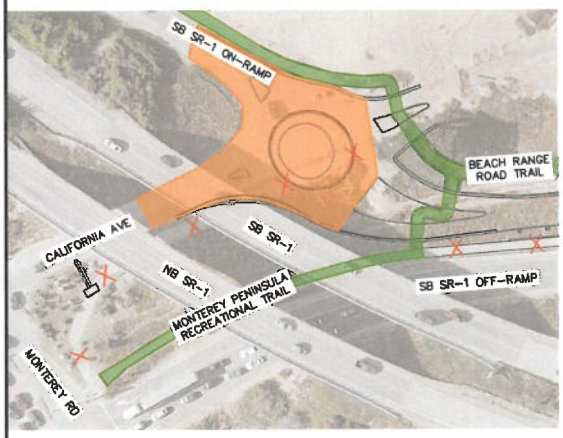




LEGEND

- IMPROVEMENTS THIS STAGE
- MULTI-USE ACCESS
- X X X X MULTI-USE ACCESS CLOSURE

NORTH

GRAPHIC SCALE IN FEET
0 90 180 360

DESCRIPTION

STAGE 3
1. CONSTRUCT OTHER ROUNDABOUT APPROACHES.
2. PERMANENTLY CLOSE RECREATIONAL TRAIL CONNECTION ALONG CALIFORNIA AVENUE. DIRECT USERS ONTO NEWLY CONSTRUCTED RECREATIONAL TRAIL/BEACH RANGE ROAD TRAIL.

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

Kimley»Horn

MULTI-USE ACCESS STAGING FOR ROUNDABOUT CONSTRUCTION - PHASE 3
MST SURF! BRT

March 2024

Kimley»Horn

MEMORANDUM

To: Leon Gomez | Sand City, CA

From: Frederik Venter, PE and Anthony Nuti, PE | Kimley-Horn and Associates

Date: February 7, 2024

Re: **MST SURF! Intersection Control Evaluation (ICE)**

---

1. Executive Summary

This memorandum provides the analysis of Intersection Control Evaluation (ICE) for the following five (5) intersections along the MST SURF! Busway and Bus Rapid Transit Corridor (the "Project") in Monterey County, California:

- California Avenue & Edgewater Mall
- 1st Avenue Transit Center Access
  a. 1st Avenue & Street I/Northern Transit Center Driveway (Bus Only Driveway)
  b. 1st Avenue & Street J/Transit Center Pick-Off/Drop-Off Driveway (Car/Van Driveway)
  c. 1st Avenue & Southern Transit Center Driveway (Passenger Car Driveway)
- California Avenue & Playa Avenue

Table 1 provides a summary of the recommended intersection control for all study intersections.

Table 1 – Summary of Recommended Intersection Control

Intersection	Side Street Stop Control	All-Way Stop Control	Signal	Roundabout
California Ave & Edgewater Mall	-[1]	Acceptable	Acceptable	Not Feasible[4]
1st Ave & Northern Transit Center Dwy	Acceptable	Acceptable[2]	Acceptable[3]	Not Feasible[4]
1st Ave & St J/Transit Center Pick-Up/Drop-Off Dwy	Acceptable	Acceptable[2]	Acceptable[3]	Not Feasible[4]
1st Ave & Southern Transit Center Dwy	Acceptable	Acceptable[2]	Acceptable[3]	Not Feasible[4]
California Ave & Playa Ave	-[1]	Not Acceptable	Acceptable	Not Acceptable

Notes
1. If study intersections have control greater than a side street stop control, a side street stop was not analyzed.
2. All-Way Stop Controlled intersections should be reassessed per the California Manual on Uniform Traffic Control Devices (CAMUCTD) (Section 2B.07) once the transit center and Dunes are constructed.
3. Signalized intersections should be reassessed per the CAMUTCD (Section 4C) once the transit center and Dunes are constructed.
2. Roundabouts deemed not feasible due to geometric constraints.

2. Introduction

This memorandum provides the analysis of Intersection Control Evaluation (ICE) for the following five (5) intersections along the MST SURF! Busway and Bus Rapid Transit Corridor (the "Project") in Monterey County, California:

- California Avenue & Edgewater Mall
- 1st Avenue Transit Center Access
  a. 1st Avenue & Northern Transit Center Driveway (Bus Only Driveway)
  b. 1st Avenue & Pick-Off/Drop-Off Driveway (Car/Van Driveway)
  c. 1st Avenue & Southern Transit Center Driveway (Passenger Car Driveway)
- California Avenue & Playa Avenue

3. California Avenue & Edgewater Mall

The traffic volume data for the California Avenue & Edgewater Mall Driveway intersection presented in this memorandum were extracted from the *Transportation Impact Analysis for MST Surf! Busway and Bus Rapid Transit Project, Kimley-Horn,* (January 2021).

3.1 Geometry and Traffic Volume Revisions

Figure 1 illustrates the geometry updates for the All-Way Stop Control (AWSC) at the California Avenue and Edgewater Mall intersection.

Southbound buses will perform a southbound left and northbound buses will perform a westbound right turn as the bus travels along a new the busway that runs parallel to California Avenue at the intersection of California Avenue and Edgewater Mall. The lane configuration of the southbound approach is updated to one shared left turn-through lane and one right turn lane to allow buses to enter the exclusive right-of-way. The lane configuration of the westbound approach is a right turn lane to allow buses to exit the exclusive right-of-way. The rerouted bus volumes are illustrated in **Figure 2** for both Existing Plus Project and Cumulative Plus Project Conditions. To be consistent with the *Transportation Impact Analysis for MST Surf! Busway and Bus Rapid Transit Project*, a passenger car equivalent (PCE) of 2 was utilized for bus traffic at this study intersection.

3.2 All-Way Stop Control Analysis

All-way stop control (AWSC) was reviewed for the study intersection. Results of level of service (LOS) for Existing Plus Project and Cumulative Plus Project conditions are provided in **Table 2**.

With the implementation of the exclusive busway, this intersection would operate at an acceptable LOS with AWSC for the AM and PM peak hours.

A concern with the AWSC control is that the northbound vehicle queues could potentially block the intersection preventing buses from performing a southbound left turn into the busway. Therefore, it is recommended that if the AWSC remains, it is recommended to enhance the keep clear markings and signage at the intersection.

Table 2 – All-Way Stop Controlled LOS Summary

Intersection		LOS Standard	Control Type	Existing Plus Project Conditions				Cumulative Plus Project Conditions			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
9	California Ave & Edgewater Mall	D	AWSC	9.4	A	12.1	B	10.4	B	14.1	B

Notes
1. Analysis performed using HCM 6th Edition methodology.
2. Overall level of service (LOS) standard for the City is D.
3. AWSC – All Way Stop Controlled Intersection
4. Delay indicated in seconds/vehicle.

3.3 Signal Analysis

A signal was reviewed for the study intersection. Since the intersection cannot be widened, it was assumed that the signal would run split phasing for the north/south direction. Results for Existing Plus Project and Cumulative Plus Project conditions are provided in **Table 3**.

With implementation of the exclusive busway and a signal, the intersection this intersection would operate at an acceptable LOS for the AM and PM peak hours.

If this alternative is selected, it is recommended to conduct simulation analysis to determine the estimated queuing between the California and Edgewater Mall intersection and the Highway 1 and California Avenue intersection due to close intersection spacing.

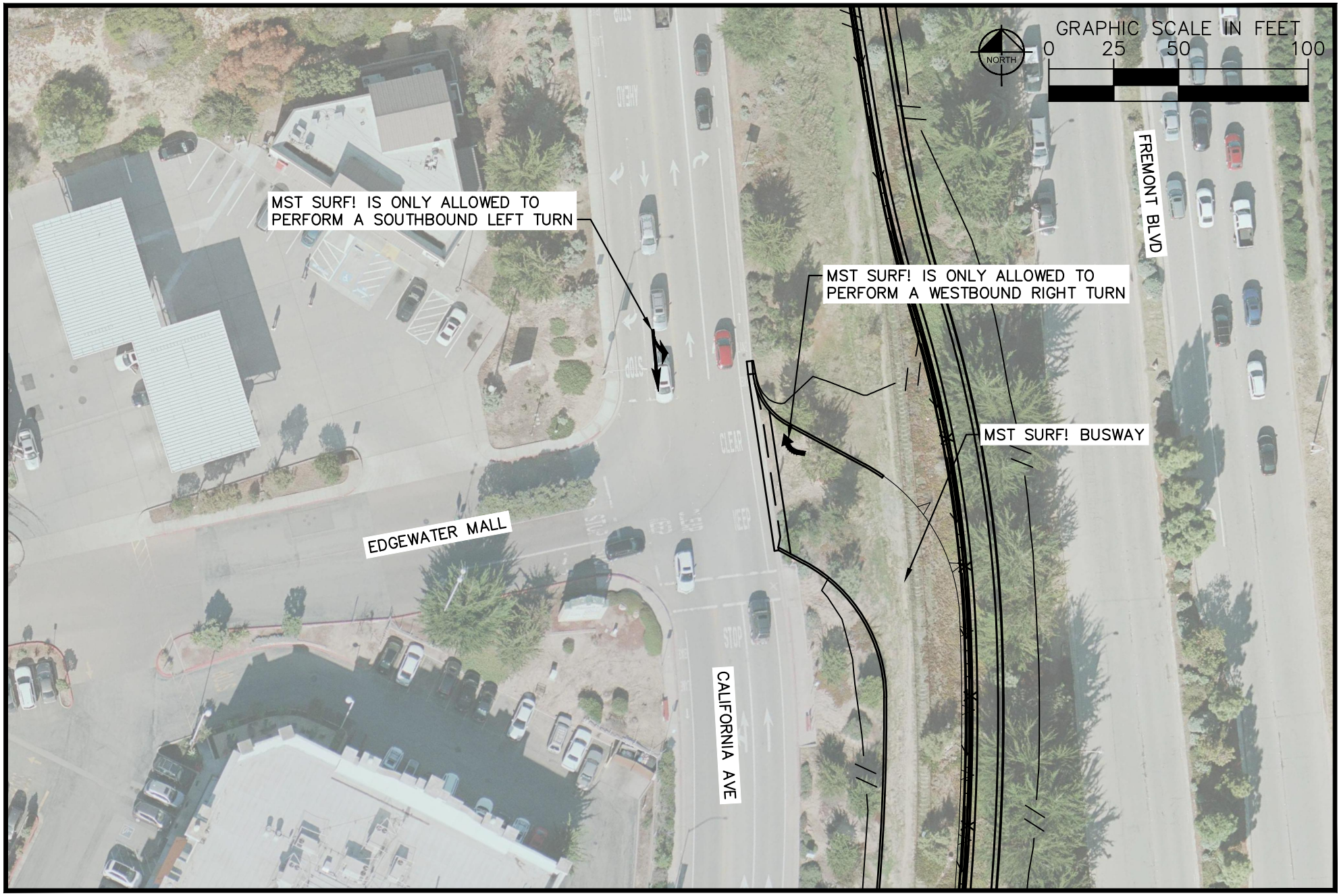
Table 3 – Signal LOS Summary

Intersection		LOS Standard	Control Type	Existing Plus Project Conditions				Cumulative Plus Project Conditions			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
9	California Ave & Edgewater Mall	D	Signal	14.6	B	16.3	B	15.9	B	21.7	C

Notes
1. Analysis performed using HCM 6th Edition methodology.
2. Overall level of service (LOS) standard for the City is D.
3. AWSC – All Way Stop Controlled Intersection
4. Delay indicated in seconds/vehicle.

3.4 Roundabout Analysis

A roundabout was reviewed for the study intersection. It was determined that the intersection is geometrically constrained, and a roundabout cannot be designed to accommodate trucks and bus movements. Therefore, it is not recommended to install a roundabout at the study intersection and this improvement would be infeasible.

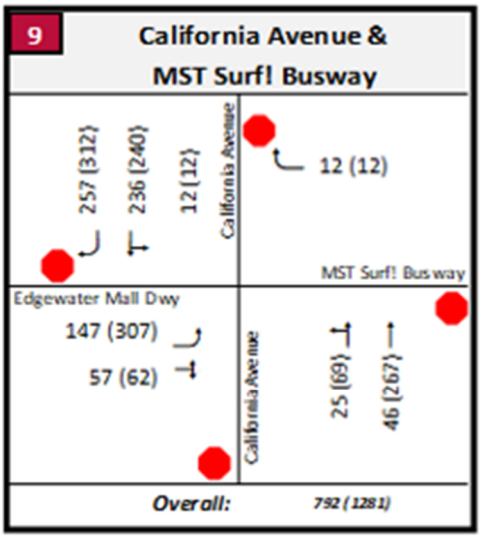


Kimley»Horn

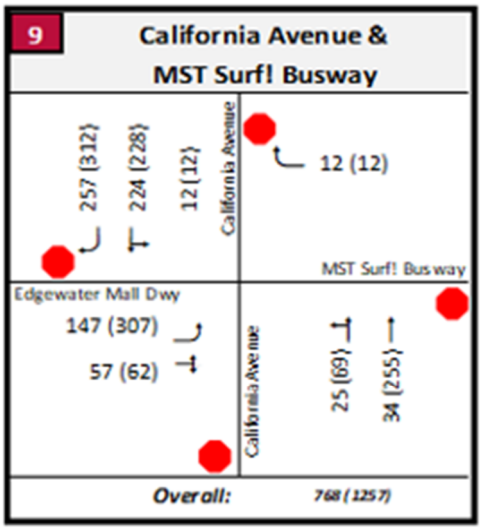
Figure 1

California & Edgewater Mall Intersection Updates

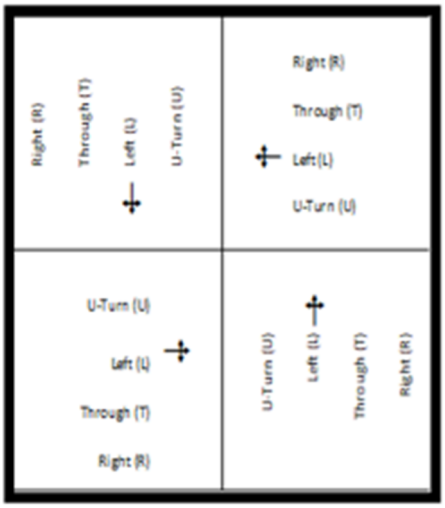
Figure 2 – California Avenue & Edgewater Mall/Busway Volumes and Geometry*



Existing Plus Project



Cumulative Plus Project



Legend

LEGEND

Intersection ID

Stop Sign

XX (XX) AM (PM) Volumes

*Geometry remains the same for the signal alternative.

4. 1st Avenue Transit Center

The Project proposes to construct a transit center along 1st Avenue just west of the Dunes development in Marina, CA.

Figure 3 illustrates the proposed 1st Avenue Transit Center.

This section provides and ICE analysis for the three intersections proposed along 1st Avenue.

4.1 1st Avenue Volume Development

The following projects were analyzed to develop volumes along 1st Avenue for the Background Conditions:

- 1st Avenue Transit Center
- Dunes

Figure 4 illustrates the geometry and volumes for the Background Conditions.

1st Ave Transit Center Trip Generation

Trip generation for the Project was calculated using the rates from the Institute of Transportation

The trip generation table for the 1st Ave Transit Center has been provided in **Table 4**.

The land uses are anticipated to generate a total of 594 Daily, 61 AM peak hour trips (49 IN / 12 OUT), and 84 PM peak hour trips (21 IN / 63 OUT) primary trips. These trips are for passenger cars only.

Table 4 – 1st Avenue Transit Center Trip Generation

Trip Generation Rates	ITE Land Use Code/Reference	Units		Daily[2]	Weekday AM				Weekday PM			
					Rate[2]	IN	/	OUT	Rate[2]	IN	/	OUT
Park & Ride Los with Bus or Light Rail Service	ITE 090	-	Occupied Parking Spaces	-	-	80%	/	20%	-	25%	/	75%
Project												
1st Avenue Transit Center		153	Occupied Parking Spaces	622[3]	76	61	/	15	84	21	/	63

Notes
1. Trip Generation Rates are published by the Institute of Transportation Engineers, "Trip Generation," 11th Edition, 2021 unless otherwise stated
2. The following equations were utilized to calculate trips:
   Daily: T = 3.78(X) + 44.13
   AM Peak Hour: T = 0.40(X) + 14.78
   PM Peak Hour: T = 0.54 (X) + 1.84
3. Due to the commute nature of this transit center, the daily trip generation will not be utilized and was provided for informational purposes.

In addition to passenger vehicles, the following transit services were also assumed to utilize this transit center:

- MST Route 17
  - Travel to/from bus pick-up/drop-off along 1st Avenue
  - 60-minute headways
- MST Route 61
  - Travel to/from bus pick-up/drop-off along 1st Avenue
  - 120-minute headways

- CSUMB
  - Travel to/from passenger car pick-up/drop-off along 1st Avenue
  - 15-minute headways
- MST SURF!
  - Travel to/from bus pick-up/drop-off along SURF! Busway
  - 10-minute headways

To be consistent with the *Transportation Impact Analysis for MST Surf! Busway and Bus Rapid Transit Project*, a passenger car equivalent (PCE) of 2 was utilized for bus traffic at these study intersections.

4.2 Side Street Stop Control

Side Street Stop Control (SSSC) was reviewed for the study intersections. Results of level of service (LOS) for Background Conditions are provided in **Table 5**. It was determined that all three (3) intersections along 1st Avenue operate at an acceptable LOS.

Table 5 – Side Street Stop Control LOS Summary

Intersection		LOS Standard	Control Type	Background Conditions					
				AM Peak Hour			PM Peak Hour		
				MVMT	Delay	LOS	MVMT	Delay	LOS
1	1st Avenue & N. Transit Center Dwy	D	SSSC	-	-	-	-	-	-
	Worst Approach			*EB*	*10.8*	*B*	*EB*	*10.9*	*B*
2	1st Avenue & Pick-Up/Drop-Off Dwy	D	SSSC	-	-	-	-	-	-
	Worst Approach			*EB*	*10.5*	*B*	*WB*	*10.4*	*B*
3	1st Avenue & S. Transit Center Dwy	D	SSSC	-	-	-	-	-	-
	Worst Approach			*EB*	*10.5*	*B*	*EB*	*10.2*	*B*

Notes:
1. Analysis performed using HCM 6th Edition methodology.
2. Overall level of service (LOS) standard for the City is D.
3. SSSC – Side Street Stop Controlled Intersection
4. Delay indicated in seconds/vehicle.

4.3 All-Way Stop Control Analysis

All-Way Stop Control (AWSC) was reviewed for the study intersections. Results of level of service (LOS) for Background Conditions are provided in **Table 5**. It was determined that all three (3) intersections along 1st Avenue operate at an acceptable LOS.

It should be noted that the California Manual on Uniform Traffic Control Devices (CAMUTCD) has requirements for implementation of an AWSC intersection (Section 2B.07). At the time of this study it is uncertain if the requirements for All-Way Stop are met and should be reassessed once the transit center and Dunes are constructed.

Table 6 – All-Way Stop Control LOS Summary

Intersection		LOS Standard	Control Type	Background Conditions			
				AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	1st Avenue & N. Transit Center Dwy	D	AWSC	8.3	A	8.3	A
2	1st Avenue & Pick-Up/Drop-Off Dwy	D	AWSC	8.3	A	8.3	A
3	1st Avenue & S. Transit Center Dwy	D	AWSC	8.2	A	8.3	A

Notes:
1. Analysis performed using HCM 6th Edition methodology.
2. Overall level of service (LOS) standard for the City is D.
3. AWSC – All Way Stop Controlled Intersection
4. Delay indicated in seconds/vehicle.

4.4 Signal Analysis

Signal control was reviewed for the study intersections. Results of level of service (LOS) for Background Conditions are provided in **Table 5**. All signals along 1st Avenue were assumed to operate in permissive phasing. It was determined that all three (3) intersections along 1st Avenue operate at an acceptable LOS.

It should be noted that the California Manual on Uniform Traffic Control Devices (CAMUTCD) has nine (9) warrants for implementation of a signalized intersection (Section 4C). At the time of this study it is uncertain if the warrants for a signal are met and should be reassessed once the transit center and Dunes are constructed.

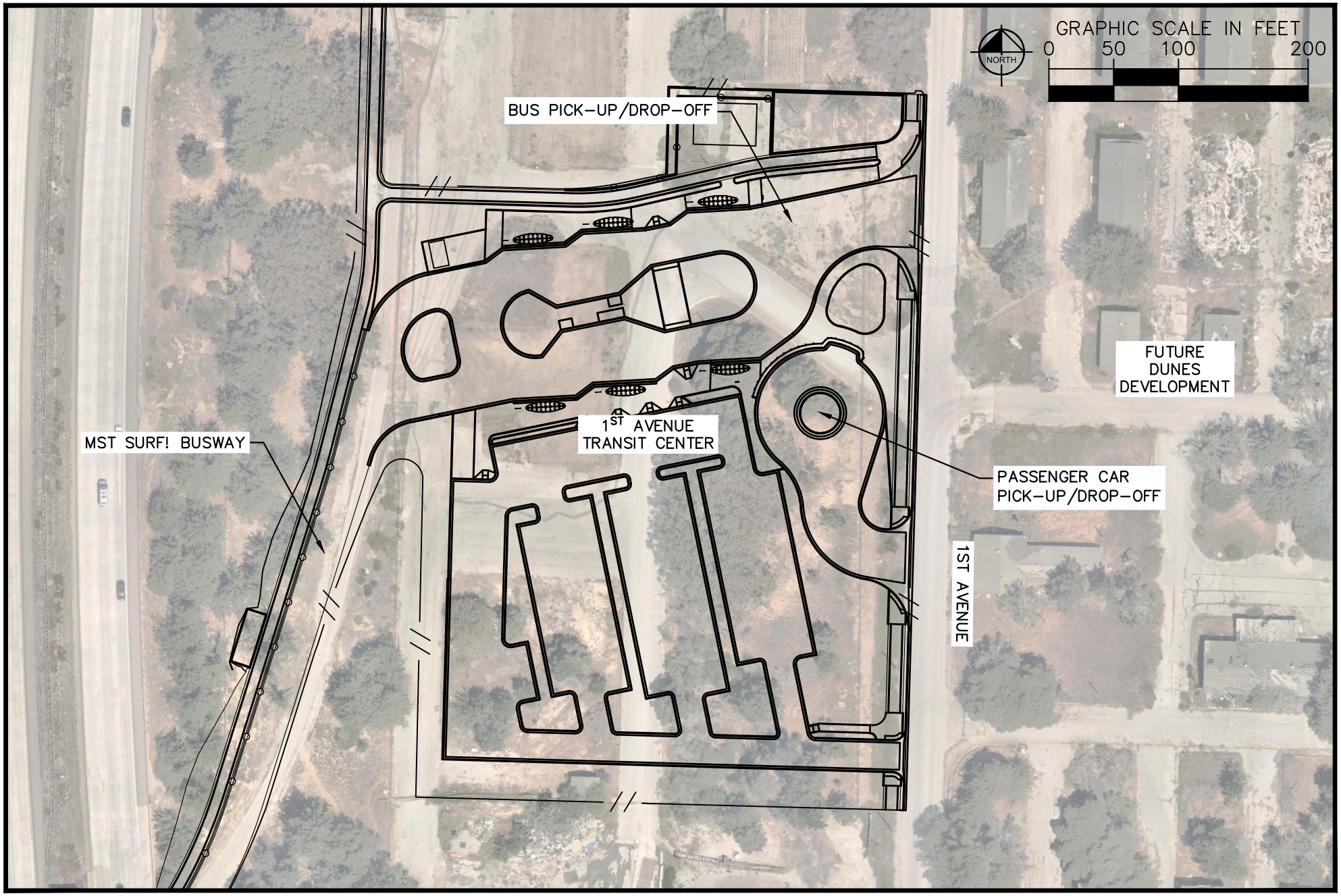
Table 7 – Signal LOS Summary

Intersection		LOS Standard	Control Type	Background Conditions			
				AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	1st Avenue & N. Transit Center Dwy	D	Signal	3.7	A	3.6	A
2	1st Avenue & Pick-Up/Drop-Off Dwy	D	Signal	4.0	A	4.0	A
3	1st Avenue & S. Transit Center Dwy	D	Signal	3.7	A	4.6	A

Notes:
1. Analysis performed using HCM 6th Edition methodology.
2. Overall level of service (LOS) standard for the City is D.
3. Signal – Signalized Intersection
4. Delay indicated in seconds/vehicle.

4.5 Roundabout Analysis

A roundabout was reviewed for the study intersection. It was determined that the intersection is geometrically constrained, and a roundabout cannot be designed to accommodate trucks and bus movements. Therefore, it is not recommended to install a roundabout at the study intersection and this improvement would be infeasible.

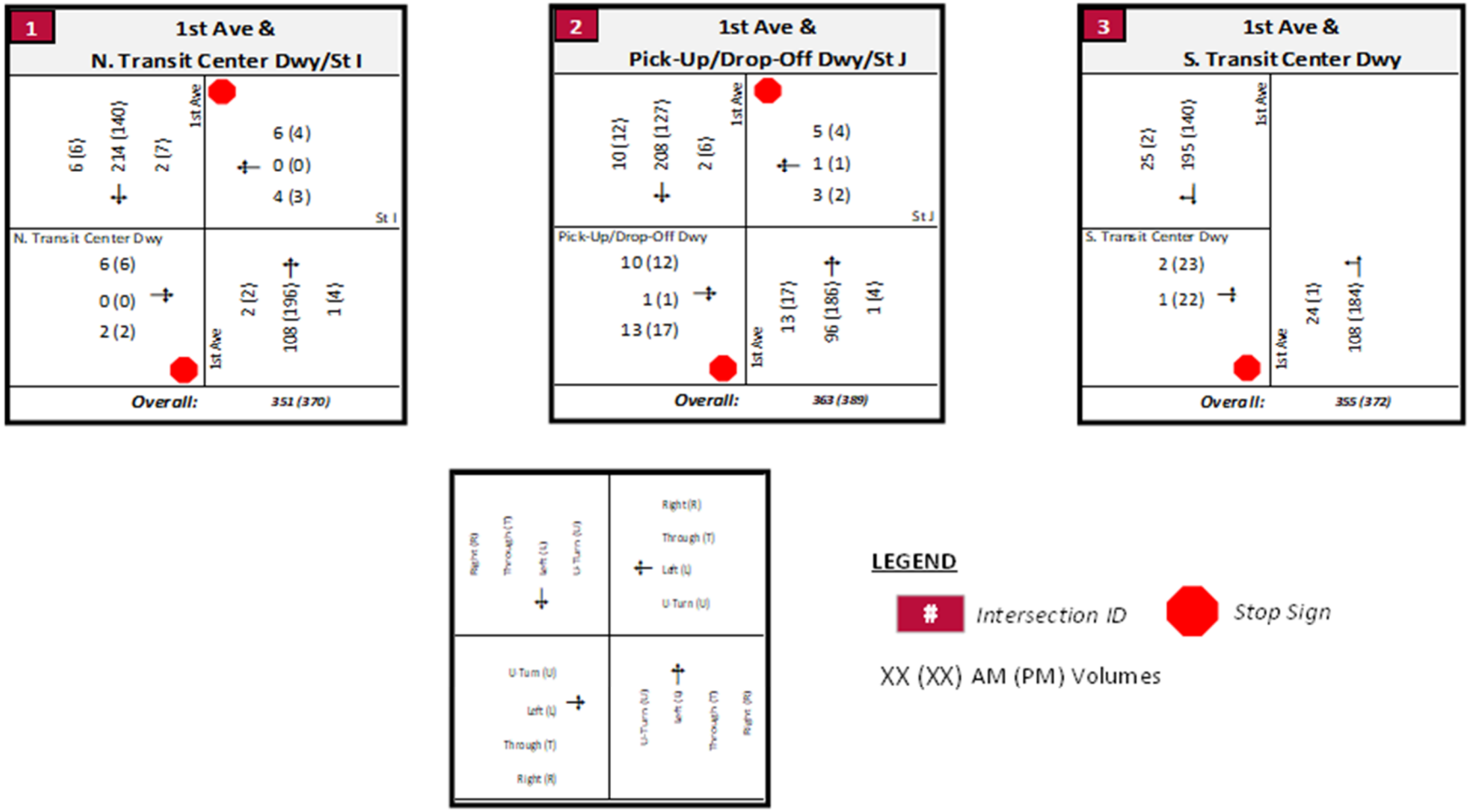


Kimley»Horn

Figure 3

1st Avenue Transit Center

Figure 4 – 1st Avenue Transit Center Volumes and Geometry



*Geometry remains the same for all alternatives.

5. California Avenue & Playa Avenue

The Project proposed the following Scenarios for the intersection of California Avenue & Playa Avenue:

- Scenario 1: Existing Geometry
- Scenario 2: 95% Design
- Scenario 3: 95% Design + NBL (California)
- Scenario 4: Single Lane Roundabout

Refer to **Figure 5** for an illustration of the study scenarios.

This intersection was reviewed using a VISSIM simulation and the results of this analysis have been provided in **Table 8** through **Table 10**.

Table 11 provides a summary of the recommendations for the analysis.

A presentation was prepared for that summarizes the analysis in more detail and has been provided in the **Appendix**.

Figure 5 – California & Playa Avenue Study Scenarios

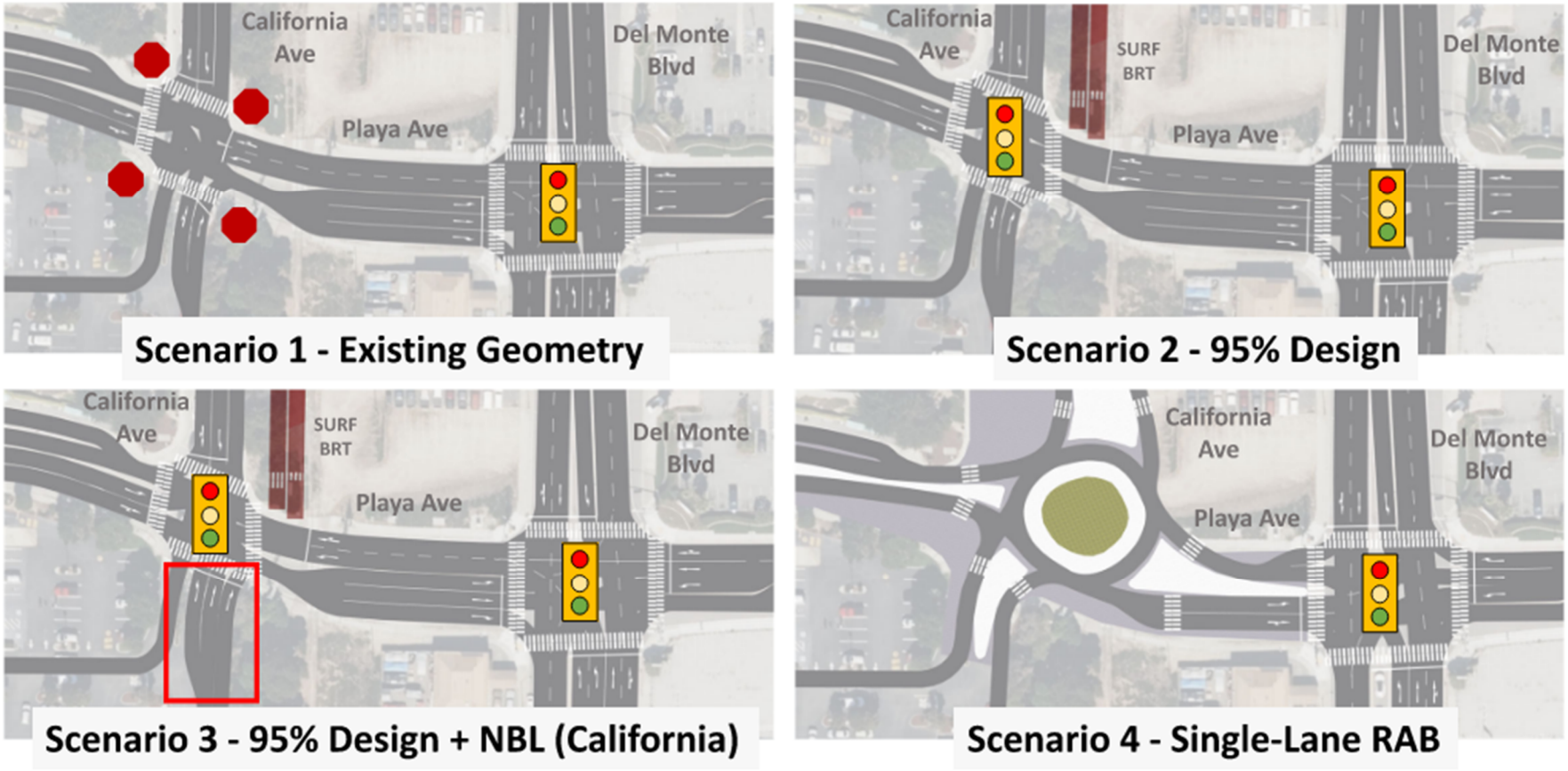


Table 8 – Cumulative 2045 PM Peak LOS Summary

		Scenario 1 Existing Geometry			Scenario 2 95% Design			Scenario 3 95% Design + NBL (California)			Scenario 4 Single-Lane Roundabout		
No.	Intersection	Control	Avg Delay *(sec)*	LOS	Control	Avg Delay *(sec)*	LOS	Control	Avg Delay *(sec)*	LOS	Control	Avg Delay *(sec)*	LOS
1	California Ave/ Playa Ave	AWSC	325.3	F	Signal	50.5	D	Signal	35.5	D	Roundabout	619.3	F
2	Del Monte Blvd/ Playa Ave	Signal	359.7	F	Signal	37.3	D	Signal	37.9	D	Signal	145.6	F
	Bus	AWSC	516.7	F	Signal	36.9	D	Signal	31.6	C	Roundabout	238.6	F

Table 9 – Cumulative 2045 AM Peak LOS Summary

		Scenario 1 Existing Geometry			Scenario 2 95% Design			Scenario 3 95% Design + NBL (California)			Scenario 4 Single-Lane Roundabout		
No.	Intersection	Control	Avg Delay *(sec)*	LOS	Control	Avg Delay *(sec)*	LOS	Control	Avg Delay *(sec)*	LOS	Control	Avg Delay *(sec)*	LOS
1	California Ave/ Playa Ave	Not Analyzed for AM			Signal	37.8	D	Signal	39.8	D	Not Analyzed for AM		
2	Del Monte Blvd/ Playa Ave				Signal	39.4	D	Signal	39.0	D			
	Bus				Signal	25.7	C	Signal	26.1	C			

Table 10 – Cumulative 2045 Weekend Midday Peak LOS Summary

		Scenario 1 Existing Geometry			Scenario 2 95% Design			Scenario 3 95% Design + NBL (California)			Scenario 4 Single-Lane Roundabout		
No.	Intersection	Control	Avg Delay *(sec)*	LOS	Control	Avg Delay *(sec)*	LOS	Control	Avg Delay *(sec)*	LOS	Control	Avg Delay *(sec)*	LOS
1	California Ave/ Playa Ave	AWSC	407.0	F	Signal	56.8	E	Signal	48.4	D	Roundabout	757.1	F
2	Del Monte Blvd/ Playa Ave	Signal	378.1	F	Signal	58.9	E	Signal	48.8	D	Signal	112.8	F
	Bus	AWSC	806.3	F	Signal	47.8	D	Signal	40.0	D	Roundabout	310.6	F

Table 11 – Summary of Vissim Results

	Scenario 1 Existing Geometry	Scenario 2 95% Design		Scenario 3 95% Design + NBL (California)		Scenario 4 Single-Lane Roundabout
Who	**Win-Win-Win?**					
SURF!	**No**	**Yes**	Acceptable LOS Operations Compared to Existing Geometry Minimal Queueing at Both Intersections	**Yes**	15 sec Time Savings at California/Playa vs. Scenario 2 (PM) 5 Second Time Savings for Bus vs. Scenario 2 (PM)	**No**
Sand City	**No**	**Yes**		**Yes+***		**No**
Seaside	**No**	**Yes**		**Yes**		**No**

* NBL cannot be included in SURF project due to Right of Way requirements

6. Appendix

A. California Avenue and Edgewater Mall/MST SURF! Busway – All-Way Stop Control: Existing Plus Project Conditions Synchro Outputs

B. California Avenue and Edgewater Mall/MST SURF! Busway – Signal: Existing Plus Project Conditions Synchro Outputs

C. California Avenue and Edgewater Mall/MST SURF! Busway – All-Way Stop Control: Cumulative Plus Project Conditions Synchro Outputs

D. California Avenue and Edgewater Mall/MST SURF! Busway – Signal: Cumulative Plus Project Conditions Synchro Outputs

E. 1st Avenue Side Street Stop Control – Background Plus Project Synchro Outputs

F. 1st Avenue All Way Stop Control – Background Plus Project Synchro Outputs

G. 1st Avenue Signal – Background Plus Project Synchro Outputs

H. California Avenue & Playa Avenue PowerPoint

A. California Avenue and Edgewater Mall/MST SURF! Busway – All-Way Stop Control: Existing Plus Project Conditions Synchro Outputs

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	146	0	32	0	0	12	24	28	0	12	128	225
Future Vol, veh/h	146	0	32	0	0	12	24	28	0	12	128	225
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	0	3	0	0	0	4	11	0	0	4	1
Mvmt Flow	157	0	34	0	0	13	26	30	0	13	138	242
Number of Lanes	1	1	0	0	0	1	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	9.7	8.3	8.9	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	72%	0%	100%	63%	0%	9%	0%
Vol Thru, %	28%	100%	0%	0%	0%	91%	0%
Vol Right, %	0%	0%	0%	37%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	19	91	87	12	140	225
LT Vol	24	0	91	55	0	12	0
Through Vol	9	19	0	0	0	128	0
RT Vol	0	0	0	32	12	0	225
Lane Flow Rate	36	20	97	94	13	151	242
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.059	0.031	0.164	0.146	0.019	0.217	0.303
Departure Headway (Hd)	5.884	5.641	6.06	5.585	5.164	5.185	4.507
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	606	632	590	640	688	691	796
Service Time	3.643	3.4	3.818	3.342	3.235	2.923	2.244
HCM Lane V/C Ratio	0.059	0.032	0.164	0.147	0.019	0.219	0.304
HCM Control Delay	9	8.6	10	9.3	8.3	9.4	9.2
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.6	0.5	0.1	0.8	1.3

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	275	0	51	0	0	12	37	171	0	12	207	296
Future Vol, veh/h	275	0	51	0	0	12	37	171	0	12	207	296
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	1	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	286	0	53	0	0	13	39	178	0	13	216	308
Number of Lanes	1	1	0	0	0	1	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	12.6	9.6	10.8	12.3
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	39%	0%	100%	68%	0%	5%	0%
Vol Thru, %	61%	100%	0%	0%	0%	95%	0%
Vol Right, %	0%	0%	0%	32%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	94	114	165	161	12	219	296
LT Vol	37	0	165	110	0	12	0
Through Vol	57	114	0	0	0	207	0
RT Vol	0	0	0	51	12	0	296
Lane Flow Rate	98	119	172	168	12	228	308
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.178	0.209	0.331	0.304	0.022	0.38	0.452
Departure Headway (Hd)	6.533	6.35	6.928	6.526	6.439	5.991	5.272
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	548	564	519	550	554	600	681
Service Time	4.28	4.097	4.668	4.266	4.5	3.729	3.009
HCM Lane V/C Ratio	0.179	0.211	0.331	0.305	0.022	0.38	0.452
HCM Control Delay	10.7	10.8	13.1	12.1	9.6	12.4	12.3
HCM Lane LOS	B	B	B	B	A	B	B
HCM 95th-tile Q	0.6	0.8	1.4	1.3	0.1	1.8	2.4

B. California Avenue and Edgewater Mall/MST SURF! Busway – Signal: Existing Plus Project Conditions Synchro Outputs

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	0	51	0	0	12	37	171	0	12	207	296
Future Volume (veh/h)	275	0	51	0	0	12	37	171	0	12	207	296
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	0	1900	1900	1900	1885	0	1900	1885	1900
Adj Flow Rate, veh/h	335	0	0	0	0	12	39	178	0	12	216	308
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	521	514	0	0	0	25	76	369	0	28	495	446
Arrive On Green	0.15	0.00	0.00	0.00	0.00	0.02	0.12	0.12	0.00	0.28	0.28	0.28
Sat Flow, veh/h	3591	1900	0	0	0	1606	623	3116	0	99	1781	1604
Grp Volume(v), veh/h	335	0	0	0	0	12	116	101	0	228	0	308
Grp Sat Flow(s),veh/h/ln	1795	1900	0	0	0	1606	1854	1791	0	1880	0	1604
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.3	2.4	2.1	0.0	4.1	0.0	7.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.0	0.0	0.3	2.4	2.1	0.0	4.1	0.0	7.0
Prop In Lane	1.00		0.00	0.00		1.00	0.34		0.00	0.05		1.00
Lane Grp Cap(c), veh/h	521	514	0	0	0	25	226	219	0	523	0	446
V/C Ratio(X)	0.64	0.00	0.00	0.00	0.00	0.48	0.51	0.46	0.00	0.44	0.00	0.69
Avail Cap(c_a), veh/h	850	974	0	0	0	267	249	240	0	1147	0	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	0.0	0.0	0.0	20.0	16.8	16.7	0.0	12.2	0.0	13.2
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.0	0.0	13.5	1.8	1.5	0.0	0.6	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.0	0.0	0.2	0.9	0.8	0.0	1.5	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	0.0	0.0	0.0	0.0	33.5	18.6	18.3	0.0	12.7	0.0	15.1
LnGrp LOS	B	A	A	A	A	C	B	B	A	B	A	B
Approach Vol, veh/h		335			12			217			536	
Approach Delay, s/veh		17.8			33.5			18.5			14.1	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		15.9	10.4	5.1		9.5		15.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.0	9.7	6.8		5.5		21.0				
Max Q Clear Time (g_c+I1), s		9.0	5.6	2.3		4.4		0.0				
Green Ext Time (p_c), s		2.2	0.5	0.0		0.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	0	32	0	0	12	24	28	0	12	128	225
Future Volume (veh/h)	146	0	32	0	0	12	24	28	0	12	128	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1856	0	1900	1900	1841	1737	0	1900	1841	1885
Adj Flow Rate, veh/h	189	0	0	0	0	13	26	30	0	13	138	242
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	3	0	0	0	4	11	0	0	4	1
Cap, veh/h	417	489	0	0	0	27	198	257	0	37	393	375
Arrive On Green	0.12	0.00	0.00	0.00	0.00	0.02	0.14	0.14	0.00	0.23	0.23	0.23
Sat Flow, veh/h	3563	1900	0	0	0	1593	1444	1957	0	158	1675	1598
Grp Volume(v), veh/h	189	0	0	0	0	13	30	26	0	151	0	242
Grp Sat Flow(s),veh/h/ln	1781	1900	0	0	0	1593	1665	1650	0	1833	0	1598
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.3	0.6	0.5	0.0	2.5	0.0	5.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.0	0.0	0.3	0.6	0.5	0.0	2.5	0.0	5.0
Prop In Lane	1.00		0.00	0.00		1.00	0.87		0.00	0.09		1.00
Lane Grp Cap(c), veh/h	417	489	0	0	0	27	228	226	0	430	0	375
V/C Ratio(X)	0.45	0.00	0.00	0.00	0.00	0.48	0.13	0.11	0.00	0.35	0.00	0.65
Avail Cap(c_a), veh/h	929	1095	0	0	0	306	228	226	0	1283	0	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	0.0	0.0	17.7	13.8	13.8	0.0	11.6	0.0	12.6
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	12.8	0.3	0.2	0.0	0.5	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	0.0	0.0	0.0	30.5	14.1	14.0	0.0	12.1	0.0	14.4
LnGrp LOS	B	A	A	A	A	C	B	B	A	B	A	B
Approach Vol, veh/h		189			13			56			393	
Approach Delay, s/veh		15.8			30.5			14.0			13.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		13.1	8.8	5.1		9.5		13.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.5	9.5	7.0		5.0		21.0				
Max Q Clear Time (g_c+I1), s		7.0	3.8	2.3		2.6		0.0				
Green Ext Time (p_c), s		1.6	0.3	0.0		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

C. California Avenue and Edgewater Mall/MST SURF! Busway – All-Way Stop Control: Cumulative Plus Project Conditions Synchro Outputs

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	147	0	57	0	0	12	25	46	0	12	236	257
Future Vol, veh/h	147	0	57	0	0	12	25	46	0	12	236	257
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	0	3	0	0	0	4	11	0	0	4	1
Mvmt Flow	158	0	61	0	0	13	27	49	0	13	254	276
Number of Lanes	1	1	0	0	0	1	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.3	8.8	9.2	10.6
HCM LOS	B	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	62%	0%	100%	42%	0%	5%	0%
Vol Thru, %	38%	100%	0%	0%	0%	95%	0%
Vol Right, %	0%	0%	0%	58%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	31	106	98	12	248	257
LT Vol	25	0	106	41	0	12	0
Through Vol	15	31	0	0	0	236	0
RT Vol	0	0	0	57	12	0	257
Lane Flow Rate	43	33	114	106	13	267	276
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.074	0.054	0.203	0.167	0.02	0.392	0.355
Departure Headway (Hd)	6.103	5.91	6.427	5.691	5.673	5.287	4.627
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	582	600	554	625	635	677	774
Service Time	3.897	3.704	4.216	3.48	3.673	3.043	2.383
HCM Lane V/C Ratio	0.074	0.055	0.206	0.17	0.02	0.394	0.357
HCM Control Delay	9.4	9	10.9	9.6	8.8	11.4	9.9
HCM Lane LOS	A	A	B	A	A	B	A
HCM 95th-tile Q	0.2	0.2	0.8	0.6	0.1	1.9	1.6

Intersection	
Intersection Delay, s/veh	14.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	307	0	62	0	0	12	69	267	0	12	240	312
Future Vol, veh/h	307	0	62	0	0	12	69	267	0	12	240	312
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	1	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	320	0	65	0	0	13	72	278	0	13	250	325
Number of Lanes	1	1	0	0	0	1	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	14.4	10.4	12.9	14.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	44%	0%	100%	66%	0%	5%	0%
Vol Thru, %	56%	100%	0%	0%	0%	95%	0%
Vol Right, %	0%	0%	0%	34%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	178	187	182	12	252	312
LT Vol	69	0	187	120	0	12	0
Through Vol	89	178	0	0	0	240	0
RT Vol	0	0	0	62	12	0	312
Lane Flow Rate	165	185	195	189	12	262	325
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.315	0.344	0.401	0.366	0.025	0.468	0.515
Departure Headway (Hd)	6.884	6.679	7.402	6.969	7.245	6.419	5.7
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	520	536	486	515	497	559	631
Service Time	4.657	4.451	5.169	4.735	5.245	4.185	3.465
HCM Lane V/C Ratio	0.317	0.345	0.401	0.367	0.024	0.469	0.515
HCM Control Delay	12.8	12.9	15.1	13.7	10.4	14.8	14.4
HCM Lane LOS	B	B	C	B	B	B	B
HCM 95th-tile Q	1.3	1.5	1.9	1.7	0.1	2.5	3

D. California Avenue and Edgewater Mall/MST SURF! Busway – Signal: Cumulative Plus Project Conditions Synchro Outputs

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	0	62	0	0	12	69	267	0	12	240	312
Future Volume (veh/h)	307	0	62	0	0	12	69	267	0	12	240	312
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	0	1900	1900	1900	1885	0	1900	1885	1900
Adj Flow Rate, veh/h	381	0	0	0	0	12	72	278	0	12	250	325
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	445	457	0	0	0	25	121	498	0	25	512	458
Arrive On Green	0.12	0.00	0.00	0.00	0.00	0.02	0.17	0.17	0.00	0.29	0.29	0.29
Sat Flow, veh/h	3591	1900	0	0	0	1606	713	3022	0	86	1795	1605
Grp Volume(v), veh/h	381	0	0	0	0	12	187	163	0	262	0	325
Grp Sat Flow(s),veh/h/ln	1795	1900	0	0	0	1606	1850	1791	0	1881	0	1605
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	0.3	4.1	3.7	0.0	5.1	0.0	8.1
Cycle Q Clear(g_c), s	4.6	0.0	0.0	0.0	0.0	0.3	4.1	3.7	0.0	5.1	0.0	8.1
Prop In Lane	1.00		0.00	0.00		1.00	0.39		0.00	0.05		1.00
Lane Grp Cap(c), veh/h	445	457	0	0	0	25	315	305	0	536	0	458
V/C Ratio(X)	0.86	0.00	0.00	0.00	0.00	0.48	0.59	0.54	0.00	0.49	0.00	0.71
Avail Cap(c_a), veh/h	445	1198	0	0	0	651	750	726	0	1080	0	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.1	0.0	0.0	0.0	0.0	21.7	17.0	16.8	0.0	13.2	0.0	14.2
Incr Delay (d2), s/veh	15.2	0.0	0.0	0.0	0.0	13.8	1.8	1.5	0.0	0.7	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	0.0	0.0	0.2	1.6	1.4	0.0	1.9	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	0.0	0.0	0.0	35.4	18.8	18.3	0.0	13.9	0.0	16.3
LnGrp LOS	C	A	A	A	A	D	B	B	A	B	A	B
Approach Vol, veh/h		381			12			350			587	
Approach Delay, s/veh		34.2			35.4			18.6			15.2	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		17.2	10.0	5.2		12.1		15.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.5	5.5	18.0		18.0		28.0				
Max Q Clear Time (g_c+I1), s		10.1	6.6	2.3		6.1		0.0				
Green Ext Time (p_c), s		2.4	0.0	0.0		1.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	0	57	0	0	12	25	46	0	12	236	257
Future Volume (veh/h)	147	0	57	0	0	12	25	46	0	12	236	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1856	0	1900	1900	1841	1737	0	1900	1841	1885
Adj Flow Rate, veh/h	110	68	61	0	0	13	27	49	0	13	254	276
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	3	0	0	0	4	11	0	0	4	1
Cap, veh/h	198	288	259	0	0	153	132	262	0	22	434	397
Arrive On Green	0.11	0.31	0.31	0.00	0.00	0.10	0.12	0.12	0.00	0.25	0.25	0.25
Sat Flow, veh/h	1781	919	825	0	0	1590	1116	2302	0	89	1747	1598
Grp Volume(v), veh/h	110	0	129	0	0	13	41	35	0	267	0	276
Grp Sat Flow(s),veh/h/ln	1781	0	1744	0	0	1590	1681	1650	0	1836	0	1598
Q Serve(g_s), s	2.5	0.0	2.3	0.0	0.0	0.3	0.9	0.8	0.0	5.4	0.0	6.6
Cycle Q Clear(g_c), s	2.5	0.0	2.3	0.0	0.0	0.3	0.9	0.8	0.0	5.4	0.0	6.6
Prop In Lane	1.00		0.47	0.00		1.00	0.66		0.00	0.05		1.00
Lane Grp Cap(c), veh/h	198	0	547	0	0	153	199	195	0	456	0	397
V/C Ratio(X)	0.56	0.00	0.24	0.00	0.00	0.09	0.20	0.18	0.00	0.59	0.00	0.70
Avail Cap(c_a), veh/h	316	0	743	0	0	226	199	195	0	804	0	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	10.7	0.0	0.0	17.4	16.8	16.8	0.0	14.0	0.0	14.4
Incr Delay (d2), s/veh	2.4	0.0	0.2	0.0	0.0	0.2	0.5	0.4	0.0	1.2	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.7	0.0	0.0	0.1	0.3	0.3	0.0	2.0	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	0.0	11.0	0.0	0.0	17.6	17.3	17.2	0.0	15.2	0.0	16.6
LnGrp LOS	C	A	B	A	A	B	B	B	A	B	A	B
Approach Vol, veh/h		239			13			76			543	
Approach Delay, s/veh		15.2			17.6			17.3			15.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		15.0	9.2	8.6		9.5		17.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5	7.5	6.0		5.0		18.0				
Max Q Clear Time (g_c+I1), s		8.6	4.5	2.3		2.9		4.3				
Green Ext Time (p_c), s		1.9	0.1	0.0		0.0		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

E. 1st Avenue Side Street Stop Control – Background Plus Project Synchro Outputs

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	2	3	0	4	2	196	4	7	140	6
Future Vol, veh/h	6	0	2	3	0	4	2	196	4	7	140	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	2	3	0	4	2	213	4	8	152	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	393	393	156	392	394	215	159	0	0	217	0	0
Stage 1	172	172	-	219	219	-	-	-	-	-	-	-
Stage 2	221	221	-	173	175	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	566	543	890	567	542	825	1420	-	-	1353	-	-
Stage 1	830	756	-	783	722	-	-	-	-	-	-	-
Stage 2	781	720	-	829	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	560	539	890	562	538	825	1420	-	-	1353	-	-
Mov Cap-2 Maneuver	560	539	-	562	538	-	-	-	-	-	-	-
Stage 1	828	751	-	781	721	-	-	-	-	-	-	-
Stage 2	775	719	-	822	749	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	10.3	0.1	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1420	-	-	617	687	1353	-	-
HCM Lane V/C Ratio	0.002	-	-	0.014	0.011	0.006	-	-
HCM Control Delay (s)	7.5	-	-	10.9	10.3	7.7	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	17	2	1	4	17	186	4	6	127	12
Future Vol, veh/h	12	1	17	2	1	4	17	186	4	6	127	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	18	2	1	4	18	202	4	7	138	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	402	401	145	408	405	204	151	0	0	206	0	0
Stage 1	159	159	-	240	240	-	-	-	-	-	-	-
Stage 2	243	242	-	168	165	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	559	538	902	554	535	837	1430	-	-	1365	-	-
Stage 1	843	766	-	763	707	-	-	-	-	-	-	-
Stage 2	761	705	-	834	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	547	527	902	534	524	837	1430	-	-	1365	-	-
Mov Cap-2 Maneuver	547	527	-	534	524	-	-	-	-	-	-	-
Stage 1	831	761	-	752	697	-	-	-	-	-	-	-
Stage 2	745	695	-	811	757	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	10.4	0.6	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1430	-	-	703	671	1365	-	-
HCM Lane V/C Ratio	0.013	-	-	0.046	0.011	0.005	-	-
HCM Control Delay (s)	7.5	0	-	10.4	10.4	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	22	1	184	140	2
Future Vol, veh/h	23	22	1	184	140	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	24	1	200	152	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	355	153	154	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	643	893	1426	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	642	893	1426	-	-	-
Mov Cap-2 Maneuver	642	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1426	-	744	-	-
HCM Lane V/C Ratio	0.001	-	0.066	-	-
HCM Control Delay (s)	7.5	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	2	4	0	6	2	108	1	2	214	6
Future Vol, veh/h	6	0	2	4	0	6	2	108	1	2	214	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	2	4	0	7	2	117	1	2	233	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	366	363	237	364	366	118	240	0	0	118	0	0
Stage 1	241	241	-	122	122	-	-	-	-	-	-	-
Stage 2	125	122	-	242	244	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	590	565	802	592	562	934	1327	-	-	1470	-	-
Stage 1	762	706	-	882	795	-	-	-	-	-	-	-
Stage 2	879	795	-	762	704	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	584	563	802	588	560	934	1327	-	-	1470	-	-
Mov Cap-2 Maneuver	584	563	-	588	560	-	-	-	-	-	-	-
Stage 1	760	705	-	880	793	-	-	-	-	-	-	-
Stage 2	871	793	-	758	703	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	9.8	0.1	0.1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1327	-	-	627	756	1470	-	-
HCM Lane V/C Ratio	0.002	-	-	0.014	0.014	0.001	-	-
HCM Control Delay (s)	7.7	-	-	10.8	9.8	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	13	3	1	5	13	96	1	2	208	10
Future Vol, veh/h	10	1	13	3	1	5	13	96	1	2	208	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1	14	3	1	5	14	104	1	2	226	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	372	369	232	376	374	105	237	0	0	105	0	0
Stage 1	236	236	-	133	133	-	-	-	-	-	-	-
Stage 2	136	133	-	243	241	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	585	560	807	581	557	949	1330	-	-	1486	-	-
Stage 1	767	710	-	870	786	-	-	-	-	-	-	-
Stage 2	867	786	-	761	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	575	553	807	564	550	949	1330	-	-	1486	-	-
Mov Cap-2 Maneuver	575	553	-	564	550	-	-	-	-	-	-	-
Stage 1	759	709	-	860	777	-	-	-	-	-	-	-
Stage 2	851	777	-	745	705	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	10	0.9	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1330	-	-	680	725	1486	-	-
HCM Lane V/C Ratio	0.011	-	-	0.038	0.013	0.001	-	-
HCM Control Delay (s)	7.7	0	-	10.5	10	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	24	108	195	25
Future Vol, veh/h	2	1	24	108	195	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	26	117	212	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	395	226	239	0	-	0
Stage 1	226	-	-	-	-	-
Stage 2	169	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	610	813	1328	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	597	813	1328	-	-	-
Mov Cap-2 Maneuver	597	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	861	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1328	-	655	-	-
HCM Lane V/C Ratio	0.02	-	0.005	-	-
HCM Control Delay (s)	7.8	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

F. 1st Avenue All Way Stop Control – Background Plus Project Synchro Outputs

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	2	3	0	4	2	196	4	7	140	6
Future Vol, veh/h	6	0	2	3	0	4	2	196	4	7	140	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	2	3	0	4	2	213	4	8	152	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.6	8.5	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	75%	43%	5%
Vol Thru, %	97%	0%	0%	92%
Vol Right, %	2%	25%	57%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	202	8	7	153
LT Vol	2	6	3	7
Through Vol	196	0	0	140
RT Vol	4	2	4	6
Lane Flow Rate	220	9	8	166
Geometry Grp	1	1	1	1
Degree of Util (X)	0.249	0.012	0.01	0.19
Departure Headway (Hd)	4.078	4.772	4.515	4.113
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	876	754	797	865
Service Time	2.127	2.773	2.516	2.172
HCM Lane V/C Ratio	0.251	0.012	0.01	0.192
HCM Control Delay	8.5	7.8	7.6	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0	0	0.7

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	17	2	1	4	17	186	4	6	127	12
Future Vol, veh/h	12	1	17	2	1	4	17	186	4	6	127	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	18	2	1	4	18	202	4	7	138	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.6	8.6	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	40%	29%	4%
Vol Thru, %	90%	3%	14%	88%
Vol Right, %	2%	57%	57%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	30	7	145
LT Vol	17	12	2	6
Through Vol	186	1	1	127
RT Vol	4	17	4	12
Lane Flow Rate	225	33	8	158
Geometry Grp	1	1	1	1
Degree of Util (X)	0.258	0.041	0.01	0.181
Departure Headway (Hd)	4.128	4.51	4.516	4.133
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	862	799	797	857
Service Time	2.193	2.511	2.518	2.213
HCM Lane V/C Ratio	0.261	0.041	0.01	0.184
HCM Control Delay	8.6	7.7	7.6	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.1	0	0.7

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	22	1	184	140	2
Future Vol, veh/h	23	22	1	184	140	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	24	1	200	152	2
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	8.5	8.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	1%	51%	0%
Vol Thru, %	99%	0%	99%
Vol Right, %	0%	49%	1%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	185	45	142
LT Vol	1	23	0
Through Vol	184	0	140
RT Vol	0	22	2
Lane Flow Rate	201	49	154
Geometry Grp	1	1	1
Degree of Util (X)	0.231	0.061	0.178
Departure Headway (Hd)	4.137	4.513	4.163
Convergence, Y/N	Yes	Yes	Yes
Cap	859	798	850
Service Time	2.208	2.513	2.244
HCM Lane V/C Ratio	0.234	0.061	0.181
HCM Control Delay	8.5	7.8	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.9	0.2	0.6

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	2	4	0	6	2	108	1	2	214	6
Future Vol, veh/h	6	0	2	4	0	6	2	108	1	2	214	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	2	4	0	7	2	117	1	2	233	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.5	7.9	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	75%	40%	1%
Vol Thru, %	97%	0%	0%	96%
Vol Right, %	1%	25%	60%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	8	10	222
LT Vol	2	6	4	2
Through Vol	108	0	0	214
RT Vol	1	2	6	6
Lane Flow Rate	121	9	11	241
Geometry Grp	1	1	1	1
Degree of Util (X)	0.139	0.011	0.013	0.271
Departure Headway (Hd)	4.147	4.725	4.441	4.045
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	858	762	811	886
Service Time	2.208	2.725	2.441	2.084
HCM Lane V/C Ratio	0.141	0.012	0.014	0.272
HCM Control Delay	7.9	7.8	7.5	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0	0	1.1

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	13	3	1	5	13	96	1	2	208	10
Future Vol, veh/h	10	1	13	3	1	5	13	96	1	2	208	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1	14	3	1	5	14	104	1	2	226	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.5	8	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	42%	33%	1%
Vol Thru, %	87%	4%	11%	95%
Vol Right, %	1%	54%	56%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	24	9	220
LT Vol	13	10	3	2
Through Vol	96	1	1	208
RT Vol	1	13	5	10
Lane Flow Rate	120	26	10	239
Geometry Grp	1	1	1	1
Degree of Util (X)	0.139	0.032	0.012	0.27
Departure Headway (Hd)	4.195	4.479	4.474	4.061
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	845	804	805	880
Service Time	2.268	2.479	2.475	2.113
HCM Lane V/C Ratio	0.142	0.032	0.012	0.272
HCM Control Delay	8	7.6	7.5	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0	1.1

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	24	108	195	25
Future Vol, veh/h	2	1	24	108	195	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	26	117	212	27
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.7	8	8.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	18%	67%	0%
Vol Thru, %	82%	0%	89%
Vol Right, %	0%	33%	11%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	132	3	220
LT Vol	24	2	0
Through Vol	108	0	195
RT Vol	0	1	25
Lane Flow Rate	143	3	239
Geometry Grp	1	1	1
Degree of Util (X)	0.166	0.004	0.264
Departure Headway (Hd)	4.154	4.677	3.978
Convergence, Y/N	Yes	Yes	Yes
Cap	859	770	902
Service Time	2.199	2.677	2.012
HCM Lane V/C Ratio	0.166	0.004	0.265
HCM Control Delay	8	7.7	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0	1.1

G. 1st Avenue Signal – Background Plus Project Synchro Outputs

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	2	3	0	4	2	196	4	7	140	6
Future Volume (veh/h)	6	0	2	3	0	4	2	196	4	7	140	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	0	2	3	0	4	2	213	4	8	152	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	473	0	7	374	0	20	257	636	12	279	598	27
Arrive On Green	0.02	0.00	0.02	0.02	0.00	0.02	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1174	0	335	680	0	906	7	1819	34	43	1711	77
Grp Volume(v), veh/h	9	0	0	7	0	0	219	0	0	167	0	0
Grp Sat Flow(s),veh/h/ln	1509	0	0	1586	0	0	1860	0	0	1831	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.1	0.0	0.0	1.2	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.78		0.22	0.43		0.57	0.01		0.02	0.05		0.04
Lane Grp Cap(c), veh/h	480	0	0	394	0	0	904	0	0	903	0	0
V/C Ratio(X)	0.02	0.00	0.00	0.02	0.00	0.00	0.24	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	3180	0	0	3206	0	0	4016	0	0	3930	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.9	0.0	0.0	6.9	0.0	0.0	3.4	0.0	0.0	3.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	0.0	0.0	6.9	0.0	0.0	3.6	0.0	0.0	3.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		9			7			219			167	
Approach Delay, s/veh		6.9			6.9			3.6			3.4	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		4.8		9.5		4.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.0		27.0		29.0		27.0				
Max Q Clear Time (g_c+I1), s		3.2		2.1		2.9		2.1				
Green Ext Time (p_c), s		1.3		0.0		0.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			3.6									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1	17	2	1	4	17	186	4	6	127	12
Future Volume (veh/h)	12	1	17	2	1	4	17	186	4	6	127	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	1	18	2	1	4	18	202	4	7	138	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	2	43	338	12	48	291	581	11	268	554	51
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	625	48	866	477	239	955	80	1711	33	39	1632	150
Grp Volume(v), veh/h	32	0	0	7	0	0	224	0	0	158	0	0
Grp Sat Flow(s),veh/h/ln	1539	0	0	1670	0	0	1824	0	0	1820	0	0
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.1	0.0	0.0	1.3	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.41		0.56	0.29		0.57	0.08		0.02	0.04		0.08
Lane Grp Cap(c), veh/h	421	0	0	398	0	0	883	0	0	873	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.02	0.00	0.00	0.25	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	3123	0	0	3174	0	0	3799	0	0	3799	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.8	0.0	0.0	6.7	0.0	0.0	3.7	0.0	0.0	3.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	0.0	0.0	6.7	0.0	0.0	3.8	0.0	0.0	3.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		32			7			224			158	
Approach Delay, s/veh		6.9			6.7			3.8			3.6	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		5.2		9.5		5.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.0		27.0		29.0		27.0				
Max Q Clear Time (g_c+I1), s		3.3		2.3		2.9		2.1				
Green Ext Time (p_c), s		1.3		0.1		0.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			4.0									
HCM 6th LOS			A									

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	22	1	184	140	2
Future Volume (veh/h)	23	22	1	184	140	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	24	1	200	152	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	53	51	244	624	617	8
Arrive On Green	0.06	0.06	0.33	0.33	0.33	0.33
Sat Flow, veh/h	841	808	4	1864	1842	24
Grp Volume(v), veh/h	50	0	201	0	0	154
Grp Sat Flow(s),veh/h/ln	1683	0	1868	0	0	1866
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.9
Cycle Q Clear(g_c), s	0.4	0.0	1.2	0.0	0.0	0.9
Prop In Lane	0.50	0.48	0.00			0.01
Lane Grp Cap(c), veh/h	106	0	868	0	0	625
V/C Ratio(X)	0.47	0.00	0.23	0.00	0.00	0.25
Avail Cap(c_a), veh/h	3042	0	3865	0	0	3623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.8	0.0	3.7	0.0	0.0	3.6
Incr Delay (d2), s/veh	3.3	0.0	0.1	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.0	0.0	3.8	0.0	0.0	3.8
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h	50			201	154	
Approach Delay, s/veh	10.0			3.8	3.8	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		9.5		5.4		9.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		29.0		27.0		29.0
Max Q Clear Time (g_c+I1), s		3.2		2.4		2.9
Green Ext Time (p_c), s		1.1		0.1		0.8

Intersection Summary	
HCM 6th Ctrl Delay	4.6
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	2	4	0	6	2	108	1	2	214	6
Future Volume (veh/h)	6	0	2	4	0	6	2	108	1	2	214	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	0	2	4	0	7	2	117	1	2	233	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	477	0	9	357	0	27	259	636	5	255	625	19
Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.03	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1186	0	339	573	0	1004	14	1830	15	7	1797	54
Grp Volume(v), veh/h	9	0	0	11	0	0	120	0	0	242	0	0
Grp Sat Flow(s),veh/h/ln	1525	0	0	1577	0	0	1859	0	0	1858	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.1	0.0	0.0	0.6	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.78		0.22	0.36		0.64	0.02		0.01	0.01		0.03
Lane Grp Cap(c), veh/h	486	0	0	383	0	0	901	0	0	898	0	0
V/C Ratio(X)	0.02	0.00	0.00	0.03	0.00	0.00	0.13	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	3158	0	0	3194	0	0	3984	0	0	3991	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.8	0.0	0.0	6.9	0.0	0.0	3.3	0.0	0.0	3.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	0.0	0.0	6.9	0.0	0.0	3.3	0.0	0.0	3.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		9			11			120			242	
Approach Delay, s/veh		6.9			6.9			3.3			3.7	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		4.9		9.5		4.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.0		27.0		29.0		27.0				
Max Q Clear Time (g_c+I1), s		2.6		2.1		3.4		2.1				
Green Ext Time (p_c), s		0.6		0.0		1.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			3.7									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	13	3	1	5	13	96	1	2	208	10
Future Volume (veh/h)	10	1	13	3	1	5	13	96	1	2	208	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1	14	3	1	5	14	104	1	2	226	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	3	38	352	8	41	311	571	5	250	600	29
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	655	60	833	548	183	914	109	1674	15	7	1760	85
Grp Volume(v), veh/h	26	0	0	9	0	0	119	0	0	239	0	0
Grp Sat Flow(s),veh/h/ln	1547	0	0	1645	0	0	1798	0	0	1852	0	0
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.1	0.0	0.0	0.7	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.42		0.54	0.33		0.56	0.12		0.01	0.01		0.05
Lane Grp Cap(c), veh/h	419	0	0	402	0	0	888	0	0	879	0	0
V/C Ratio(X)	0.06	0.00	0.00	0.02	0.00	0.00	0.13	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	3139	0	0	3172	0	0	3732	0	0	3904	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.8	0.0	0.0	6.7	0.0	0.0	3.4	0.0	0.0	3.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	0.0	0.0	6.7	0.0	0.0	3.5	0.0	0.0	3.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		26			9			119			239	
Approach Delay, s/veh		6.8			6.7			3.5			3.8	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		5.2		9.5		5.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.0		27.0		29.0		27.0				
Max Q Clear Time (g_c+I1), s		2.7		2.2		3.4		2.1				
Green Ext Time (p_c), s		0.6		0.1		1.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			4.0									
HCM 6th LOS			A									

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	1	24	108	195	25
Future Volume (veh/h)	2	1	24	108	195	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	1	26	117	212	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	6	3	365	561	578	74
Arrive On Green	0.01	0.01	0.36	0.36	0.36	0.36
Sat Flow, veh/h	874	437	178	1578	1626	207
Grp Volume(v), veh/h	4	0	143	0	0	239
Grp Sat Flow(s),veh/h/ln	1748	0	1757	0	0	1833
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	0.0	0.0	0.8	0.0	0.0	1.4
Prop In Lane	0.50	0.25	0.18			0.11
Lane Grp Cap(c), veh/h	12	0	926	0	0	651
V/C Ratio(X)	0.32	0.00	0.15	0.00	0.00	0.37
Avail Cap(c_a), veh/h	3353	0	3783	0	0	3776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	7.0	0.0	3.2	0.0	0.0	3.4
Incr Delay (d2), s/veh	14.2	0.0	0.1	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.2	0.0	3.2	0.0	0.0	3.7
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	4			143	239	
Approach Delay, s/veh	21.2			3.2	3.7	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		9.5		4.6		9.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		29.0		27.0		29.0
Max Q Clear Time (g_c+I1), s		2.8		2.0		3.4
Green Ext Time (p_c), s		0.8		0.0		1.4

Intersection Summary	
HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A

H. California Avenue & Playa Avenue PowerPoint

Playa Ave Intersection Operations Analysis

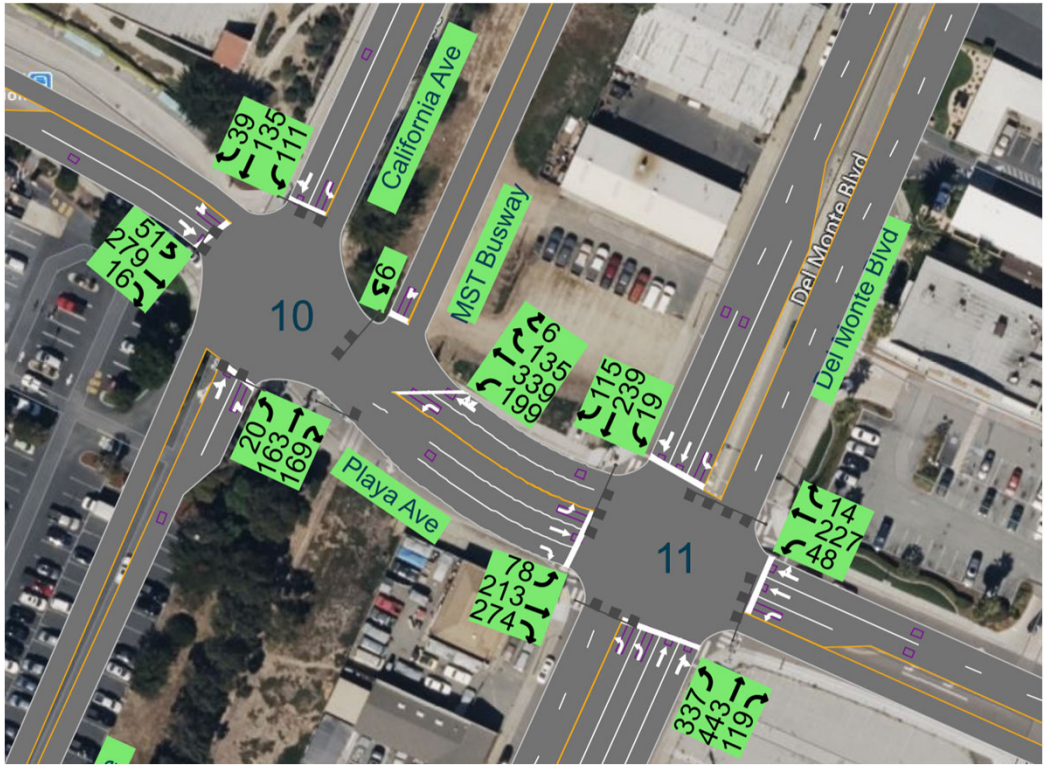
SURF! BRT

December 5, 2023

Intersection Figures

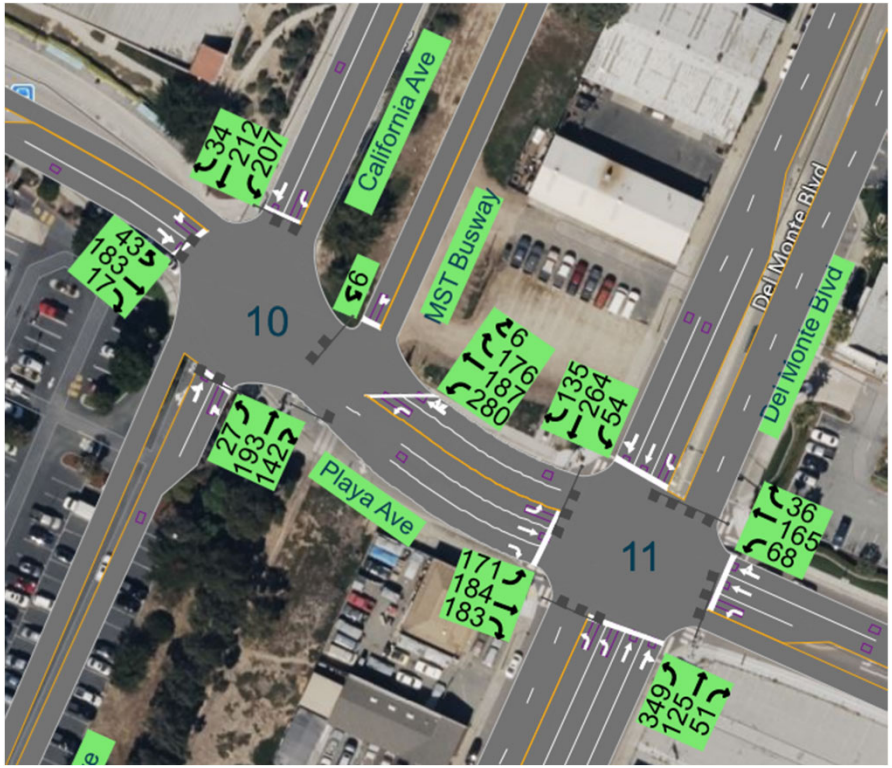
Cumulative 2045 Volumes

AM Peak



PM Peak

Cumulative 2045 Volumes

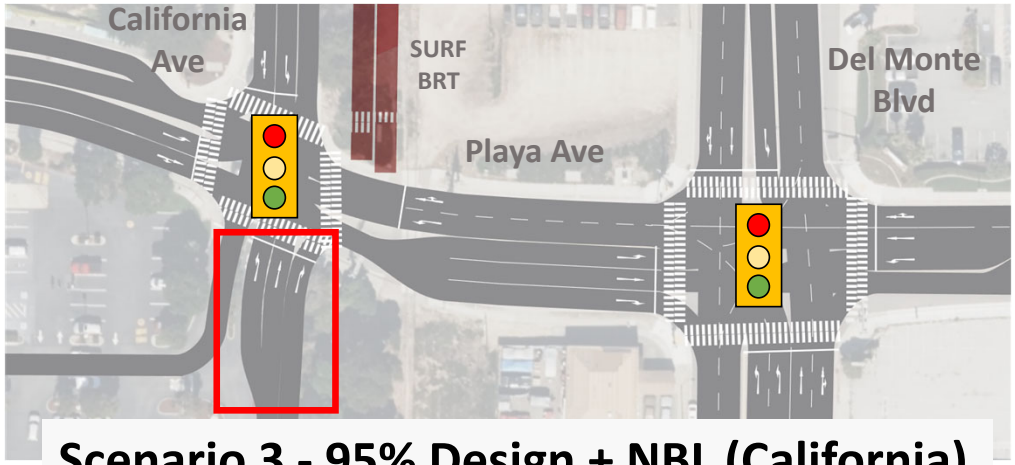


Weekend Midday Peak

Intersection Geometry

Scenario 1 - Existing Geometry

Scenario 2 - 95% Design

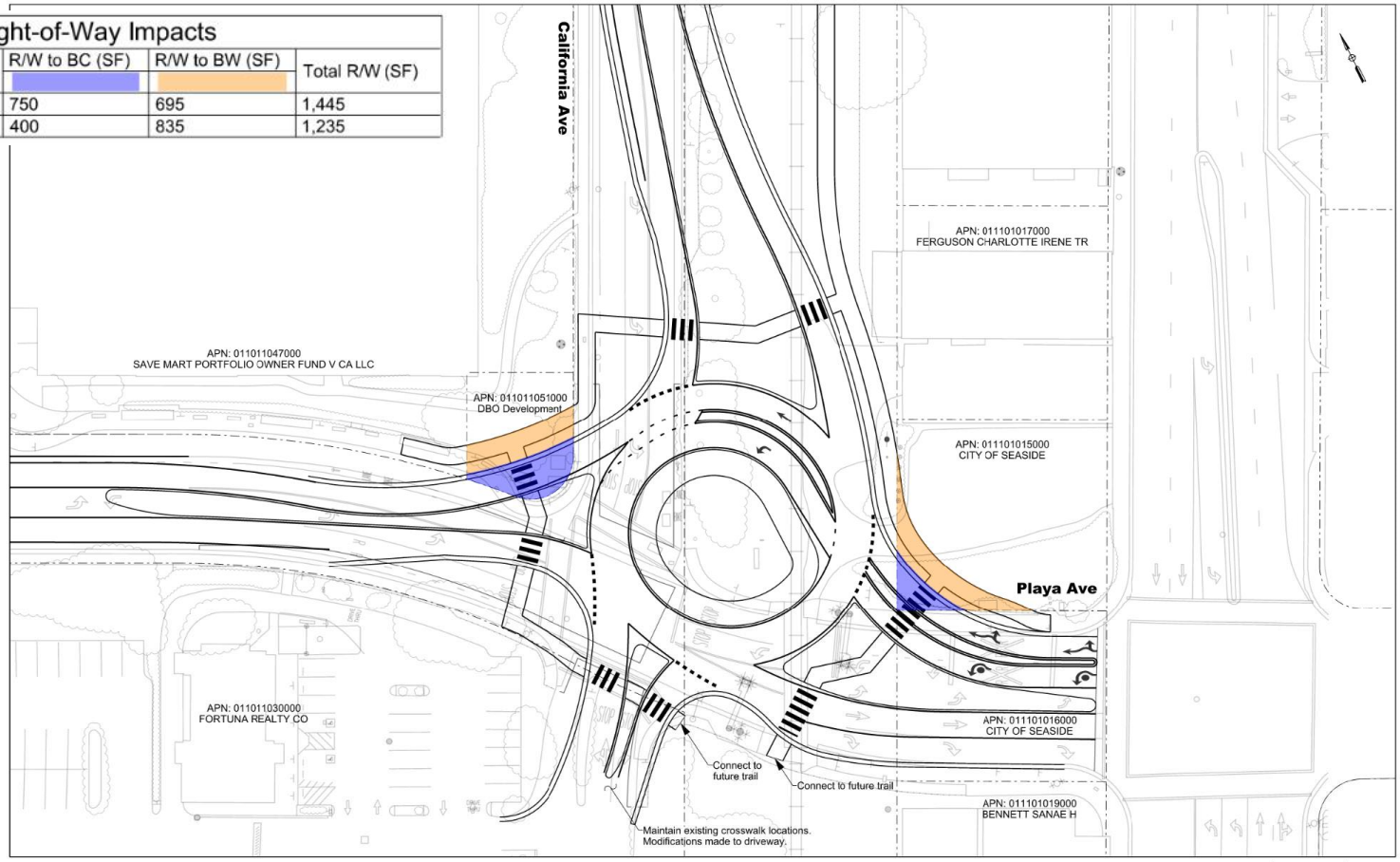


Scenario 3 - 95% Design + NBL (California)

Scenario 4 - Single-Lane RAB

2-Lane Roundabout Concept (Playa/California)

Right-of-Way Impacts				
Corner	APN Number	R/W to BC (SF)	R/W to BW (SF)	Total R/W (SF)
Northwest	011011051000	750	695	1,445
Northeast	011101015000	400	835	1,235



Kimley»Horn

Sand City, California
California Ave at Playa Ave Roundabout Concept #3

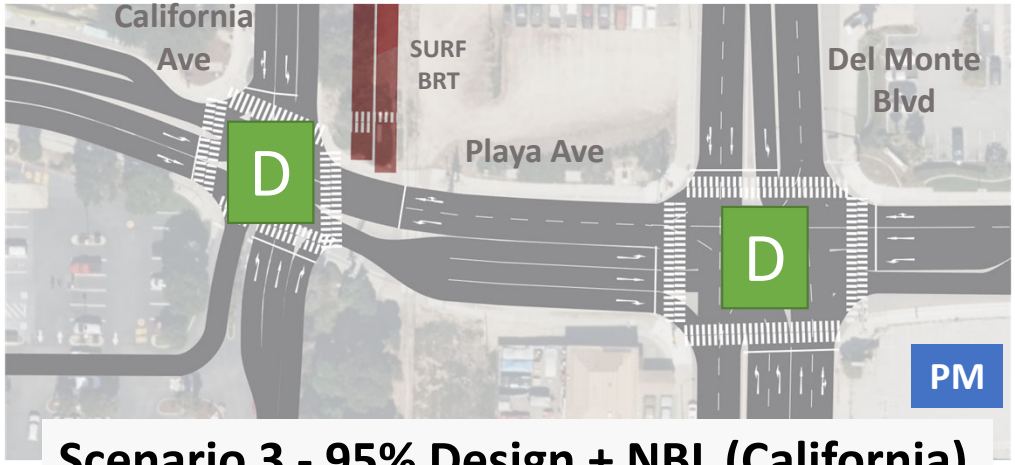
Exhibit 3
October 2023

SCALE
1" = 40'

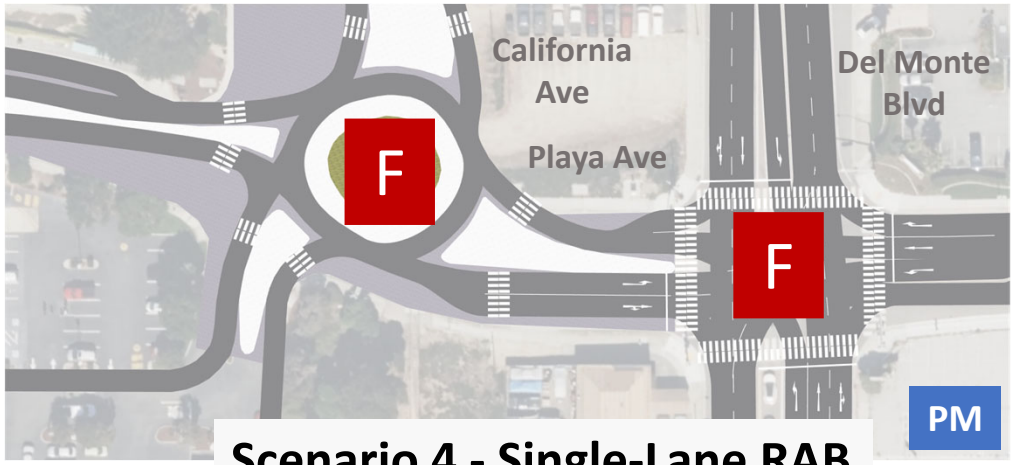
Cumulative 2045 PM Peak LOS Summary

Scenario 1 - Existing Geometry

Scenario 2 - 95% Design



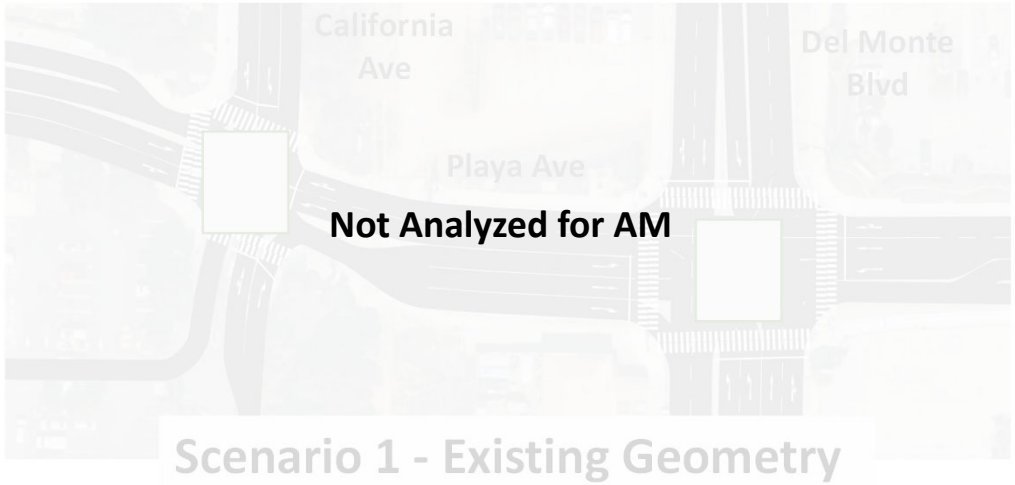
Scenario 3 - 95% Design + NBL (California)

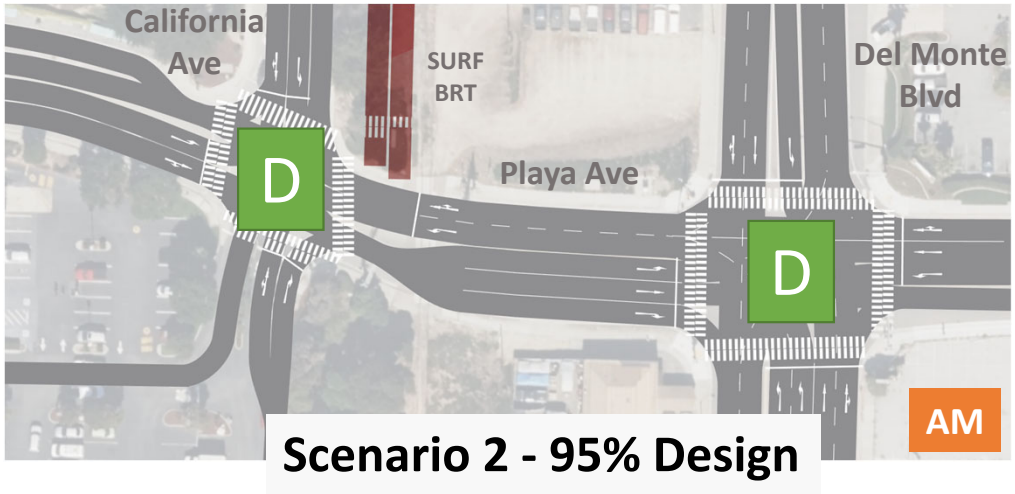


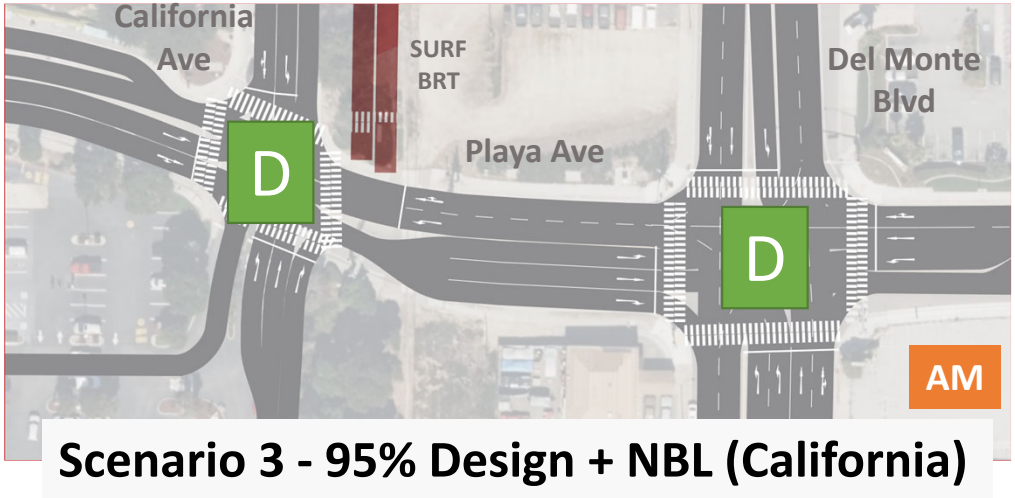
Scenario 4 - Single-Lane RAB

Cumulative 2045 AM Peak LOS Summary

Note: Queues in AM less than PM



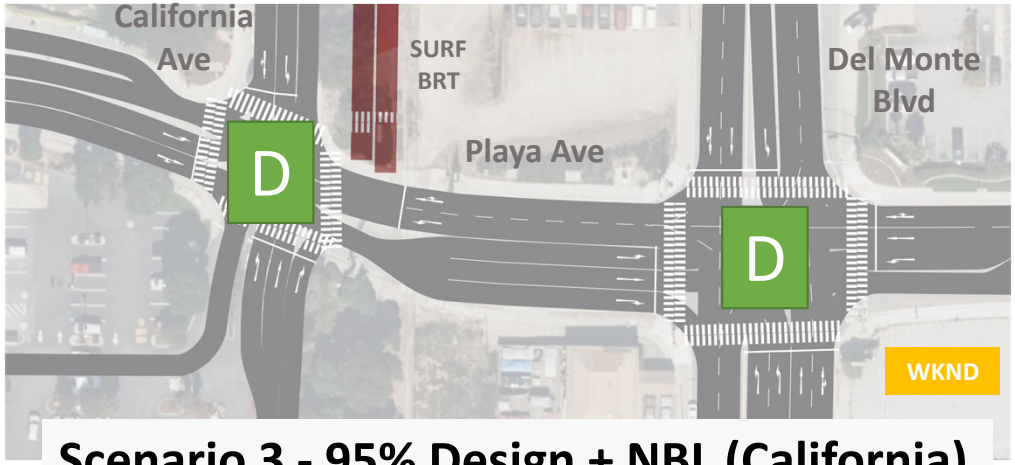




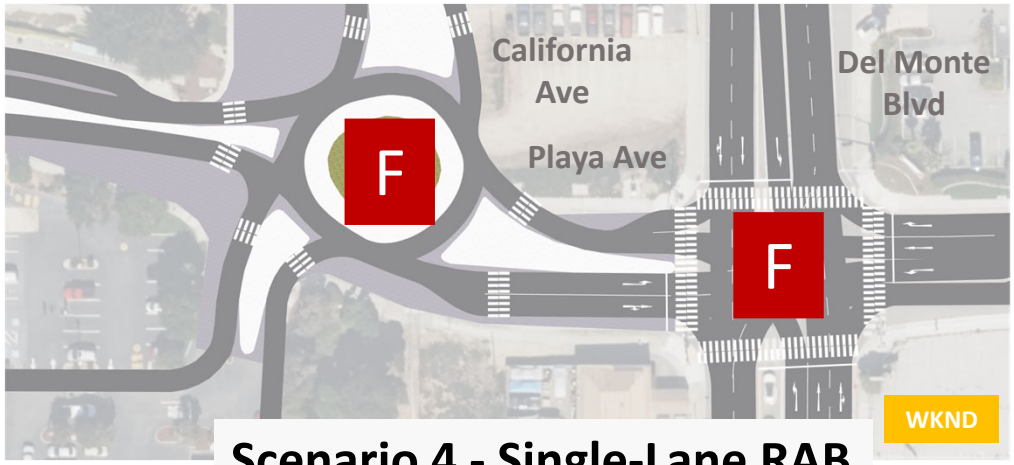
Cumulative 2045 Weekend Midday Peak LOS Summary

Scenario 1 - Existing Geometry

Scenario 2 - 95% Design



Scenario 3 - 95% Design + NBL (California)



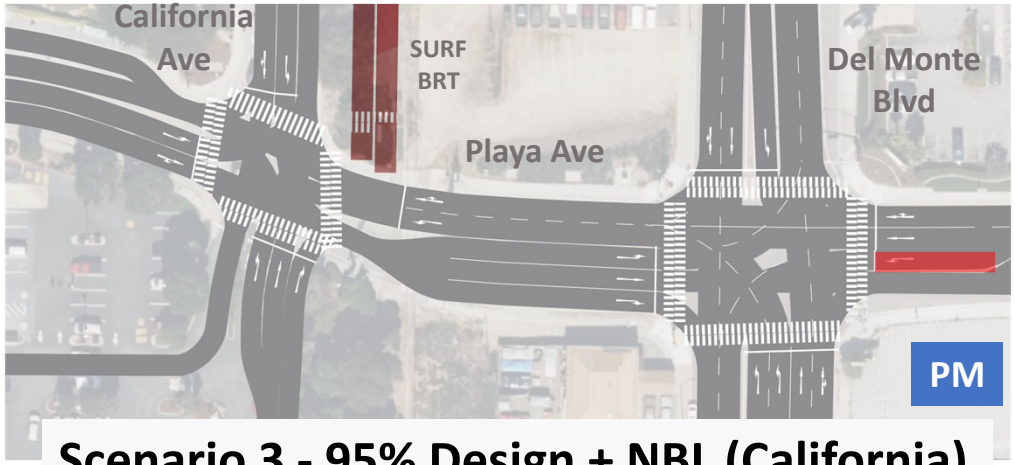
Scenario 4 - Single-Lane RAB

Cumulative 2045 PM Peak Queueing Summary

Red = Exceeds Capacity

Scenario 1 - Existing Geometry

Scenario 2 - 95% Design

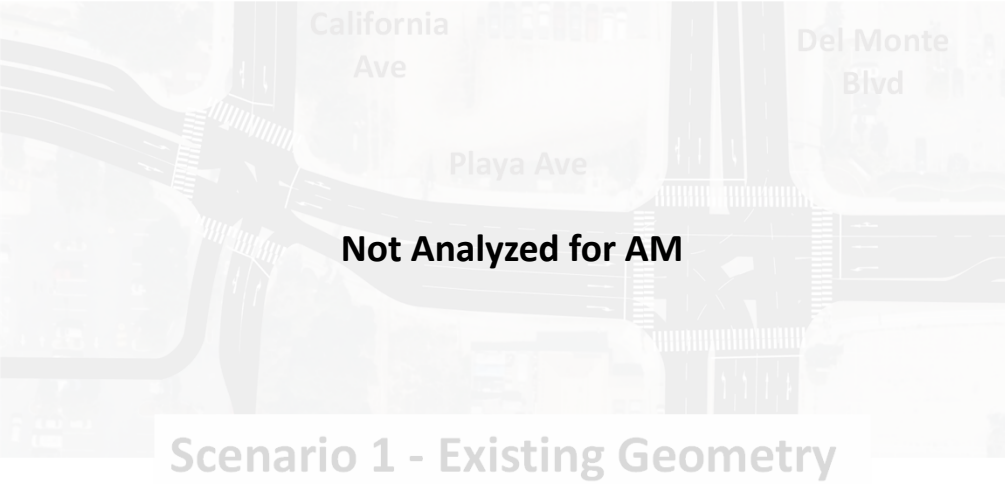


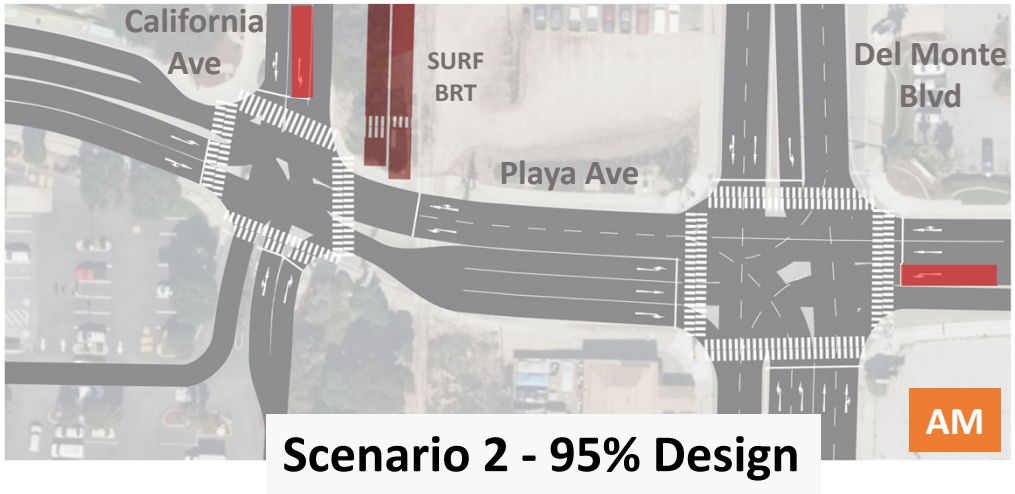
Scenario 3 - 95% Design + NBL (California)

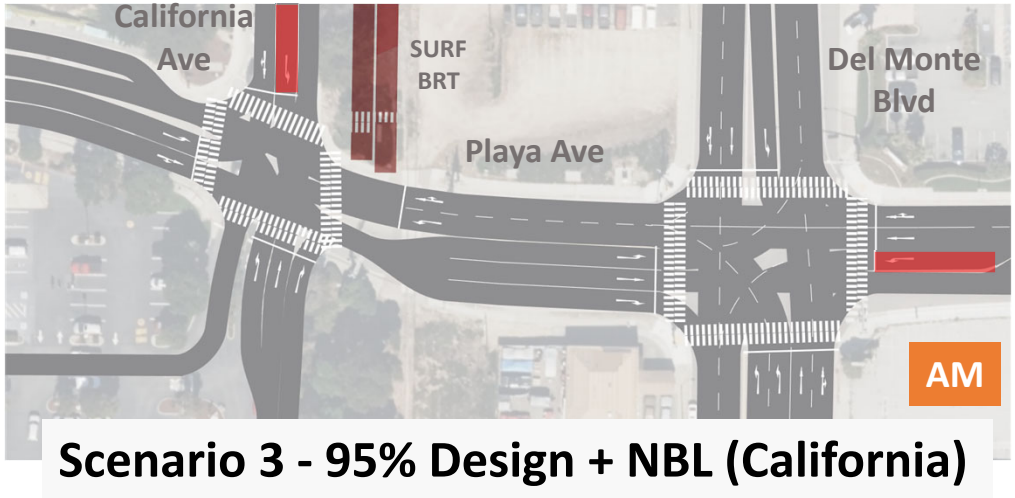
Scenario 4 - Single-Lane RAB

Cumulative 2045 AM Peak Queueing Summary

Red = Exceeds Capacity



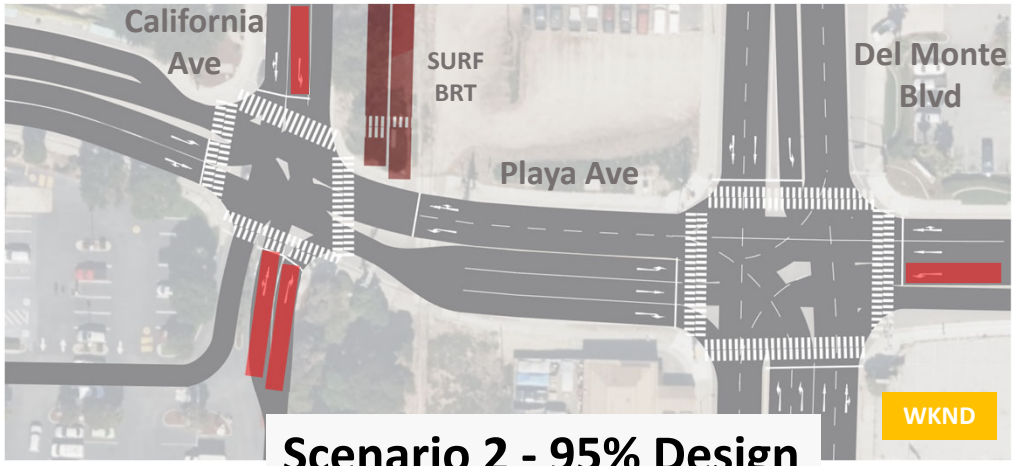




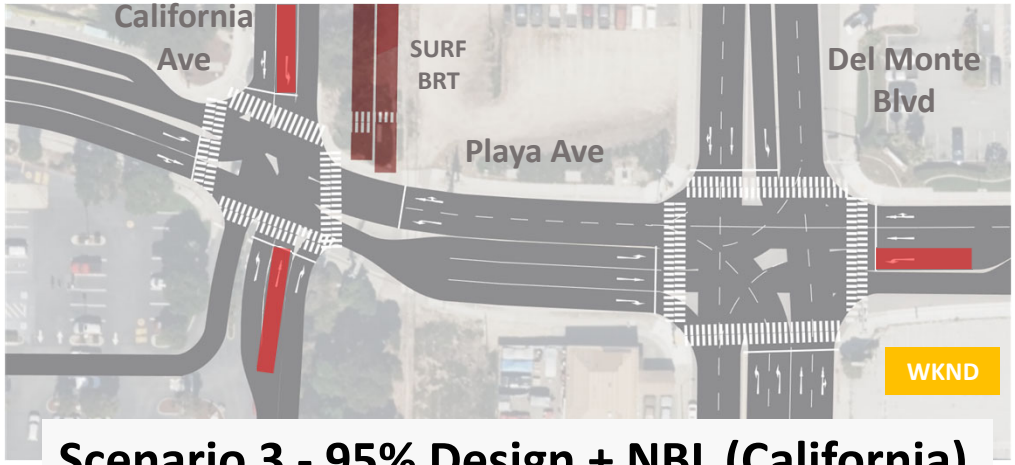
Cumulative 2045 Weekend Midday Peak Queueing Summary

Red = Exceeds Capacity

Scenario 1 - Existing Geometry



Scenario 2 - 95% Design



Scenario 3 - 95% Design + NBL (California)

Scenario 4 - Single-Lane RAB

Delay/LOS Summary Figures

Cumulative 2045 PM Peak LOS Summary

		Scenario 1 Existing Geometry			Scenario 2 95% Design			Scenario 3 95% Design + NBL (California)			Scenario 4 Single-Lane Roundabout		
No.	**Intersection**	**Control**	**Avg Delay** *(sec)*	**LOS**	**Control**	**Avg Delay** *(sec)*	**LOS**	**Control**	**Avg Delay** *(sec)*	**LOS**	**Control**	**Avg Delay** *(sec)*	**LOS**
1	California Ave/ Playa Ave	AWSC	325.3	F	Signal	50.5	D	Signal	35.5	D	Roundabout	619.3	F
2	Del Monte Blvd/ Playa Ave	Signal	359.7	F	Signal	37.3	D	Signal	37.9	D	Signal	145.6	F
	Bus	AWSC	516.7	F	Signal	36.9	D	Signal	31.6	C	Roundabout	238.6	F

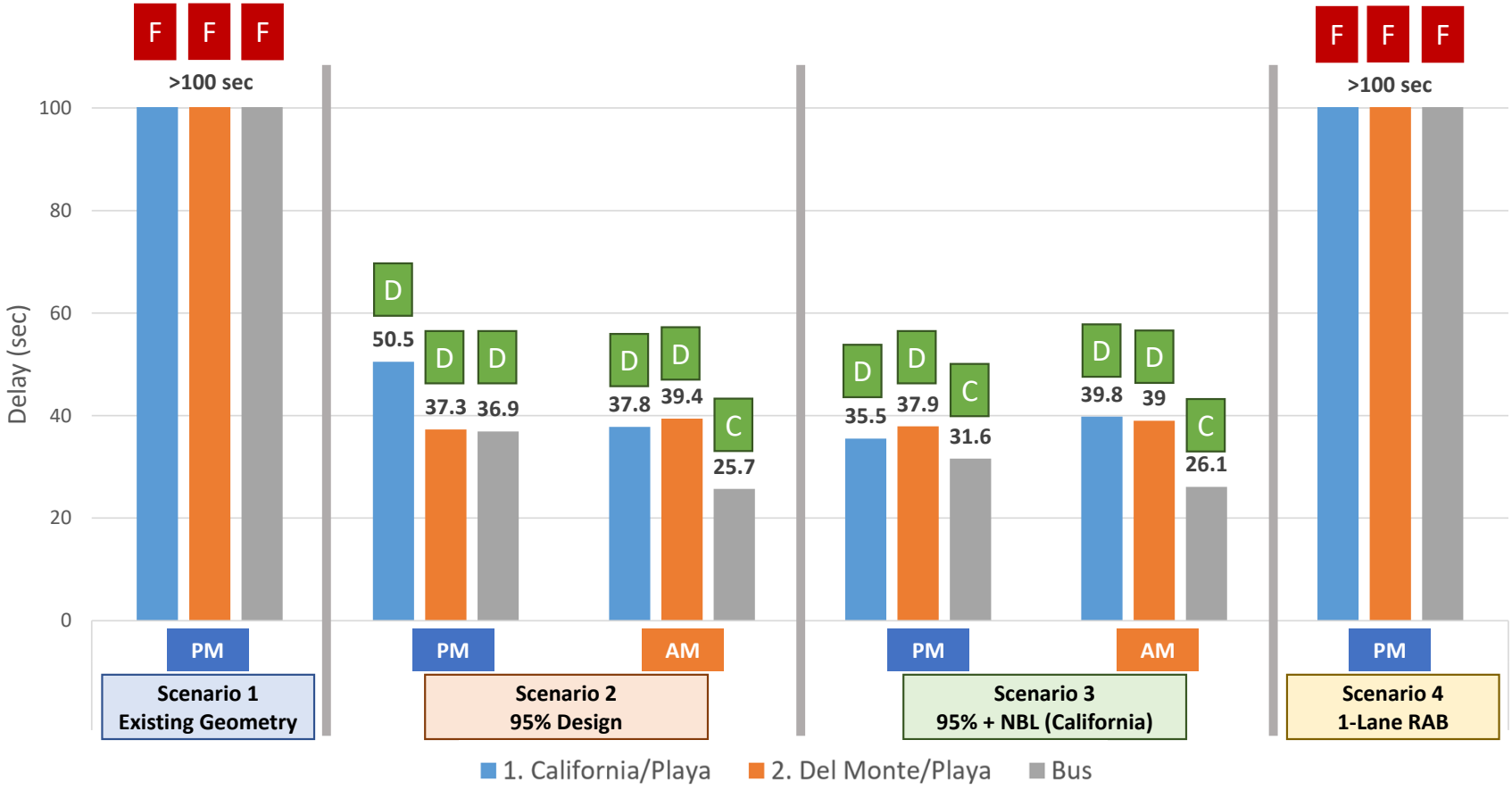
Cumulative 2045 AM Peak LOS Summary

		Scenario 1 Existing Geometry			Scenario 2 95% Design			Scenario 3 95% Design + NBL (California)			Scenario 4 Single-Lane Roundabout		
No.	**Intersection**	**Control**	**Avg Delay** *(sec)*	**LOS**	**Control**	**Avg Delay** *(sec)*	**LOS**	**Control**	**Avg Delay** *(sec)*	**LOS**	**Control**	**Avg Delay** *(sec)*	**LOS**
1	California Ave/ Playa Ave	Not Analyzed for AM			Signal	37.8	D	Signal	39.8	D	Not Analyzed for AM		
2	Del Monte Blvd/ Playa Ave				Signal	39.4	D	Signal	39.0	D			
	Bus				Signal	25.7	C	Signal	26.1	C			

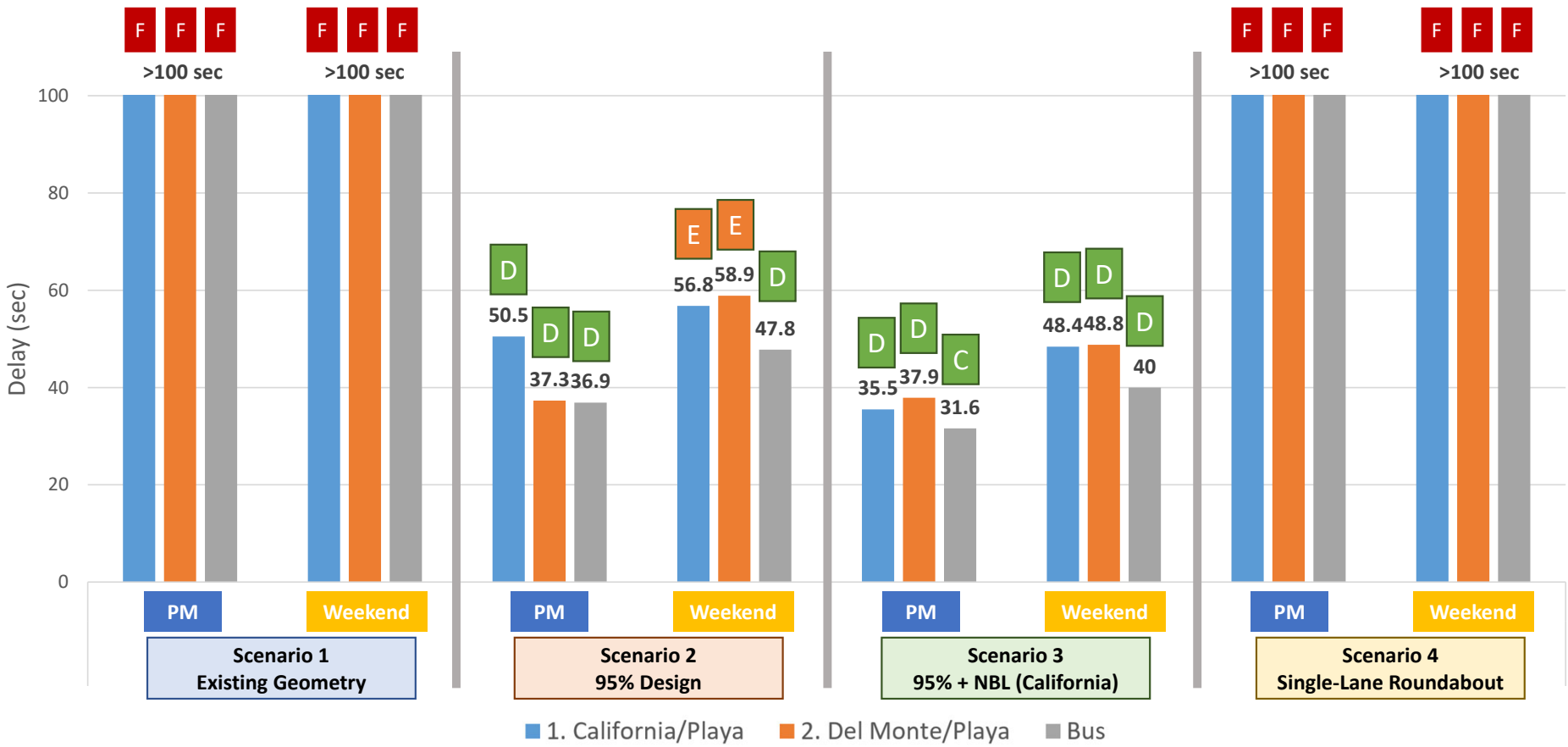
Cumulative 2045 Weekend Midday Peak LOS Summary

		Scenario 1 Existing Geometry			Scenario 2 95% Design			Scenario 3 95% Design + NBL (California)			Scenario 4 Single-Lane Roundabout		
No.	**Intersection**	**Control**	**Avg Delay** *(sec)*	**LOS**	**Control**	**Avg Delay** *(sec)*	**LOS**	**Control**	**Avg Delay** *(sec)*	**LOS**	**Control**	**Avg Delay** *(sec)*	**LOS**
1	California Ave/ Playa Ave	AWSC	407.0	F	Signal	56.8	E	Signal	48.4	D	Roundabout	757.1	F
2	Del Monte Blvd/ Playa Ave	Signal	378.1	F	Signal	58.9	E	Signal	48.8	D	Signal	112.8	F
	Bus	AWSC	806.3	F	Signal	47.8	D	Signal	40.0	D	Roundabout	310.6	F

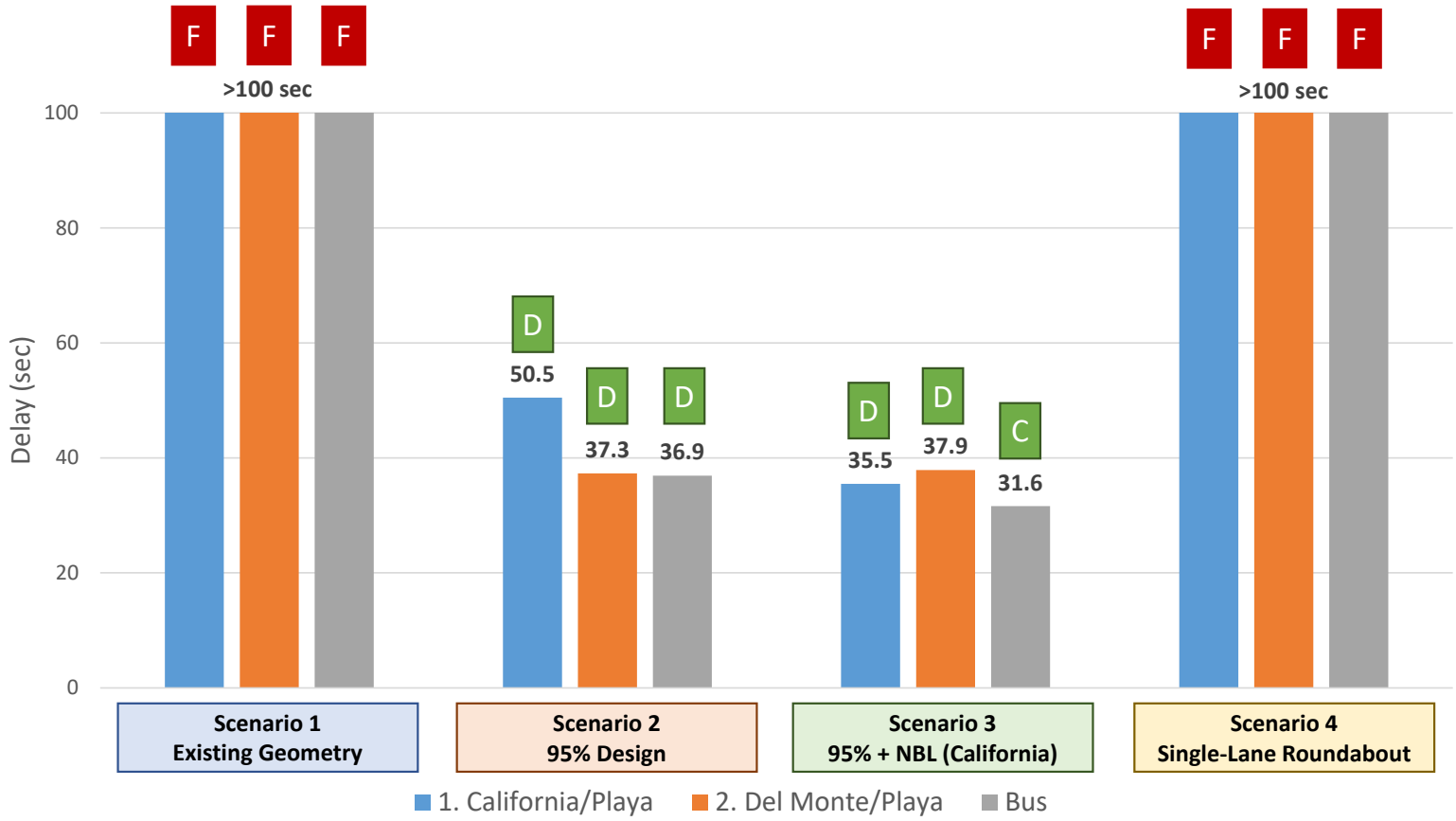
Cumulative 2045 PM Peak vs. AM Peak Delay Summary Graph



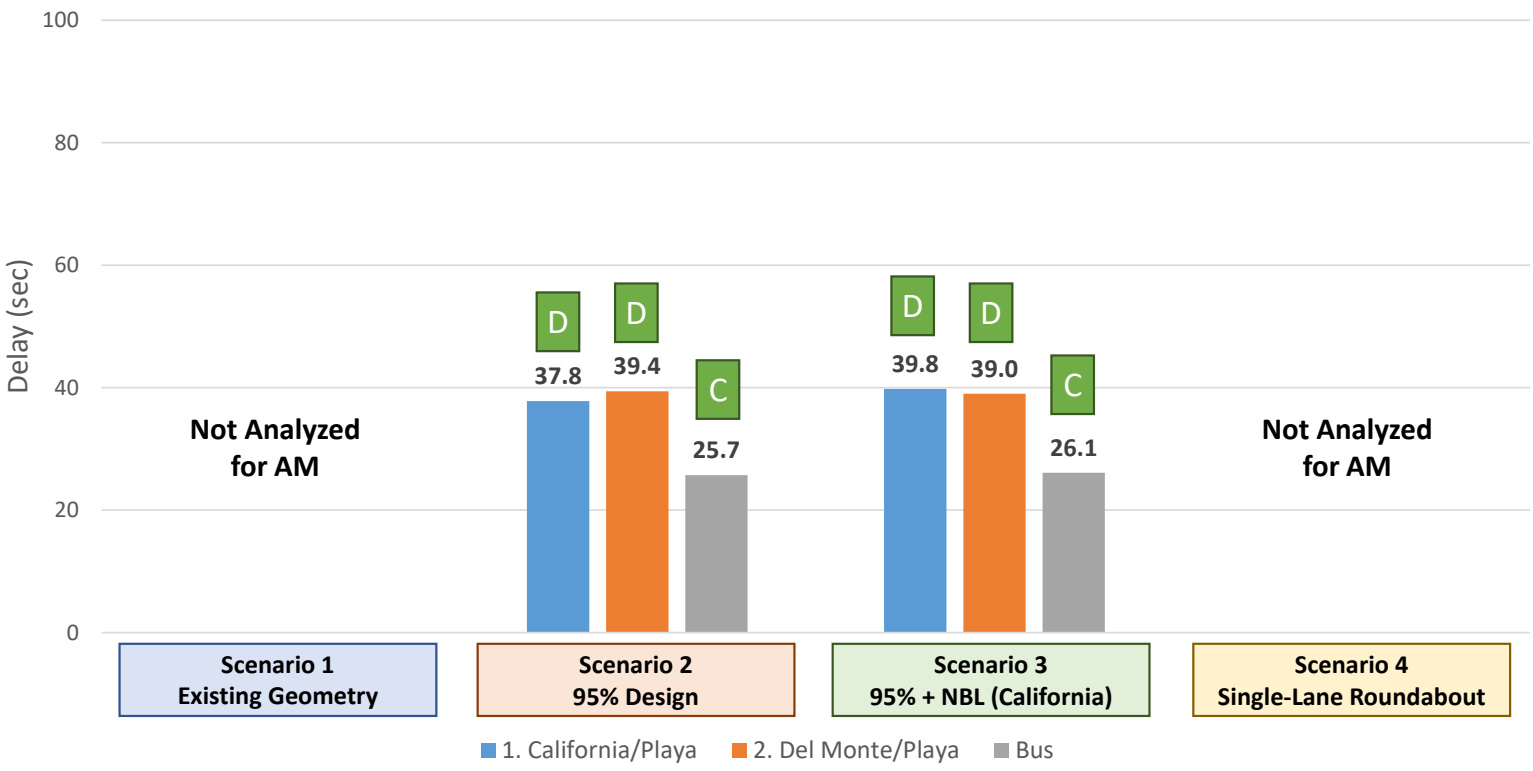
Cumulative 2045 PM Peak vs. Weekend Midday Peak Delay Summary Graph



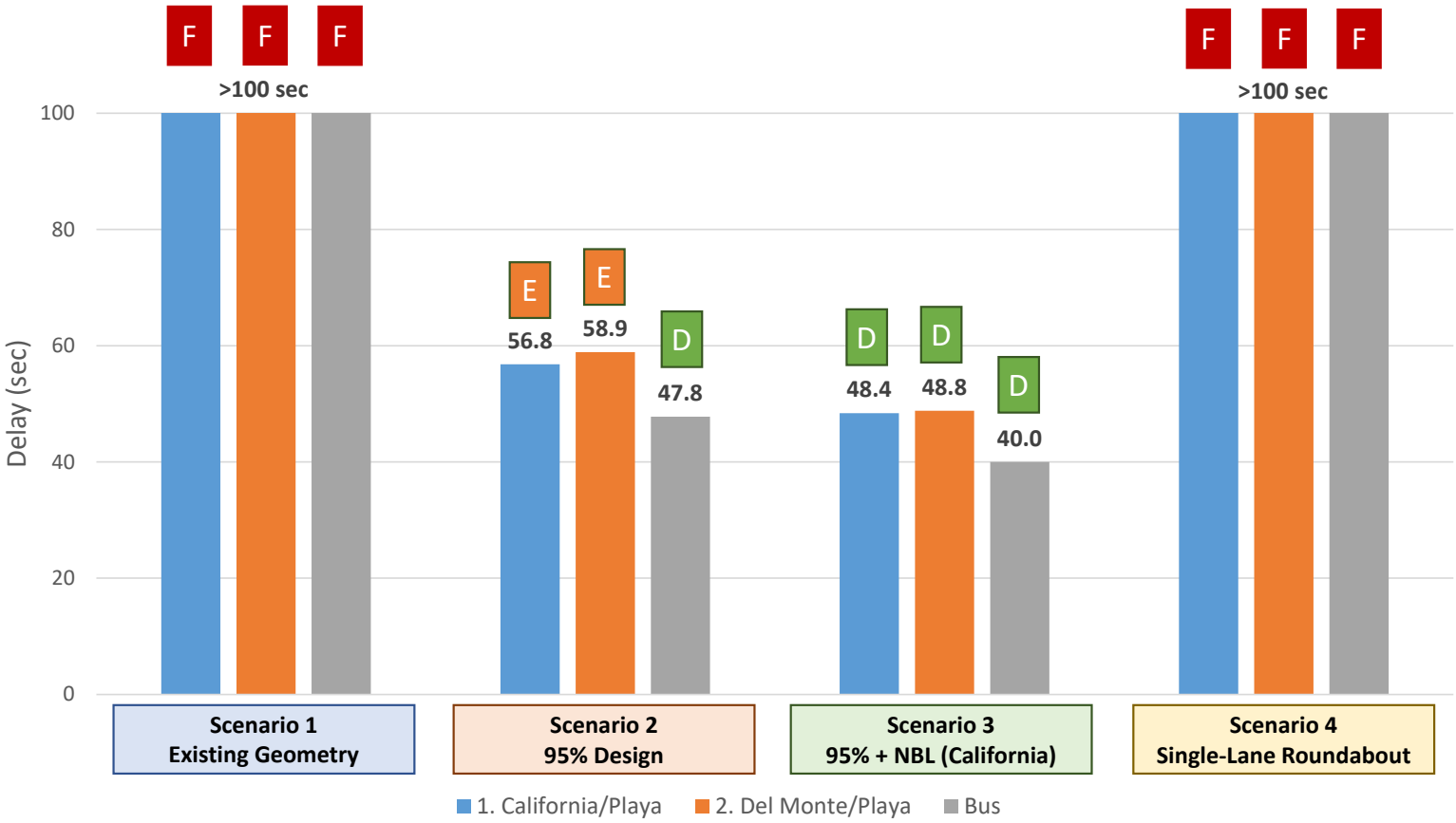
Cumulative 2045 PM Peak Delay Summary Graph



Cumulative 2045 AM Peak Delay Summary Graph



Cumulative 2045 Weekend Midday Peak Delay Summary Graph



Queueing Summary Tables

Cumulative 2045 PM Peak Queueing Summary by Movement

Red = Exceeds Capacity

No.	Intersection	Movement	Scenario 1 Existing Geometry		Scenario 2 95% Design		Scenario 3 95% Design + NBL (California)		Scenario 4 Single-Lane Roundabout	
			Capacity (ft)	Max Queue *(ft)*	Capacity (ft)	Max Queue *(ft)*	Capacity (ft)	Max Queue *(ft)*	Capacity (ft)	Max Queue *(ft)*
1	California Ave/ Playa Ave	NBL	300	**336**	300	**336**	300	84	300	**368**
		NBT	300	**336**	300	**336**	300	284	300	**368**
		NBR	100	**327**	100	**324**	100	98	300	**368**
		SBL	230	**1164**	230	195	230	216	1450	**1490**
		SBT	1450	**1456**	1450	268	1450	230	1450	**1490**
		SBR	1450	**1455**	1450	271	1450	248	1450	**1490**
		EBL	385	35	385	107	385	120	385	**528**
		EBT	385	**463**	385	407	385	378	385	**528**
		EBR	385	**463**	385	413	385	383	385	**519**
		WBL	200	**305**	200	204*	200	198	100	**241**
		WBT	200	**306**	200	204*	200	198	100	**241**
		WBR	200	**311**	200	204*	200	198	100	**241**
2	Del Monte Blvd/ Playa Ave	NBL	520	**2286**	520	373	520	396	260	**1883**
		NBT	400	**2286**	400	373	400	396	400	**1883**
		NBR	400	**2286**	400	373	400	396	400	**1888**
		SBL	150	53	150	59	150	59	150	57
		SBT	380	**650**	380	236	380	231	380	329
		SBR	380	**653**	380	239	380	233	380	329
		EBL	200	**208**	200	182	200	208*	110	**453**
		EBT	200	**208**	200	182	200	208*	150	**453**
		EBR	200	**211**	200	186	200	212*	150	**453**
		WBL	60	**489**	60	**234**	60	**225**	60	**226**
		WBT	360	**486**	360	257	360	251	360	332
		WBR	360	**490**	360	261	360	255	360	335

*Max Queue exceeds capacity, but is acceptable

Cumulative 2045 AM Peak Queueing Summary by Movement

Red = Exceeds Capacity

No.	Intersection	Movement	Scenario 1 Existing Geometry		Scenario 2 95% Design		Scenario 3 95% Design + NBL (California)		Scenario 4 Single-Lane Roundabout	
			Capacity (ft)	Max Queue *(ft)*	Capacity (ft)	Max Queue *(ft)*	Capacity (ft)	Max Queue *(ft)*	Capacity (ft)	Max Queue *(ft)*
1	California Ave/ Playa Ave	NBL			300	84	300	25		
		NBT			300	84	300	62		
		NBR			100	57	100	47		
		SBL			230	**338**	230	**329**		
		SBT			1450	181	1450	153		
		SBR			1450	184	1450	171		
		EBL			385	27	385	29		
		EBT			385	205	385	195		
		EBR			385	211	385	201		
		WBL			200	105	200	146		
		WBT			200	105	200	146		
		WBR			200	105	200	146		
2	Del Monte Blvd/ Playa Ave	NBL			520	159	520	163		
		NBT			400	159	400	163		
		NBR			400	159	400	163		
		SBL			150	49	150	42		
		SBT			380	350	380	348		
		SBR			380	353	380	350		
		EBL			200	237*	200	153		
		EBT			200	237*	200	153		
		EBR			200	242*	200	157		
		WBL			60	**107**	60	**101**		
		WBT			360	142	360	131		
		WBR			360	146	360	135		

*Max Queue exceeds capacity, but is acceptable

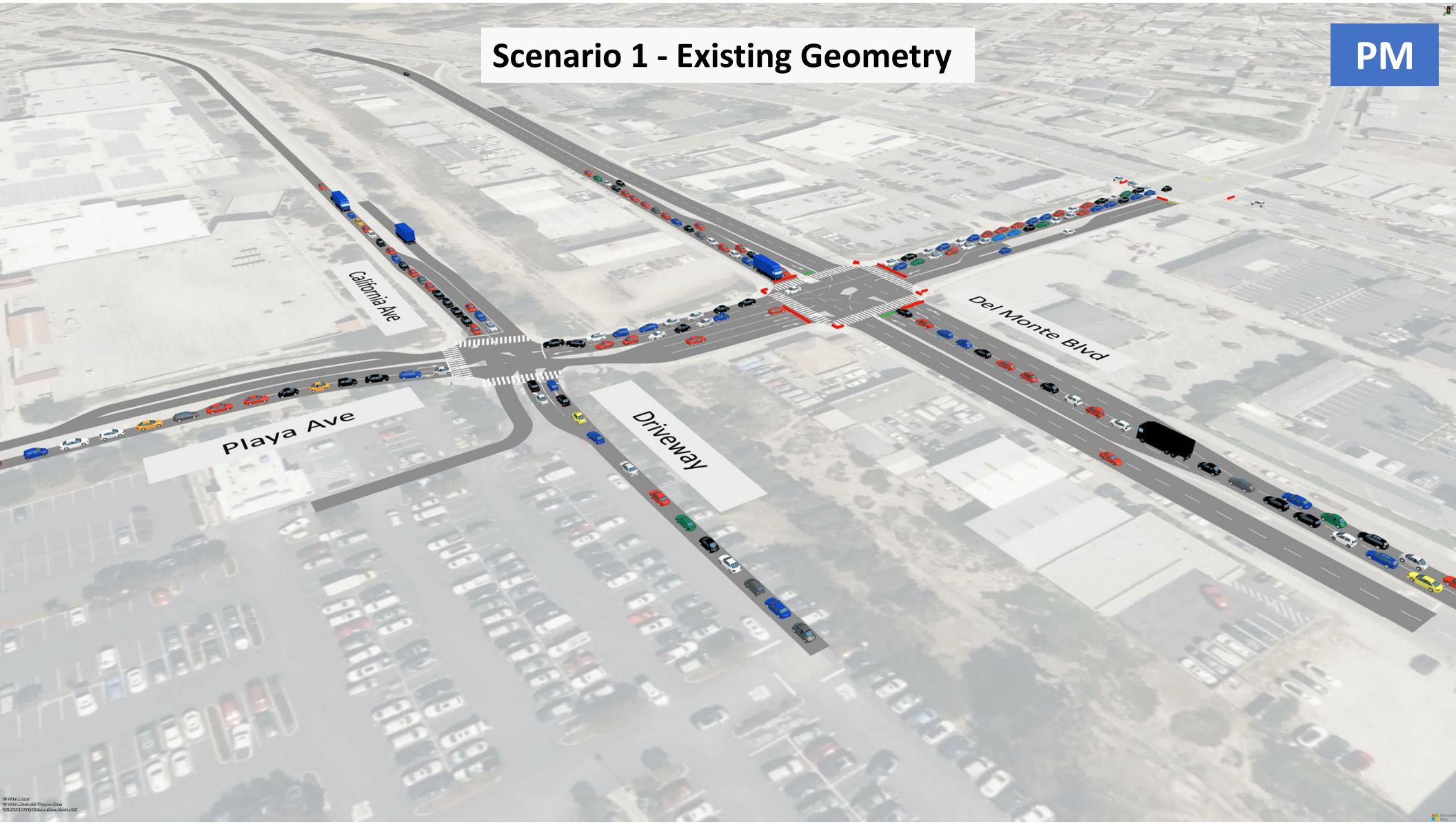
Cumulative 2045 Weekend Midday Peak Queueing Summary by Movement

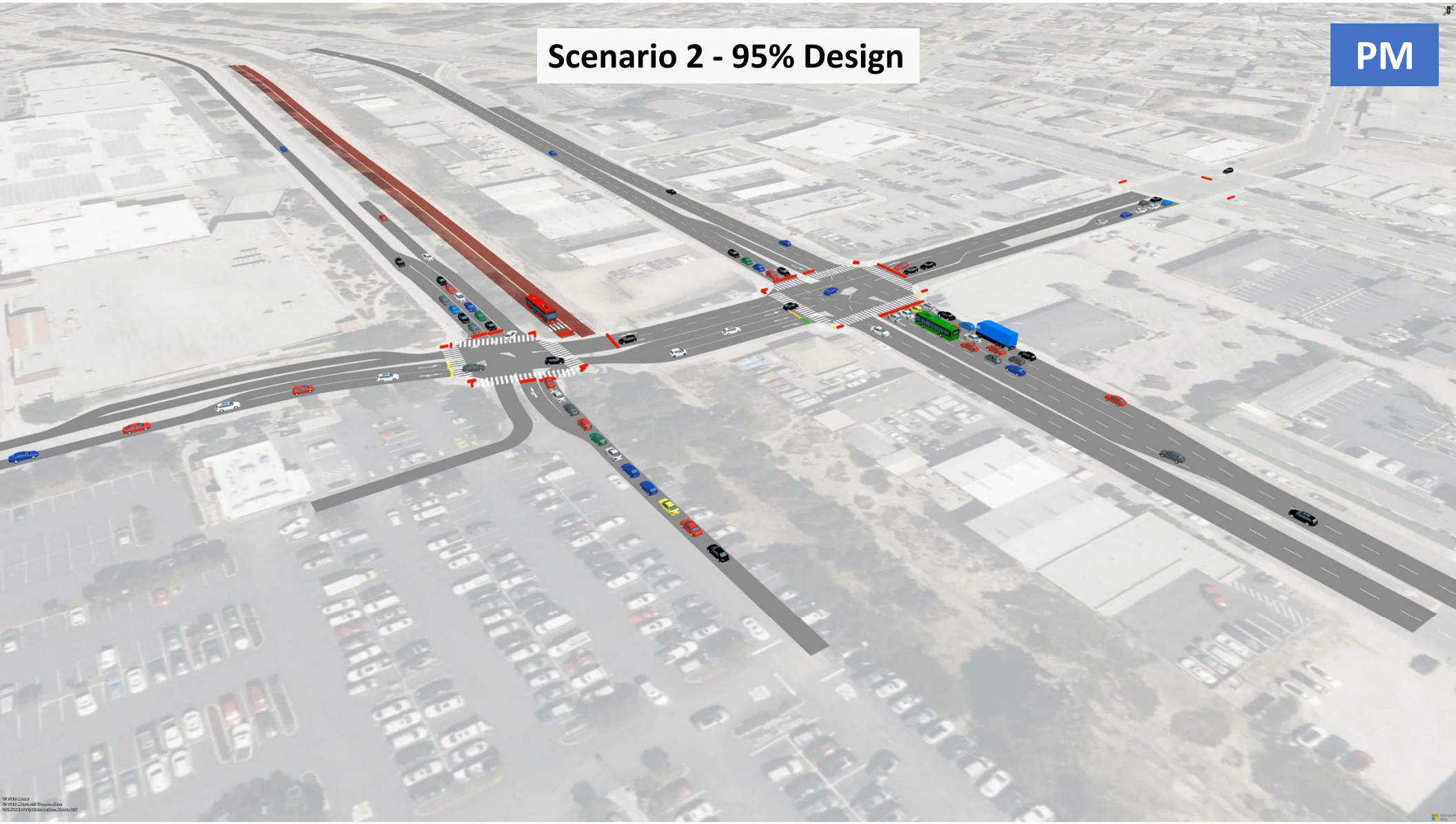
Red = Exceeds Capacity

No.	Intersection	Movement	Scenario 1 Existing Geometry		Scenario 2 95% Design		Scenario 3 95% Design + NBL (California)		Scenario 4 Single-Lane Roundabout	
			Capacity (ft)	Max Queue *(ft)*	Capacity (ft)	Max Queue *(ft)*	Capacity (ft)	Max Queue *(ft)*	Capacity (ft)	Max Queue *(ft)*
1	California Ave/ Playa Ave	NBL	300	**342**	300	**334**	300	140	100	**369**
		NBT	300	**342**	300	**334**	300	**327**	100	**369**
		NBR	100	**333**	100	**325**	100	99	100	**369**
		SBL	230	**1509**	230	**481**	230	**456**	1450	**1495**
		SBT	1450	**1506**	1450	477	1450	476	1450	**1495**
		SBR	1450	**1506**	1450	480	1450	494	1450	**1495**
		EBL	385	61	385	107	385	79	385	**461**
		EBT	385	**470**	385	297	385	317	385	**461**
		EBR	385	**470**	385	303	385	323	385	**452**
		WBL	200	**333**	200	260*	200	256*	100	**242**
		WBT	200	**333**	200	260*	200	256*	100	**242**
		WBR	200	**338**	200	260*	200	256*	100	**242**
2	Del Monte Blvd/ Playa Ave	NBL	520	**2288**	520	427	520	453	260	**1375**
		NBT	400	**2288**	400	427*	400	453*	400	**1375**
		NBR	400	**2288**	400	427*	400	453*	400	**1380**
		SBL	150	89	150	83	150	109	150	95
		SBT	380	213	380	253	380	249	380	280
		SBR	380	215	380	255	380	251	380	280
		EBL	200	**278**	200	262*	200	240*	110	**483**
		EBT	200	**278**	200	262*	200	240*	150	**483**
		EBR	200	**283**	200	266*	200	245*	150	**483**
		WBL	60	**493**	60	**328**	60	**224**	60	**265**
		WBT	360	**490**	360	326	360	231	360	325
		WBR	360	**494**	360	330	360	235	360	329

*Max Queue exceeds capacity, but is acceptable

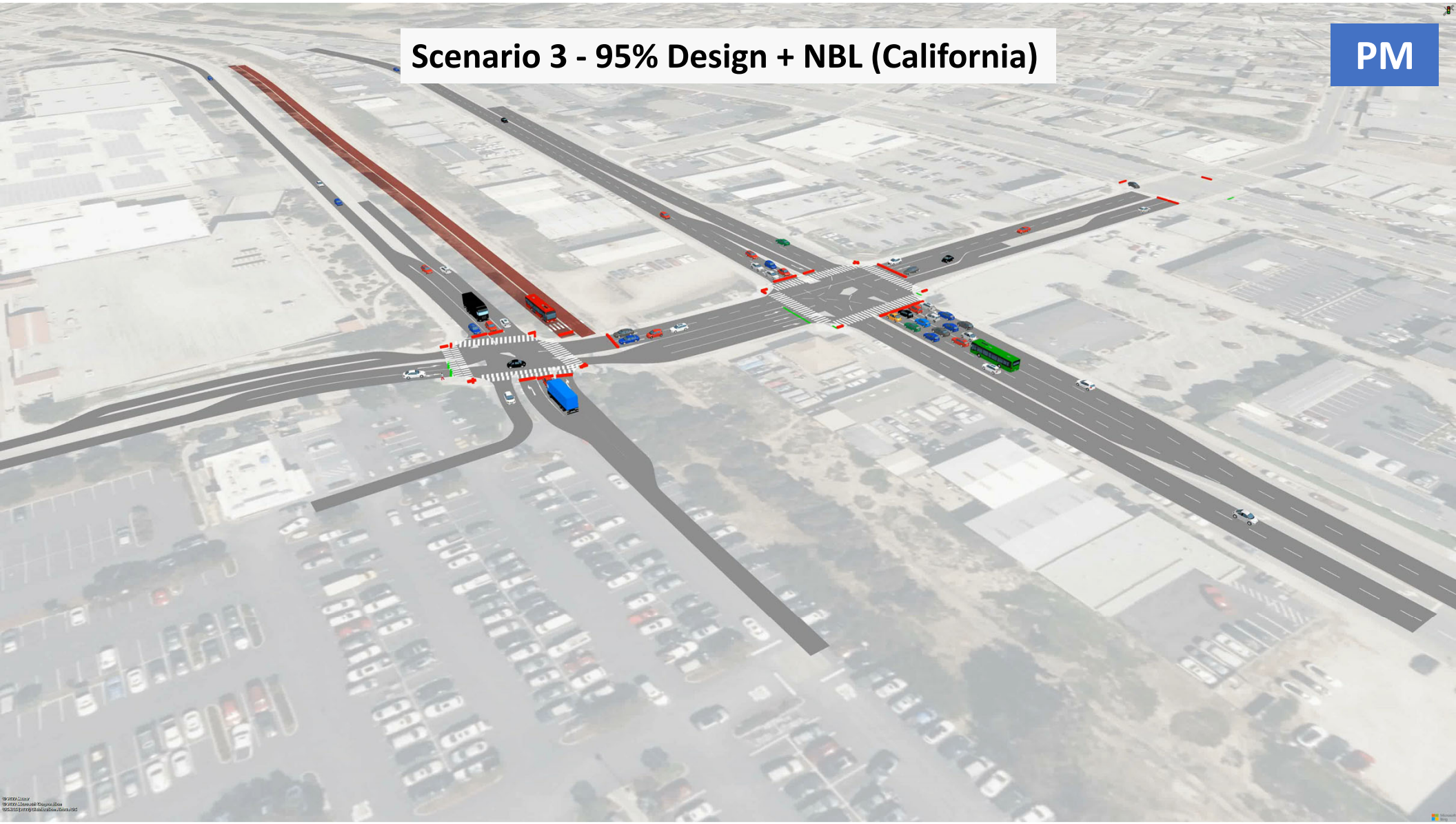
Cumulative 2045 PM Simulation Videos


Scenario 1 - Existing Geometry
PM
California Ave
Playa Ave
Driveway
Del Monte Blvd


Scenario 2 - 95% Design
PM

Scenario 3 - 95% Design + NBL (California)

PM



Scenario 4 - Single-Lane RAB
PM

Summary

	Scenario 1 Existing Geometry	Scenario 2 95% Design		Scenario 3 95% Design + NBL (California)		Scenario 4 Single-Lane Roundabout
Who	**Win-Win-Win?**					
SURF!	**No**	**Yes**	Acceptable LOS Operations Compared to Existing Geometry Minimal Queueing at Both Intersections	**Yes**	15 sec Time Savings at California/Playa vs. Scenario 2 (PM) 5 Second Time Savings for Bus vs. Scenario 2 (PM)	**No**
Sand City	**No**	**Yes**		**Yes+***		**No**
Seaside	**No**	**Yes**		**Yes**		**No**

* NBL cannot be included in SURF project due to Right of Way requirements

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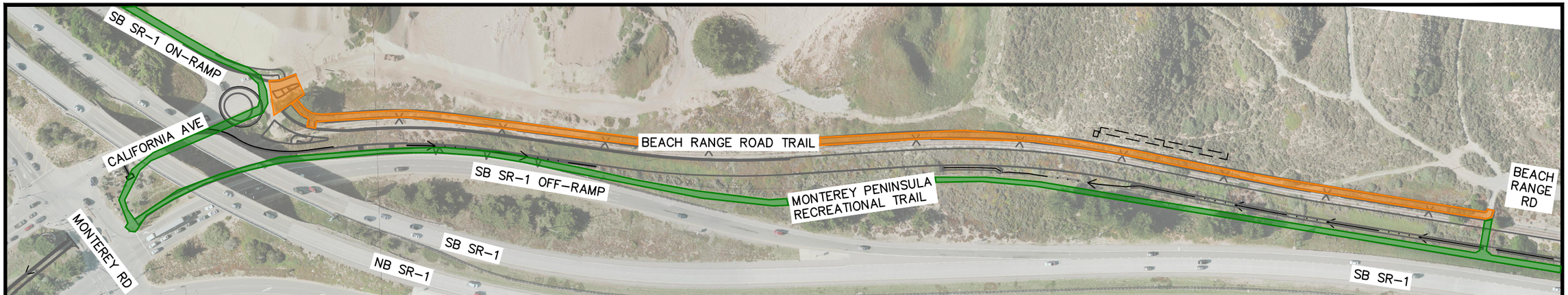

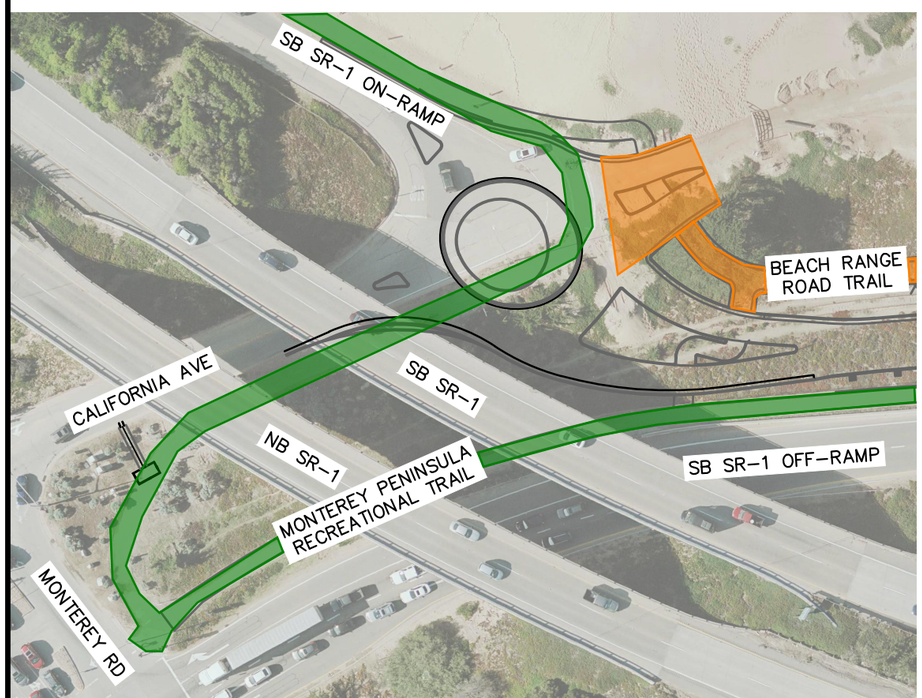

LEGEND

IMPROVEMENTS THIS STAGE

MULTI-USE ACCESS

MULTI-USE ACCESS CLOSURE

NORTH

GRAPHIC SCALE IN FEET
0 90 180 360

DESCRIPTION

STAGE 1
1. CONSTRUCT BEACH RANGE ROAD TRAIL EXTENSION TO ROUNDABOUT.
2. CONSTRUCT NORTHERN ROUNDABOUT APPROACH.

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

Kimley»Horn

MULTI-USE ACCESS STAGING FOR ROUNDABOUT CONSTRUCTION - PHASE 1

March 2024

MST SURF! BRT

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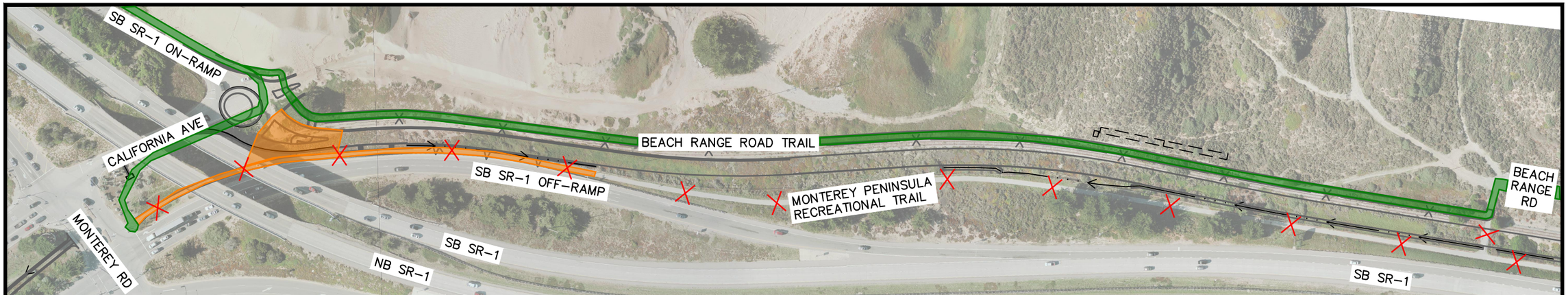

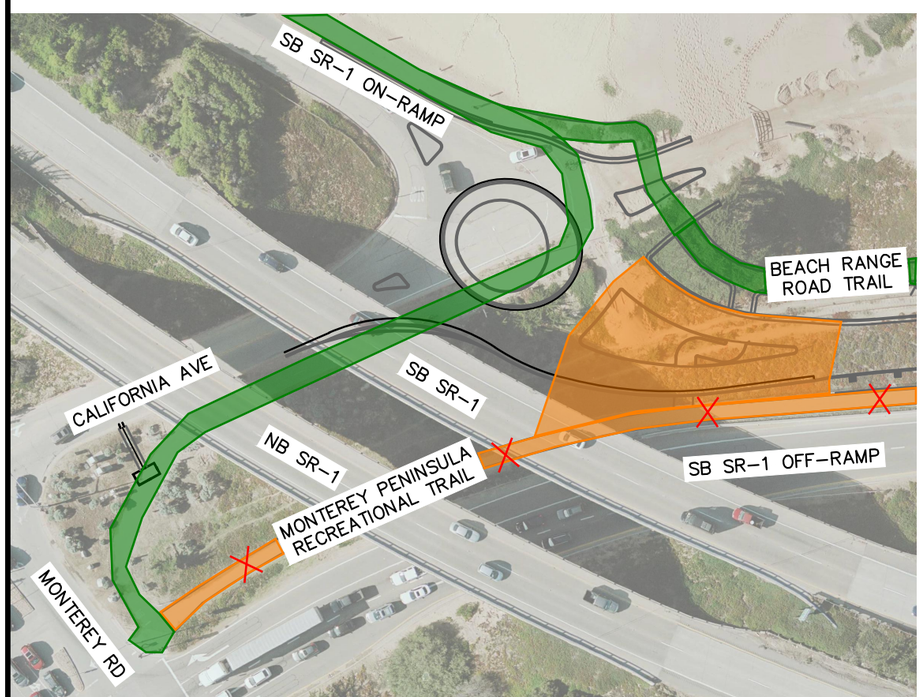

LEGEND

IMPROVEMENTS THIS STAGE

MULTI-USE ACCESS

MULTI-USE ACCESS CLOSURE

NORTH

GRAPHIC SCALE IN FEET
0 90 180 360

DESCRIPTION

STAGE 2
1. CLOSE CALTRANS RECREATIONAL TRAIL FROM CALIFORNIA AVENUE TO 5TH STREET.
2. CONSTRUCT EASTERN ROUNDABOUT APPROACH.
3. USERS CAN UTILIZE EXISTING CALTRANS RECREATIONAL TRAIL TO CONTINUE SOUTH OR CONNECT TO BEACH RANGE ROAD TRAIL GOING NORTH.

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

Kimley»Horn

MULTI-USE ACCESS STAGING FOR ROUNDABOUT CONSTRUCTION - PHASE 2

March 2024

MST SURF! BRT

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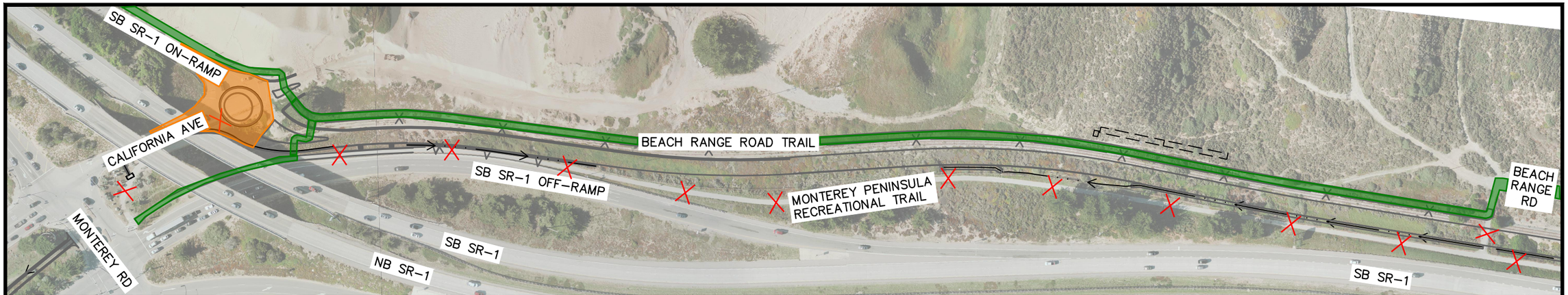

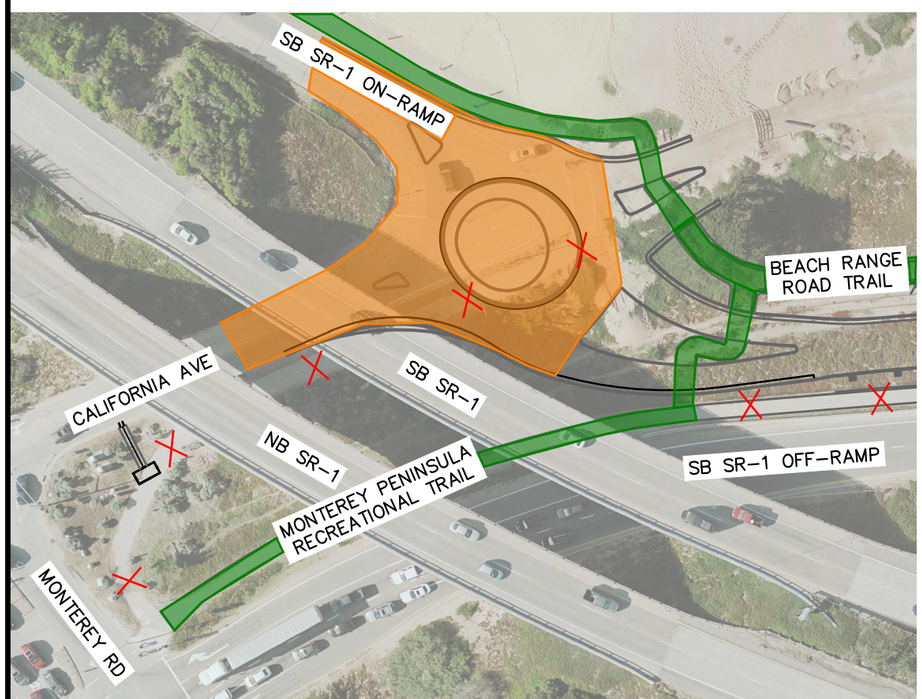

LEGEND

IMPROVEMENTS THIS STAGE

MULTI-USE ACCESS

MULTI-USE ACCESS CLOSURE

NORTH

GRAPHIC SCALE IN FEET
0 90 180 360

DESCRIPTION

STAGE 3
1. CONSTRUCT OTHER ROUNDABOUT APPROACHES.
2. PERMANENTLY CLOSE RECREATIONAL TRAIL CONNECTION ALONG CALIFORNIA AVENUE. DIRECT USERS ONTO NEWLY CONSTRUCTED RECREATIONAL TRAIL/BEACH RANGE ROAD TRAIL.

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

Kimley»Horn

MULTI-USE ACCESS STAGING FOR ROUNDABOUT CONSTRUCTION - PHASE 3

MST SURF! BRT

March 2024

DocuSign Envelope ID: 52CC9F39-6E11-42D2-9BE2-33B5BB4055A5

August 29, 2023

Vibeke Norgaard, City Manager
City of Sand City
1 Pendergrass Way
Sand City, CA 93955
Via email

RE: Letter of Intent for the Monterey-Salinas Transit SURF! Busway and Bus Rapid Transit Project – Coastal Development Permit (CDP) Application and Supporting Materials

Dear Ms. Norgaard:

On behalf of Monterey-Salinas Transit (MST) and transit riders in our community, we are excited to submit this CDP application and supporting documentation for the SURF! Busway and Bus Rapid Transit Project.

The SURF! busway – a dedicated bus rapid transit (BRT) project proposed within the Transportation Agency for Monterey County's (TAMC) Monterey Branch Line transportation corridor, is one component of a larger vision to establish faster, more efficient bus rapid transit between the Monterey Peninsula and the Salinas Valley to help relieve commuter congestion on Highway 1 and to better serve environmental justice communities including low income, minority, and other disadvantaged populations within MST's service area. A full description of the project, including its components and characteristics, purpose and need, project benefits, relationship to the coastal zone and coastal resources, and evaluation of environmental effects are included in this application package.

MST has taken great care to plan and design the project to align with local and state-wide goals in terms of GHG reduction, coastal access, environmental justice, and minimal disturbance. We have also provided opportunities for the public, local community groups, stakeholders and partner agencies to participate in the planning of this important project. Thus far, MST has held over 100 meetings with over 2,500 participants with overwhelming support for the project. In fact, MST was at the West End Celebration August 26-27, 2023 specifically to provide information and answer questions about the project with Sand City residents. We spoke with 62

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individuals who stopped by MST's tent/booth and 2 individuals signed new support for the project.

Scope and Extent of the Requested CDP. This application is being submitted for the portion of the project that is located within Sand City's city limits and coastal zone. This segment, located from a point just north of the California Avenue/Highway 1 southbound on-ramp to the California Avenue/Playa Avenue intersection, is approximately 0.67 miles in length. The SURF! busway route continues from Playa down to Orange Avenue. However, that segment utilizes Del Monte Boulevard and will not require construction within the coastal zone.

For the remaining portions of the larger project, MST will prepare and submit separate Coastal Development Permit applications to the City of Marina and to the Coastal Commission Central Coast District office directly. MST understands that permits are required from all three jurisdictions to implement a viable project.

Environmental Review and Mitigation Program. The project has been subject to extensive environmental review (and clearance) under both CEQA and NEPA. As the applicant and lead agency, MST has addressed several environmental impacts through project design, avoidance and mitigation strategies. The mitigation program - detailed in the Mitigation Monitoring and Reporting Program within this package – includes detailed measures to fully mitigate potential impacts to protected plant species and habitats endemic to the coastal dune complex that underlies the TAMC transportation corridor. With oversight from the Federal Transit Administration (FTA), MST completed the Section 7 consultation process with the US Fish and Wildlife Service and has received a final Biological Opinion (BO) for the project. The proposed mitigation program – particularly biological resource mitigation within the coastal zone – is responsive to the standard of review and requirements of State and federal resource agencies.

We look forward to working with you and your staff during the application review process. MST staff and our consulting professionals are available to assist with questions and/or supplemental documentation to help your staff to fully understand the proposal and conduct a meaningful review.

If you have any questions about this CDP application, please contact Michelle Overmeyer, MST Director of Planning and Innovation at movermeyer@mst.org or 831-264-5884.

Sincerely,

DocuSigned by:
Carl Sedoryk
580C6BD24671488...

Carl G. Sedoryk
General Manager/CEO

Encl.

CC: Todd Muck, Transportation Agency for Monterey County

Initial Study/Mitigated Negative Declaration

MST SURF! Busway and Bus Rapid Transit Project

Monterey County, California

Prepared for:

MST
MONTEREY-SALINAS TRANSIT

19 Upper Ragsdale Drive, Suite 200,
Monterey, CA 93940

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

55 Plaza Circle Suite B,
Salinas, California 93901

Prepared by:

Kimley»Horn

10 Almaden Boulevard, Suite 1250
San Jose, California 95113

June 2021

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MST SURF! Busway and Bus Rapid Transit Project

Environmental Initial Study

and

Mitigated Negative Declaration

Prepared for:

Monterey-Salinas Transit District

and

Transportation Agency for Monterey County

June 2021

Prepared by:

Kimley»Horn

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Table of Contents

1.0 Introduction & Purpose 1
1.1 Purpose and Scope of the Initial Study 1
2.0 Description of Proposed Project 2
2.1 Project Background, Location, and Setting 2
Location 2
Project Background and Prior Studies 2
Physical Site Conditions and Setting 3
Land Use, Zoning, and Jurisdictional Boundaries 3
Project Characteristics 3
Operational Information 3
Project Phasing, Construction, and Staging 4
2.2 Required Entitlements, Permits and Easements 4
3.0 Initial Study Checklist 6
3.1 Project Information 6
4.0 Environmental Analysis 8
4.1 Aesthetics 8
4.2 Agriculture and Forestry Resources 10
4.3 Air Quality 12
4.4 Biological Resources 15
4.5 Cultural Resources 25
4.6 Energy 28
4.7 Geology and Soils 30
4.8 Greenhouse Gas Emissions 34
4.9 Hazards and Hazardous Materials 36
4.10 Hydrology and Water Quality 40
4.11 Land Use and Planning 43
4.12 Mineral Resources 44
4.13 Noise 45
4.14 Population and Housing 47
4.15 Public Services 48
4.16 Recreation 50
4.17 Transportation 51

4.18 Tribal Cultural Resources 53
4.19 Utilities and Service Systems 55
4.20 Wildfire 57
4.21 Mandatory Findings of Significance 59
5.0 Report Preparers 61
6.0 References 62

List of Figures

Note: All figures are attached within respective Appendices.

Figure 1: Regional Location

Figure 2: General Project Location

Figure 3A and 3B: Land Use and Coastal Zone Boundaries

Appendices to the Initial Study

Appendix 1: Final Mitigated Negative Declaration

Appendix 2: Traffic Impact Assessment

Appendix 3: Detailed Project Description

Appendix 4: Aerial Plots and Project Design Details

Appendix 5: Aesthetics and Visual Resources

Appendix 6: Air Quality Assessment

Appendix 7: Final Biological Resources Report

Appendix 8: Cultural Resources Assessment

Appendix 9: Consistency with Land Use Policy

Appendix 10: Geology and Soils

Appendix 11: Greenhouse Gas Emissions Analysis

Appendix 12: Hazards and Hazardous Materials

Appendix 13: Hydrology and Water Quality

Appendix 14: Noise Analysis

Technical Attachments

Attachment 6A: Air Quality and Greenhouse Gas CalEEMod Model Outputs

Attachment 8A: CHRIS Results

Attachment 14A: Acoustical Data Outputs

TAMC, September 2011. Monterey Peninsula Light Rail Project Administrative Draft Environmental Assessment/Environmental Impact Report (SCH # 2009111044) including appendices incorporated by reference.

1.0 INTRODUCTION & PURPOSE

1.1 Purpose and Scope of the Initial Study

This Initial Study has been prepared specifically to support MST's findings, as the Lead Agency under the California Environmental Quality Act (CEQA), that the project under review would not result in significant environmental impacts with the application of existing regulations, design features and permit conditions. This study (and its supporting Appendices) has been prepared pursuant to CEQA (Pub. Resources Code, Section 21000, et seq.). The Initial Study is supported by a combination of new and prior studies, including the Administrative Draft Environmental Assessment/Environmental Impact Report (TAMC, 2011). This document and its supporting appendices are incorporated herein by reference.

CEQA requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This Initial Study and supporting documentation has concluded that all potential adverse environmental effects can be mitigated to a less than significant level.

The conclusions herein are based on CEQA standards, professional judgement, field review, project-specific technical studies and available public documents. This Initial Study and its Appendices constitutes substantial evidence supporting the conclusion that preparation of an EIR is not required prior to approval of the project and that the environmental effects of the project have been fully considered.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Project Background, Location, and Setting

Location

The MST SURF! Busway and Bus Rapid Transit Project (project) would be located between MST's Marina Transit Exchange at Reservation Road and De Forest Road (northern terminus), and Contra Costa Street and Orange Avenue in Sand City (ultimate southern terminus). The project consists of approximately 6 linear miles of roadway surface and related improvements to provide dedicated express busway service between these points.

The majority of the alignment of the busway would be within the Transportation Agency for Monterey County (TAMC) Monterey Branch Line rail corridor right-of-way (ROW), an approximately 100-foot wide corridor generally located between Beach Range Road and the Monterey Peninsula Recreation Trail on the ocean side of Highway 1. Given the length of the proposed busway and its physical location, the project would be located in and/or adjacent to the cities of Marina, Seaside, and Sand City, extending parallel to Highway 1 and Fort Ord Dunes State Park.

The project's regional location is shown in **Figure 1**. The entirety of the project alignment is shown in **Figure 2**. More detailed location details are provided in **Appendix 3**.

Project Background and Prior Studies

The Monterey Branch Line was constructed by Southern Pacific Railroad Company (SPRR) in 1879, and extended 19.6 miles from Castroville to Lake Majella in Pacific Grove. Rail service on this standard-gauge line began in 1880, following eight years of narrow-gauge service operated by the Monterey and Salinas Valley Railroad Company. SPRR operated both freight and passenger rail service on the Del Monte Express between the Monterey Peninsula and San Francisco from 1881 to 1971. Over time, traffic on the line diminished and it fell into disrepair, and the remaining freight service on the branch line was discontinued south of Seaside in 1978.

In 1982, using State Senate Bill 620 funds the cities of Seaside and Monterey purchased the SPRR ROW between Contra Costa Street in Seaside and downtown Monterey. A highly popular pedestrian/bicycle multi-purpose trail (Monterey Bay Coastal Recreation Trail) has been constructed within this section of the ROW extending south from Canyon del Rey Boulevard along the coast into Pacific Grove. North of Contra Costa Street, SPRR continued operation of freight rail service through the 1990s. TAMC purchased this portion of the line from the Union Pacific Railroad in September 2003.

In response to continuing and increasing congestion on Highway 1, MST, in partnership with TAMC, the Association of Monterey Bay Area Governments (AMBAG), Caltrans, Santa Cruz METRO, California Highway Patrol and the Santa Cruz County Regional Transportation Commission (SCCRTC) conducted a study to explore the potential for improving bus operations in the Highway 1 corridor, including a bus-on-shoulder concept. The *Final Project Report Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line* ("Bus Study") considered eight alternatives on or parallel to State Route 1, including the possibility of using the Monterey Branch Line rail corridor for bus rapid transit operations. The final study ultimately concluded that operating MST buses along the

Monterey Branch Line would be the most cost-effective solution to improving on-time performance in this critical corridor. This feasibility study was completed in 2018, and the "bus within branch line" concept analyzed is very similar to the project evaluated in this document. See **Appendix 3** for more details on project background and prior studies.

Physical Site Conditions and Setting

The Monterey Branch Line corridor currently contains idle rail lines from the former Southern Pacific Railroad, including the railroad bed surface and aging facilities and utilities. Additional infrastructure associated with the former Fort Ord military base are located along the corridor, including concrete platforms, rail spurs, and access tunnels and bridges. The corridor is heavily disturbed by the rail lines, limited maintenance and regular practice of weed control; however, it is also wide enough to support native and non-native plant communities.

Land Use, Zoning, and Jurisdictional Boundaries

While the rail corridor is owned by TAMC, the underlying land uses are within the boundaries of the City of Marina, City of Sand City, and Monterey County. The rail right-of-way is immediately adjacent to, but outside of, the City of Seaside.

The project area consists of the following parcels:

- Portions of V69-1 (former Southern Pacific Railroad Monterey Branch Line owned by TAMC)
- 031-221-005 (MST 5th Street Station Parcel)
- 031-221-001 (5th Street underpass/busway extension road)

Additionally, the project extends along public roadways in the cities of Marina, Sand City and Seaside.

Project Characteristics

As mentioned above, the entirety of the project is approximately six miles in length. However, the area of potential affect, or APE, is 4.9 miles long. This is the portion of the project located within the TAMC ROW where most physical construction would occur. The APE is shown on **Figures 3A** and **3B**.

For ease of discussion and analysis, the six-mile long project is broken down into the following segments. See **Appendix 3** for details of each project segment.

- Segment 1 – Marina Transit Exchange to Palm Avenue Corridor Entry and Platform
- Segment 2 – Palm Avenue Corridor Entry to 5th Street Station
- Segment 3 – 5th Street Station to California/Fremont/Monterey/SR 1 Interchange (California Avenue Roundabout Connection)
- Segment 4 – California/Fremont/Monterey/SR 1 Interchange to Playa Avenue
- Segment 5 – Playa Avenue to Contra Costa Avenue (using public roadways)

Operational Information

Busway Vehicles

Under the California's Innovative Clean Transit (ICT) Rule, MST will be required to incorporate zero emission buses as part of its regular procurement schedule and transition to a 100% zero emission fleet by 2040. To meet environmental objectives of the project, MST plans to move to 100% zero emission

vehicle operation as soon as possible as procurements are made and fulfilled and as existing vehicles are replaced. The SURF! fleet is assumed to consist of 50 to 75 percent zero emission vehicles on day one of operations, moving to 100% as soon as practical as new zero emission vehicles enter the MST fleet.

Dedicated Busway Lanes, Transportation Controls and Technology

The dedicated bi-directional bus lanes will consist of two 12-foot asphalt lanes, which will be separated from existing rail lines by 9 to 12 feet (from center of rail line), except when the busway must cross the rail line to avoid constraints. With busway operations, traffic control signals at crossing locations would be activated by on-board technology on buses.

Potential Ridership, Headways and Travel Times

Buses would operate to maximize ridership in the southbound direction during the morning peak commute period (6:00 AM to 10:00 AM) and the northbound direction during the evening peak commute period (4:00 PM to 8:00 PM). It is estimated that travel time along the route would be reduced from 15.1 minutes (no busway) to 4.5 minutes (with busway), plus time for the single stop at the 5th Street Station mid-way.

Project Phasing, Construction, and Staging

MST anticipates that the major components of the project would be constructed simultaneously, with sections of busway progressing in increments based on the flow and availability of construction materials. The primary phases of construction would include:

- Site grubbing and clearing
- Palm Avenue/Del Monte Boulevard bus and roadway improvements
- California Avenue Roundabout
- Linear roadbed construction within the TAMC corridor between Palm Avenue and Playa Avenue
- 5th Street Station improvements
- Habitat restoration efforts
- Final finishes, fencing, lighting, signage and landscaping

See **Appendix 3** for a comprehensive Project Description.

2.2 Required Entitlements, Permits and Easements

The project is expected to require the following approvals:

- Approval by Federal Transit Administration (FTA) as the lead agency under NEPA prior to federal funding
- Approval by the Transportation Agency for Monterey County (TAMC) for use agreements between MST and TAMC and any additional funding commitments towards final design or construction
- Natural resource permits (e.g. take or other permits issued by United States Fish and Wildlife Services [USFWS])
- Consolidated Coastal Development Permit issued by the California Coastal Commission
- Encroachment permit issued by Caltrans (e.g. completion of a Design Engineering Evaluation Report (DEER)). For eligible projects and actions, the DEER can be used in lieu of the PSR-PDS, PSR-PR and Project Report process and provides an opportunity to streamlining Caltrans review

3.0 INITIAL STUDY CHECKLIST

3.1 Project Information

1. **Project title:**

   MST SURF! Busway and Bus Rapid Transit Project

2. **Lead agency name and address:**

   Monterey-Salinas Transit District, 19 Upper Ragsdale Drive, Suite 200, Monterey, CA 93940

3. **Contact person and phone number:**

   Michelle Overmeyer, Director of Planning and Innovation, (831)264-5877

4. **Project location:**

   The SURF! busway project would begin at MST's Marina Transit Exchange at Reservation Road and De Forest Road (northern terminus), and end at Contra Costa Street in Sand City (southern terminus). The alignment of the busway would be primarily within the Transportation Agency for Monterey County's (TAMC's) Monterey Branch Line rail corridor, generally located west of Highway 1 between Beach Range Road and the Monterey Peninsula Recreation Trail. Public roadways would be used for the SURF! line at both ends of the route. The project would be located or adjacent to the cities of Marina, Seaside, and Sand City, running parallel to Highway 1 next to Fort Ord Dunes State Park. The project area consists of the following parcels:
   Portions of V69-1 (former Southern Pacific Railroad Monterey Branch Line owned by TAMC), 031-221-005 (MST 5th Street Station Parcel), and 031-221-001 (5th Street underpass/busway extension road).

5. **Project sponsor's name and address:**

   Same as above

6. **General plan designation:**

   Various. Project alignment identified as open space and transportation corridor in local general plans and local coastal plans.

7. **Zoning:**

   Various per local agency zoning codes.

8. **Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**

   The project consists of the following primary components:

   - A bus-only entry into the TAMC right-of-way at Del Monte Boulevard and Palm Avenue in the City of Marina. This element requires upgraded intersection traffic and safety controls, as well as bicycle and pedestrian path improvements along Del Monte Boulevard and parallel to Marina Drive.
   - Two lanes (one in each direction) of dedicated busway road surface within the TAMC Monterey Branch Line right-of-way. Work within the TAMC right-of-way to construct the bus lanes will

require grading, drainage improvements, retaining walls, fencing, recreation trail connections, utility relocations and other necessary improvements to create a safe, dedicated busway.

- A new transit station (5th Street Station) located on MST property near 5th Street east of Highway 1. The station would include bus bays, public parking, drop off area and other amenities. Other improvements associated with the station include bicycle and pedestrian facilities to access the station from the Coastal Recreation Trail and new connections to the existing bike trail system adjacent to the station.
- A new roundabout in the public right-of-way at California Avenue and Highway 1 southbound ramp in Sand City to better accommodate buses re-entering the public right-of-way.
- A stop at Playa Avenue in Sand City where SURF! riders could connect to the existing bus network. The Del Monte Boulevard/Playa Avenue and California Avenue/Playa Avenue intersections would include signalization and synchronization to improve traffic operations at this location. The route would continue to Contra Costa Street in Sand City via existing public roadways.

See **Appendix 3** to this document for details.

9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

   The majority of the alignment of the busway would be within the TAMC Monterey Branch Line rail corridor ROW, an approximately 100-foot wide corridor generally located between Beach Range Road and the Monterey Peninsula Recreation Trail on the ocean side of Highway 1. The project would be located in and/or adjacent to the cities of Marina, Seaside, and Sand City, extending parallel to Highway 1 and Fort Ord Dunes State Park. The northern and southern ends of the busway alignment utilize public roadways within an existing urban environment.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**
    - Approval by Federal Transit Administration (FTA) as the lead NEPA agency prior to federal funding
    - Natural resource permits (e.g. take or other permits issued by United States Fish and Wildlife Services [USFWS])
    - Consolidated Coastal Development Permit issued by the California Coastal Commission
    - Encroachment permit issued by Caltrans (e.g. completion of a Design Engineering Evaluation Report (DEER))

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

    Outreach for consultation was conducted by the Lead Agency. No formal consultation was requested following outreach efforts.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

4.0 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
a) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X
b) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
c) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

a) Have a substantial adverse effect on a scenic vista?

Less than significant impact. There are several viewpoints near the busway corridor that could be considered scenic vistas based on the elevated nature of the views and/or visibility of a sweeping landscape. However, these vistas are not significantly affected or compromised by the project. See **Appendix 5** for detailed discussion.

b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

No impact. The project site is not located within the viewshed of a state-designated scenic highway, and therefore would not impact or substantially alter scenic resources related to a scenic highway. While many segments of Highway 1 are officially designated as a scenic highway, the segment parallel to the busway is not.

c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than significant impact. The visual quality of the alignment and lands on either side of the alignment is dominated by Highway 1, the existing railroad tracks and railbed, the coastal dune topography and the Monterey Bay beyond. Visual simulations of the pre-and post-project conditions from selected key viewpoints (KVPs) of the alignment are shown in **Appendix 5**. Based on the existing visual character of the public views and viewing experience from the selected KVPs, implementation of the project would not substantially degrade the existing visual character of the site or its surroundings. Visual effects from construction would occur but are considered a temporary visual nuisance rather than a permanent adverse effect. See **Appendix 5** for detailed analysis of construction and operational effects.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially significant unless mitigation incorporated. The project would not result in unusual or permanent light sources that would significantly affect day or nighttime views in the area during construction activities. All lighting required for construction would be temporary, and no nighttime construction is proposed.

Regarding bus headlights, buses would have direct lighting from headlights and interior cabin lighting travelling along the busway lanes that would introduce a new source of light during nighttime hours. However, these sources of light would be infrequent 10-minute headways and would not be considered a significant new source of lighting in the area compared to existing conditions and adjacent highway.

For safety purposes, limited overhead lighting would be required at key locations where the busway intersects with the bicycle/pedestrian trail network. The following mitigation measure will ensure that new sources of lighting at these locations would be controlled to minimize potential effects on the nighttime environment, coastal zone, and biological resources of the adjacent coastal dune habitat.

Mitigation Measure/Project Condition

MM AES-3.1 Limit New Sources of Lighting

The final construction drawing package shall include a final Lighting Plan indicating the type and location of proposed lighting sources. Construction lighting shall be directed away from sensitive habitat areas if required during evening hours. The Lighting Plan shall include specific products and photometric data demonstrating how new lighting sources necessary for project operational safety shall be shielded or baffled to minimize unwanted light spill and direct light away from the State Park. As the alignment is located within airport Safety Zone 7 of both the Marina Municipal and Monterey Regional airports, the project's Lighting Plan shall also be submitted to the respective airport manager for of each airport for review and approval consistent with ALUC standard conditions.

4.2 Agriculture and Forestry Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No impact. No portion of the project alignment is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the State Farmland Mapping and Monitoring Program (FMMP). No Williamson Act contract applies to the project alignment. The project site does not currently support agricultural or forestry uses, and it is designated for transportation and public uses. There would be no impact to agricultural and forestry resources.

4.3 Air Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		X		
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact. The MBARD's 2008 CEQA Air Quality Guidelines provides criteria for determining cumulative impacts and consistency. The CEQA Air Quality Guidelines note that a project which is inconsistent with an Air Quality Plan would have a significant cumulative impact on regional air quality. The project is consistent with the Air Quality Management Plan for the Monterey Bay Region. The project does not include any changes to land use or zoning designations. The proposed project would result in the construction and operation of a new busway project with zero emission vehicles and does not include new land uses or structures. In addition, the proposed project's construction and operation emissions would not exceed MBARD thresholds. See **Appendix 6** for detailed discussion.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Potentially significant unless mitigation incorporated. As discussed above, the proposed project's construction and operation emissions would not exceed MBARD thresholds. MBARD CEQA Guidelines state that construction activities (e.g. excavation, grading, on-site vehicles), which emit 82 pounds per day or more of PM_{10}, would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors. As discussed in further detail in **Appendix 6**, construction emissions

associated with the project would not exceed this threshold for PM_{10}. Given the proximity of sensitive receptors to the project site, the project would be required to comply with the standard conditions below, which would further ensure impacts would be reduced to a less-than-significant level for all construction activities on the project site. See **Appendix 6** for additional details.

Standard Conditions and Requirements

SC AQ-2.1 Reduce Fugitive Dust

The project applicant shall implement the following measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions, and the project applicant shall require all of the following measures to be shown on grading and building plans:

- Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day.
- Water graded/excavated areas and active unpaved roadways, unpaved staging areas, and unpaved parking areas at least twice daily. Frequency should be based on the type of operations, soil and wind exposure.
- Prohibit all grading activities during periods of high wind (more than 15 mph).
- Stabilize all disturbed soil areas as necessary using jute netting, gravel for temporary roads or other methods approved in advance by the APCD.
- Sow exposed ground areas that are planned to be reworked at dates greater than one month after initial grading with a fast germinating, non-invasive grass seed, and water until vegetation is established.
- Plant vegetative ground cover in disturbed areas as soon as possible with non-invasive species.
- Use street sweepers, water trucks, or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Reclaimed (non-potable) water should be used whenever possible.
- Spray dirt stockpile areas daily as needed.
- Place gravel on all roadways and driveways as soon as possible after grading. In addition, construct building pads as soon as possible after grading unless seeding or frequent water application are used.
- Not exceed a 15-mph vehicle speed for all construction vehicles on any unpaved surface at the construction site.
- Cover or maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) on all trucks hauling dirt, sand, soil, or other loose materials in accordance with California Vehicle Code Section 23114.
- Limit unpaved road travel to the extent possible, for example, by limiting the travel to and from unpaved areas, by coordinating movement between work areas rather than to central staging areas, and by busing workers where feasible.

- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site, and inspect vehicle tires to ensure free of soil prior to carry-out to paved roadways.
- Sweep streets at the end of each day, or as needed, if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible.

SC AQ-2.2 Designate a Dust Compliance Monitor

The project applicant shall require the contractor(s) or builder(s) to designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust off-site. Their duties shall include monitoring during holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the MBARD Compliance Division prior to the start of any grading, earthwork, or demolition. The project applicant shall provide and post a publicly visible sign that specifies the telephone number and name to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the MBARD shall also be visible to ensure compliance with Rule 402 (Nuisance).

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. Under CEQA, residences, schools, daycare centers, and healthcare facilities, such as hospitals, or retirement and nursing homes, are considered sensitive receptors. For this project, Fort Ord Dunes State Park is also considered a receptor to be considered. Some portions of the busway facilities would be located approximately 120 feet from the nearest residential property line. This distance, and the fact that the project would utilize zero emission vehicles, would not expose these residential receptors to substantial pollutant concentrations.

The proposed project involves roadway improvements that would not result in stationary emissions. The project would also include a transit center with approximately 181 parking spaces. However, the nearest sensitive receptors to the proposed transit center are over 2,300 feet away. Thus, the project would not result in a substantial increase in traffic-related pollutant concentrations that could affect sensitive receptors. Furthermore, the dust and equipment exhaust emissions created during construction would be minimal and would be controlled by compliance with MBARD Dust Construction Mitigation Measures. See **Appendix 6** for additional detail.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less than significant impact. Construction activities associated with the project may generate detectable odors from heavy duty equipment (i.e., diesel exhaust), as well as from architectural coatings and asphalt off-gassing. Any construction-related odors would be short-term in nature and cease upon project completion. Therefore, impacts would be less than significant. See **Appendix 6** for additional details.

4.4 Biological Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		X		
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially significant unless mitigation incorporated. Portions of the project are located within the Coastal Zones of the City of Marina and within land immediately adjacent to the City of Seaside and Fort Ord Dunes State Parks. The Coastal Zones support a diversity of environmentally sensitive habitats, such as coastal scrub and dune scrub that occur along the California coast. Special status species known to potentially occur within the project site include the Townsend's big-eared bat, Monterey dusky-footed woodrat, Northern California legless lizard, Coast horned lizard, Smith's blue butterfly, and nesting raptors and other protected avian species. Despite the disturbed condition of the site, there is the potential for these species to be present. To avoid potential impacts associated with project construction the following mitigation measures would be incorporated into the project to reduce impacts to special status species in the project area to a less than significant level. See **Appendix 7** for detailed discussions on vegetation, sensitive habitats, and special status species within the project alignment.

Mitigation Measures/Project Conditions (For All Project Segments)

MM BIO-1.1 Construction Best Management Practices

The following best management practices will be implemented during construction (i.e., pre-, during, and post-construction) to reduce impacts to special-status plant and wildlife species:

- A qualified biologist will conduct an Employee Education Program for the construction crew prior to any construction activities. The qualified biologist will meet with the construction crew at the onset of construction at the project site to educate the construction crew on the following: 1) the appropriate access route(s) in and out of the construction area and review project boundaries; 2) how a biological monitor will examine the area and agree upon a method which will ensure the safety of the monitor during such activities, 3) the special-status species and sensitive habitats that are known or may be present; 4) the specific mitigation measures that will be incorporated into the construction effort; 5) the general provisions and protections afforded by USFWS and CDFW; and 6) the proper procedures if a special-status species is encountered within the project site.
- Trees and vegetation not planned for removal or trimming will be protected prior to and during construction to the maximum possible through the use of exclusionary fencing, such as hay bales for herbaceous and shrubby vegetation, and protective wood barriers for trees. Only certified weed-free straw will be used to avoid the introduction of non-native, invasive species. A biological monitor will supervise the installation of protective fencing and monitor at least once per week until construction is complete to ensure that the protective fencing remains intact.
- Following construction, disturbed areas will be restored to pre-project contours to the maximum extent possible and revegetated using locally-occurring native species

and native erosion control seed mix, per the recommendations of a qualified biologist.

- Grading, excavating, and other activities that involve substantial soil disturbance will be planned and implemented in consultation with a qualified hydrologist, engineer, or erosion control specialist, and will utilize standard erosion control techniques to minimize erosion and sedimentation to native vegetation (pre-, during, and post-construction).
- No firearms will be allowed on the project site at any time.
- All food-related and other trash will be disposed of in closed containers and removed from the project area at least once a week during the construction period, or more often if trash is attracting avian or mammalian predators. Construction personnel will not feed or otherwise attract wildlife to the area.

MM BIO-1.2 Construction-Phase Monitoring

The applicant will retain a qualified biologist to monitor all ground disturbing construction activities (i.e., vegetation removal, grading, excavation, or similar activities) of the project to protect any special-status species encountered. Any handling and relocation protocols of special-status wildlife species will be determined in coordination with CDFW prior to any ground disturbing activities, and will be conducted by a qualified biologist with appropriate scientific collection permit. After ground disturbing project activities are complete, the qualified biologist will train an individual from the construction crew to act as the on-site construction biological monitor. The construction biological monitor will be the contact for any special-status wildlife species encounters, will conduct daily inspections of equipment and materials stored on site and any holes or trenches prior to the commencement of work, and will ensure that all installed fencing stays in place throughout the construction period. The qualified biologist will then conduct regular scheduled and unscheduled visits to ensure the construction biological monitor is satisfactorily implementing all appropriate mitigation protocols. Both the qualified biologist and the construction biological monitor must work through the State Inspector to cease construction contractor work and/or redirect project activities to ensure protection of resources and compliance with all environmental permits and conditions of the project. The qualified biologist and the construction biological monitor shall complete a daily log summarizing activities and environmental compliance throughout the duration of the project. The log will also include any special-status wildlife species observed and relocated.

MM BIO-1.3 Non-Native, Invasive Species Controls

The following measures will be implemented to reduce the introduction and spread of non-native, invasive species:

- Any landscaping or replanting required for the project will not use species listed as noxious by the California Department of Food and Agriculture (CDFA) or invasive by the California Invasive Plant Council (Cal-IPC).

- Bare and disturbed soil will be landscaped with CDFA recommended seed mix or plantings from locally adopted species to preclude the invasion on noxious weeds in the project site.
- Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds, before mobilizing to arrive at the construction site and before leaving the construction site.
- All non-native, invasive plant species will be removed from disturbed areas prior to replanting.

MM BIO-1.4 Pre-Construction Surveys for Protected Avian Species

Construction activities that may directly (e.g., vegetation removal) or indirectly (e.g., noise/ground disturbance) affect protected nesting avian species will be timed to avoid the breeding and nesting season. Specifically, vegetation and/or tree removal can be scheduled after September 16 and before January 31. Alternatively, a qualified biologist will be retained by the project applicant to conduct pre-construction surveys for nesting raptors and other protected avian species within 500 feet of proposed construction activities if construction occurs between February 1 and September 15. Pre-construction surveys will be conducted no more than 14 days prior to the start of construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). Because some bird species nest early in spring and others nest later in summer, surveys for nesting birds may be required to continue during construction to address new arrivals, and because some species breed multiple times in a season. The necessity and timing of these continued surveys will be determined by the qualified biologist based on review of the final construction plans and in coordination with the CDFW, as needed.

If raptors or other protected avian species nests are identified during the pre-construction surveys, the qualified biologist will notify the project applicant and an appropriate no-disturbance buffer will be imposed within which no construction activities or disturbance should take place (generally 500 feet in all directions for raptors; other avian species may have species-specific requirements) until the young of the year have fledged and are no longer reliant upon the nest or parental care for survival, as determined by a qualified biologist.

Mitigation Measures (For Segments 1-4 and 5th Street Station)

MM BIO-1.5 Pre-Construction Surveys for Monterey Dusky-Footed Woodrat

Not more than thirty (30) days prior to the start of construction of Segments 1-4 and the 5th Street Station (including vegetation removal), a qualified biologist shall conduct a survey of suitable habitat within the work site to locate existing Monterey dusky-footed woodrat nests. All Monterey dusky-footed woodrat nests shall be mapped and flagged for avoidance. Graphics depicting all Monterey dusky-footed woodrat nests shall be

provided to the construction contractor. Any Monterey dusky-footed woodrat nests that cannot be avoided shall be relocated according to the following procedures:

- Each active nest shall be disturbed by the qualified biologist to the degree that the woodrats leave the nest and seek refuge elsewhere.
- Nests shall be dismantled during the non-breeding season (between October 1 and December 31), if possible.
- If a litter of young is found or suspected, nest material shall be replaced and the nest left alone for 2-3 weeks, after this time the nest will be rechecked to verify that young are capable of independent survival before proceeding with nest dismantling.

MM BIO-1.6 Pre-Construction Surveys for Townsend's Big-eared Bat

To avoid and reduce impacts to Townsend's big-eared bat, if the project construction is planned during the reproductive season (May 1 through September 15) MST will retain a qualified bat specialist or wildlife biologist to conduct site surveys to characterize bat utilization within and adjacent to the project site and potential species present (techniques utilized to be determined by the biologist) prior to construction. Based on the results of these initial surveys, one or more of the following will occur:

- If it is determined that bats are not present within or adjacent to the site, no additional mitigation is required.
- If it is determined that bats are utilizing the trees or abandoned buildings within or adjacent to the site and may be impacted by the proposed project, pre-construction surveys will be conducted within 50 feet of construction limits no more than 30 days prior to the start of construction. If, according to the bat specialist, no bats or bat signs are observed in the course of the pre-construction surveys, construction may proceed. If bats and/or bat signs are observed during the pre-construction surveys, the biologist will determine if disturbance will jeopardize the roost (i.e., maternity, foraging, day, or night).

Mitigation Measures (For Segments 1-4)

MM BIO-1.7 SBB Avoidance and Restoration

The host plant species for SBB (i.e. seacliff and dune buckwheat) shall be avoided to the greatest extent feasible. SBB habitat not scheduled for removal shall be protected prior to and during construction to the maximum possible extent through the use of exclusionary fencing or flagging, such as construction fencing or hay bales. Only certified weed-free straw will be used to avoid the introduction of non-native, invasive species. An experienced biological monitor, trained by a qualified biologist will supervise the installation of protective fencing and monitor at least once per week until construction is complete to ensure that the protective fencing remains intact.

If avoidance is not feasible:

- The duff and/or associated soil and plant material underneath the presumed-occupied seacliff or dune buckwheat plants that will be impacted by the project will be removed by hand by a USFWS-approved biologist prior to disturbance, and will be placed as close as possible to, but not on, living seacliff or dune buckwheat plants not scheduled for removal, within the boundaries of exclusionary fencing/flagging.
- The number of plants removed will be quantified and shall be replaced at a 1:1 success ratio for the acreage or individuals impacted. A Restoration Plan shall be prepared by a qualified biologist and implemented. The plan shall include, but is not limited to, the following:
    - A description of the baseline conditions of the habitats within the work site, including the presence of any special-status species, their locations, and densities;
    - Procedures to control and/or eliminate non-native invasive species within the work site;
    - A detailed description of on-site and/or off-site restoration areas, salvage of seed and/or soil bank, plant salvage, seeding and planting specifications, which may include, but is not limited to, an increased planting ratio to ensure the 1:1 success ratio, if required by the USFWS; and
    - A monitoring program that describes annual monitoring efforts which incorporate success criteria and contingency plans if success criteria are not met.

MM BIO-1.8 Special-Status Plant Avoidance and Restoration

Rare plants (i.e. Hooker's manzanita, sandmat manzanita, Monterey spineflower, coast wallflower, and Kellogg's horkelia) shall be avoided to the greatest extent feasible. Rare plants not scheduled for removal shall be protected prior to and during construction to the maximum extent possible through the use of exclusionary fencing or flagging, such as construction fencing or hay bales. Only certified weed-free straw will be used to avoid the introduction of non-native, invasive species. A biological monitor will supervise the installation of protective fencing and monitor at least once per week until construction is complete to ensure that the protective fencing remains intact.

If avoidance is not feasible, the impacted area for each species shall be quantified during final design and each species shall be replaced at a 1:1 success ratio for the acreage or individuals impacted (depending on species impacted) and a Restoration Plan shall be prepared by a qualified biologist and implemented. The plan shall include, but is not limited to, the following:

- A description of the baseline conditions of the habitats within the work site, including the presence of any special-status species, their locations, and densities;
- Procedures to control and/or eliminate non-native invasive species within the work site;

- A detailed description of on-site and/or off-site restoration areas, salvage of seed and/or soil bank, plant salvage, seeding and planting specifications, which may include but is not limited to, an increased planting ratio to ensure the 1:1 success ratio; and
- A monitoring program that describes annual monitoring efforts which incorporate success criteria and contingency plans if success criteria are not met.

MM BIO-1.9 FESA Compliance

MST will comply with the Federal Endangered Species Act (FESA) and will obtain necessary authorization prior to construction of Segments 1-4.

Due to the presence and potential presence of federally listed species within the project site, including the SBB and Monterey spineflower, and Federal nexus (i.e., Federal funding), the Federal Transit Administration, acting as the NEPA lead agency for the proposed project, shall be required to initiate a Section 7 consultation with the USFWS and prepare a written analysis in the form of a Biological Assessment (BA) to determine whether their actions may affect a listed species. Based on the BA, the USFWS will issue a Biological Opinion (BO) regarding likely impacts as a result of implementing the project. Any further avoidance and minimization measures that may be required as a component of the BO will be implemented.

Mitigation Measures (For 5th Street Station)

MM BIO-1.10 Special-Status Plant Surveys and HMP Compliance

A qualified biologist shall be retained to conduct surveys for Monterey spineflower and Yadon's piperia within the 5th Street Station. The surveys shall be conducted during the appropriate identification period(s) to determine presence or absence, according to USFWS, CDFW, and CNPS protocol. The biologist shall prepare a report that provides the results of the survey, and, if found the number and locations of individuals/populations identified.

- If no Monterey spineflower or Yadon's piperia are found, no further mitigation is necessary.
- If Monterey spineflower or Yadon's piperia are found, salvage efforts for these species will be evaluated by a qualified biologist in coordination with the MST prior to construction to further reduce impacts per the requirements of the HMP and 2017 Programmatic BO. Where salvage is determined feasible and proposed, seed collection should occur from plants within the development site and/or topsoil should be salvaged within occupied areas to be disturbed. Seeds should be collected during the appropriate time of year for each species as determined by the qualified biologist. The collected seeds and topsoil should be used to revegetate temporarily disturbed construction areas and reseeding and restoration efforts on- or off-site, as determined appropriate by the qualified biologist and MST.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Potentially significant unless mitigation incorporated. The project could result in impacts to sensitive natural communities, however, no riparian habitat or waters of the U.S. and/or State were documented within the project site. The project area lies within the California Coastal Zone (Coastal zone), specifically within the boundaries of the Marina, Sand City, and Seaside Local Coastal Plans, as well as California Coastal Commission's original jurisdiction. The LCPs from these agencies address coastal resources, including the protection of biological and wetland resources.

As noted above, some of these specific habitats include coastal scrub and dune scrub that occur along the California coast. Additional areas within the project site that may be considered ESHA include habitat for the Smith's blue butterfly and areas supporting rare plants. To avoid potential impacts associated with project construction to these sensitive habitats, mitigation measures MMs BIO-1.1 through BIO-1.10 and BIO-2.11 would be implemented to reduce impacts to sensitive habitats and ESHA to a less-than-significant level. See **Appendix 7** for detailed discussions on sensitive habitats and ESHA within the project alignment.

Mitigation Measure/Project Conditions

MM BIO-2.11 Dune Scrub Restoration

Dune scrub shall be avoided to the greatest extent feasible. If avoidance is not feasible, dune scrub habitat shall be replaced at a 1:1 success ratio for the acreage impacted and a Restoration Plan shall be prepared by a qualified biologist and implemented. The plan shall include, but is not limited to, the following:

- A description of the baseline conditions of the habitat that will be impacted;
- A detailed description of on-site and/or off-site restoration areas, a planting palette, salvage of seed and/or soil bank, plant salvage, seeding and planting specifications, which may include, but is not limited to, an increased planting ratio to ensure the 1:1 success ratio;
- Procedures to control and/or eliminate non-native invasive species within the restoration site; and
- A monitoring program that describes annual monitoring efforts which incorporate success criteria and contingency plans if success criteria are not met.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological?

No impact. No State or federally protected wetlands are present within the project area. For these reasons, these topics are not discussed further in this document.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than significant impact. The project site is not located within any significant wildlife movement corridors or linkages. See **Appendix 7** for additional details. The majority of the project site is comprised of ruderal and/or developed areas and runs adjacent to existing roads, Highway 1, shopping centers, and other businesses, which in general isolates the project site from other undeveloped areas. As such, the project site provides little use as a corridor for wildlife movement. Therefore, the proposed project would not disconnect, fragment, or otherwise impeded wildlife movement in the primary, significant wildlife movement corridors in the area.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially significant unless mitigation incorporated. Construction of the proposed project could result in permanent impacts to trees within the project site; however, the number or type of trees to be removed have not been identified at this time. However, based on the biological resource surveys conducted (see Appendix 7) it is conservatively estimated for planning purposes that 60 to 90 regulated trees may require removal along the alignment if they cannot be avoided through design. Removal of native and other important trees are protected under local tree removal ordinances and impacts are typically addressed and mitigated under CEQA. Implementation of MM BIO-4.12 requires that native trees be avoided and protected during construction to the greatest extent feasible and that native trees removed be replaced at a 1:1 mitigation ratio. Implementation of this measure will ensure compliance with local policies or ordinances protecting trees, reducing potential impacts to less-than-significant. See **Appendix 7** for detailed discussion.

Mitigation Measure

MM BIO-4.12 Native Tree Protection and Replacement Measures

To maximize native tree retention and protection, a forester, arborist, or other tree care professional shall be involved in the review and development of final grading and construction plans wherever trees occur within the site or at the grading margins. To avoid unintended impacts to native trees outside the construction area, the following native tree protection measures shall be implemented:

- Temporary construction fencing shall be placed at approximately 10 feet from the trunk, limiting work within the dripline (e.g. and no grading, trenching, or vegetative alteration shall occur within this environmental exclusion zone). Grading, vegetation removal, and other ground disturbing construction activities may not commence until the project forester has inspected and approved the protective fencing installed by the contractor. No equipment or materials, including soil, shall be stored within the established environmental exclusion zone. Prior to grading within 25 feet of retained trees, the project forester, arborist, or other tree care professional shall be consulted to determine whether pruning is necessary to protect limbs from grading equipment.

- To avoid soil compaction from damaging the roots, heavy equipment shall not be allowed to drive over the root area. If deemed necessary and approved by the forester, equipment may drive across one side of the tree. To reduce soil compaction, wood chips shall be spread 6-12 inches deep to disperse the weight of equipment and plywood sheets shall be placed over the wood chips for added protection.
- Roots exposed by excavation must be pruned and recovered as quickly as possible to promote callusing, closure, and healthy regrowth.
- Retained trees shall be watered periodically in accordance with species need to promote tree health. Transplanted trees and their intended planting areas shall be pre-watered. Post planting watering shall be done as needed to assure establishment.
- When project design is completed, an estimate of the appropriate number of replacement trees shall be made based on available planting space. These replacement trees (minimum five-gallon specimens) shall be planted along boundaries and within landscape areas. Planting density for replacement trees shall be accurately detailed to allow for some unavoidable mortality over time.
- Transplants are encouraged and shall be credited on a 1:1 basis. Final replanting numbers may be modified by additional tree retention and should be made part of the final landscaping plan.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less than significant impact. The project site is not located within an approved Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) area. However, the 5th Street Station is located within the former Fort Ord and the plan area of the Fort Ord Habitat Management Plan (HMP). See **Appendix 7** for more detail regarding project's consistency with the approved Fort Ord HMP.

4.5 Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		X		

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?

Less than significant impact. Implementation of the proposed action would not result in operational-related impacts to historic architectural resources because the proposed action would not directly or indirectly affect any identified historic resource within or near the project alignment. While three historic era resources were identified – the MBL, Fort Ord loading platform and commercial structure on Del Monte Boulevard – these resources were determined in the historic resource evaluation to be ineligible for historic status or listing on any State, federal or local historic register. See **Appendix 8** for detailed discussion.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Potentially significant Impact unless mitigation incorporated. While no prehistoric sites have been identified within or near the project alignment, the potential remains to uncover or disturb previously unknown resources during the construction phase of the project. To address this potential impact, the following standard mitigation measures are required.

Mitigation Measures/Project Conditions

MM CR-1 Preconstruction Archaeological and Paleontological Sensitivity Training

Prior to construction, all personnel directly involved in project related ground

disturbance shall be provided archaeological and paleontological sensitivity training. The training will be conducted by a qualified Archaeologist and Paleontologist that meet the Secretary of the Interior's standards for archaeology and CEQA qualifications for paleontology. The training will take place at a day and time to be determined in conjunction with the project construction foreman, and prior to any scheduled ground disturbance. The training will include: a discussion of applicable laws and penalties; samples or visual aids of artifacts and paleontological resources that could be encountered in the project vicinity, including what those artifacts and resources may look like partially buried, or wholly buried and freshly exposed; and instructions to halt work in the vicinity of any potential cultural resources discovery, and notify the archaeological or paleontological monitor as necessary.

MM CR-2 Procedures for Inadvertent Discovery

Inadvertent Discovery of Archaeological or Tribal Cultural Resources
In the event archaeological resources are encountered during ground disturbing activities, contractor shall temporarily halt or divert excavations within a 100-foot radius of the find until it can be evaluated.

CEQA Guidelines requires that all potentially significant archaeological deposits be evaluated to demonstrate whether the resource is eligible for inclusion on the California Register of Historic Resources, even if discovered during construction. If archaeological deposits are encountered they will be evaluated and mitigated simultaneously in the timeliest manner practicable, allowing for recovery of materials and data by standard archaeological procedures. For prehistoric archaeological sites, this data recovery involves the hand-excavated recovery and non-destructive analysis of a small sample of the deposit. Historic resources are also sampled through hand excavation, though architectural features may require careful mechanical exposure and hand excavation.

Any previously undiscovered resources found during construction activities shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified Archaeologist. Significant cultural resources consist of but are not limited to stone, bone, glass, ceramics, fossils, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, a qualified Archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant in accordance with Section 15064.5 of the CEQA Guidelines.

If such resources or artifacts are determined to be of native tribal origin, any mitigation or recovery program shall include direction from Ohlone/Costanoan Esselen Nation (OCEN) tribal leadership for proper handling and treatment.

The Archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report complete with methods, results, and recommendations, and provide for the permanent curation of the recovered resources. The report shall be submitted to MST, TAMC, the NWIC, and the State Historic Preservation Office, as

required.

Inadvertent Discovery of Paleontological Resources
A qualified Paleontologist (per CEQA definition) shall be retained to supervise monitoring of construction excavations and to produce a Paleontological Monitoring and Mitigation Plan for the project based on the location and depth of excavation. Project related excavations that occur in surficial younger (Holocene-age) alluvial and fluvial deposits and/or topsoil (less than 10 feet in depth) will be monitored on a periodic basis to ensure that the potential underlying paleontologically sensitive sediments are not being affected. Paleontological resource monitoring will include inspection of exposed rock units during active excavations within sensitive geologic sediments, if present.

The paleontological monitor will have the authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data. All efforts to avoid delays to project schedules will be made. Collected fossils will be transported to a paleontological laboratory for processing, identification, analysis and curation. The qualified Paleontologist shall prepare a final monitoring and mitigation report to be filed with MST and, if fossil resources are found, the repository.

Inadvertent Discovery of Human Remains
In the event that human remains (or remains that may be human) are discovered at the project site, Public Resource Code Section 5097.98 must be followed. All grading or earthmoving activities shall immediately stop within a 100-foot radius of the find. The project proponent shall then inform the Monterey County Coroner and the respective city (e.g. City of Marina, Sand City, or Seaside) immediately, and the Coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the Coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the Applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (Public Resource Code [PRC] § 5097). The Coroner shall contact the NAHC to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD will determine the most appropriate means of treating the human remains and associated grave artifacts, and shall oversee the disposition of the remains.

In the event the NAHC is unable to identify an MLD or the MLD fails to make a recommendation within 48 hours after being granted access to the site, the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity within the project area in a location not subject to further subsurface disturbance.

4.6 Energy

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than significant impact. The Pacific Gas & Electric Company (PG&E) provides electricity and natural gas service to the Project area. The proposed project would reduce congestion on Highway 1 from local and inter-regional commuter traffic by providing an accessible 100 percent zero emission transit alternative. The project would result in a nominal increase in electricity and natural gas demand. This nominal increase represents an insignificant percent increase compared to overall demand in PG&E's service area. Therefore, projected electrical and natural gas demand would not significantly impact PG&E's level of service.

During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Most construction equipment during demolition and grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure; impacts would not be significant.

During operations, energy consumption associated with operation of the zero-emission busses would be nominal. Furthermore, the project site and surrounding areas are highly urbanized with numerous gasoline fuel facilities and infrastructure. Consequently, the proposed project would not result in a substantial demand for energy that would require expanded supplies or the construction of other

infrastructure or expansion of existing facilities. Additionally, fuel consumption associated with vehicle trips generated by the proposed project would not be considered inefficient, wasteful, or unnecessary. The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, impacts are considered less than significant, and no mitigation is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than significant impact. The project is a transit facility designed to carry passengers that would utilize almost no energy, except what may be required for low intensity safety lighting along the corridor. The project is not anticipated to require natural gas. The project would result in 7 MTCO2e/yr from energy consumption. See **Appendix 11** for discussion on the project's energy consumption during operations and project consistency with policies and actions identified in the City of Marina, Seaside, and Sand City's general plans.

4.7 Geology and Soils

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than significant impact. The project site is not located within an Alquist-Priolo Earthquake Fault Zoning Map as mapped by the State Geologist. There are four faults that cross the project alignment: the Chupines Fault, Seaside Fault, Ord Terrace Fault, and Reliz Fault. However, these faults are not considered sufficiently active or well-defined. The potential is very low that the individual traces of these faults could generate an earthquake and result in surface fault rupture. See **Appendix 10** for additional details.

ii. Strong seismic ground shaking?

Less than significant impact. Four faults cross the project alignment, however, none of these faults are currently considered active and their potential for surface-rupture is considered very low to low. The largest ground motion would likely be the result of movement along the Monterey Bay-Tularcitos Fault. However, the project is primarily a roadway project, and would be required to be designed and constructed to withstand substantial ground shaking in order to minimize seismic impacts. Compliance with currently structural codes to address the potential for ground shaking and structure stability would reduce impacts to a less-than-significant level.

iii. Seismic-related ground failure, including liquefaction?

Less than significant impact. Liquefaction generally occurs as a “quicksand” type of ground failure caused by strong ground shaking. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of ground shaking. As shown in Exhibit 4.4.3 of the Monterey County General Plan EIR, the potential for liquefaction to occur at the project site is low. See **Appendix 10** for additional discussion.

iv. Landslides?

Less than significant impact. The majority of the project alignment traverses relatively flat terrain on existing roadways or adjacent to existing railroad tracks, where landslides and slope instability are not a

concern. Based on a search of the California Department of Conservation Landslide Inventory, the project site has gentle to low slope gradients. The potential for deep seated land sliding to occur in the bedrock is low to nil.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. The soils at the project site have a moderate to high soil erosion potential. The majority of the project site is on existing hardscaped railway and is surrounded by coastal vegetation. The southern end of the project site is surrounded by hardscape surfaces, limiting the potential for downstream/off-site erosion impacts on neighboring property. Because the project site is already in a developed area and surrounded by vegetation, there is a lower potential for off-site erosion impacts to occur during construction. Construction and water quality best practices as required by existing codes and regulations will limit erosion on the relatively small construction footprint of the project. Design features such as footing placement away from slopes and footing depths will minimize erosion during and following construction.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Potentially significant unless mitigation incorporated. The project site is located on soils that are good for use as roadway fills and firm overburden soils that are suitable for foundation support. However, the potential for soil erosion is high in areas where younger and older dune sand deposits are, especially if not covered by vegetation. While the geologic unit below the project is very stable, the site is nonetheless subject to common risks associated with the local soils. With implementation of Mitigation Measure (MM) GEO-5 and adherence to local building and engineering standards, the site's geologic and soil constraints would be reduced to a less-than-significant level through construction-level geotechnical recommendations and compliance with all applicable codes and regulations. See **Appendix 10** for detailed discussion on the potential for landslides, liquefaction and subsidence, lateral spreading, collapse, and expansive soils as a result of the project.

Mitigation Measure/Project Conditions

MM GEO-5 Final Geotechnical Evaluation

A construction level geotechnical evaluation shall be prepared and implemented for the project based on the final engineering plans. The project shall be required to adhere to and incorporate all standards and recommended engineering measures to mitigate for liquefaction, expansive soils and other local soil constraints. The final geotechnical evaluation will be prepared by MST and provided to the affected land use agencies for review prior to the issuance of local building permits or related local approvals.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than significant impact. As discussed above, the subsurface profile of the site generally consists of Baywood sand and Oceano loamy sand. Based on a review of environmental databases, soils in the

project site, both Baywood and Ocean Series are composed of sand and have low water storage potential and a low potential for expansion. Thus, impacts would be less than significant. See **Appendix 10** for additional details.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No impact. The proposed project would not require the extension or installation of wastewater connections as this service is not essential to busway operations. However, should restrooms be required for the 5th Street Station in the future, MST would seek water and wastewater connections from the City of Marina.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially significant unless mitigation incorporated. See **Appendix 8**. Based on the previous paleontological resource assessment covering the proposed project alignment, no paleontological resources were identified. The likelihood of encountering unique paleontological resources was determined to be low to high with increasing depth. Excavation depths for the project will be shallow. Because there is the potential to uncover paleontological resources in previously undisturbed portions of the project area, ground disturbing activities during construction could potentially result in significant impacts to paleontological resources. Implementation of MM CR-1 and MM CR-2 would require all construction personnel involved in project-related ground disturbances to be provided archaeological and paleontological sensitivity training and effectively mitigate potential effects to paleontological resources.

4.8 Greenhouse Gas Emissions

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant impact. For the purpose of this environmental analysis, the project's construction-related GHG emissions were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. Project construction-related activities would generate approximately 1,088 $MTCO_2e$ of GHG emissions over the course of construction. However, project construction-related GHG emissions would be short term and would cease once construction is complete. This is less than the CARB Mandatory Reporting applicability level of 2,500 $MTCO_2e$ per year. See **Appendix 11** for a detailed discussion on construction-related impacts from GHG emissions.

Operational or long-term emissions would occur over the project's life. The project consists of approximately 6 linear miles of roadway surface and related improvements to provide dedicated express busway service that would ultimately be expected to reduce greenhouse gas emissions in the Monterey Bay region. The majority of project emissions (approximately 100 percent) would occur from mobile and energy sources. Although MBARD does not have adopted GHG emission significance thresholds, the project's estimated GHG emissions (about 219.19 MT/ CO_2e year) is well below the significance threshold of 1,100 $MTCO_2e$ per year used in neighboring air districts and the 2,000 MT of CO_2e/year threshold that had been under consideration by the MBARD. See **Appendix 11** for a detailed discussion on operational-related impacts from GHG emissions.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. As discussed above in Impact a), the project would not exceed significance thresholds for construction or operation of the project. The proposed BRT project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. See **Appendix 11** for a more detailed discussion.

4.9 Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than significant impact. The normal operation of the SURF! busway along the right of way will not involve the routine transport, use or disposal of hazardous materials other than may be required for routine maintenance. This project is a transit facility designed to carry passengers. Construction of the project would require staging, site preparation, grading and construction of the new busway and station. These activities may require the use of heavy equipment that would need refueling and/or limited maintenance on site, as well as the use of materials and chemical processes typical of roadway construction. However, as the project alignment is not in a heavily populated area and would not involve the routine transport or disposal of hazardous materials, construction effects are less than significant. See **Appendix 12** for detailed discussion.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than significant impact. As discussed above, the busway project is a transit project that will transport people, not hazardous materials. For these reasons, normal project operations will not result in significant environmental hazards because the project will not use, transport, or expose people or property to such materials. However, based on the Phase I site investigations conducted along the alignment, hazardous wastes may be encountered during the construction process and hazardous materials may be used or generated during the construction process. Implementation of the following mitigation measures would reduce potential impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during project construction. See **Appendix 12** for additional details.

Mitigation Measures/Project Conditions

MM HAZ-2.1: Soil and Groundwater Management Plan

A Soil and Groundwater Management Plan shall be prepared prior to ground disturbance, identifying the methods and procedures required to handle, store, transport and dispose of chemically impacted soil and groundwater. If groundwater is encountered during construction, groundwater sampling shall be conducted to determine contaminants and contamination levels. If contamination is found, a work

plan shall be developed and implemented by the project geotechnical engineer consistent with the Management Plan to protect the health of construction workers.

MM HAZ-2.2: Work Plan

Once the construction plans showing the depth and extent of the excavation are completed for all project segments, a targeted soil and groundwater sampling shall be conducted in areas of known or suspected contamination prior to the start of disturbance in those areas. If contamination is found, a work plan shall be developed by the project geotechnical engineer to protect the health of construction workers.

MM HAZ-2.3: Asbestos and Lead Paint Survey

Any hazardous materials or wastes encountered before or during the demolition stage of the project shall be disposed of according to current regulatory guidelines. If any structures are to be removed or demolished, an asbestos and lead paint survey shall be conducted for compliance with National Emission Standards for Hazardous Air Pollutants (NESHAP) regulations and air district rules.

MM HAZ-2.4 Worker Health and Safety Plan

A worker health and safety plan (HSP) that meets the provisions of California Code of Regulations (Title 22, Section 5192) shall be developed by the project contractor. HSP procedures will address the identification, excavation, handling, and disposal of hazardous wastes and materials that may be found in construction areas. The HSP shall include Best Management Practices (BMPs) that all contractors must employ during construction.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than significant impact. The nearest school within one-quarter mile of the busway is Seaside High School. However, any hazardous materials encountered during construction would be addressed at the site and be subject to all existing and applicable regulations regarding the handling and disposal of such materials. If the handling and disposal of contaminated soils is encountered, it may need to be transported on roadways near the high school. With the application of existing regulations, there is no acute risk associated with transport. See **Appendix 12** for additional discussion.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially significant unless mitigation incorporated. See **Appendix 12** for a list of cleanup sites within 500 feet of the project site. As a transportation project, the busway is not considered a sensitive land use that would be affected by these conditions while in operation. Implementation of mitigation measures MM HAZ HAZ-2.1, HAZ-2.2, HAZ-2.3, and HAZ-2.4 would address residual environmental concerns if encountered during construction. See **Appendix 12** for additional information.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less than significant impact. The project alignment through the City of Marina and Sand City is located within the Airport Influence Area (Zone 7) of the Marina Municipal Airport and the Monterey Regional Airport. However, the aircraft accident risk level is considered to be low within this AIA zone. Marina Municipal Airport is used for general aviation aircraft operations, and the busway project operations result in little to no risk from these operations. As such, impacts would be less than significant. See **Appendix 12** for additional information.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No impact. The busway project would create a dedicated bus lane running parallel to Highway 1 within the TAMC right-of-way. As one of the objectives of the project is to relieve highway congestion, such relief would be a benefit to any emergency response plan intended to quickly and efficiently move or evacuate people. Further, the project could potentially serve as an alternative travel corridor for emergency vehicles in the event that the highway is congested. For these reasons, the project could have beneficial impacts to locally adopted emergency response plans.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No impact. The entire length of the busway alignment contains only sparse vegetation in coastal dune habitat and is highly disturbed. The proposed project corridor is within a transportation corridor and not within a Very-High Fire Hazard Severity Zone as mapped by CALFIRE. Given this lack of fuel, the project would not be susceptible to wildland fires, nor would the project pose a risk as a source of fire. Because the project is not within an area identified as having a high potential for wildland fire, the project would have no impact related to exposing people or structures to a significant risk of loss, injury, or death from wildland fire, as per CEQA Guidelines.

4.10 Hydrology and Water Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i. Result in substantial erosion or siltation on- or off-site?			X	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than significant impact. Construction associated with the project would include demolition, grading, excavation, and temporary land disturbance to bare areas which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Construction-related effects to water quality would be addressed through compliance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP). A Storm Water Pollutant Prevention Plan (SWPPP), which must include erosion-control and sediment-control BMPs for construction and post-construction conditions to control potential construction-related pollutants from migrating off site into the storm drain system and into or directly in receiving waters would be required to obtain coverage under the CGP. Compliance with these requirements would reduce potential impacts to water quality standards to a less-than-significant level. See **Appendix 13** for additional details.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No impact. The project would not require the use of nor withdraw groundwater for use in construction or operation of the site, except for temporary use of privately purchased trucked water used for dust suppression during grading and construction. With appropriately designed stormwater detention, the increase in impervious surfaces from the busway lanes would not interfere with groundwater recharge. Thus, the project would have no impact to existing groundwater supply.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than significant impact. See Threshold 4.10 (a) above regarding existing controls and regulations already in place to manage water quality from site construction activity and post construction runoff. As noted above, project construction will require some earth moving and excavation for construction of the busway alignment. However, the project will be required to incorporate several BMPs into the project plans and implement those measures during construction, as already required by the local agencies' stringent stormwater measures. As discussed above, the project would be required to comply with the CGP during construction and PCRs during project operation, which means the project would not result in substantial erosion or siltation on- or offsite or increase the rate of flooding on- or offsite. Similarly, as stormwater runoff would be captured and infiltrated to the extent feasible, and new stormwater facilities would be sized to meet local standards. As such, the project would not exceed the capacity of existing or planned stormwater drainage systems. See **Appendix 13** for additional information.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No impact. The project site is located within Zone X, an Area of Minimal Flood Hazard. Thus, the project site is not located within the 100-year floodplain nor a special flood hazard area as defined by the Federal Emergency Management Agency and is not at risk from inundation.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. The project would not require groundwater use for project construction or operation of the site, except for temporary use of privately purchased trucked water for dust suppression during grading and construction. Thus, no conflict to groundwater supply would occur in this regard. As identified above, the project will be subject to the stringent water quality control measures during construction and will have no effect on groundwater resources. See **Appendix 13** for additional information.

4.11 Land Use and Planning

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

a) Physically divide an established community?

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The project is located within an existing transportation corridor and will not significantly disrupt or divide existing neighborhoods or communities. As the busway project is intended to improve overall mobility connections for residents and visitors traveling to and from the Monterey Peninsula, the project should result in beneficial impacts by providing a safe and reliable transit connection to employment, education, and health care centers along the corridor for visitors and residents, consistent with local land use policies. See **Appendix 9** for additional information regarding consistency with local policies.

4.12 Mineral Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No impact. The project location and nature of the improvements will result in no impacts with respect to mineral resources. There are no known mineral resources located within the area of ground disturbance.

4.13 Noise

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact. The project would involve construction activities which would be temporary and have a short duration resulting in periodic increases in the ambient noise environment. Primary construction activities associated with development of the project would include site preparation, grading, retaining wall installation and paving. During construction, exterior noise levels could affect the residential neighborhoods and adjacent commercial and industrial uses at the north and south ends the construction area. Project construction would occur approximately 65 feet from existing commercial and industrial uses, and approximately 90 feet from the nearest residential uses to the north of the project site. These sensitive uses may be exposed to elevated noise levels during project construction. However, it is noted that construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors for an extended period of time. Project construction would be required to comply with the allowable construction hours set forth in Seaside Municipal Code Section 9.12.030, Marina Municipal Code Section 9.24.040, and Chapter 10.60 of the Monterey County Code of Ordinances. In addition, all construction equipment would be equipped

with properly operating and maintained mufflers and other state required noise attenuation devices, helping to reduce noise at the source. See **Appendix 14** for additional details.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. Project construction can generate varying degrees of groundborne vibration depending on the construction procedure and type of construction equipment used. The effect on buildings located near a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations (i.e., 0.20 inch/second). Groundborne vibration decreases rapidly with distance. Based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.210 inches per second peak particle velocity (PPV) at approximately 25 feet from the source of activity. The nearest off-site structures are commercial buildings located approximately 25 feet from the active construction zone for the proposed project. At this distance, construction vibration levels would be approximately 0.089 in/sec PPV. Therefore, construction equipment vibration velocities would not exceed the FTA's 0.20 PPV threshold or Caltrans' human annoyance threshold of 0.1 in/sec PPV. In general, other construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest off-site structures. Therefore, vibration impacts associated with the project would be less than significant.

To determine potential project operational vibration impacts from the project, a General Vibration Assessment was prepared for project operational bus pass-bys, in accordance with the FTA Noise and Vibration Manual. The nearest off-site structure (a commercial building), and residence are located approximately 40 feet and 75 feet, respectively, from the proposed busway driving lane. At this distance and a maximum speed of 65 mph, vibration levels would be at a vibration velocity of approximately 72 VdB at the at the nearest commercial building and 66 VdB at the nearest residence, which would be below the FTA's 75 VdB ground-borne vibration impact level for Land Use Category 3 uses (commercial) and Land Use Category 2 (residential) uses for frequent events. As a result, vibration levels from bus pass-bys associated with the proposed project would not cause structural damage at off-site structures or create human annoyance. See **Appendix 14** for additional information.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No impact. The Monterey Regional Airport is located approximately 1.30 miles south of the project site and the Marina Municipal Airport is located approximately 1.90 miles east of the project site; there are no private airstrips in the project area. The project site lies outside the 65 dBA CNEL noise contour specified in the Monterey Regional Airport Land Use Compatibility Plan Update (May 2018). As a transportation project aircraft noise would have no adverse effects.

4.14 Population and Housing

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. The project, a linear busway facility located within TAMC's Monterey Branch Line right-of-way, will not displace people or housing along the alignment that would necessitate the building of housing elsewhere. No relocation or condemnation actions are required. Nor would the project induce substantial unplanned population growth along the alignment. The adopted general plans for the affected land use agencies provide for planned growth within their jurisdictional boundaries. As such, the project would provide needed transit service for the planned population.

4.15 Public Services

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?				X
ii) Police protection?				X
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

ii. Police protection?

iii. Schools?

iv. Parks?

v. Other public facilities?

No impact. The busway project is a transportation facility that will not generate new population that would require additional public services such as schools, parks or government facilities. The busway will be maintained by MST and would not require maintenance by Marina, Sand City, Seaside, or Monterey County public works departments. In terms of fire and police protection, the project may provide enhanced vehicle access and/or an emergency access route to better serve the coastline from Marina to Sand City. Given these benefits, and the fact that no new public service facilities would need to be constructed because of the busway project, no impacts would be expected.

4.16 Recreation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than significant impact. The project would not generate additional population near existing parks and recreational facilities. An increase in people is typically what causes increased use and deterioration of existing facilities. As part of the busway project, there would be associated bicycle and pedestrian improvements that may allow for connections to the region's existing and planned recreational trail facilities, such as Fort Ord Dunes State Park, Fort Ord Regional Trail and Greenway, and the Monterey Bay Coastal Recreation Trail. These connections would allow pedestrians or cyclists to more easily access the recreational areas, but any increase in usage caused by the project would be incidental and less than significant. Operation of the proposed project would increase public access to park and recreational facilities located along the proposed action alignment and would result in a beneficial effect. The project when completed will increase the total length of bicycle/pedestrian facilities over existing conditions. Minor realignment of existing bicycle/pedestrian facilities and new connections will be planned to allow continued use of facilities during construction. The physical effects of constructing the project are addressed throughout this Initial Study.

4.17 Transportation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?				X

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No impact. One of the primary objectives of the project is to implement associated traffic, bicycle and pedestrian circulation improvements along the local network in conjunction with the dedicated busway. Safe and reliable transit connections along the corridor is consistent with the TAMC, MST, City of Marina, City of Sand City, City of Seaside, and Monterey County's planning documents, including the respective circulation elements of each jurisdiction's general plans. As such, the project will have no significant environmental impacts with respect to program or plan conflicts. See **Appendix 2** for more information.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No impact. CEQA Guidelines Section 15064.3 addresses new requirements for analyzing vehicle miles traveled (VMT). However, SB 743 guidance issued by the Office of Planning and Research (OPR) states that initiation of new transit service would be exempt from new VMT requirements under CEQA. Transit projects would be expected to reduce regional VMT and therefore result in beneficial impacts. See **Appendix 2** for additional information.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant impact. The project will introduce SURF! buses along a new route where bus traffic currently does not exist. Along Palm Avenue and Marina Drive in Marina (Segment 1) buses would be traveling at low speeds through this section as they approach and depart the new platforms. Pedestrian crossings of the bus lanes in this location (as well as the crossings at the 5th Street underpass and near the new California Avenue roundabout) have been designed for safety by installing stops and lighting infrastructure, and by placing the crossings in locations where buses are traveling at slow speeds. Gates and other infrastructure have been designed to prevent inadvertent access onto the bus lanes by private vehicles, and the roundabout has been designed to meet standards for bus movements. New signalization at Playa Avenue/California Avenue should also result in better and safer traffic flow compared to the existing stop controls. With these design and safety features, potential impacts are less than significant.

d) Result in inadequate emergency access?

No impact. Where the SURF! route accesses public roadways, the 10-minute headways will have little effect on traffic operations and will not impede emergency access at any location or emergency vehicle movements. Within the TAMC corridor, the project may provide an alternative access for emergency vehicles if Highway 1 is closed or heavily congested.

4.18 Tribal Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		X		

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i)Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Potentially significant unless mitigation incorporated. Please see Section 4.5 of this Initial Study (Cultural Resources) and **Appendix 8**. While no prehistoric sites have been identified within or near the project alignment (with the exception of one recorded that has not been located by current studies and is assumed to be destroyed), the potential remains to uncover or disturb previously unknown resources during the construction phase of the project. Mitigation measures MM CR-1 and MM CR-2 are in place if such resources are discovered during construction. See **Appendix 8** for additional information.

4.19 Utilities and Service Systems

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than significant impact. Construction of the project will not require the extension or installation of traditional wet utility systems (water and wastewater) as those services are not essential to busway operations. However, the project will require street/busway/pedestrian lighting (primarily at the Palm/Del Monte bus stop, 5th Street Station and California Avenue Roundabout). As discussed in **Appendix 3**, restrooms could be desired at the 5th Street Station in the future. Should restrooms be pursued, MST would seek water and wastewater connections from the City of Marina.

Near the Palm/Del Monte location, an existing storm drain outlet discharging onto Marina Drive may be routed to an existing storm drain to avoid potential conflicts with busway/platform construction and to improve localized drainage in this immediate area. No other major existing utility systems or major infrastructure will require relocation to construct the project. The railroad tracks will remain in place.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No impact. The project will not require a water supply or generate wastewater. As discussed in **Appendix 3**, restrooms could be preferred for the 5th Street Station in the future. Should restrooms be pursued, MST would seek water and wastewater connections from the City of Marina.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than significant impact. The project will result in small amounts of solid construction waste but will not create a permanent waste stream. This temporary and limited amount of construction waste will not exceed standards, local infrastructure, or negatively impact solid waste reduction goals and regulations. The solid waste from construction activities will be properly disposed of according to current law. As discussed above, the busway project is a transit project that will transport people when in operation and would not generate significant amounts of solid waste. Solid waste from operations would be limited to trash receptacles at the stations and stops.

4.20 Wildfire

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No impact. The busway project is located in an urbanized area and within the disturbed coastal dune environment parallel to Highway 1. The project is not located in a high fire hazard severity zone. With no significant sources of fuel – and the fact that the project will not introduce a permanent population – this issue has been removed from further analysis.

4.21 Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact with mitigation incorporated. As addressed under Biological Resources the project is immediately adjacent to environmentally sensitive habitat areas (ESHA) that include coastal

scrub and dune scrub habitats that occur along the California coastal zone. The project would impact rare and endangered plant species and potentially effect special status animal species during construction. However, the project as designed and mitigated through the federal Section 7 permit process will fully mitigate these species impacts through habitat restoration and other measures.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than significant impact. The project is a busway and bus rapid transit project that is unique in terms of use and geography. The incremental effects as described in this Initial Study are largely site specific and will not combine with the effects of other related projects to create cumulatively considerable effects. Other nearby, related or reasonably foreseeable projects could include the North Fremont Street roadway improvements that have recently been constructed, and the FORTAG regional trail that will be near the project along Canyon Del Rey Boulevard. These projects provide some level of cumulative benefit as they provide opportunities for non-motorized travel, reductions in greenhouse gasses and vehicle miles travelled, and enhanced trail connections. In terms of construction, construction timelines are not concurrent with these projects, limiting the potential to combine to create a cumulatively considerable effect.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant impact. As evidenced within this initial study and appendices to the NOE, the project has little potential to cause adverse effects on human beings from environmental concerns such as air quality, noise or exposure to geologic or hazardous materials risks. The nature of the project will not generate a new or permanent population that will be exposed to environmental concerns, will not use or transport hazardous materials, or adversely affect emergency response plans.

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Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Monterey
168 West Alisal Street, 1st Floor
Salinas, CA 93901

From: (Public Agency): Monterey-Salinas Transit District
19 Upper Ragsdale Dr., Ste. 200
Monterey, CA 93940
(Address)

FILED
MAR 13 2023
XOCHITL MARINA CAMACHO
MONTEREY COUNTY CLERK
DEPUTY
2023-0036

Project Title: SURF! Busway and Bus Rapid Transit Project

Project Applicant: Monterey-Salinas Transit District

Project Location - Specific:

Monterey Branch Line rail corridor & streets from Marina to Sand City, Monterey Count

Project Location - City: Marina, Sand City, Seaside Project Location - County: Monterey

Description of Nature, Purpose and Beneficiaries of Project:

Bus Rapid Transit/Bus Service Project along six linear miles of right of way between the cities of Marina and Sand City, including transit stations, roundabouts, pedestrian/bike facilities, wayfinding, transit prioritization, charging stations, and supporting infrastructure. designed to serve the general population of Monterey County, reduce congestion and improve mobility. The Project also includes actions from the Transportation Agency for Monterey County (TAMC).

Name of Public Agency Approving Project: Monterey-Salinas Transit District

Name of Person or Agency Carrying Out Project: Monterey-Salinas Transit District

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number:
- ☒ Statutory Exemptions. State code number: Pub. Res. Code Section 21080.25(b) [SB 922 (2022)]

Reasons why project is exempt:

The Project is a Bus Rapid Transit and Bus Service project, including transit stations which utilize a rail corridor and public streets, utilize 100% zero emission vehicles, is located in an urbanized area, and will use a skilled and trained workforce.

Lead Agency Contact Person: Michelle Overmeyer Area Code/Telephone/Extension: 831-264-5877

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ▪ Yes No

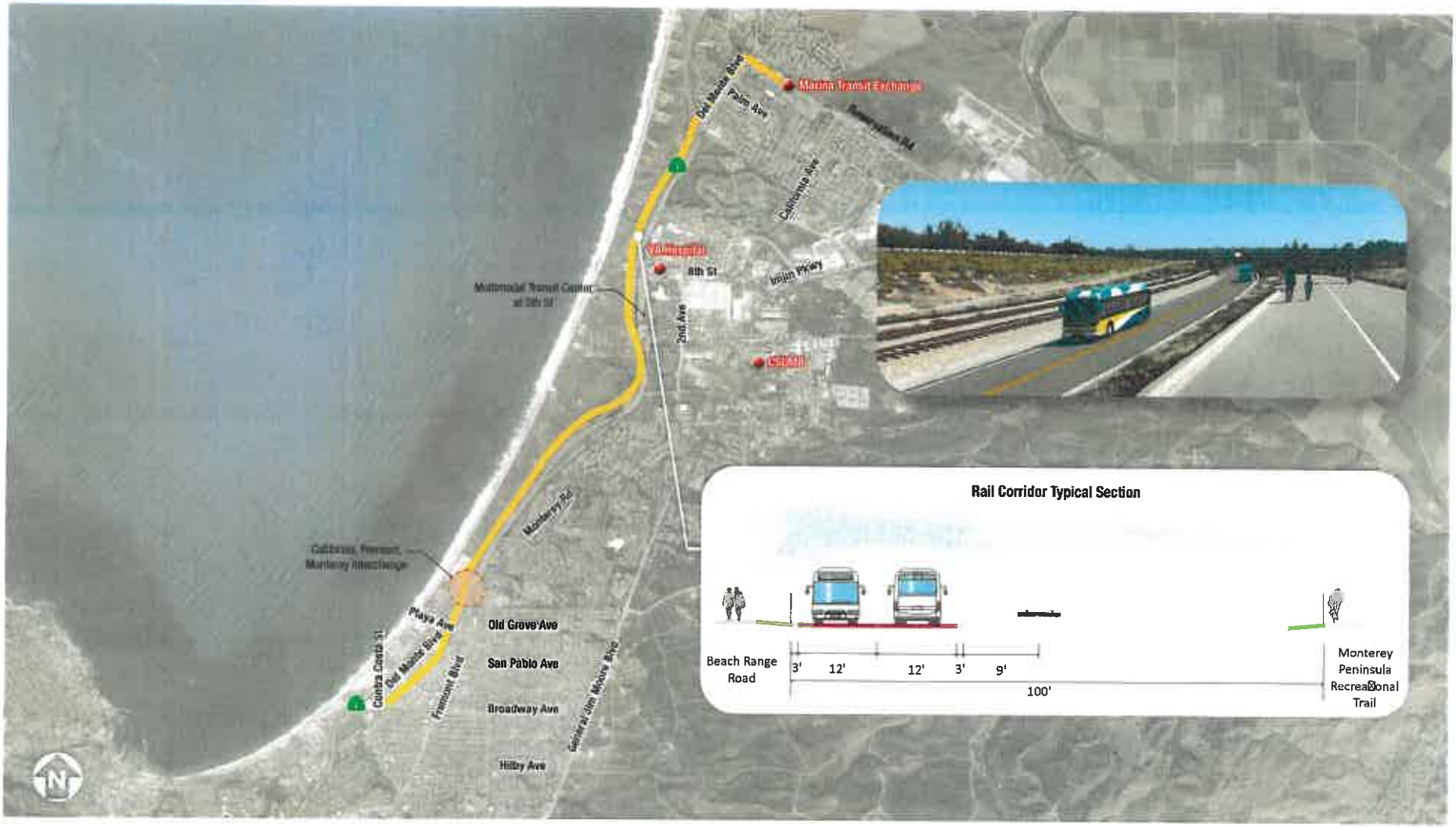
Signature: Date: 3-13-2023 Title: Carl G. Sedoryk

▪ Signed by Lead Agency ▪ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

Revised 2011



Source: Kimley Horn, 2020

Figure 3-2: General Project Location
MST SURF! Busway and Bus Rapid Transit Project

AGENDA ITEM
10A.

Consideration and Approval for the Cancellation of the August 6, 2024 Regular City Council Meeting

AGENDA ITEM
10B.

Approve a Resolution Establishing a Façade Improvement Program

City of Sand City

STAFF REPORT

TO: Honorable Mayor and City Council
FROM: Vibeke Norgaard, City Manager
SUBJECT: Business Façade Improvement Program
DATE: **June 18, 2024**

BACKGROUND:

On February 4, 2024, City Council Meeting, Council approved a five-year Capital Improvement Plan (CIP) that includes a Façade Improvement Program.

On May 7, 2024, the City Council allocated $47,245.50 of the American Rescue Plan Act (ARPA) funding to support a Façade Improvement Program.

DISCUSSION:

Designed as an economic development incentive, the Façade Improvement Program is intended to help building owners and merchants keep storefronts looking attractive and inviting to the public.

The Sand City Façade Improvement Program is intended to reimburse participants for the cost of improvements that enhance the physical appearance of storefronts.
The City will reimburse up to a maximum of $5,000 for eligible building restoration activities as described more fully in Exhibit A1. Applications will be processed in the order received and funding is limited to the program allocation. Once funds are exhausted or fully allocated, no additional applications will be processed.

The process involves the following basic steps:

- Owner/tenant application
- City verification of project eligibility
- Applicant cost estimating (bids obtained including compliance with prevailing wage requirements), contracting, City permitting
- City/Owner/Tenant Agreement
- Project completion, inspection, cost verification

- Owner invoicing and City Reimbursement

CEQA STATUS:

This action does not constitute a "project" as defined by the California Environmental Quality Act (CEQA) guidelines section 15378. Individual repair and maintenance activities funded by the program are Categorically Exempt in pursuant to Guideline Section 15301 (existing facilities) and 15302 (replacement or reconstruction)

FISCAL IMPACT:

The Fiscal Year 2024-2025 budget includes $47,245.50 of ARPA funding for the Façade Improvement Program.

RECOMMENDATION:

Staff recommends the approval of the Sand City Façade Improvement Program

ATTACHMENTS:

1. Resolution
2. Exhibit A1 Draft Program Details
3. Exhibit A2 Draft Program Application

5741064.1

CITY OF SAND CITY
RESOLUTION SC___, 2024
RESOLUTION OF THE CITY COUNCIL OF SAND CITY ESTABLISHING A FAÇADE IMPROVEMENT PROGRAM

WHEREAS, on May 7, 2024 the City Council adopted Resolution SC 24-24 authorizing the City Manager to allocate $47, 245.50 to establish a business façade improvement program for eligible small businesses in Sand City; and

WHEREAS, the City Council has reviewed program elements for a façade improvement program identified in Exhibit A; and

WHEREAS, in establishing the façade improvement program referenced in Exhibit A, it is the intent of the City Council to benefit the economic well-being of the City and individual businesses by facilitating improvements that contribute to the attractiveness of commercial areas and buildings through necessary repair and maintenance; and

WHEREAS, the program outlined in Exhibit A is not a project pursuant CEQA Guidelines section 15378 (c), and is otherwise Exempt from CEQA pursuant to CEQA Guidelines Section 15300.1 and CEQA Guidelines Section 15268 (ministerial projects). Individual repair and maintenance activities funded by the program are Categorically Exempt additionally pursuant to CEQA Guidelines Section 15301 (existing facilities) and 15302 (replacement or reconstruction).

NOW, THEREFORE, BE IT RESOLVED that the City Council authorizes the City Manager to establish and administer a façade improvement program in substantially the same form as that outlined in Exhibit A.

BE IT FURTHER RESOLVED by the City Council that the City Manager is authorized to make procedural changes in the administration of the program outlined in Exhibit A as deemed necessary by the City Manager for effective and equitable distribution of funds consistent with the above stated intent of the City Council.

PASSED AND ADOPTED by the City Council of the City of Sand City this 18, day of June, 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____

Mary Ann Carbone, Mayor

ATTEST:
DATED: _____

Kerry Lindstrom, City Clerk

5741073.1

Exhibit A1
Draft
City of Sand City Façade Improvement Program

Explanation

The City of Sand City is pleased to announce the availability of financial assistance to eligible participants to improve and enhance the physical appearance of the exterior of businesses within commercial areas throughout the City.

Environmental conditions result in the need for repair and maintenance of the buildings exteriors including paint, awnings, signs, windows, entries and doorways, and cladding are in constant need of maintenance and repair. The Façade Improvement Program is an economic development incentive that assists owners and merchants to keep storefronts looking attractive and inviting.

Sand City has designed the program to benefit both building owners and tenants by reimbursing some, or all, of the cost of maintenance and repair and construction, on a case - by - case basis. The City will reimburse up to a maximum of $5,000 upon completion of eligible improvements.

The City reserves the right to cancel or modify this Program at any time prior to funding approval, without notice.

All applications must be submitted to the City of Sand City Planning Department, 1 Pendergrass Way, Sand City, CA 93955, by 5:00PM Monday, September 30th, 2024.

Eligible Projects

A. Eligible Properties

Applications may be submitted for commercial properties, either owner or tenant occupied.

- Property must be maintained for commercial use.
- Mixed use buildings with retail/commercial storefront uses may be considered.

B. Eligible Applicants

Commercial property and business owners located in any commercial zoning district may apply for assistance. Tenants must have an executed lease and the property owner's approval.

C. Eligible Project/Activities

Facade Improvement funds are for building improvement projects. All improvements must be permanent or fixed and must comply with applicable design standards, guidelines and Building Code regulations. Eligible improvements may include, but are not limited to:

- Complete facade rehabilitation;
- Replacement of broken window panes, aluminum or wood windows and broken store front glass;
- Repointing of old brick;
- Removal of non-conforming signage;
- Scraping, priming, and painting of window frames, cornice and store front;
- Painting of surfaces that have been previously painted;
- Repair or replacement of deteriorating signs and brackets when attached to the building;
- Repair or replacement of missing or broken tile;
- Repair or replacement of worn awnings or canopies;
- Removal of metal slipcovers to expose original facade materials;
- Rehabilitation of the upper facade and display areas or side walls of a building may also be eligible if street level improvements are approved.
- Other minor repairs when incidental to overall façade improvements such as:

Professional, architectural, and City permit fees may be included in the total improvement costs.

D. Non Eligible Project/Activities

The following improvements are not eligible for reimbursement.

- Parking lots;
- Landscaping;
- Fencing;
- Security improvements;
- Roofs or re-roofing when not visible from the street;
- Work which has been performed or which has been placed under contract prior to approval of an application
- Additions that increase the building footprint by 20% or more
- Technology installation and upgrades
- Interior repairs and finish-out construction

Basic Procedures

STEP 1 – Applicant eligibility

- Business or commercial property owners are eligible to apply for Facade Improvement funds if the business is 1 - located within any commercial or mixed-use Zoning District; and 2 - utilized for commercial purpose (this does NOT include residences or apartments).
- For information on area boundaries see City's Official Zoning Map.
- Applicant meets with representatives of the Planning Department.
    - To be eligible for funds, applicant must have approval of the proposed work.
    - Planning Department staff will work with applicant, once selected, to create a design that satisfies all.
- If needed, a meeting at the site with the applicant, the applicant's contractor and staff can be arranged to discuss the application process, area design guidelines and/or to develop a preliminary design concept.

STEP 2 – Complete the Application

- The application (enclosed herein) is to be completed by the applicant (business owner, property owner or tenant). A completed application must contain applicant information, property information, and project information. Incomplete applications will not be accepted.
- A written bid per scope of work is required. If applicable, any bids should factor in prevailing wage, and any project for $1,000 or more must pay the general prevailing rate of per diem wages for work of a similar character pursuant to Labor Code section 1771.
- Contractor's bidding must have the following:
    - General Liability Insurance
    - Not be suspended or debarred from the license
    - Not be a family member of the applicant
    - Must use AIA standard contract
- All applications must be submitted to the City of Sand City Planning Department by 5:00PM Monday, September 30th, 2024.
- Completed applications should be submitted *in person* at:

  City of Sand City
  Planning Department
  1 Pendergrass Way
  Sand City, CA 93955

- Once an application is received, staff will confirm eligibility of the site and the proposed scope of work, notify the applicant that the application has been received and is under review and arrange a Project Review meeting.
- Projects that are eligible for funding will be considered on a first come, first served basis until funding is either exhausted or fully allocated. Following approval, projects will be required to show proof of payment prior to the issuance of a reimbursement.

  Applications may be limited due to funding availability.

STEP 3 – Project Review and Contract Execution

- A Project Review meeting is required to be conducted prior to contract execution and construction beginning.
- Staff will conduct the Project Review meeting with the applicant to review the application. A site visit may also be helpful but is not required.
- The project will then be submitted the City's Design Review Committee for final approval. Staff will discuss the merits of the project and form a recommendation based on the application review criteria to either fund the project or require the applicant to make changes and re-submit.
- If approved, a Funding Agreement (contract) will be prepared by City staff. Applicant must furnish copies of all

required endorsements and an original completed Certificate(s) of Insurance to the Community Development Department prior to contract preparation of the Funding Agreement.

- The applicant and the City sign the Funding Agreement. A fully executed Agreement will be returned to the applicant.
- Construction started prior to the signing of the contract will void the agreement.

STEP 4 - Construction

- If the improvements require a building permit, or approval from any other department or commission, the applicant must comply.
- Staff may monitor the progress and make periodic inspections during the project.

STEP 5 - Reimbursement

- Upon completion of the work, the applicant will contact staff to conduct a final inspection. If all are satisfied with the work, the City and applicant will sign off on completion of the improvement. Please note that this inspection is in addition to, and shall not substitute for any inspections required by the Building Division or any other department or agency.
- The applicant will complete the Project Completion form and submit it along with copies of invoices, cancelled checks (cash payments are not accepted as proof of payment), requesting reimbursement of applicable costs. Applicant must submit a copy of any closed permit when requesting reimbursement.
- When all work and documentation is received, City staff will process payment. A check will be sent to the applicant.

Application Review Criteria

Applications will be reviewed based on the program objectives and the following:

A. Project Location

Is this project located within a mixed-use or commercial Zoning District?

B. Extent of rehabilitation work

Does this project promote consistency in design and create a fresh and aesthetically pleasing environment?
Will this project entail appropriate exterior rehabilitation of a building and bring it up to code?

C. Impact of project

Will this project visually impact the block and streetscape and eliminate blight?
Will this project reduce the perception of lack of investment?
Will the project help to reverse the deterioration of commercial structures in the area?
Will the project stimulate new, private investment and economic growth?

D. Additional investment

Does or has the applicant made additional investments in this property or business?

E. Current/proposed use

Is the current or proposed use for retail, restaurant, or other retail or commercial serving purpose?

Exhibit A2

Date Received: _____

CITY OF SAND CITY

Façade Improvement Program Application

1 Pendergrass Way, Sand City, CA 93955
(831)394-3054 | jpope@sandcityca.org | www.sandcity.org

APPLICANT/OWNER

Business Name:

Business Address: Business License #

Façade Improvement Description:

☐ Awning ☐ Sign
☐ Paint ☐ Door/Entry
☐ Woodwork ☐ Cleaning
☐ Glass ☐ Other_____

Project Cost:

Estimated cost of improvements _____

Estimated start and completion date _____

Who should the reimbursement check be made out to? _____

	Applicant		Owner (*if different from owner*)
Name:	_____	Name:	_____
Phone:	_____	Phone:	_____
Email:	_____	Email:	_____

NO WORK TO BE CONDUCTED UNTIL CITY AUTHORIZES WORK.

PLANNING STAFF

Permit Information	Yes	No
Is an encroachment permit required?	☐	☐
Does the work require a building permit?	☐	☐
Does the work require a planning permit?	☐	☐

Date application received:

CERTIFICATION – I, the undersigned, under penalty of perjury, depose and certify that I am the applicant for this request, property owner approves this application and that all statements contained herein, including all documents and plans sub in connection with this application, are true and accurate to the best of my knowledge. I further acknowledge it is my responsibility to determine whether additional permits are required.

Applicant Signature:_____ Date: _____

Owner Signature (required):_____ Date: _____

AGENDA ITEM
10C.

Approve a Resolution Approving the City's Fiscal Year 2023-2024 General Employees Salary Schedule and the City's 2022-2024 POA Salary Schedule

City of Sand City

STAFF REPORT

TO: Honorable Mayor and City Council
FROM: Vibeke Norgaard, City Manager
SUBJECT: Resolution to Approve Fiscal Year 2023-2024 Salary Schedule for General Employees, and 2022-2024 Salary Schedule for POA
DATE: June 18, 2024

BACKGROUND/DISCUSSION:
State law requires that Cities contracting with CalPERS adopt a publicly available pay schedule that identifies the title for every employee position at the City, shows the pay rate for each position, and indicates the effective date of any revisions. (2 CCR 570.5(a)(1)-(8)). The schedule is required to be posted on the City's website. The City established a pay schedule in 1991 (Resolution SC-29, 1991) and has updated it by resolution.

Per the employment contract with the Chief of Police effective July 1, 2023, *Item E; Section 3. Salary and Compensation*, the Chief's salary can be reviewed annually and may be adjusted as determined by the City based on his performance, economic conditions, or other factors as may be determined by the City Manager. June 30, 2024, will mark one year that Chief Honda has held the Police Chief position with the City of Sand City. In this year, the Chief has shown that he is an asset to the City of Sand City. He has accomplished several internal audits, DOJ and POST audits, completed AB 481 requirements that had been past due, among many other accomplishments. Staff recommends that City Council recognize this exemplary performance with the requested salary schedule amendment of $199,734.50 annually for the Police Chief.

The City currently has a filled position titled, "Administrative Assistant/Account & Permit Technician" (annual salary $54,364.44-$69,384.33). This job title/classification is broad and creates difficulty in assigning appropriate tasks related to the position. Staff recommends eliminating the current title of Administrative Assistant/Account & Permit Technician" and create a new job title/classification of "Accounting Technician" that will have more defined and higher level responsibilities, as well as introducing higher level accounting work and the inclusion of more complex tasks.

The Accounting Technician position at nearby local agencies has an average salary range of $65,416-$79,075. Staff is recommending the Accounting Technician salary range with the City of Sand City be adjusted to $58,168-$74,239.

The resolution would authorize the City Manager to prepare a job description for this position. The essential functions and responsibilities of the new Accounting Technician would be to maintain, reconcile and analyze ledgers and accounting reports, perform complex tasks pertaining to accounts receivable, grants, and loans, maintain, review, and reconcile expenditure records, preparing purchase orders, maintain vendor and purchase order files, among other duties related to the current position.

The proposed FY 2023-2024 General Employees Salary Schedule reflects the following changes:

- Staff is requesting an amendment to the salary schedule to add an Accounting Technician (annual salary range of $58,168-$74,239).
- The amendment would remove the position of Administrative Assistant/Account & Permit Technician (annual salary $54,364-$69,384).

The proposed FY 2022-2024 POA Salary Schedule reflects the following changes:

- Staff is requesting an amendment to the salary schedule to adjust the Police Chief Salary to $199,734.50.

CEQA:
This action does not constitute a "project" as defined by the California Environmental Quality Act (CEQA) guidelines section 15378.

FISCAL IMPACT:
The amendment for the new position of Accounting Technician will have an impact to the budget of $4,855 annually which has already been included in the FY 24/25 budget. The amendment to the Police Chief salary range will have an impact to the budget of $22,325 annually which has already been included in the FY 24/25 budget.

RECOMMENDATION:
It is recommended that the Council approve the FY 2023-2024 General Employees Salary Schedule and the FY 2022-2024 POA Salary Schedule Resolution.

ATTACHMENTS:

1. Resolution
2. 2023-24 General Employees Salary Schedule
3. 2022-24 POA Salary Schedule

CITY OF SAND CITY
RESOLUTION SC 24-___, 2024

RESOLUTION OF THE CITY COUNCIL OF SAND CITY APPROVING THE CITY'S FISCAL YEAR 2023-2024 GENERAL EMPLOYEES SALARY SCHEDULE AND THE CITY'S 2022-2024 POA SALARY SCHEDULE

WHEREAS, California Code of Regulations, Title 2, Section 570.5 requires that governing bodies of local agencies contracting with CalPERS adopt a publicly available pay schedule; and

WHEREAS, the City of Sand City established a salary schedule for General City employees by Resolution SC-29, 1991 and revised the salary schedule in Resolutions SC 94-08, 1984; 97-66, 1997; 99-51, 1999; 01-61, 2001; 02-53,2002; 05-49, 2005; 07-99, 2007; 10-75, 2010; 15-46, 2015; 18-87, 2018; 18-92, 2018; 18-92, 2018; 20-86, 2020; 21-46, 2021; 22-13, 2022; 23-23, 2023; 23-35, 2023; 23-52, 2023; and 24-25, 2024; and

WHEREAS, the City of Sand City established a salary schedule for POA employees by Resolution SC-29, 1991 and revised the salary schedule in Resolutions SC 94-08, 1984; 97-66, 1997; 99-51, 1999; 01-61, 2001; 02-53, 2002; 05-49, 2005; 07-99, 2007; 10-75, 2010; 15-46, 2015; 18-87, 2018; 20-86, 2020; 21-46, 2021; 23-26, 2023; and 24-25, 2024.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Sand City does hereby adopt the revised salary schedules attached to this resolution and authorizes the City Manager to take all necessary actions to create a position for a Police Administrative Analyst.

PASSED AND ADOPTED by the City Council of the City of Sand City this ___, day of June, 2024 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

_____
Mary Ann Carbone, Mayor

ATTEST:
DATED: _____

_____
Kerry Lindstrom, City Clerk

2023-2024 General Employees

Range Placement Table

2.5% Between Ranges; 5% Between Steps

Range #	Recommended Title	Pay Period	Step 1	Step 2	Step 3	Step 4	Step 5	Maxium Step 6
36	Maintenance Worker II	Hourly	25.4840	26.7582	28.0961	29.5009	30.9760	32.5248
		Monthly	4,417.23	4,638.09	4,870.00	5,113.50	5,369.17	5,637.63
		Annual	53,006.76	55,657.10	58,439.95	61,361.95	64,430.05	67,651.55
~~39~~	~~Administrative Assistant/ Account and Permit Technician~~	~~Hourly~~	~~26.1360~~	~~27.4428~~	~~28.8149~~	~~30.2557~~	~~31.7685~~	~~33.3569~~
		~~Monthly~~	~~4,530.37~~	~~4,756.89~~	~~4,994.73~~	~~5,244.47~~	~~5,506.69~~	~~5,782.03~~
		~~Annual~~	~~54,364.44~~	~~57,082.66~~	~~59,936.80~~	~~62,933.63~~	~~66,080.32~~	~~69,384.33~~
39	Accounting Technician	Hourly	27.9655	29.3638	30.8320	32.3736	33.9922	35.6919
		Monthly	4,847.35	5,089.72	5,344.21	5,611.42	5,891.99	6,186.59
		Annual	58,168.24	61,076.65	64,130.48	67,337.01	70,703.86	74,239.05
40	Maintenance Worker III	Hourly	27.4760	28.8498	30.2923	31.8069	33.3972	35.0671
		Monthly	4,762.66	5,000.79	5,250.83	5,513.37	5,789.04	6,078.50
		Annual	57,151.92	60,009.52	63,009.99	66,160.49	69,468.52	72,941.94
46	Records Administrative Analyst	Hourly	33.2430	34.9052	36.6504	38.4829	40.4071	42.4274
		Monthly	5,762.13	6,050.24	6,352.75	6,670.39	7,003.91	7,354.10
		Annual	69,145.56	72,602.84	76,232.98	80,044.63	84,046.86	88,249.20
48	Deputy City Clerk	Hourly	34.2730	35.9867	37.7860	39.6753	41.6590	43.7420
		Monthly	5,940.68	6,237.71	6,549.60	6,877.08	7,220.93	7,581.98
		Annual	71,288.16	74,852.57	78,595.20	82,524.96	86,651.20	90,983.76
50	Public Works Manager*	Hourly	42.7010	44.8361	47.0779	49.4317	51.9033	54.4985
		Monthly	7,401.67	7,771.75	8,160.34	8,568.36	8,996.78	9,446.62
		Annual	88,820.04	93,261.04	97,924.09	102,820.30	107,961.31	113,359.38
52	Finance Manager*	Hourly	42.7010	44.8361	47.0779	49.4317	51.9033	54.4985
		Monthly	7,401.67	7,771.75	8,160.34	8,568.36	8,996.78	9,446.62
		Annual	88,820.04	93,261.04	97,924.09	102,820.30	107,961.31	113,359.38
71	Risk Manager/* Human Resources	Hourly	42.7010	44.8361	47.0779	49.4317	51.9033	54.4985
		Monthly	7,401.67	7,771.75	8,160.34	8,568.36	8,996.78	9,446.62
		Annual	88,820.04	93,261.04	97,924.09	102,820.30	107,961.31	113,359.38
54	City Planner*	Hourly	39.7460	41.7333	43.8200	46.0110	48.3115	50.7271
		Monthly	6,889.38	7,233.85	7,595.54	7,975.32	8,374.08	8,792.79
		Annual	82,672.56	86,806.19	91,146.50	95,703.82	100,489.01	105,513.46
57	City Clerk*	Hourly	42.7520	44.8896	47.1341	49.4908	51.9653	54.5636
		Monthly	7,410.50	7,781.03	8,170.08	8,578.58	9,007.51	9,457.88
		Annual	88,926.00	93,372.30	98,040.92	102,942.96	108,090.11	113,494.61
72	Dir. Of Community Dev/* Assistant City Manager	Hourly	68.2440	71.6562	75.2390	79.0010	82.9510	87.0986
		Monthly	11,829.03	12,420.48	13,041.51	13,693.58	14,378.26	15,097.17
		Annual	141,948.36	149,045.78	156,498.07	164,322.97	172,539.12	181,166.07

Employees not on step pla	Pay Period	Rate
City Manager*	Monthly	18,000.00
	Annual	216,000.00
City Attorney*	Monthly	16,032.89
	Annual	192,394.65

*Denotes exempt positions

Amended: Resolution SC - 29, 1991; 94-08, 1994; 97-66, 1997; 99-51, 1999; 01-61, 2001; 02-53, 2002; 05-49, 2005; 07-99, 2007; 10-75, 2010; 15-46, 2015; 18-87, 2018; 18-92, 2018; 20-86, 2020; 21-46, 2021; 22-13, 2022; 23-23, 2023; 23-35, 2023; 23-52, 2023; 24-25, 2024; 24___, 2024 Effective June 18, 2024

2022-2024 Police Officers

Range Placement Table

2.5% Between Ranges; 5% Between Steps

Range #	Recommended Title	Pay Period	Step 1	Step 2	Step 3	Step 4	Step 5	Maxium Step 6
36	Reserves	Hourly	28.72	30.16	31.66	33.25	34.91	36.65
50	Police Officer 1	Hourly	48.5210	50.9471	53.4944	56.1691	58.9776	61.9265
		Monthly	8,410.42	8,830.94	9,272.49	9,736.11	10,222.92	10,734.06
		Annual	100,925.04	105,971.29	111,269.86	116,833.35	122,675.02	128,808.77
56	Police Sergeant	Hourly	56.8160	59.6568	62.6396	65.7716	69.0602	72.5132
		Monthly	9,848.19	10,340.60	10,857.63	11,400.51	11,970.54	12,569.06
		Annual	118,178.28	124,087.19	130,291.55	136,806.13	143,646.44	150,828.76
62	Police Commander	Hourly	65.8890	69.1835	72.6426	76.2748	80.0885	84.0929
		Monthly	11,420.89	11,991.93	12,591.53	13,221.11	13,882.16	14,576.27
		Annual	137,050.68	143,903.21	151,098.37	158,653.29	166,585.96	174,915.26

Amended: Resolution SC - 29, 1991; 94-08, 1994; 97-66, 1997; 99-51, 1999; 01-61, 2001; 02-53, 2002; 05-49, 2005; 07-99, 2007; 10-75, 2010; 15-46, 2015; 18-87, 2018; 18-92, 2018; 20-86, 2020; 21-46, 2021; 23-26, 2023; 24-25,2024; and 24-____ Effective Date: 06/18/2024

Exempt Employees:
Police Chief
Monthly $16,644.54
Annual $199,734.50

AGENDA ITEM
10D.

Approve a Resolution Authorizing the City Manager to Enter Into an Agreement with Motorola Solutions for the Body Worn Camera/In-Car Video System Purchase in an Amount not to Exceed $71,170.00

City of Sand City

STAFF MEMO

TO: Honorable Mayor and City Council
FROM: David Honda, Chief of Police
SUBJECT: Approval authorizing the City Manager to execute the Motorola Solutions Body Worn Camera/In-Car Video Service Agreement
DATE: June 18, 2024

BACKGROUND/DISCUSSION:
In-car Video (ICV) and Body Worn Camera (BWC) systems have become commonplace in modern policing and are standard issued equipment with most California law enforcement agencies. Both systems provide the Sand City Police Department (SCPD) and the public an objective view of officer involved interactions with the public that are essential tools for holding the officers accountable, holding the public accountable, promoting transparency, all of which are important to maintaining trust between the police and the community they serve.

The SCPD currently utilizes an ICV system to monitor vehicle-based enforcement activities and a BWC system to monitor everyday contacts with members of the public. Both systems are provided by Watch Guard, which is a subsidiary of Motorola Solutions, Inc. The BWC system has been in service with the SCPD since it was approved on April 17, 2018 supplementing the in-car system.

As with all electronic equipment, technological advancements occur rapidly, components become obsolete, and servicing capabilities cease to be available. Our current BWC camera system has become outdated with several upgrades introduced since acquiring the system in 2018. The batteries no longer remain charged between calls for service or other public interactions. The existing server is over 7 years old, and the cameras are over 8 years old. Generally, servers should be replaced every 4 to 5 years to avoid a catastrophic failure and moving to a cloud-based system would help rectify this issue.

The current ICV system is still operational and serviceable; however, two new camera systems are needed to outfit the new patrol cars that are currently on standby for equipment built up.

The BWC technological advancements improve police department operational efficiency and outcomes in providing BWC and ICV footage to the District Attorney's Office (DA), the media and to the public as requested. When the DA's Office requests video footage, a SCPD staff member must search the files, download the footage from the server, then upload the footage into a file for the DA's Office to review. The proposed equipment

system upgrade is cloud-based, which allows the DA's Office to access the footage immediately once permissions are granted. Rather than potentially taking days to provide the DA's Office with bodycam footage, SCPD can grant them permission to view the footage online, allowing them to access it immediately. With quick access to digital evidence media (DEM), the adjudication of cases will be improved by dramatically cutting the current wait time. In the event there is an alleged use of excessive force, digital footage of the incident will be immediately accessible, limiting the potential for public protests and a media/social media frenzy.

The use of BWCs and ICVs within SCPD for the past 8 years has had a positive impact on officers and has enhanced their safety. BWC implementation has provided officers with improved awareness, safety procedures, and increased their ability to make ethical decisions. The primary goal is to continue to improve Department relations with the public through transparency and accountability. SCPD hopes to continue building trust in the organization through solid procedures and policies in using, retaining, and expunging DEM. SCPD follows best practices when it comes to recording, when and when not to release DEM to the public considering Freedom of Information Act (FOIA) requirements and individual civil rights, and how to release that evidence when requested.

The department would purchase eight (8) BWC, two (2) in-car cameras, new docking stations, extra batteries, mounting accessories, software, other equipment necessary for the installation and operation of the system. This package is a 5-year subscription that includes cloud storage, access, extended warranty, and accidental damage replacement.

CEQA:
This action does not constitute a "project" as defined by the California Environmental Quality Act (CEQA) guidelines section 15378.

FISCAL IMPACT:
The total cost to the City would be $71,170.00. This includes the upfront cost and a five-year subscription. Upfront costs for hardware, accessories, and implementation, plus the year one subscription fee is $29,698.00. Subscription fees for years two through five would be $10,368.00 annually.

Labor for installation of the in-car cameras and office hardware is estimated to be an additional $4000.00.

The funds to cover the cost of this proposal are included in the approved fiscal year 24-25 budget and would be allocated from the General Fund Capital Outlay account (10-5010-08).

RECOMMENDATION:
It is recommended that the City Council approve the attached Resolution authorizing the City Manager to execute the Motorola Systems BWC and In-Car Video agreement.

ATTACHMENTS:

1. Resolution
2. Motorola Solutions Body Worn Camera/In-car Video Quote and Service Agreement

CITY OF SAND CITY
RESOLUTION SC____ , 2024

RESOLUTION OF THE CITY COUNCIL OF SAND CITY AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH MOTOROLA SOLUTIONS FOR THE BODY WORN CAMERA/IN-CAR VIDEO SYSTEM PURCHASE IN AN AMOUNT NOT TO EXCEED $71,170.00.

WHEREAS, the Sand City Police Department (SCPD) currently utilizes an In-Car Video (ICV) system to monitor vehicle-based enforcement activities and a Body Worn Camera (BWC) system to monitor everyday contacts with members of the public; and

WHEREAS, the use of BWCs and ICVs within SCPD for the past 8 years has had a positive impact on officers and has enhanced their safety and BWC implementation has provided officers with improved awareness, safety procedures, and increased their ability to make ethical decisions; and

WHEREAS, one of SCPD's primary goals is to continue to improve Department relations with the community it serves through transparency and accountability; and

WHEREAS, on April 17, 2018, the City Council approved a resolution approving the purchase and installation of a Body Worn Camera (BWC) system manufactured by Watch Guard, which is a subsidiary of Motorola Solutions, Inc; and

WHEREAS, SCPD's current BWC camera system has become outdated and with all electronic equipment, technological advancements occur rapidly, components become obsolete, and servicing capabilities cease to be available; and

WHEREAS, the existing SCPD server is over 7 years old and the cameras are over 8 years old and aging servers should be replaced every 4 to 5 years to avoid a catastrophic failure and moving to a cloud-based system would help rectify this concern.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Sand City hereby authorizes the City Manager to enter into an agreement with Motorola Solutions Body Worn Camera/In-Car Video system purchase and video as a service subscription in an amount not to exceed $71,170.00 and in substantially the same form as that attached as Exhibit A subject to review and approval by the City Attorney.

PASSED AND ADOPTED, at a regular meeting of the City Council of the City of Sand City, this 18th, day of June 2024 by the following votes:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

Mary Ann Carbone, Mayor

ATTEST:

Kerry Lindstrom, City Clerk

MOTOROLA SOLUTIONS

QUOTE-2645900

05/20/2024

SAND POLICE DEPT, CITY OF
1 PENDERGRASS WAY
xxx
SAND CITY, CA 93955

Dear David Honda,

Motorola Solutions is pleased to present SAND POLICE DEPT, CITY OF with this quote for quality communications equipment and services. The development of this quote provided us the opportunity to evaluate your requirements and propose a solution to best fulfill your communications needs.

This information is provided to assist you in your evaluation process. Our goal is to provide SAND POLICE DEPT, CITY OF with the best products and services available in the communications industry. Please direct any questions to Colin Watts at Colin.Watts@motorolasolutions.com.

We thank you for the opportunity to provide you with premier communications and look forward to your review and feedback regarding this quote.

Sincerely,

Colin Watts

MOTOROLA SOLUTIONS

QUOTE-2645900

Billing Address:
SAND POLICE DEPT, CITY OF
1 PENDERGRASS WAY
xxx
SAND CITY, CA 93955
US

Quote Date:05/20/2024
Expiration Date:08/18/2024
Quote Created By:
Colin Watts
Colin.Watts@
motorolasolutions.com

End Customer:
SAND POLICE DEPT, CITY OF
David Honda

Summary:

Any sales transaction resulting from Motorola's quote is based on and subject to the applicable Motorola Standard Terms and Conditions, notwithstanding terms and conditions on purchase orders or other Customer ordering documents. Motorola Standard Terms and Conditions are found at www.motorolasolutions.com/product-terms.

Line #	Item Number	Description	Qty	Term	List Price	Sale Price	Ext. Sale Price	Refresh Duration
	Video as a Service							
1	AAS-M5-BWC-5YR	M500 IN-CAR SYSTEM WITH BODY WORN CAMERA AND VIDEO MANAGER EL CLOUD - 5 YEARS VIDEO-AS-A-SERVICE*	2	5 YEAR	$13,500.00	$13,500.00	$27,000.00	
2	PSV00S03898A	ON-SITE DEPLOYMENT, CONFIGURATION AND PROJECT MANAGEMENT	1		$20,000.00	$16,000.00	$16,000.00	
3	WGW00166-100	EL4 TO VIDEOMANAGER EL DATA MIGRATION SERVICE, PER TB OF DATA	2		$1,406.25	$1,125.00	$2,250.00	
4	SSV00S01450B	LEARNER LXP SUBSCRIPTION*	10	5 YEAR	$0.00	$0.00	$0.00	
5	WGC02001-VAAS	VIDEOMANAGER EL CLOUD, ANNUAL UNLIMITED STORAGE PER BODY WORN CAMERA VAAS*	2	5 YEAR	Included	Included	Included	

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.
Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

Line #	Item Number	Description	Qty	Term	List Price	Sale Price	Ext. Sale Price	Refresh Duration
6	WGC02002-VAAS	VIDEOMANAGER EL CLOUD, ANNUAL UNLIMITED STORAGE PER IN-CAR VIDEO SYSTEM WITH 2 CAMERAS VAAS*	2	5 YEAR	Included	Included	Included	
7	WGB-0741A	V700 BODY WORN CAMERA FIRSTNET READY	2		Included	Included	Included	3 YEAR
8	LSV07S03512A	ESSENTIAL SERVICE WITH ACCIDENTAL DAMAGE AND ADVANCED REPLACEMENT	2	5 YEAR	Included	Included	Included	
9	SWV07S03593A	SOFTWARE ENHANCEMENTS	2	5 YEAR	Included	Included	Included	
10	WGP02798-KIT	V700 MAGNETIC MOUNT WITH BWC BOX	2		Included	Included	Included	
11	WGB-0703A	M500 ICV SYSTEM, V300 WIFI DOCK, SPS*	2		Included	Included	Included	
12	WGW00502	M500 EXTENDED WARRANTY	2	5 YEAR	Included	Included	Included	
13	WGB-0189A	MTIK CONF KIT,802.11AC,M500POE, 5GHZANT	2		Included	Included	Included	
14	WGP01394-001	CBL, WIFI VHCL ANT MNT, NMO, 17'L	2		Included	Included	Included	
15	WGP02950	V700 BATTERY, 3.8V, 4180MAH, REMOVABLE	2		$137.50	$110.00	$220.00	
16	WGP01566-350	ACCESS POINT, MIKROTIK, 802.11AC, 5GHZ	1		$250.00	$200.00	$200.00	
	Video as a Service							
17	AAS-BWC-5YR-001	BODY WORN CAMERA AND VIDEO MANAGER EL CLOUD - 5 YEARS VIDEO-AS-A-SERVICE	6	5 YEAR	$4,140.00	$4,140.00	$24,840.00	

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Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

Line #	Item Number	Description	Qty	Term	List Price	Sale Price	Ext. Sale Price	Refresh Duration
18	WGC02001-VAAS	VIDEOMANAGER EL CLOUD, ANNUAL UNLIMITED STORAGE PER BODY WORN CAMERA VAAS*	6	5 YEAR	Included	Included	Included	
19	WGB-0741A	V700 BODY WORN CAMERA FIRSTNET READY	6		Included	Included	Included	3 YEAR
20	LSV07S03512A	ESSENTIAL SERVICE WITH ACCIDENTAL DAMAGE AND ADVANCED REPLACEMENT	6	5 YEAR	Included	Included	Included	
21	SWV07S03593A	SOFTWARE ENHANCEMENTS	6	5 YEAR	Included	Included	Included	
22	WGP02798-KIT	V700 MAGNETIC MOUNT WITH BWC BOX	6		Included	Included	Included	
23	WGP02950	V700 BATTERY, 3.8V, 4180MAH, REMOVABLE	6		$137.50	$110.00	$660.00	

Grand Total $71,170.00(USD)

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.

Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 – #: 36-1115800

Pricing Summary

		Payment Term		Upfront Sale Price
Upfront Costs*				
				$19,330.00
Upfront Subscription Fee				
	Video as a Service	Annually		$10,368.00
Sub Total:				**$29,698.00**

		Payment Term	Sale Price	Annual Sale Price
Year 2 Subscription Fee				
	Video as a Service	Annually	$10,368.00	$10,368.00
Year 3 Subscription Fee				
	Video as a Service	Annually	$10,368.00	$10,368.00
Year 4 Subscription Fee				
	Video as a Service	Annually	$10,368.00	$10,368.00
Year 5 Subscription Fee				
	Video as a Service	Annually	$10,368.00	$10,368.00
Sub Total:				**$41,472.00**
Grand Total System Price (Inclusive of Upfront and Annual Costs)				**$71,170.00**

**Upfront costs include the cost of Hardware, Accessories and Implementation, where applicable.*

Notes:

- The Pricing Summary is a breakdown of costs and does not reflect the frequency at which you will be invoiced.
- Additional information is required for one or more items on the quote for an order.
- Unless otherwise noted, this quote excludes sales tax or other applicable taxes (such as Goods and Services Tax, sales tax, Value Added Tax and other taxes of a similar nature). Any tax the customer is subject to will be added to invoices.
- Unless otherwise noted in this quote / order, installation of equipment is not included.

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Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

VIDEO-AS-A-SERVICE OVERVIEW

Video-as-a-Service (VaaS) is a subscription-based solution that provides agencies with Motorola's industry-leading evidence collection and management tools. VaaS includes access to high definition camera systems and the VideoManager EL Cloud evidence management platform.

VideoManager EL Cloud automates data maintenance and facilitates administration of your department's devices in a Government cloud-based storage solution. Agencies can capture, record, store, and efficiently manage all evidentiary data with VideoManager.

In addition, the VaaS solution can be expanded with CommandCentral Evidence to provide a single, streamlined workflow in the industry's only end-to-end digital evidence management ecosystem.

When combined into a single solution, these tools enable officers in the field to easily capture, record, and upload evidence, as well as efficiently manage and share that evidentiary data. Because Video-as-a-Service requires no up-front purchase of equipment or software, it provides a simple way to quickly deploy and begin using a complete camera and evidence management solution for a per device charge, billed quarterly.

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MOTOROLA SOLUTIONS

VIDEOMANAGER EL CLOUD SOLUTION DESCRIPTION

VideoManager EL Cloud simplifies evidence management, automates data maintenance, and facilitates management of your department's devices, all in a cloud-based, off-premises storage solution.

It is compatible with V300 and VISTA body-worn cameras, as well as M500 and 4RE in-car video systems, enabling you to upload video evidence quickly and securely. It also allows live-streaming capabilities through the optional SmartControl and SmartConnect applications.

VIDEO EVIDENCE MANAGEMENT

Using VideoManager EL Cloud delivers benefits to all aspects of video evidence management. From streamlining the evidence review process to automatically maintaining your stored data, VideoManager EL Cloud makes evidence management as efficient as possible. With VideoManager EL Cloud, you minimize the amount of time spent manually managing evidence, allowing your team to spend more time in the field.

Simplified Evidence Review

VideoManager EL Cloud makes evidence review easier by allowing users to upload evidence into cloud storage from their in-field devices. When evidence is uploaded, important information is sorted, which groups relevant evidence together. This information includes a recording's date and time, device used to capture, event ID, officer name, and event type. This allows you to view recordings of an incident that were taken from several devices simultaneously, eliminating the task of reviewing irrelevant footage during review.

Its built-in media player includes a visual display of incident data, allowing you to tag moments of interest, such as when lights, sirens, or brakes were activated during the event timeline.

Other relevant files, such as PDFs, spreadsheets, reports, third-party videos, audio recordings, pictures, and drawings, can also be grouped together and stored under a specific case entry, allowing all pertinent information to be stored together in VideoManager EL.

Easy Evidence Sharing

VideoManager EL Cloud allows you to easily share information in the evidence review or judiciary sharing process by exporting evidence data as MP4 files.

You can also find relevant evidence data using audit log filters, including criteria such as import, export, playback, download, share, and modify dates.

Automatic Data Maintenance

VideoManager EL Cloud lets you automatically organize the evidence data you store, allowing you to save time that would be spent manually managing it. It can schedule the automatic movement or purging of events on a daily, weekly, or monthly basis, based on how the user wants to configure the system.

Security groups and permissions are easily set-up in VideoManager EL Cloud, allowing you to grant individuals access to evidence on an as-needed basis.

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Integration with In-Car and Body-Worn Cameras

Officers on the road are able to automatically upload encrypted video from in-car systems and body cameras. This eliminates the need for trips to and from the station solely for uploading data into the system.

Video and audio captured by the M500, V300, 4RE and VISTA camera systems are automatically linked in VideoManager EL Cloud based on time and location. You can then utilize synchronized playback and export of video and audio from multiple devices in the same recording group, where video and audio streams can be matched together.

Optional Live Video Streaming

VideoManager EL Cloud integrates with SmartControl, an optional mobile application for Android or iOS that allows officers to complete evidence review work normally completed at their desk from their smartphone.

SmartControl also allows officers to categorize recordings using event tags, stream live video from, and change camera settings, such as adjusting field of view, brightness, and audio levels.

SmartConnect, an optional smartphone application, provides VISTA body-worn camera users with immediate in-field access to their body cameras. SmartConnect includes the ability to pair with VISTA cameras, adjust officer preferences, categorize recordings with incident IDs and case numbers, and play back recordings.

DEVICE MANAGEMENT

Agencies using VideoManager EL Cloud are able to assign users to devices, track them, and streamline shift changes. You can easily manage, configure, update firmware, and deploy in-car and body-worn cameras. Individual preference settings can be configured based on user profiles, allowing quick device transactions within a pooled device system. VideoManager EL Cloud also tracks devices and enables them to be quickly exchanged between officers during shift changes. This minimizes the amount of devices needed for your fleet.

Device Tracking

You can easily manage, configure, and deploy their in-car and body-worn cameras in VideoManager EL Cloud. Devices can be assigned to personnel within VideoManager EL Cloud and tracked, helping agencies keep track of which users have specific devices.

Faster Shift Changes

VideoManager EL Cloud's Rapid Checkout Kiosk feature allows agencies to take advantage of a pooled camera system to utilize fewer cameras. Rapid Checkout Kiosk feature allows agencies using a pooled camera system to use fewer cameras. Cameras can be checked out at the start of a shift using an easy-to-use interface. At the end of the shift, the camera can be returned to its dock, where the video is automatically uploaded and the camera is made ready to be checked out and used for the next shift.

Devices can also be configured to remember individual preference settings for each user, including volume level, screen brightness and camera aim. These settings are applied whenever a device is assigned to a specific officer. A variety of settings within VideoManager EL Cloud also enable you to configure devices to operate in alignment with your agency's policies and procedures.

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1 V700 Body-Worn Camera Solution Description

The V700 body-worn camera captures clear video and audio of every encounter from the user's perspective. Its continuous- operation capabilities allow constant recording, helping the user to capture every detail of each situation and create a reliable library of evidence for case-building and review. The V700 can stream live video and report real time GPS location through a built-in LTE modem, directly to the suite of CommandCentral applications.

The V700 is easy to operate, with four control buttons. Its innate Record-After-the-Fact® (RATF) technology enables the device to capture important video evidence that can be retrieved hours or days after an incident occurs, even if a recording is not triggered by the user or sensor. With RATF, officers can prioritize response to immediate threats versus manually activating their camera.

1.1. Key Features of the V700

- **Detachable Battery** – The V700's detachable battery allows officers to switch to a fully-charged battery if their shift goes longer than expected. Since the battery charges without being attached to the V700, the battery is kept fully charged in the dock ready for use. This feature is especially helpful for agencies that share body-worn cameras with multiple officers.
- **Wireless Uploading** – Recordings made by the V700 are uploaded to the agency's evidence management system via LTE. Upload over WiFi will be available soon. This enables easy transfer of critical recordings to headquarters for immediate review or long-term storage.
- **Real-time Location and Video Streaming** – With built-in LTE connectivity, the V700 paired with CommandCentral Aware will send location updates and stream live video to a dispatch center or Real Time Crime Center (RTCC) giving the agency a complete and accurate view of their officers for better coordination and quicker response times.
- **LTE Service Ready** – The V700 is approved for use on Verizon and FirstNet networks in the U.S. and Bell Mobility in Canada. The V700 will ship with a pre-installed SIM from both carriers, ready for service activation upon arrival with a data plan that best suits the agency's needs. LTE service activation would be on the agency's carrier account. Motorola Solutions does not provide LTE service for the V700 camera.
- **Data Encryption** – The V700 uses FIPS-140-2 compliant encryption at-rest and in-transit. This ensures recordings made by the agency's officers are secure from unauthorized access.
- **Record-After-The-Fact®** – Our patented Record-After-the-Fact® technology captures footage even when the recording function is not engaged. The camera user or admin can request video footage from a specific point in the past to be uploaded to the evidence management system, hours or even days after the event occurred.
- **Natural Field of View** – The V700 eliminates the fisheye effect from wide-angle lenses that warps video footage. Distortion correction ensures a clear and complete evidence review process. The V700's high quality, low light sensor captures an accurate depiction of recorded events, even in challenging lighting conditions.
- **SmartControl Application** – To maximize efficiency in the field, the Motorola Solutions SmartControl app enables V700 users to preview video recordings, add or edit tags, change camera settings and view live video from the camera. The app is available for both iOS and Android phones.
- **In-Field Tagging** – The V700 enables easy in-field event tagging. It allows officers to view event tags and save them to the appropriate category directly from the body-worn camera or via the SmartControl app.
- **Auto Activation** – The V700 body-worn camera(s) paired with an M500 or 4RE in-car video system(s) can form a recording group, which automatically starts recording when one of the devices begins to

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record. Each device can be configured to initiate a group recording using triggers like lights, sirens, doors, gun racks, and other auxiliary inputs. Up to eight V700s can form a recording group and collaborate on recordings, without a corresponding in-car video system, using similar triggers. Group recordings are uploaded and automatically linked to the evidence management system as part of one event.

1.2. V700 and In-Car Video Integration

The V700 integrates seamlessly with the M500 or 4RE in-car video systems, capturing video of an incident from multiple vantage points. This integration includes the following features:

- **Distributed Multi-Peer Recording** – Multiple V700 body-worn cameras and in-car video systems can form a recording group and based on the configuration, automatically start recording when one of the devices begins to record. Group recordings are uploaded and automatically linked to the evidence management system as part of one incident.
- **Automatic Tag Pairing** – Recordings captured by integrated V700 body-worn cameras and in-car video systems can be uploaded to the evidence management system with the same tags. From the in-car video system's display, videos can be saved under the appropriate tag category. The tag is then automatically shared with the V700 video and uploaded as part of one incident along with the officer's name.
- **Evidence Management Software** – When V700 body-worn cameras and in-car video systems record the same incident, the Motorola Solutions evidence management software automatically links those recordings based on officer name, date, and time overlap.
- **Additional Audio Source** – The V700 can serve as an additional audio source when integrated with the in-car video system. The V700 also provides an additional view of the incident and inherits the event properties of the in-car video system's record, such as officer name, event category, and more, based on configuration.

1.3. V700 and APX Radio Integration

Motorola Solutions' APX two-way radios can pair with V700 body-worn cameras to automate video capture through Bluetooth. When the APX's emergency mode button is pressed, or the ManDown feature is activated, the V700 is triggered to start recording immediately. The recording will continue until manually stopped by the officer via the start/stop button on the V700 or group in-car video system.

1.4. Holster Aware™ Integration

The V700 integrates with a Holster Aware™ sensor through Bluetooth. If configured, the sensor automatically prompts the V700 to record the moment the holstered equipment is drawn. The holster sensor information is stored with the V700 user profile and uploaded to the evidence management system. If the user is assigned to a different camera, the hoster sensor information will be applied to the new camera. The holster sensor allows officers to record high-stress events as they unfold, without having to sacrifice situational awareness by manually activating the V700.

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1.5. Docking Stations

The V700 has three docking options:

Transfer Station – The Transfer Station is built for large, multi-location agencies with large numbers of V700 cameras in service at any given time. It can charge up to eight fully assembled body-worn cameras or individual batteries. The eight docking slots include an LED indication of a battery charging and upload status. While the V700 charges, the Transfer Station can automatically offload recordings from the camera to the evidence management system via an integrated 2.5Gb switch. The Transfer Station connects directly to the LAN for fast offload of recorded events to storage, while charging the body-worn camera battery. The Transfer Station supports comprehensive device management capabilities, such as camera configuration, checkout and officer assignment options; rapid checkout, kiosk, and individual camera checkout; automatic firmware and configuration updates.

USB Base – The USB Base charges the battery of a single V700 or standalone battery pack. The USB Base can be mounted in a vehicle or attached to a desktop or Mobile Data Computer with 12V or USB connection for power. The USB Base has LED indications for battery charging status and upload, and an ambient light sensor for optimal LED brightness control from bright sunlight to the dim interior of a patrol car. When connected to a laptop or desktop computer, the USB Base can be used to upload recordings to the evidence management system, as well as, receive firmware and configuration updates.

Wi-Fi Base – The Wi-Fi Base is mounted in a vehicle. It facilitates V700 upload of video evidence to the evidence management system, firmware updates, communication between V700 and in-car video system group devices and charges fully assembled V700s or individual battery packs. It has LED indications of battery charging status and upload, and an ambient light sensor for optimal LED brightness control, from bright sunlight to the dim interior of a patrol car.

1.6. Mounting Solutions

V700 is compatible with the entire line of V300 mounting solutions as depicted below.

WGP02798	WGA00669	WGA00668	WGP02697	WGP03088	WGP03085
Magnetic Center Shirt Mount	Tek-Lok Belt Mount	Molle Locking Mount	Shirt Clip	Heavy Jacket Clip	Heavy Jacket Magnetic Mount

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M500 In-Car Video System

Solution Description

The M500 In-Car Video System is the first AI-enabled in-car video solution for law enforcement. It combines Motorola's powerful camera technology with our industry-leading digital evidence management software, VideoManager, to deliver high-quality digital evidence and real-time analytics.

The M500 offers the following benefits:

- Delivers exceptionally clear, evidence-grade video, from inside and outside the vehicle

  The M500 has three high-definition cameras, mounted on the front and rear windshield and in the cabin. The front camera has a 4K sensor, with an ultra high-definition recording resolution that captures both wide-angle and focused video streams. The cabin camera's infrared illumination allows backseat recording in total darkness, and a built-in microphone captures audio in the vehicle during recording.

- Works reliably, even in challenging situations

  The cameras and processor are small, rugged devices, easily and securely installed where they do not hinder any line of sight. They are tamper proof and built to withstand significant impact and severe weather conditions. Even if a vehicle is in a serious collision, the Uninterruptible Power Supply automatically kicks in to continue capturing evidence for those critical extra seconds.

- Protects video data, whether in transit or at rest

  The powerful core processor, with a 1 terabyte drive, securely stores all video footage, encrypting the data to prevent cyber threats.

- Provides users a reliable, easy-to-learn system

  Ease of use is at the heart of the M500. The interface is highly intuitive, and any feature can be accessed with no more than three touches of the control panel. Users can start a recording manually or program sensors to activate a recording when triggered – such as a siren, blue lights, vehicle speed, crash detection, wireless microphones, and more. After the recording starts and is categorized, everything is automated, including the uploading of footage to the system's evidence management software, VideoManager. There, recordings are easily managed, redacted, organized, and shared with all authorized parties, including first responders, fleet managers, investigative officers, supervisors, prosecutors, and legal teams.

- Increases efficiency

  The system's software makes it easy to search and analyze video footage, which can save countless hours for users and minimize human error.

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- Promotes trust

  By providing a clear record of incidents that occur while officers are on duty, the M500 promotes trust between public safety agents and the communities they serve.

- Integrates seamlessly with other Motorola technologies

  The M500 offers additional benefits when working in conjunction with Motorola's V700 Body-Worn Camera or L5M License Plate Recognition camera and VehicleManager.

  When used with the V700, the M500 in-car video system triggers the V700 to record at the same time. Officers can focus on the situation at hand, while the cameras – working together as a seamless system – capture synchronized recording from multiple vantage points. The footage is uploaded to and can be reviewed on the same system.

  When used with the L5M, both the LPR camera and the M500 feed their collected license plate data into Vigilant VehicleManager and display the information on a single interface. Working together, the systems increase coverage while maintaining ease of use through a shared user interface and database.

  The M500 is a reliable and comprehensive mobile video solution that will enhance safety, promote accountability, and improve efficiency. It ensures that you always have the critical information needed for smarter, faster decisions to help keep officers and the communities they serve safe.

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MOBILE VIDEO PRODUCTS NEW SYSTEM STATEMENT OF WORK

OVERVIEW

This Statement of Work (SOW) outlines the responsibilities of Motorola Solutions, Inc. (Motorola) and the Customer for the implementation of body-worn camera(s) and/or in-car video system(s) and your digital evidence management solution. For the purpose of this SOW, the term "Motorola" may refer to our affiliates, subcontractors, or certified third-party partners. A third-party partner(s) (Motorola-certified installer) will work on Motorola's behalf to install your in-car video system(s) (if applicable).

This SOW addresses the responsibilities of Motorola and the Customer that are relevant to the implementation of the hardware and software components listed in the Solutions Description. Any changes or deviations from this SOW must be mutually agreed upon by Motorola and the Customer and will be addressed in accordance with the change provisions of the Contract. The Customer acknowledges any changes or deviations from this SOW may incur additional cost.

Motorola and the Customer will work to complete their respective responsibilities in accordance with the Project Schedule. Any changes to the Project Schedule must be mutually agreed upon by both parties in accordance with the change provisions of the Contract.

Unless specifically stated, Motorola will perform the work remotely. The Customer will provide Motorola personnel with access to their network and facilities so Motorola is able to fulfill its obligations. All work will be performed during normal business hours based on the Customer's time zone (Monday through Friday from 8:00 a.m. to 5:00 p.m.).

The number and type of software subscription licenses, products, or services provided by Motorola are specifically listed in the Contract and referenced in the SOW. Services provided under this SOW are governed by the mutually executed Contract between the parties, or Motorola's Master Customer Agreement and applicable addenda ("Contract").

AWARD, ADMINISTRATION, AND PROJECT INITIATION

Project Initiation and Planning will begin following the execution of the Contract between Motorola and the Customer. At the conclusion of Project Planning, Motorola's Project Manager (PM) will begin status meetings and provide status reports on a regular cadence with the Customer's PM. The status report will provide a summary of activities completed, activities planned, progress against the project schedule, items of concern requiring attention, as well as, potential project risks and agreed upon mitigation actions.

Motorola utilizes Google Meet as its teleconference tool. If the Customer desires to use an alternative teleconferencing tool, any costs incurred from the use of this alternate teleconferencing tool will be the responsibility of the Customer.

FBI-CJIS SECURITY POLICY – CRIMINAL JUSTICE INFORMATION

CJIS Security Policy Compliance

Motorola does not believe our Mobile Video offerings (i.e. in-car/body-worn cameras) require compliance with the FBI-CJIS Security Policy (CJISSECPOL) based on the definition in Section 4 of CJISSECPOL and how the FBI-CJIS defines Criminal Justice Information. However, Motorola does design its products with the CJISSECPOL

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security controls as a guide. Motorola's Mobile Video system design and features support best practice security controls and policy compliance. In the event of a CJIS technical audit request, Motorola will support the Customer throughout this process.

Personnel Security – Background Screening

Motorola will assist the Customer with completing the CJIS Security Policy Section 5.12 Personnel Security related to authorized personnel background screening when requested to do so by the Customer. Based on Section 5.12, a Motorola employee is defined as someone who is required to be on the Customer's property with unescorted access. Motorola employees will also have access to the Customer's network(s) and stored information. Motorola has remote access tools to support virtual escorted access to on-premises customer assets.

Additionally, Motorola performs independent criminal background investigations including name based background checks, credential and educational vetting, credit checks, U.S. citizen and authorized worker identity verification on its employees.

Motorola will support the Customer in the event of a CJIS audit request to validate employees assigned to the project requiring CJIS Section 5.12 Personnel Security screening and determine whether this list is up to date and accurate. Motorola will notify the Customer within 24 hours or next business day of a personnel status change.

Security Awareness Training

Motorola requires all employees who will support the Customer to undergo Level 3 Security Awareness Training provided by Peak Performance and their CJIS online training platform. If the Customer does not have access to these records, Motorola can facilitate proof of completion. If the Customer requires additional and/or separate training, Motorola will work with the Customer to accommodate this request at an additional cost.

CJIS Security Addendum

Motorola requires all employees directly supporting the Customer to sign the CJIS Security Addendum if required to do so by the Customer.

Third Party Installer

The Motorola-certified third party installer will work independently with the Customer to complete the Section 5.12 Personnel Security checks, complete Security Awareness Training and execute the CJIS Security Addendum.

COMPLETION CRITERIA

The project is considered complete once Motorola has completed all responsibilities listed in this SOW. The Customer's task completion will occur based on the Project Schedule to ensure Motorola is able to complete all tasks without delays. Motorola will not be held liable for project delays due to incomplete Customer tasks.

The Customer must provide Motorola with written notification if they do not accept the completion of Motorola responsibilities. Written notification must be provided to Motorola within ten (10) business days of task completion. The project will be deemed accepted if no written notification is received within ten (10) business days.

In the absence of written notification for non-acceptance, beneficial use will occur thirty (30) days after functional demonstration of the system.

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SUBSCRIPTION SERVICE PERIOD

If the contracted system includes a subscription, the subscription service period will begin upon the Customer's receipt of credentials for access. The provision and use of the subscription service is governed by the Contract.

PROJECT ROLES AND RESPONSIBILITIES OVERVIEW

Motorola Project Roles and Responsibilities

The Motorola Project Team will be assigned to the project under the direction of the Motorola PM. Each team member will be engaged in different phases of the project as necessary. Some team members will be multi-disciplinary and may fulfill more than one role.

In order to maximize effectiveness, the Motorola Project Team will provide various services remotely by teleconference, web-conference, or other remote method in order to fulfill our commitments as outlined in this SOW.

Our experience has shown customers who take an active role in the operational and educational process of their system realize user adoption sooner and achieve higher levels of success with system operation. The subsections below provide an overview of each Motorola Project Team Member.

Project Manager (PM)

The PM will be the principal business representative and point of contact for Motorola. The PM's responsibilities may include but are not limited to:

- Manage Motorola responsibilities related to the delivery of the project.
- Maintain the Project Schedule, and manage assigned Motorola personnel, subcontractors, and suppliers as applicable.
- Coordinate schedules of assigned Motorola personnel, subcontractors, and suppliers as applicable.
- Conduct equipment inventory if applicable.
- Maintain project communications with the Customer.
- Identify and manage project risks.
- Coordinate collaboration of Customer resources to minimize project delays.
- Evaluate project status against Project Schedule.
- Conduct status meetings on mutually agreed upon dates to discuss project status.
- Provide timely responses to Customer inquiries and issues related to project progress.
- Conduct daily status calls with the Customer during Go-Live.

Post Sales Engineer

The Post Sales Engineer will work with the Customer's Project Team on:

- Discovery validation.
- System provisioning.
- Covers the IT portion of the Project Kickoff Call with the Customer.
- Contracted data migration between two disparate digital evidence management systems (if applicable).

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System Technologist (ST)

The ST will work with the Customer's Project Team on:

- Configure Customer's digital evidence management system.
- Inspect installation and configure hardware devices.
- Provide instructions to the Customer on how to configure the hardware.
- Review Deployment Checklist with the Customer.
- Develop and submit a Trip Report.
- Update Customer IP Map.

Professional Services Engineer (if applicable)

The Professional Services Engineer is engaged on projects that include integration between Motorola's digital evidence management system and the Customer's third-party software application. Their responsibilities include:

- Delivery of the interface between Motorola's digital evidence management system and the Customer's third-party software (e.g. CAD).
- Work with the Customer to access required systems/data.

Application Specialist (if applicable)

The Application Specialist will work with the Customer Project Team on system provisioning and education. The Application Specialist's responsibilities include but are not limited to:

- Deliver provisioning education and guidance to the Customer for operating and maintaining their system.
- Provide product education as defined by this SOW and described in the Education Plan.
- Provide on-site training based on the products the Customer purchased.

Technical Trainer / Instructor

The Technical Trainer / Instructor provides training on-site or remote depending on the training topic and deployment services purchased.

Motorola-Certified Installer

The Motorola-certified installer is primarily responsible for installing in-car video systems (ICVs) into Customer vehicles. There are specific requirements the 3rd party partner must meet in order to be considered a Motorola-certified installer, and they include the following:

- **Required Training**
  - WTG0501 - M500 Vehicle Installation Certification (Remote) or WTG0503 - M500 Vehicle Installation Certification (Live)
    - Needs to be renewed yearly.
    - Needs to be submitted to the PM by the technician completing the installation no less than thirty (30) days prior to the installation.
  - Review of any previous Motorola Solutions Technical Notifications (MTNs).
- **Optional Training**
  - WGD00186 - M500 Installation Overview and Quick Start (NA)
    - Not required for installation. Available for the installing technician.
  - WGD00177 - M500 In-Car Video System Installation Guide
    - Not required for installation. Available for the installing technician.
  - MN010272A01 - M500 In-Car Video System Basic Service Manual

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- Not required for installation. Available for the installing technician.

Other responsibilities the Motorola-certified installer may be involved in include the installation of cellular routers or Access Points. These activities will only be completed by Motorola if Motorola quotes these services; otherwise, the completion of these services are solely the responsibility of the Customer.

Customer Support Services Team

The Customer Support Services Team will provide on-going support to the Customer following Go-Live and final acceptance of the project.

Customer Project Roles and Responsibilities

Motorola has defined key resources that are critical to this project and must participate in all the activities defined in this SOW. During the Project Planning phase, the Customer will be required to provide names and contact information for the roles listed below. It is critical that these resources are empowered to make decisions based on the Customer's operational and administration needs. The Customer Project Team will be engaged from Project Initiation through Beneficial Use of the system. In the event the Customer is unable to provide the resources identified in this section, Motorola may be able to supplement these resources at an additional cost.

Project Manager

The PM will act as the primary point of contact for the duration of the project. In the event the project involves multiple locations, Motorola will work exclusively with the Customer's primary PM. The PM's responsibilities will include, but are not limited to:

- Communicate and coordinate with other project participants.
- Manage the Customer Project Team including subcontractors and third-party vendors. This includes timely facilitation of tasks and activities.
- Maintain project communications with the Motorola PM.
- Identify tasks required of Customer staff that are outlined in this SOW and the Project Schedule.
- Consolidate all project inquiries from Customer staff to present to Motorola PM.
- Approve a deployment date offered by Motorola.
- Review Project Schedule with the Motorola PM and finalize tasks, dates, and responsibilities.
- Measure and evaluate progress against the Project Schedule.
- Monitor project to ensure resources are available as required.
- Attend status meetings.
- Provide timely responses to issues related to project progress.
- Liaise and coordinate with other agencies, Customer vendors, contractors, and common carriers.
- Review and administer change control procedures, hardware and software certification, and all related project tasks required to meet the deployment date.
- Ensure Customer vendors' readiness ahead of the deployment date.
- Assign one or more personnel to work with Motorola staff as needed for the duration of the project, including one or more representatives from the IT department.
- Identify a resource with authority to formally acknowledge and approve milestone recognition certificates, as well as, approve and release payments in a timely manner.
- Provide Motorola personnel with access to all Customer facilities where system equipment is to be installed. Temporary identification cards are to be issued to Motorola personnel, if required for access.
- Ensure remote network connectivity and access for Motorola resources.

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- Assume responsibility for all fees pertaining to licenses, inspections and any delays associated with inspections due to required permits as applicable to this project.
- Provide reasonable care to prevent equipment exposure from contaminants that may cause damage to the equipment or interruption of service.
- Ensure a safe working environment for Motorola personnel.
- Identify and manage project risks.
- Provide signature(s) of Motorola-provided milestone recognition certificate(s) within ten (10) business days of receipt.

IT Support

IT Support manages the technical efforts and ongoing activities of the Customer's system. IT Support will be responsible for managing Customer provisioning and providing Motorola with the required information for LAN, WAN, server and client infrastructure.

The IT Support Team responsibilities include but are not limited to:

- Participate in delivery and training activities to understand the software and functionality of the system.
- Participate with Customer Subject Matter Experts (SMEs) during the provisioning process and associated training.
- Authorize global provisioning decisions and be the Point of Contact (POC) for reporting and verifying problems.
- Maintain provisioning.
- Implement changes to Customer infrastructure in support of the proposed system.

Video Management Point of Contact (POC)

The Video Manager POC will educate users on digital media policy, participate in Discovery tasks, and complete the Video Management Administration training. The Customer is responsible for its own creation and enforcement of media protection policies and procedures for any digital media created, extracted, or downloaded from the digital evidence management system.

Subject Matter Experts (SMEs)

SMEs are a core group of users involved with the analysis, training and provisioning process, including making decisions on global provisioning. The SMEs should be experienced users in their own respective field (evidence, dispatch, patrol, etc.) and should be empowered by the Customer to make decisions based on provisioning, workflows, and department policies related to the proposed system.

Training POC

The Training POC will act as the course facilitator and is considered the Customer's educational monitor. The Training POC will work with Motorola when policy and procedural questions arise. They will be responsible for developing any agency specific training material(s) and configuring new users on the Motorola Learning eXperience Portal (LXP) system. This role will serve as the first line of support during Go-Live for the Customer's end users.

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General Customer Responsibilities (if applicable)

In addition to the Customer responsibilities listed above, the Customer is responsible for the following:

- All Customer-provided equipment, including third-party hardware and software needed for the proposed system but not listed as a Motorola deliverable. Examples include end user workstations, network equipment, etc.
- Configure, test, and maintain third-party system(s) that will interface with the proposed system.
- Establish an Application Programming Interface (API) for applicable third-party system(s) and provide documentation that describes the integration to the Motorola system.
- Coordinate and facilitate communication between Motorola and Customer third-party vendor(s) as required.
- Motorola-certified installers must be certified through LXP for remote or in person installation training. The Customer is responsible for work performed by non-certified installers.
- Upgrades to Customer's existing system(s) in order to support the proposed system.
- Mitigate the impact of upgrading Customer third-party system(s) that will integrate with the proposed system. Motorola strongly recommends working with the Motorola Project Team to understand the impact of such upgrades prior to taking action.
- Active participation of Customer SMEs during the course of the project.
- Electronic versions of any documentation associated with business processes identified.
- Providing a facility with the required computer and audio-visual equipment for training and work sessions.
- Ability to participate in remote project meetings using Google Meet or a mutually agreed upon Customer-provided remote conferencing tool.

Motorola is not responsible for any delays that arise from Customer's failure to perform the responsibilities outlined in this SOW or delays caused by Customer's third-party vendor(s) or subcontractor(s).

NETWORK AND HARDWARE REQUIREMENTS

The following requirements must be met by the Customer prior to Motorola installing the proposed system:

- Provide network connectivity for the transfer and exchange of data for the proposed system.
- Provide Virtual Private Network (VPN) remote access for Motorola personnel to configure the system and conduct diagnostics.
- Provide Internet access to server(s).
- Provide devices such as workstations, tablets, and smartphones with Internet access for system usage. Chrome is the recommended browser for optimal performance. The workstations must support MS Windows 11 Enterprise.
- Provide and install antivirus software for workstation(s).
- Provide Motorola with administrative rights to Active Directory for the purpose of installation, configuration, and support.
- Provide all environmental conditions such as power, uninterruptible power sources (UPS), HVAC, firewall and network requirements.
- Ensure required traffic is routed through Customer's firewall.

Motorola is not responsible for any costs or delays that arise from Customer's failure to meet network and hardware requirements.

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PROJECT PLANNING

A clear understanding of the needs and expectations of Motorola and the Customer is critical to fostering a collaborative environment of trust and mutual respect. Project Planning requires the gathering of specific information to set clear project expectations and guidelines, as well as lay the foundation for a successful implementation.

PROJECT PLANNING SESSION

A Project Planning Session will be scheduled after the Contract has been executed. The Project Planning Session is an opportunity for the Motorola and Customer PM to meet prior to the Project Kickoff Meeting and review key elements of the project and expectations. Depending on the items purchased, the agenda will typically include:

- A high level review of the following project elements:
  - Contract documents.
  - A summary of contracted applications and hardware as purchased.
  - Customer's involvement in project activities to confirm understanding of scope and required time commitments.
  - A high level Project Schedule with milestones and dates.
- Confirm CJIS background investigations and fingerprint requirements for Motorola employees and/or subcontractors.
- Determine Customer location for Motorola to ship their equipment for installation.

Motorola Responsibilities

- Schedule the remote Project Planning Session.
- Request the assignment of Customer Project Team and any additional Customer resources that are instrumental to the project's success.
- Provide the initial Project Schedule.
- Baseline the Project Schedule.
- Review Motorola's delivery approach and its reliance on Customer-provided remote access.
- Document mutually agreed upon Project Kickoff Meeting Agenda.
- Request user information required to establish the Customer in LXP.

Customer Responsibilities

- Identify Customer Project Team and any additional Customer resources that are instrumental to the project's success.
- Acknowledge the mutually agreed upon Project Kickoff Meeting Agenda.
- Provide approval to proceed with the Project Kickoff Meeting.

Motorola Deliverables

- Project Kickoff Meeting Agenda.

PROJECT KICKOFF

Motorola will work with the Customer to understand the impact of introducing a new solution and the preparedness needed for a successful implementation.

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Note – The IT Questionnaire is completed during the pre-sales process and prior to Contract award. The IT Questionnaire is given to Motorola at the time of offer acceptance. Delay in completing the IT Questionnaire may delay shipment of equipment. Motorola will not be responsible for any delays associated with or related to the completion of the IT Questionnaire.

Motorola Responsibilities

- Review Contract documents including project delivery requirements as described in this SOW.
- Discuss the deployment start date and deliver the Deployment Checklist.
- Discuss vehicle equipment installation activities and responsibilities.
- Discuss the equipment inventory process (if applicable).
- Discuss project team participants and their role(s) in the project with fulfilling the obligations of this SOW.
- Review resource and scheduling requirements.
- Discuss Motorola remote system access requirements (24-hour access to a secured two-way Internet connection through the Customer's firewall for the purpose of deployment and maintenance).
- Discuss and deliver the Business Process Review (BPR) Workbook.
- Complete all necessary documentation (i.e. fingerprints, background checks, card keys, etc.) required for Motorola resources to gain access to Customer facilities.
- Discuss the LXP training approach.
- Provide designated Customer administrator with access to LXP.
- Review and agree on completion criteria and the process for transitioning to support.

Customer Responsibilities

- Provide feedback on project delivery requirements.
- Review the Deployment Checklist.
- Review the roles of project participants to identify decision-making authority.
- Provide VPN access to Motorola personnel to facilitate delivery of services described in this SOW.
- Validate non-disclosure agreements, approvals, and other related items are complete (if applicable).
- Provide all documentation (i.e. fingerprints, background checks, card keys, etc.) required for Motorola resources to gain access to Customer facilities.
- Provide Motorola with names and contact information to the designated LXP Administrator(s).

Motorola Deliverables

- Project Kickoff Meeting Minutes.
- BPR Workbook.
- Deployment Checklist.

DISCOVERY TELECONFERENCE

During the Discovery Teleconference, Motorola will meet with the Customer to define system configuration, as well as, agency recording and retention policies. This information will be documented in the Business Process Review (BPR) Workbook, which is used as a guide for configuration and provisioning decisions.

Motorola Responsibilities

- Facilitate Discovery Teleconference(s).
- Review and complete BPR Workbook with the Customer.

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- Confirm Customer-provided configuration inputs.

Customer Responsibilities

- Gather and review information required to complete the BPR Workbook during the Discovery Teleconference.
- Schedule Customer Project Team and SMEs to attend the Discovery Teleconference. SMEs should be present to weigh-in on hardware, software and network components. Customer attendees should be empowered to convey policies and make modifications to policies as necessary.
- Return completed BPR Workbook no later than five (5) business days after the conclusion of the Discovery Teleconference.

Motorola Deliverables

- Completed BPR Workbook.

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PROJECT EXECUTION

HARDWARE PROCUREMENT AND INSTALLATION

Motorola will procure contracted hardware as part of the ordering process. The hardware will be configured with a basic profile in line with the information provided by the IT Questionnaire or Discovery Teleconference for installation and configuration of the system. The Customer is responsible for providing an installation environment that meets manufacturer's specifications for the hardware, which includes but is not limited to:

- Power
- Heating and Cooling
- Network Connectivity
- Access and Security
- Conduit and Cabling

Motorola Responsibilities

- Procure contracted equipment and ship to the Customer's designated location.
- Inventory equipment after arrival at Customer location (if applicable).
- Install backend server in Customer's designated area (if applicable).
- Conduct a power-on test to validate the installed hardware and software are ready for configuration.
- Verify remote connection to hardware.
- For an on-site deployment, Motorola will be responsible for verifying the body-worn camera Transfer Stations are connected to the Customer's network. The Customer is responsible for ensuring Motorola has the correct IP address(es) for configuring the Transfer Stations, and the Customer's network is operational.
- The installer will be responsible for installing the Access Point(s) (APs) if provided by Motorola (if applicable).
- The ST will verify whether the AP(s) are properly installed and connected to the network (if applicable).
- Create a Trip Report outlining the activities completed during configuration and testing of system hardware.

Customer Responsibilities (if applicable)

- Procure Customer-provided equipment and make it available at the installation location.
- Confirm the server room complies with environmental requirements (i.e. power, uninterruptible power, surge protection, heating/cooling, etc.).
- Verify the server is connected to the Customer's network.
- Provide, install, and maintain antivirus software for server(s) and/or workstation(s).
- Enable outgoing network connection (external firewall) to the CommandCentral cloud by utilizing the Customer's Internet connection (if applicable).
- Install Customer-supplied APs (if applicable).
- Verify APs are properly installed and connected to the network (if applicable).
- For remote deployments, the Customer is responsible for verifying the body-worn camera Transfer Stations are connected to their network.
- Confirm access to installed software on Customer-provided workstation(s).
- For body-worn cameras, the Customer will verify whether the Transfer Station(s) are connected to their network.

Motorola Deliverables

- Contracted Equipment.

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- Equipment Inventory (if applicable).

In-Car Video System Configuration (if applicable)

The Motorola-certified installer will complete the installation of the in-car video (ICV) system(s) within the Customer-provided vehicle(s). The installer may also be responsible for installing cellular routers or WiFi radios inside the vehicle(s) for wireless upload of video to the Customer's digital evidence management system.

The Customer vehicles must be available for the ST to complete the configuration and testing of the contractual number of ICVs. If the Customer does not have all vehicles available during the agreed upon date and time, the Customer may opt to sign-off on the number of ICV configurations completed. If the Customer requires the ST to complete the full contractual number of ICVs at a later date and time, additional cost may be incurred. **Table 1-1** shows the number of ICVs an ST is contractually obligated to configure and test based on the number of ICVs purchased.

Table 1-1: Number of Contractual ICV Configurations

Number of ICV Purchased	Number of ICV to Test
1	1
2	2
3	3
4	4
5 - 25	5
26 - 50	10
51 - 75	15
76 - 100	20
101 - 150	30
151 - 200	40
201+	20%

Note – The Pricing Page will reflect in-car video installation services by Motorola if Motorola is responsible for the vehicle installations.

Motorola Responsibilities

- Setup server for ICV digital video recorder (DVR) configuration.
- Create configuration USB used to complete ICV hardware configuration and validation.
- Travel to the Customer site to conduct configuration and testing of ICVs.
- Complete ICV configuration on a single vehicle, and validate the configuration with the Customer.
- Receive Customer approval to proceed with remaining ICV configurations.
- Complete remaining contracted vehicle configurations.
- Test a subset of completed ICV hardware configurations.

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- For Motorola-certified installer, complete the installation of cellular router and confirm placement of antenna mounting with Customer (if applicable).
- The Motorola-certified installer will install Customer-provided SIM card into cellular router and connect cellular router to ICV (if applicable).
- Activities surrounding ICV (M500) interface to Automatic License Plate Recognition (ALPR) (if applicable).
  - Install Car Detector Mobile MDC Software on Customer-provided mobile data terminal (MDT) within the vehicle.
  - Configure MDC Network Card.

Customer Responsibilities

- Provide Motorola with remote connection and access credentials to complete ICV hardware configuration.
- Notify Motorola of the vehicle installation location.
- Coordinate and schedule date and time for ICV hardware configuration(s).
- Make ICV hardware available to Motorola for configuration and testing in accordance with the Project Schedule.
- Provide cellular SIM Card for Internet connectivity to the installer at time of vehicle installation.

Motorola Deliverables

- Complete Functional Validation Plan as it applies to the proposed solution.

NOTE - The Customer is responsible for having all vehicles and devices available for installation per the Project Schedule. All cellular data fees and Internet connectivity charges are the responsibility of the Customer. If a Motorola-certified installer is not used to install the ICV(s), Motorola is not responsible for any errors in hardware installation, performance or delays in the Project Schedule. In the event the Customer takes on the responsibility of installing the ICV(s) through a Motorola-certified installer, Motorola is also not responsible for any errors in hardware installation, performance or delays in the Project Schedule. For ALPR installations, an MDT is required for all vehicles (if applicable).

Body Worn Camera Configuration (if applicable)

The Transfer Station will be utilized to configure each body-worn camera according to the Business Process Review. In order for this process to be successfully completed, the Transfer Station must be connected to the Customer's digital evidence management system. The table below shows the number of body-worn cameras an ST is contractually obligated to configure and test based on the number of body-worn cameras purchased.

Table 1-2: Number of Contractual Body-Worn Camera Configurations

Number of BWC Purchased	Number of BWC to Test
1	1
2	2
3	3
4	4
5 - 25	5
26 - 50	10

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Number of BWC Purchased	Number of BWC to Test
51 - 75	15
76 - 100	20
101 - 150	30
151 - 200	40
201+	20%

Motorola Responsibilities

- Configure Transfer Station(s) for connectivity to the digital evidence management system.
- Verify the Transfer Station(s) is configured properly and connected to the network.
- Configure body-worn camera(s) within the digital evidence management system.
- Check out body-worn camera(s) and create a test recording.
- Verify completion of upload from body-worn camera(s) after it is docked in a Transfer Station or USB dock.
- Install and provide a demonstration of client software as part of the same on-site engagement as Go-Live, unless otherwise outlined in this SOW.

Customer Responsibilities

- Select physical location(s) for Transfer Station(s).
- Provide and install workstation hardware.
- Complete installation of client software on remaining workstations and mobile devices.
- Validate functionality of components and solution utilizing the Deployment Checklist.
- Provide Motorola remote connection information and necessary credentials.

Automatic License Plate Recognition (ALPR) Commissioning (if applicable)

This section highlights the responsibilities of Motorola and the Customer when an in-car video system interfaces with the Law Enforcement Archival Report Network (LEARN) database.

Motorola Responsibilities

- Create a Customer account in the LEARN system with user emails.
- Verify the Customer has installed and launched the Vigilant Car Detector Mobile Software per the Vigilant LEARN Quickstart Guide.
- Provide Mobile LPR - Officer Safety Basic and Advanced Pre-Installation Checklist.
- Provide Agency Manager with Training Materials and Car Detector Mobile MDC software installation guide.
- Advise Agency Manager of different options available to add new users.
- Confirm Agency Manager is aware of registration required for Hotlists.
- Confirm Agency Manager understands how to set up data-sharing.

Customer Responsibilities

- Identify the Agency Manager.
- Register to receive access to Hotlists.

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SOFTWARE INSTALLATION AND CONFIGURATION

Motorola will install VideoManager Evidence Library (EL) software on a specified number of workstations dictated by the Contract. The Customer will be responsible for installing the software on the remaining workstations. Provisioning of VideoManager EL software will be done in accordance with the information contained in the BPR Workbook.

Installation of VideoManager EL software consists of the following activities:

- Delivery and installation of server hardware (if applicable).
- Network discovery.
- Operating system and software installation.
- Onboarding user / group identity set up.
- Provide access to the application.

VideoManager EL (if applicable)

The VideoManager EL software is an on-premises solution that requires an onsite server and supports both body worn cameras and in-car video systems.

Motorola Responsibilities

- Install software on a specified number of customer workstations and/or mobile devices.
- Use information provided in the BPR Workbook to configure VideoManager EL software.
- Test software using applicable portions of the Functional Validation Plan.
- Provide instruction on client software USB utility.

Customer Responsibilities

- Provide a network environment that conforms to the requirements presented in the Solution Description.
- Procure and install server and storage hardware at desired location in accordance with Solution Description requirements.
- Perform a power on test with Motorola.
- Provide assigned Motorola System Administrator with access to SQL database for installation purposes (Motorola's access will be revoked upon conclusion of the installation).
- For Active Directory integration, provide domain user (service account), security group (for application administrators including service account), and domain read access (if applicable).
- Provide workstation and/or mobile device hardware in accordance with specifications listed in the Solution Description.
- Complete online training.
- Complete installation of client software on remaining workstations and/or mobile devices.

VideoManager ELC (if applicable)

VideoManager ELC software is a cloud solution that does not require an onsite server and supports both body-worn cameras and in-car video systems.

Motorola Responsibilities

- Use information provided in BPR Workbook to configure VideoManager ELC software.
- Based on Customer feedback, perform the following activities:

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  - Create users, groups, and setup permissions.
  - Create event categories.
  - Set retention policies.
- Test software using applicable portions of the Functional Validation Plan.
- Ensure training POC can access the system.

Customer Responsibilities

- Verify traffic can be routed through Customer's firewall and reaches end user workstations.

CloudConnect Installation and Configuration (applicable for CommandCentral Aware purchase)

Motorola Responsibilities

- Verify remote access capability.
- Remotely configure CloudConnect Virtual Machine within the Cloud Anchor Server.
- Configure network connectivity and test connection to the CloudConnect Virtual Machine.
- Create an IPSEC tunnel.
- Provide Customer with the information for setting up the IPSEC tunnel.

Customer Responsibilities

- Provide Motorola with two static IP addresses, corresponding subnet masks/default gateway, and available NTP and DNS IP for the CloudConnect Virtual Machine and the Cloud Anchor Server.
- Confirm with Motorola the network performance requirements are met.
- Configure firewall to allow traffic from IPSEC tunnel.

Completion Criteria

- CloudConnect Virtual Machine configuration is complete and accessible throughout the network.

CommandCentral Evidence (if applicable)

Motorola will work with the Customer to determine best industry practices, current operations environment, and subsystem integration to ensure optimal configuration of your CommandCentral Evidence solution.

Motorola Responsibilities

- Use the CommandCentral Admin Portal to provision users, groups, and rules based on Customer Active Directory data.
- Guide the Customer in the configuration of CommandCentral Evidence.

Customer Responsibilities

- Supply access and credentials to Customer's Active Directory for the purpose of Motorola conducting CommandCentral Evidence provisioning.
- Respond to Motorola's inquiries regarding users, groups and agency mapping to CommandCentral Evidence.
- Provision policies, procedures, and user permissions.
- Configure evidence as directed by Motorola.

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DATA MIGRATION SERVICES (IF APPLICABLE)

The Customer is responsible for partitioning data to be converted from a legacy or on-premises digital evidence management system to an on-cloud solution as part of this offer. The Customer will have ten (10) business days to provide feedback after Motorola validates the migrated data. If feedback is not received on or before ten (10) business days, Motorola will assume the migration is complete.

Motorola Responsibilities

- Receive access to Customer video data.
- Perform contracted data migration and validation.

Customer Responsibilities

- Provide remote access to partitioned data to be migrated.
- Validate migrated dataset, and provide Motorola with feedback within ten (10) business days.

Completion Criteria

- A migrated dataset as defined in the Contract.

DEMS INTEGRATIONS AND THIRD-PARTY INTERFACES (IF APPLICABLE)

The integration between Motorola's digital evidence management system and the Customer's third-party system may consist of an iterative series of activities depending on the complexity of accessing the third-party system. Interfaces will be installed and configured in accordance with the Project Schedule. The Customer is responsible for engaging third-party vendors as required to facilitate connectivity and testing of the interface(s).

Motorola Responsibilities

- Develop and configure interface(s) to support the functionality described in the Solution Description.
- Establish and validate connectivity between Motorola and third-party systems.
- Perform functional demonstration to confirm the interface(s) can transmit and receive data to the Customer's digital evidence management system.

Customer Responsibilities

- Act as liaison between Motorola and third-party vendor(s) as required to establish connectivity to the digital evidence management system.
- Provide personnel authorized to make changes to the network and third-party systems to support Motorola's integration efforts.
- Provide network connectivity between digital evidence management system and the third-party system(s).
- Provide information on API, SDKs, data scheme, and any documentation necessary to establish interfaces with all local and remote systems. This information should be provided to the Motorola PM within ten (10) business days of the Interface Engagement Meeting.

NOTE - At the time of initial design, unknown circumstances, requirements or anomalies may present difficulties with interfacing Motorola products to a third-party application. These difficulties could result in a poorly performing or a non-functional interface. By providing Motorola with this information early in the deployment process, will put us in the best position to mitigate these potential issues. If the resolution requires additional third-party integration, application upgrades, APIs, and/or additional software licenses, the Customer is responsible for addressing these issues at their cost. Motorola is not responsible for any delays or costs associated with third-party applications or Customer-provided third-party hardware or software.

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SYSTEM TRAINING

The objective of this section is to prepare for and deliver training. Motorola training consists of computer-based (online) and instructor-led (on-site or remote) depending on what is purchased. Our training delivery methods will vary depending on course content. Training will be delivered in accordance with the Education Plan. As part of our training delivery, Motorola will provide user guides and training materials in an electronic format.

ONLINE TRAINING (IF APPLICABLE)

Online training is made available to the Customer through LXP. This subscription service provides customers with unlimited access to our online training content and provides users with the flexibility of learning the content at their own pace. Training content is added and updated on a regular basis to keep information current.

Through LXP, a list of available online training courses, Motorola User Guides, and Training Material are accessible in electronic format.

Motorola Responsibilities

- Designate a LXP Administrator to work with the Customer.
- Establish an accessible instance of LXP for the Customer.
- Configure a Customer-specific portal view.
- Organize content to align with Customer's selected technologies.
- Create initial Customer user accounts and a single Primary Administrator account.
- During onboarding, assist the Customer with LXP usage.
- Provide technical support for user account and access issues, LXP functionality, and Motorola managed content.
- Provide instruction to Customer LXP Administrator on building groups.

Customer Responsibilities

- Provide user information for the initial creation of accounts.
- Complete LXP Administrator training.
- Ensure network and Internet connectivity for Customer access to LXP.
- Customer's primary LXP Administrator is required to complete the following self-paced training: LXP Introduction (LXP0001), LXP Primary Site Administrator Overview (LXP0002), and LXP Group Administrator Overview (LXP0003).
- Advise users on the availability of training through LXP.
- Ensure users complete LXP training in accordance with the Project Schedule.
- Build groups as needed.

INSTRUCTOR-LED TRAINING (ON-SITE AND REMOTE, IF APPLICABLE)

Instructor-led courses are based on products purchased and the Customer's Education Plan.

Motorola Responsibilities

- Deliver User Guides and training materials in an electronic format.
- Perform training in accordance with the Education Plan.

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- Provide the Customer with training attendance rosters and summarize any pertinent information that may impact end user training.

Customer Responsibilities

- Supply classroom(s) based on the requirements listed in the Education Plan.
- Designate training representatives who will work with the Motorola trainer(s) to deliver the training content.
- Facilitate training of all Customer end users in accordance with the Customer's Education Plan.

Motorola Deliverables

- Electronic versions of User Guides and training materials.
- Attendance rosters.

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PROJECT GO-LIVE, CLOSURE, AND HANDOVER TO SUPPORT

Motorola will utilize the Deployment Checklist throughout the deployment process to verify features and functionality are in line with installation and configuration requirements. The Customer will witness the ST demonstrating the Deployment Checklist and provide feedback as features and functionality are demonstrated. The Customer is considered Live on the system after the equipment has been installed, configured, and made available for use, and training has been delivered or made available to the Customer.

Upon the conclusion of Go-Live, the project is prepared for closure. Project closure is defined as the completion of tasks and the Customer's receipt of contracted components. The Deployment Checklist serves as the artifact that memorializes a project closure. A System Acceptance Certificate will be provided to the Customer for signature to formally close out the project. The Customer has ten (10) business days to provide Motorola with a signed System Acceptance Certificate. If the Customer does not sign off on this document or provide Motorola written notification rejecting project closure, the project will be deemed closed. Upon project closure, the Customer will engage with Technical Support for on-going needs in accordance with the Customer's specific terms and conditions of support.

Motorola Responsibilities

- Provide the Customer with Motorola Technical Support engagement process and contact information.
- Provide Technical Support with the contact information of Customer users who are authorized to engage Technical Support.
- Ensure Deployment Checklist is complete.
- Obtain Customer signature on the System Acceptance Certificate.
- Provide Customer survey upon closure of the project.

Customer Responsibilities

- Within ten (10) business days of receiving the System Acceptance Certificate, provide signatory approval signifying project closure.
- Provide Motorola with the contact information of users who are authorized to engage Motorola's Technical Support.
- Engage Technical Support as needed.

Motorola Completion Criteria

Provide Customer with survey upon closure of the project.

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ASSUMPTIONS

This SOW is based on the following list of assumptions (if applicable):

- Videomanager EL Cloud (VMELC) must be connected to the Microsoft Entra ID (formally known as Microsoft Azure Active Directory) for user authentication to the VMELC application. Microsoft Entra ID can be synchronized with the Customer's on-premises Active Directory using Azure AD Connect. If the Customer is using Microsoft Office 365, Motorola will be able to integrate with this Microsoft Entra ID.
- Must be 2003 or later for Microsoft Entra ID integration.
- Upload Speed Requirements for Hardware Devices
  - 5 Mbps + 3 Mbps per additional device.
    - This assumes it will take 8 hours to upload 5 GB of video on a device.
  - 40-50 Mbps per concurrent uploading device.
    - This assumes video is required to upload within 30-40 minutes with approximately 5 GB to upload.
- If the Customer is supplying an upload server to temporarily store video, please verify the server complies with the specifications provided in the Solutions Description.
- By default, M500 ICVs and V300/V700 BWCs do not need an upload server for cloud deployments. An upload server may be required depending on how many devices are uploading concurrently and the need for the Customer to upload video evidence at a given speed.
- Upload appliance required if using 4REs or VISTA body worn cameras connected to VideoManager EL Cloud
- Cellular upload of ICVs and BWCs (if applicable) requires an Ethernet connection to an LTE modem in the vehicle.
- If the Customer is supplying a server for VideoManager EL (On-premises) solution, the Customer must verify the server is not a Domain Controller.
- VideoManager EL for on-premises cannot be installed on a server running Active Directory or Exchange applications on the Customer's network.
- The ICVs are configured with a hidden SSID and WPA2-AES Security with a 128-bit Pre-shared Key. If another type of security is desired, the Customer will be responsible for configuring these security requirements into the ICVs. This information must be supplied through the IT Questionnaire in order for the factory to configure the correct security requirements.
- If the Customer is supplying their own Access Point, it must be 5 GHz 802.11n compatible.

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Essential Service for V700 Body Worn Camera Device (North America)

This Statement of Work ("SOW") is subject to the terms and conditions of the Motorola Solutions Service Agreement or other applicable agreement in effect between the parties ("Agreement"). The terms of this SOW are an integral part of an Agreement with the Customer to which this SOW is appended and is made a part thereof by this reference. In the event of a conflict between the terms and conditions of an Agreement and the terms and conditions of this SOW, this SOW will control the inconsistency only. This SOW applies to the Device(s) specifically named in the Agreement.

1.1. Description of Services and Obligations

The term "Customer" refers to any end-user who has a purchase agreement with Motorola Solutions.

Essential Service provides either three (3) or five (5) years of coverage, as selected by the Customer, and includes:

- Remote Technical Support
- Software Maintenance
- Software Enhancements
- Hardware Repair for manufacturing defects

Motorola Solutions includes three (3) years of Essential Service with each Body Worn Camera (BWC) device purchase, with optional service upgrades to extend and/or provide additional coverage for the device.

1.2. Essential Service

1.2.1. Remote Technical Support

Remote Technical Support is provided for device issues related to software and/or hardware that require troubleshooting expertise. Motorola Solutions' System Support Center (SSC) and Technical Support Operations (TSO) center are staffed with highly trained technologists who specialize in the diagnosis and resolution of product issues. Motorola Solutions' SSC and TSO are continuously monitored against stringent, industry recognized incident and problem management processes.

Motorola Solutions will respond to calls, e-mails, and web portal submissions during normal support hours, five (5) business days per week, excluding holidays, and weekends. In addition, Customers may contact the Motorola Service Desk and a Motorola Solutions representative will log a technical request on Motorola Solutions' Case Management System.

1.2.1.1 Technical Problem Isolation, Analysis and Resolution.

A Motorola Solutions representative or technologists will:

- Work to isolate the problem/issue
- Analyze and determine the cause of the problem/issue
- Work to achieve problem/issue resolution

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1.2.2. Software Maintenance

Software maintenance is important for ensuring device performance and operation. Essential Service provides the Customer with access to the latest available Body Worn Camera (BWC) device operating system (OS) software, device firmware, and application software. Device software releases maintain the device software performance such that the Device operates in accordance with its specifications and documented functionality, and is aligned with the applicable Motorola Solutions infrastructure platform lifecycle. Each release may include bug fixes, security patches, and/or new feature activation enablements.

Configuration of the Body Worn Camera (BWC) device is made possible through the use of the VideoManager EL On-Premise, or VideoManager EL Cloud, solution.

Access to software updates will remain available until the expiration of the initial term of the Essential Service Package. Upon expiration of the initial Essential Service term, availability of software updates will terminate, unless the Customer renews Essential Service.

1.2.3. Software Enhancements

Software Enhancements are included with all BWC devices that have a valid Essential Service Package. Software Enhancements may include, or introduce, new device features, functionality, or capabilities, that were not available at time of device purchase. Availability of software enhancements depends on the device hardware and software capability to work with the new enhancements. Certain enhancements, not included with Essential Service Packages, may only be available as an additional purchase.

Motorola Solutions, at its discretion, reserves the right to add new software enhancements, or remove existing software enhancements, from any of its Essential Service Package. Please contact your Motorola Solutions Sales associate, or visit the Motorola Solutions' Web portal, for additional information regarding device features and capabilities.

Software Enhancements for the device will be continuously available until the expiration of the initial term of the Essential Service Package. Upon expiration of the initial term of Essential Service, availability of Software Enhancements will terminate, unless the Customer renews Essential Service.

1.2.4. Device Hardware Repair

Essential Service provides the Customer with repair services at a Motorola Solutions owned and operated, supervised, or certified Repair Center that employs the latest test equipment and original or certified replacement components used in the manufacturing of the BWC device. Device Hardware Repair provides the Customer with repair services for internal and external device components that are damaged as a result of manufacturing defects and defects due to normal wear and tear. With this Service, the device is repaired to ensure full compliance with its specifications, as published by Motorola Solutions at the time of delivery of the original device via:

- Repairs, adjustments and restorations, if appropriate, of any device that malfunctions while being used within the operational and environmental parameters specified by Motorola Solutions.
- Device updates, if applicable, as may be released, from time to time, by Motorola Solutions in accordance with an Engineering Change Notice.

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At the discretion of Motorola Solutions, if the device is considered "un-repairable", for technical or economic reasons, Motorola will replace the device with a new or refurbished device.

1.2.5. Essential Software Service

If for any reason the Customer declines or chooses to exclude the hardware repair option that is included with the three (3) year Essential Service Package, the Customer will automatically default to, and be entitled to, three (3) years of Essential Software Service and one (1) year of hardware repair against manufacturing defects, as covered by the standard product warranty.

Essential Software Service provides three (3) years of coverage and includes:

- Remote Technical Support
- Software Maintenance
- Software Enhancements

1.2.6. Scope of Products or Services included

Essential Service, and optional Service upgrades, are currently available for all V700 Body Worn Camera devices. Check with your Motorola Solutions' Sales representative if you have a question about the eligibility of your device.

1.3. Motorola Solutions Responsibilities

Software Release Availability. Motorola Solutions will provide access to the latest BWC device software and firmware releases via the VideoManager EL On-Premise, or VideoManager EL Cloud, solution. For customers using the VideoManager EL Cloud, software and firmware upgrades will occur automatically when the Body Worn Camera device connects to the agency's VideoManager EL Cloud instance. If using the VideoManger EL On-Premise solution, the on-prem server will periodically connect to the VideoManager EL Cloud database to check for new software and firmware versions, download the latest version, and apply the new software and/or firmware automatically to the BWC device when it connects to the server.

Software Release Notes. Motorola Solutions may, from time to time, provide release notes for the BWC Device software release. Information regarding training material will be posted on the Learning Experience Portal (LXP) at https://learning.motorolasolutions.com

Hardware Repair. Motorola Solutions will provide repair or replacement of a device, at its option, with a five (5) business day in-house turnaround time, provided the device is delivered to the repair center by 9:00 a.m. (local repair center time), and replacement parts, components, and/or devices are available. Business days do not include holidays or weekends. Repair may include the replacement of parts, or boards with new parts or complete boards or, at Motorola Solutions' option, with functionally equivalent, reconditioned parts, boards, or with a new or refurbished replacement device. All replaced parts, boards or devices will become the property of Motorola Solutions. Turnaround time represents the time a product spends in the repair process; it does not include time in transit, including customs clearance.

LTE/4G Service. Motorola Solutions supports the operation of the V700 BWC device on multiple approved LTE/4G Carrier Networks. Based on the Customer's selection of a Carrier during the initial ordering process,

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.

Motorola Solutions will install, in the device, the Customer's selected Carrier SIM, before the device is shipped to the Customer. The Customer is responsible for contacting the Carrier and activating the LTE/4G data service.

Shipping. For devices repaired under Essential Service, Motorola Solutions will provide one-way shipping, from an Authorized Motorola Repair Center to the Customer. The Customer is responsible for the shipping method and any shipping costs incurred when returning the faulty device to an Authorized Motorola Solutions repair center. Based on the country of purchase, Motorola Solutions may also cover, or include, two-way shipping for the damaged or defective device. Eligibility for two-way shipping will be confirmed during the repair submission process.

1.4. Customer Responsibilities

Serial Numbers. If device orders are submitted via Motorola Solutions' Partner Hub, OCC, or CPQ ordering systems, the hardware serial number(s) for three (3) year Essential Service and Essential Software, as well as five (5) year Essential Service, and three (3) and five (5) year Essential Service with Accidental Damage and Advanced Replacement, will be automatically captured and included in the Service Agreement.

If five (5) year Essential Service or three (3) and five (5) year Essential Service with Accidental Damage and Advanced Replacement is purchased within 90 days of device shipment, the Customer must provide a complete list, preferably in electronic format, or by completing a Service Order Form (SOF), of all hardware serial numbers to be covered under the Agreement.

Initiating Repair. When initiating a repair, the Customer must contact Motorola Solutions to obtain a Return Material Authorization (RMA) number for each faulty BWC device. The Customer can submit a repair, and request an RMA, via the Partner Hub Portal, or by contacting the Motorola Solutions' Service Desk. If two-way shipping is included, the customer can generate a shipping label via Partner Hub, or by contacting the Motorola Solutions Service Desk. The Return Material Authorization (RMA) must be included with the device when shipped to the Authorized Motorola Repair Center.

- Only the BWC device should be returned for repair. The battery must be removed before shipping the device to a Motorola Solutions Repair Center.
- Device accessories should not be included when returning a device to a Motorola Solutions Repair Center for repair. Accessories include batteries, chargers or charging stations, cables, mounts, and clips.
- The SIM card must remain in the device, and intact, when the device is shipped to a Motorola Solutions Repair Center. If the SIM card is removed, or if any evidence of SIM card tampering is found, including disassembling of the device, the warranty will be null and void.

Motorola Solutions is not responsible for any accessories, or device batteries, that are shipped with the device for repair.

Device software releases. The Customer will be responsible for updating each eligible BWC device with the latest available software and/or firmware, and of advising users of any operational changes that may have been introduced as a result of the new software or firmware.

LTE/4G Service. The Customer is responsible for selecting a Motorola Solutions approved LTE/4G Carrier/Provider during the initial ordering process, and for contacting the Carrier and activating LTE service for the device. The Customer is solely responsible for all financial obligations with the selected LTE Carrier.

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WiFi Connectivity. The Customer is responsible for providing all WiFi connectivity to the device.

Removing Customer Data. The Customer is responsible for removing, from the device, any data, video, or other information that the Customer wishes to retain or destroy, prior to sending the device to a Motorola Solutions Repair Center for repair.

Motorola Solutions may provide a Video Evidence Recovery Service for the BWC device, as an additional charge. Video Evidence Recovery is a best effort service that is dependent on the condition of the device. This service, if applicable, will have a separated Agreement, with Terms and Conditions, outside the scope of this Statement of Work (SOW). Please contact your Motorola Solutions Representative for more information regarding the Video Evidence Recovery Service.

1.5. Essential Service Limitations and Restrictions

Customer will incur additional charges at the prevailing rates for any of the following activities, which are not covered under this Agreement:

- Replacement of consumable parts or accessories, as defined by product, including but not limited to batteries, cables, mounts, or clips.
- Repair of problems caused by natural or manmade disasters, including but not limited to fire, theft and floods that would cause internal or external component damage or destruction.
- Repair of problems caused by third parties' Software, accessories or peripherals not approved in writing by Motorola Solutions for use with the device.
- Repair of problems caused by using the device outside of the product's operational and environmental specifications, including improper handling, carelessness or reckless use, or repaired by a third party.
- Repair of problems caused by unauthorized alterations or attempted repair.
- Non-remedial work, including but not limited to administration and operator procedures, reprogramming, and operator or user training.
- Problem determination and/or work performed to repair or resolve issues with non-covered products; for example, any hardware or software products not specifically listed on the service order form.
- Any file or video backup or restoration.
- Completion and test of incomplete application programming or system integration if not performed by Motorola Solutions and specifically listed as covered.
- Use of Software or Firmware releases, except as provided for under the responsibilities outlined in this document.
- Accidental damage, chemical or liquid damage, or other damage caused outside of normal device operating specifications, unless the Customer has purchased the optional Essential Service with Accidental Damage and Advanced Replacement package.
- Cosmetic imperfections that do not affect the functionality of the device.

Where a Body Worn Camera device is submitted for repair that is outside the scope of Service, such repair may be quoted by Motorola Solutions for additional cost in accordance with Motorola Solutions' standard Time and Materials (T&M) rates and terms and conditions. Motorola Solutions will notify the Customer of any incremental charges related to the aforementioned exclusions prior to completing the repair and said repair will be subject to acceptance of the quotation by the Customer.

Software support for unauthorized modifications, or other misuse of the device software, is not covered under this Agreement.

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Access to the software and firmware releases for updating the device under this SOW is available only for the device named in the Agreement. Software updates to any additional devices are expressly excluded and prohibited. Notwithstanding the foregoing, Motorola Solutions may, at its sole discretion, include coverage for other devices.

Any implementation tools not required to support the device software and firmware updates are excluded from coverage.

1.6. Motorola Solutions is not obligated to provide support for any Device:

- That has been repaired, tampered with, altered or modified (including the unauthorized installation of any software) — except by Motorola Solutions authorized service personnel.
- That has been subjected to unusual physical or electrical stress, abuse, or forces or exposure beyond normal use within the specified operational and environmental parameters set forth in the applicable product specification.
- If Customer fails to comply with the obligations contained in the product purchase agreement and/or the applicable software license agreement and/or Motorola Solutions terms and conditions of service.

1.7. Essential Service with Accidental Damage Repair and Advanced Replacement

1.7.1. Description of Services and Obligations

Accidental Damage coverage is an optional, prepaid service that adds coverage for accidentally damaged BWC devices. Accidental Damage coverage must be purchased together with, or within 90 days of, a qualifying Motorola Solutions device purchase. This three (3) or five (5) year service offer reduces unexpected expenses related to the repair of the device. Accidental Damage and Advanced Replacement coverage includes all services provided under Essential Service, plus additional coverage for Accidental Damage and Advanced Replacement of the damaged device.

Examples of repairs covered under Accidental Damage include:

- Electrical repair for failures caused by accidental water or chemical damage
- Electrical repair for accidental internal damage
- Replacement of accidentally cracked or broken housings.
- Replacement of accidentally cracked or broken camera lens or displays.
- Replacement of accidentally cracked or broken or missing buttons, knobs, or keypads

Repair or Replacement. Motorola Solutions will provide repair or replacement of a BWC device, at its option, with a five (5) business day in-house turnaround time, excluding weekends and holidays, provided the device is delivered to the repair center by 9:00 a.m. (local repair center time), and replacement parts, components, and/or devices are available. Repair may include the replacement of parts, or boards with new parts or complete boards or, at Motorola Solutions option, with functionally equivalent, reconditioned parts, boards, or with a new replacement or refurbished device. All replaced parts, boards or devices will become the property of Motorola Solutions. Turnaround time represents the time a product spends in the repair process; it does not include time in transit, including customs clearance.

Serial Numbers. If the Accidental Damage Service is purchased with the device, in the same order, using Motorola Solutions' Partner Hub Portal, OCc, or CPQ when ordering, the hardware serial number(s) are

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automatically captured and included in the Service Agreement. If Accidental Damage Service is purchased within 90 days of device shipment, the Customer must provide a complete list, preferably in electronic format, or by completing a Service Order Form (SOF), of all hardware serial numbers to be covered under the Agreement.

Initiating Repair. When initiating a repair, the Customer must contact Motorola Solutions to obtain a Return Material Authorization (RMA) number for each faulty BWC device. The Customer can submit a repair, and request an RMA, via the Partner Hub Portal, or by contacting the Motorola Solutions' Service Desk. If two-way shipping is included, the customer can generate a shipping label via Partner Hub, or by contacting the Motorola Solutions Service Desk. The Return Material Authorization (RMA) must be included with the device when shipped to the Authorized Motorola Repair Center.

- Only the BWC device should be returned for repair. The battery must be removed before shipping the device to a Motorola Solutions Repair Center.
- Device accessories should not be included when returning a device to a Motorola Solutions Repair Center for repair. Accessories include batteries, chargers or charging stations, cables, mounts, and clips.
- The SIM card must remain in the device, and intact, when the device is shipped to a Motorola Solutions Repair Center. If the SIM card is removed, or if any evidence of SIM card tampering is found, including disassembling of the device, the warranty will be null and void.

Motorola Solutions is not responsible for any accessories, or device batteries, that are shipped with the device for repair.

Advanced Replacement. Under Accidental Damage and Advanced Replacement Service, Motorola Solutions will provide Advanced Replacement for the damaged device. Motorola Solutions will ship a new or refurbished replacement device to the Customer within two (2) business days of receiving the Customer repair request, subject to availability of replacement devices. Business days do not include weekends or holidays.

The Customer must return the defective or damaged device to a Motorola Solutions Repair Center within 60 days after receiving the replacement device. Failure to return the damaged device to Motorola Solutions will result in an additional Customer charge for the replacement device.

When returning a device for Advanced Replacement, device accessories should not be included. Accessories include batteries, chargers or charging stations, cables, mounts, and clips.

Motorola Solutions is not responsible for any accessories that are shipped with the device.

1.8. Accidental Damage and Advanced Replacement Limitations and Restrictions

Customer will incur additional charges at the prevailing rates for any of the following activities, which are not covered under this Agreement:

- Replacement of consumable parts or accessories, as defined by product, including but not limited to batteries, chargers, charging stations, mounts, and clips.
- Repair of problems caused by natural or manmade disasters, including but not limited to fire, theft and floods that would cause internal or external component damage or destruction.
- Repair of problems caused by third parties' Software, accessories or peripherals not approved in writing by Motorola Solutions for use with the device.
- Repair of problems caused by using the device outside of the product's operational and environmental specifications, including improper handling, carelessness or reckless use, or repair by a third party.

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.

- Repair of problems caused by unauthorized alterations or attempted repair.
- Non-remedial work, including but not limited to administration and operator procedures, reprogramming, and operator or user training.
- Problem determination and/or work performed to repair or resolve issues with non-covered products; for example, any hardware or software products not specifically listed on the service order form.
- Any file or video backup or restoration.
- Completion and test of incomplete application programming or system integration if not performed by Motorola Solutions and specifically listed as covered.
- Use of Software or Firmware releases except as provided for under the responsibilities outlined in this document.

There is a maximum limit of one (1) Body Worn Camera device repair, per contract year, for Essential Service with Accidental Damage and Advanced Replacement.

Where ongoing "Accidental Damage" repair is deemed by Motorola Solutions to be excessive, systemic, or the result of device mishandling, the Customer may be subject to an additional charge. Should the accidental damage continue unabated, the Customer will incur repair charges at Motorola Solutions' discretion and prevailing charges for devices deemed by Motorola Solutions to have been damaged through improper handling, carelessness or reckless use.

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Motorola Solutions, Inc.
Nicolette Balon
Date 6/4/2024

Re: QUOTE-2645900

Agency: SAND POLICE DEPT, CITY OF
Total Cost: 71170.00
Contract Reference:

Please be advised that the SAND POLICE DEPT, CITY OF will purchase the goods and/or services offered in your Quote QUOTE-2645900 dated 5/20/2024 10:56 AI. This constitutes a purchase pursuant to the terms of the specified contract below, including any applicable addenda. Terms are NET 30 unless otherwise agreed upon.

Specified Contract: Master Customer Agreement and attached addenda, signed concurrently herewith.

Agency affirms that a purchase order or notice to proceed is not required for contract performance or for subsequent years of service, and acknowledges that pursuant to , the funds for this purchase has been authorized. Customer agrees to appropriate funding in accordance with the contract.

Invoices shall be according to the milestone schedule included in the quote and services agreement, should reference ' QUOTE-2645900 ' and be sent to:

SAND POLICE DEPT, CITY OF
Attn:

The equipment will be shipped to the customer at the following address, and the ultimate destination where the equipment will be delivered to the customer is:

SAND POLICE DEPT, CITY OF
Attn:

Sincerely,

Signature:

Name:

Title:

Email:

Online Terms Acknowledgement

This Online Terms Acknowledgement (this "**Acknowledgement**") is entered into between Motorola Solutions, Inc.("**Motorola**") and the entity set forth in the signature block below ("**Customer**").

1. Online Terms Acknowledgement. The Parties acknowledge and agree that the applicable terms available at https://www.motorolasolutions.com/product-terms are incorporated in and form part of the Parties' agreement as it relates to any Products or Services sold or provided to Customer. By signing the signature block below, Customer certifies that it has read and agrees to the provisions set forth and linked on-line in this Acknowledgement. To the extent Customer is unable to access the above referenced online terms for any reason, Customer may request a paper copy from Motorola. The signatory to this Acknowledgement represents and warrants that he or she has the requisite authority to bind Customer to this Acknowledgement and referenced online terms.

2. Entire Agreement. This Acknowledgement supplements any and all applicable and existing agreements, and supersedes any contrary terms as it relates Customer's purchase of products and services. This Acknowledgement and referenced terms constitutes the entire agreement of the Parties regarding the subject matter hereof and as set out in the referenced terms, and supersedes all previous agreements, proposals, and understandings, whether written or oral, relating to this subject matter.

3. Execution and Amendments. This Acknowledgement may be executed in multiple counterparts, and will have the same legal force and effect as if the Parties had executed it as a single document. The Parties may sign in writing or by electronic signature. An electronic signature, facsimile copy, or computer image of a signature, will be treated, and will have the same effect as an original signature, and will have the same effect, as an original signed copy of this document. This Acknowledgement may be amended or modified only by a written instrument signed by authorized representatives of both Parties.

4. Upon signature, Customer authorizes Motorola to proceed with all deliverables of this order for an order value of 71170.00

5. Purchase Order Requirements (Customer check one only)

☐ Purchase Order is issued and attached.

☐ No Purchase Order is required. Customer affirms that this ordering document is the only notice to proceed required, no further purchase orders will be issued against this order, and that funding has been encumbered for this order in its entirety.

6. Ship to, bill to and Ultimate Destination addresses are provided on the quote , attached to this letter or included on the Purchase Order.

The Parties hereby enter into this Acknowledgement as of the last signature date below.

Motorola Solutions, Inc.	**Customer:** SAND POLICE DEPT, CITY OF
By:	By:
Name:	Name:
Title:	Title:
Date:	Date: