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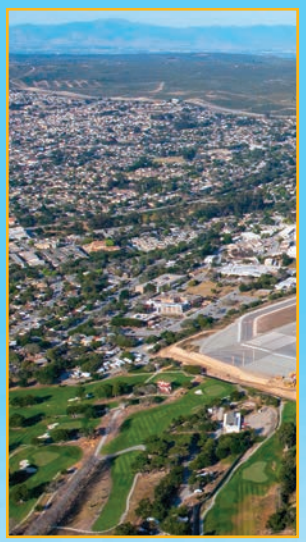
REGIONAL AIRPORT

ADDENDUM TO THE FINAL AIRPORT MASTER PLAN ENVIRONMENTAL IMPACT REPORT

SCH#2015121105
August 2020



Monterey Peninsula Airport District

ADDENDUM TO THE FINAL AIRPORT MASTER PLAN ENVIRONMENTAL IMPACT REPORT SCH#2015121105

For
MONTEREY REGIONAL AIRPORT
Monterey, California

Prepared for

MONTEREY PENINSULA AIRPORT DISTRICT
Monterey, California

Prepared By

Coffman Associates, Inc.

AUGUST 2020

ADDENDUM TO THE FINAL AIRPORT MASTER PLAN ENVIRONMENTAL IMPACT REPORT (SCH#2015121105)

Monterey Regional Airport

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ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT FOR THE AIRPORT MASTER PLAN

1.0 INTRODUCTION

This document is an Addendum to the Airport Master Plan Environmental Impact Report (AMP EIR) (SCH #2015121105) certified by the Board of the Monterey Peninsula Airport District (MPAD) on November 26, 2018. Following MPAD Board certification of the previously certified AMP EIR and adoption of Findings and a Statement of Overriding Considerations under the *California Environmental Quality Act* (CEQA) (Public Resources Code Sections 21000 *et seq.)*, the MPAD Board approved the AMP EIR's Environmentally Superior Alternative (Alternative 1) as the Monterey Regional Airport Master Plan ("Approved Project" or "Project"). The previously certified AMP EIR can be found at: http://montereyeir.airportstudy.com/.

This Addendum to the previously certified AMP EIR has been prepared to address some changes, minor modifications, and additions to the Approved Project which are necessary. None of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

The proposed Project modifications would change the phasing of two of the previously approved short-term project components (see Draft EIR, Section 3.5.1.1, Short-Term Projects Evaluated at a Project-Specific Level [Alternative 1], Table 3C, and Exhibit 3H), as listed below, along with other minor modifications described in more detail below:

1) Relocation of the aircraft rescue and firefighting (ARFF) facility would be moved from Phase One of the short-term program to Phase Two (**Exhibit 1**). To ensure consistency with City of Monterey general plan and neighborhood plan policies, once relocated, the ARFF would no longer be a joint-use facility with the City of Monterey but would be used only for on-airport emergencies.

2) Only improvements for a northeast vehicle service road would be constructed in the short-term program (see next item). A proposed public connection from the existing east vehicle service road to Del Rey Gardens Drive would be moved from the short-term program to the long-term program (**Exhibit 2**).

3) Public access to the north side general aviation (GA) area would continue to occur via Airport Road in the short term. Approved improvements to approximately 1,600 linear feet (lf) of airport vehicle service road (northeast service road improvement) from the existing east vehicle service road to the terminus of Airport Road at the north GA apron would still occur. It would provide a construction haul route and a service road to the north GA area from both sides of the Airport but would be gated and not available for public access.

This Addendum is organized in the following manner:

- Section 2.0 explains the regulatory framework for use of an Addendum under CEQA and the State CEQA Guidelines.
- Section 3.0 explains the methodology used in the analysis included in this Addendum.
- Section 4.0 explains the proposed modifications in the Approved Project since certification of the AMP EIR and approval of the Project in November 2018.
- Section 5.0 re-evaluates the previous environmental analysis contained in the previously certified AMP EIR in light of the proposed Project modifications, and provides a discussion, explanation and substantial evidence supporting the decision not to prepare a subsequent EIR pursuant to CEQA section 15162.
- Section 6.0 provides the conclusion to the re-evaluated environmental analysis contained in Section 5.0 and the determination that a subsequent EIR is not required.
- Section 7.0 contains a list of references cited in this Addendum.

As discussed in Sections 5.0 and 6.0 in more detail, the proposed Project modifications result in an overall reduction in the environmental impacts of the Approved Project.

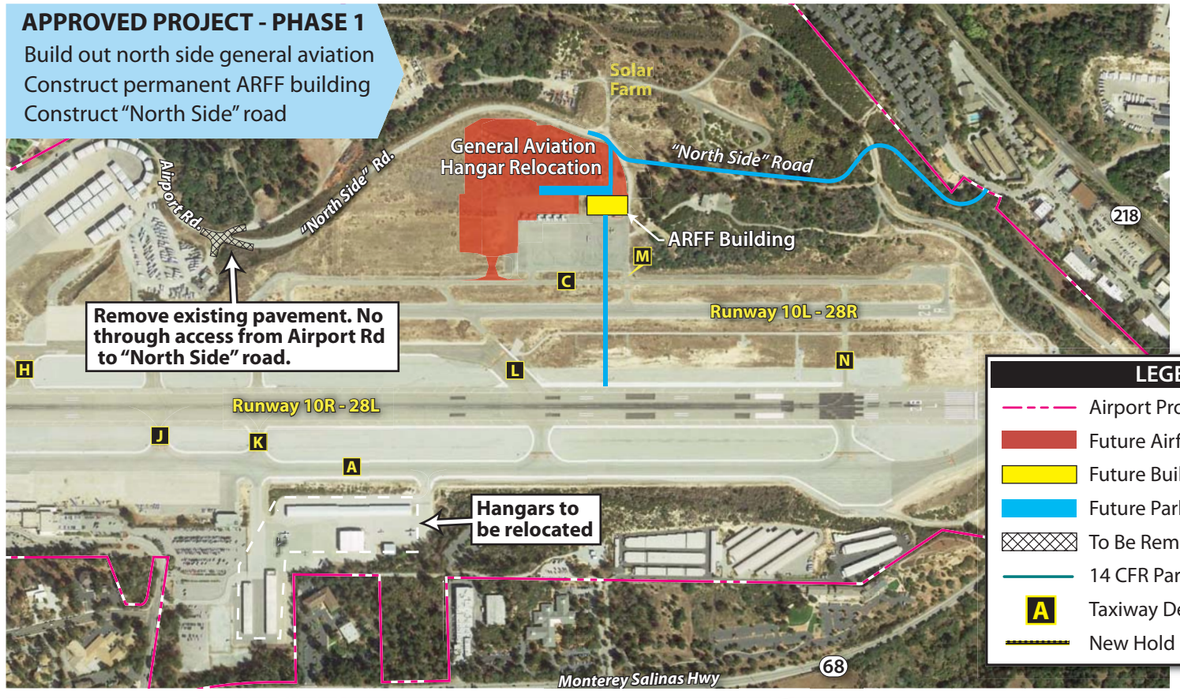
2.0 PURPOSE OF AN ADDENDUM

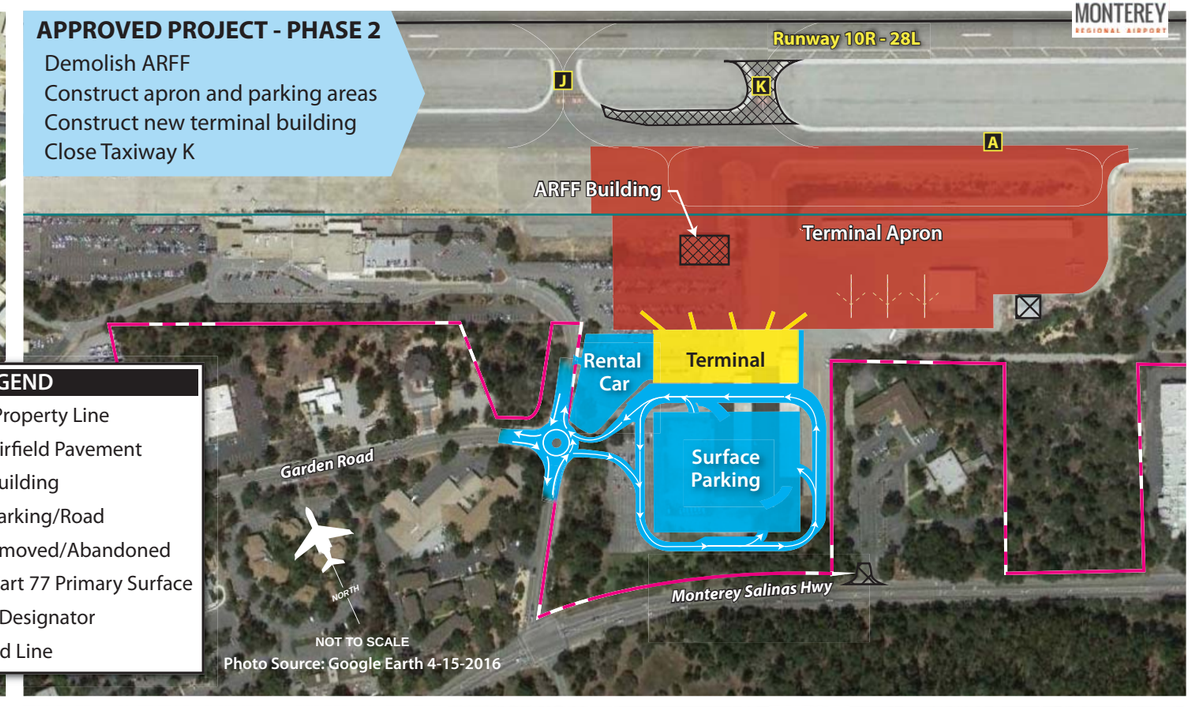
Under Section 15164 of the State CEQA Guidelines, a lead agency may prepare an Addendum to a previously approved and adopted EIR if "some changes or additions are necessary but none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred." Conditions listed in Section 15162 requiring the preparation of a subsequent EIR include:

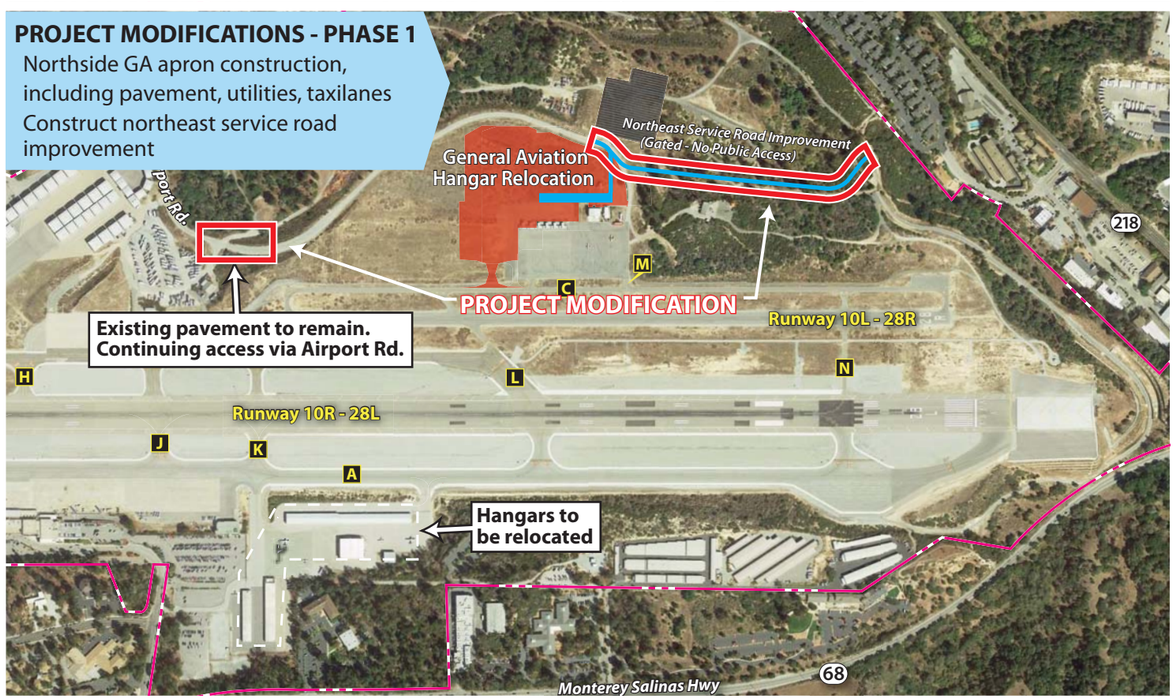
(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(3) New information of substantial importance, which was not known and could not have been known with the exercise or reasonable diligence at the time the previous EIR was adopted, shows any of the following:







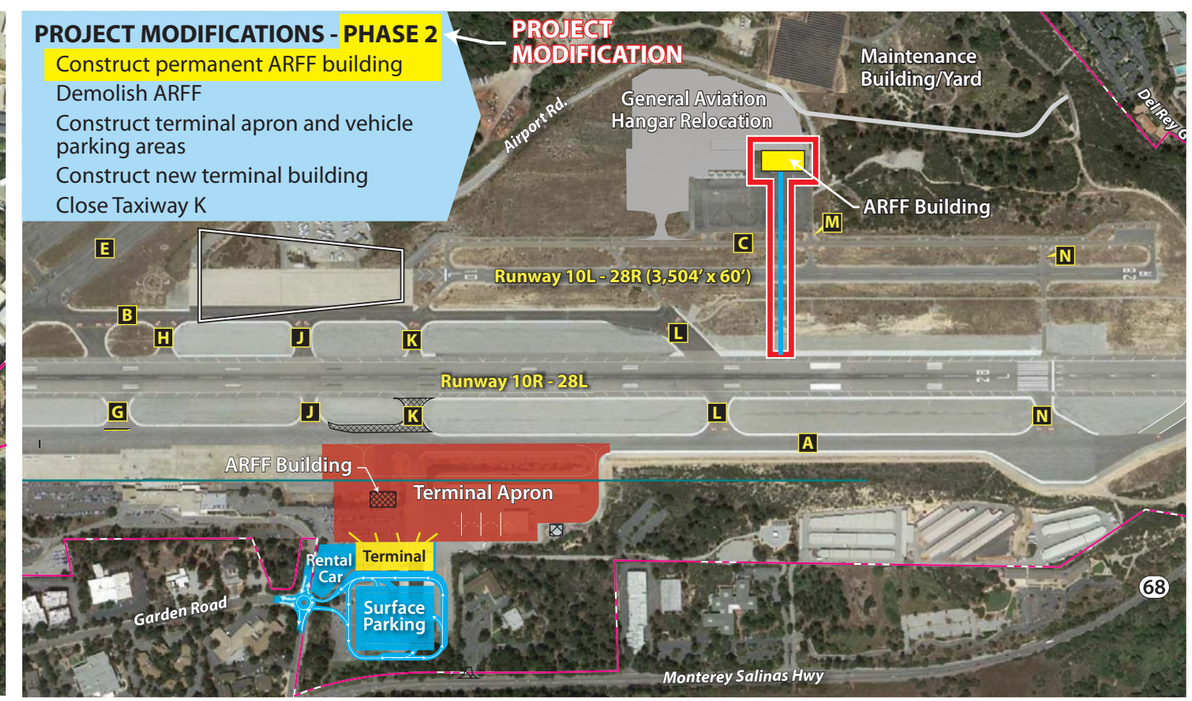


Exhibit 1
MODIFIED SHORT-TERM PROJECT COMPONENTS

SHORT-TERM PROGRAM (Years 0-5)

1. South Land Acquisition (5.5 acres)
2. Infield Safety Area and Taxiway Improvements (Phase 1) - *NP*
3. Northeast Vehicle Service Road Improvements
4. Northside GA Apron Construction (Phase 1)
5. ~~Northside Road/Del Rey Oaks Connection~~
6. ARFF Airfield Service Road
7. ARFF Building Construction
8. Demo Southside ARFF Building
9. Demo Southside GA Facilities
10. Runway 10R-28L Rehabilitation
11. Terminal Apron Construction

INTERMEDIATE-TERM PROJECTS (Years 6-10)

12. Purchase New ARFF Vehicle - *NP*
13. Construct New Terminal Building
14. Relocate Parking and Roads
15. Shift Taxiway A to 327.5 Feet
16. Demo Old Terminal Building
17. Construct Southside Frontage Road

LONG-TERM PROJECTS (Years 11-20)

18. Extend Taxiway B; Reconfigure Taxiways G/K/L/M
19. Infield Safety Area and Taxiway Improvements (Phase 2) - *NP*
20. Airport Perimeter Fence
21. Northside GA Apron Construction (Phase 2)
22. Airport Maintenance Building
23. RPZ Land Acquisition (20 acres in fee/14 acres in easement)
24. Northside Road/Del Rey Oaks Connection

NP - Not Pictured White - Private development or beyond planning period

LEGEND

- Airport Property Line
- Short Term Project
- Intermediate Term Project
- Long Term Project
- To Be Removed/Abandoned
- Potential Property Acquisition
- Runway Protection Zone (RPZ)
- A Taxiway Identifier

Exhibit 2
MODIFIED AIRPORT MASTER PLAN PROJECT PHASING

A. The project will have one or more significant effects not discussed in the previous EIR;

B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

D. Mitigation measures or alternatives which are considerably different from those analyzed previously would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measures or alternative.

This Addendum to the previously certified AMP EIR has been prepared because MPAD staff has concluded, based on an evaluation of the environmental effects, that the proposed Project modifications do not give rise to any of the circumstances requiring the preparation of a subsequent EIR, as identified above. The substantial evidence supporting the MPAD staff's conclusion is discussed in the following sections of this Addendum.

3.0 METHODOLOGY

The analysis in this Addendum reviews proposed Project modifications to an Approved Project at the Monterey Regional Airport. The potential environmental impacts of the Approved Project were considered under the previously certified AMP EIR. As such, only changes in the potential environmental impacts and/or their severity due to the proposed Project modifications are addressed in this Addendum. All potential environmental impacts of the Approved Project not identified in this Addendum remain the same under the proposed Project modifications and are not repeated in this document. Where minor adjustments in the mitigation measures identified in the previously certified AMP EIR are warranted to address lesser impacts of the Proposed modifications, these revisions are also provided.

4.0 PROPOSED PROJECT MODIFICATIONS

As discussed in Section 1.0, Introduction, the proposed Project modifications would change the phasing of two previously approved short-term project components. **Table 1** provides a comparison of the remaining short-term project component phasing between the Approved Project and the proposed Project modifications.[1] As shown in **Table 1**, and as described further below, one proposed Project modification to the Approved Project is that the ARFF building relocation and construction of an ARFF service road would occur in Phase 2 of the short-term program. Once relocated, the ARFF facility would be used for on-airport emergency services only and would no longer provide services to the City of Monterey.

[1] The 5.5-acre private parcel near the proposed relocated commercial terminal complex was acquired by the Airport in 2019.

In addition, one previously approved short-term project component (i.e., construction of a public access road from the northeast vehicle service road improvements to Del Rey Gardens Drive) would become a long-term component of the Airport Master Plan as a result of the proposed Project modifications (**Exhibit 2**). As shown in Phase 1 of **Exhibit 1** and **Table 1**, approved improvements to an airport vehicle service road (northeast service road improvement) from the existing east vehicle service road to the terminus of Airport Road at the north GA apron would occur to provide a construction haul route and a service road to the north GA area from both sides of the Airport. This service road would be gated and not available for public access.

TABLE 1
Comparison of Phasing for Short-term Project Components
Approved Project vs. Proposed Project Modifications

Construction Phases	Approved Project	Proposed Project Modifications
Phase 1 (Years 1-3)	• Construct the necessary pavement, infrastructure, and hangars to relocate approximately 44 GA tenants from the southeast part of the Airport to north of the airfield. • Construct a "north side" road from the north GA area to Highway 218 via a connection with Del Rey Gardens Drive. • Construct a permanent ARFF building in the general location of the existing Navy Flying Club buildings (as well as an ARFF service road to the primary runway).	Same as Approved Project except: • Move the proposed "north side" public road from the existing east vehicle service road to Highway 218 via a connection with Del Rey Gardens Drive from a short-term project to a long-term project. • Northeast vehicle service road improvements from the existing northern terminus of the east vehicle service road to the north side GA area would not be available for public access. • Move construction of a permanent ARFF building in the general location of the existing Navy Flying Club buildings (as well as an ARFF service road to the primary runway) to Phase 2.
Phase 2 (Years 4-7)	• Demolish the existing ARFF building and southeast GA area and relocate southeast GA tenants. • Construct a relocated commercial terminal complex (including apron, terminal loop road and roundabout, and vehicular parking lots). • Close Taxiway "K" between Runway 10R-28L and Taxiway "A."	Same as Approved Project except: • Construct a permanent ARFF building in the general location of the existing Navy Flying Club buildings (as well as an ARFF service road to the primary runway).
Phase 3 (Year 8)	• Remark 1,850-lf portion of Taxiway "A" to 327.5 feet from Runway 10R-28L and relocate taxiway signage and lighting. • Remark hold lines on Taxiways "G" and "J" at 250 feet from the Runway 10R-28L centerline. • Provide apron islands at Taxiways "G" and "J." • Demolish the existing terminal building.	Same as Approved Project
Phase 4 (Year 9)	• Construct a two-level surface parking lot along Fred Kane Drive (along with a minor realignment of Fred Kane Drive).	Same as Approved Project
Phase 5 (Year 10)	• Construct Highway 68 frontage cul-de-sac	Same as Approved Project

4.1 PROPOSED PROJECT MODIFICATIONS TO ANTICIPATED CONSTRUCTION ACTIVITY

No changes to the approved on-airport stockpiles analyzed in the previously certified AMP EIR would occur due to the proposed Project modifications. However, due to the change in timing of the grading for a planned north side road connection to Highway 218 via Del Rey Gardens Drive (from short term to long term), a reduction in overall material needed to be removed off the Airport in the short term would occur.

Table 2 compares estimated quantities of cut material (soil only) that would be removed during various phases of the short-term project components due to the Approved Project versus the proposed Project modifications. Under the Approved Project, approximately 286,400 cy of excess material would be created with 37,900 cy removed from the Airport. Under the proposed Project modifications, approximately 262,700 cy of excess material would be created with 13,900 cy removed from the Airport. This is a reduction in approximately 24,000 cy of exported material when compared to the amount of exported material previously estimated for the Approved Project. Thus, the short-term proposed Project modifications would result in less off-airport export of soil and fewer construction haul trips during the short-term Project period than would occur with the Approved Project.

In the long term, the planned north side road connection would result in additional cut material (estimated at approximately 47,000 cy). This earthwork was addressed in the EIR as a short-term project and would now occur in the long term. At this time, it is unknown if the material could be used in conjunction with other on-airport development as a source of fill or if it would be exported off the Airport.

TABLE 2
Estimated Cut Material and Off-Airport Export (Short Term)
Approved Project vs. Proposed Project Modifications

Proposed Action Activity	Approved Project - Cut Material (cubic yards)	Proposed Project Modifications - Cut Material (cubic yards)
PHASE 1 (North Side Activity):		
"North Side" Road	57,000	10,000[1]
ARFF Building (assumes 10 feet of over-excavation)	3,700	--
PHASES 2 and 4 (North and South Side Activity):		
ARFF Building (assumes 10 feet of over-excavation)	--	3,700
Terminal Apron (crowned surface)[2]	170,000	170,000
Terminal Building (assumes 20 feet of over-excavation)	39,000	39,000
Terminal Complex Parking/Roads	40,000	40,000
TOTAL CUT MATERIAL	**309,700**	**262,700**
Less Dirt Used from North Side Road as Fill for Phase 1 General Aviation Improvements	**(23,000)**	**0**
TOTAL EXCESS MATERIAL	**286,700**	**262,700**
Less Dirt Stockpiled on Airport	**(248,800)**	**(248,800)**
OFF-AIRPORT MATERIAL EXPORT	**37,900**	**13,900**

Sources: Kimley-Horn Associates, Inc. (KHA) 2018; Neill Engineers Corp (Neill Engineers) 2017, 2018
ARFF = aircraft rescue and firefighting
[1] During Phase 1 of the proposed Project modifications, approximately 10,000 cy of material would be removed for preparation of the north GA area and northeast vehicle service road improvements. This amount of dirt would be stockpiled on the north side in one of the available stockpile areas.
[2] Another apron design option is a super-elevated transverse grading design, which would generate less material than a crowned surface. FAA will make the final determination regarding the terminal apron design.

5.0 UPDATED ENVIRONMENTAL EVALUATION

As discussed in Section 4.0 and **Tables 1** and **2**, the proposed Project modifications involve changes in the phasing of two project components of the Approved Project. Since these project components addressed in the previously certified AMP EIR have not been removed from the Approved Project, but only re-sequenced, most of the potentially significant impacts of the Approved Project identified in the previously certified AMP EIR would remain the same and there would be no new significant impacts or an increase in the severity of previously identified significant impacts. Rather, the following impacts of the Approved Project would be reduced:

- Short-term impacts to candidate, sensitive, or special-status species and associated sensitive natural communities;
- Short-term construction-related truck trips (and associated emissions and greenhouse gases);
- Short-term operational vehicular traffic, including truck trips and ARFF off-airport emergency trips (and associated emissions and greenhouse gases);
- Short-term land use policy consistencies with the Del Rey Oaks General Plan; and/or
- Short-term land use policy consistencies with the Monterey General Plan related to level of service impacts.

The following sections summarize the findings of the previously certified AMP EIR impact categories where there is a change in the analysis due to the proposed Project modifications. Where needed, additional analyses of the proposed Project modifications are provided. Based on the analysis of the Approved Project in the previously certified AMP EIR (i.e., Alternative 1), there were many potential impacts that were determined to be Less than Significant or have No Impact and did not require mitigation. For a discussion of these impact categories and associated significance thresholds, which would not be changed by the proposed Project modifications, please refer to the previously certified EIR for additional information.

Table 3 identifies any changes to Potentially Significant Impacts of the Approved Project (as well as their level of significance after mitigation) that would occur under the proposed Project modifications. The analysis in this section of the Addendum addresses potential changes in project impacts and mitigation as evaluated in the previously certified AMP EIR related to:

- Construction activity in terms of air quality, GHGs, and vehicular traffic;
- Project-specific and programmatic operational activity in terms of air quality, GHG, and vehicular traffic;
- Project-specific and programmatic biological impacts;

- Land use policy consistency with the Del Rey Oaks general plan, the Monterey general plan, and the Casanova Oak Knoll Association (CONA) neighborhood plan; and

- Use of the relocated ARFF for on-airport emergencies only.

TABLE 3
Changes to Potentially Significant Impacts and Level of Significance (with Mitigation)
Approved Project vs. Proposed Project Modifications

Approved Project Impacts	Less than Significant with Mitigation	Potentially Significant and Unavoidable	Impact Level of Significance with Proposed Project Modifications
AIR QUALITY			
EIR Threshold 4.2.1 - Result in mass daily emissions during construction or operation that exceed applicable thresholds			
Additional criteria pollutants could be generated from cumulative projects that exceed applicable thresholds.		X	No change from Approved Project, but overall impact is less.
BIOLOGICAL RESOURCES			
EIR Threshold 4.4-1 - 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 Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS)			
Impact BIO-11: The anticipated loss of 1,450 sandmat manzanita (CNPS Rank 1B.2).	X		No change from Approved Project, but overall impact is less.
Impact BIO-12: The anticipated loss of 305 Monterey pine trees (CNPS Rank 1B.1).		X	No change from Approved Project, but overall impact is less.
Impact BIO-13: The anticipated loss of eight Eastwood's goldenbush (CNPS Rank 1B.1).	X		No change from Approved Project, but overall impact is less.
Impact BIO-14: The anticipated loss of 18 Monterey ceonothus (CNPS Rank 4.2) based on CNPS recommendations.	X		No change from Approved Project, but overall impact is less.
Impact BIO-15: The anticipated loss of 49 small-leaved lomatium (CNPS Rank 4.2) based on CNPS.	X		No change from Approved Project, but overall impact is less.
EIR Threshold 4.4-2 - Substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS			
Impact BIO-30: A loss of 4.16 acres of sandmat manzanita chaparral.	X		No change from Approved Project, but overall impact is less.
Impact BIO-31: A loss of 4.54 acres of Monterey pine forest.		X	No change from Approved Project, but overall impact is less.
Impact BIO-32: A loss of 34.83 acres and 657 trees of coast live oak woodland-coast live oak trees.	X		No change from Approved Project, but overall impact is less.
EIR Threshold 4.4-4 - Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan			
Impact BIO-42: Approved Project would remove 1.25 acres of previously established conservation areas for the RSA Project due to the construction and operation of the "north side."	X		No impact with proposed Project modifications in the short term. Same as Approved Project in the long term.
GREENHOUSE GAS EMISSIONS			
EIR Threshold 4.8-1 - Result in a net increase in GHG emissions by 2035 compared to existing 2015 conditions			
Impact GHG-2: Projected future GHG emissions associated with the Approved Project would increase above estimated 2015 levels.		X	No change from Approved Project, but overall impact is less.

TABLE 3 (Continued)
Changes to Potentially Significant Impacts and Level of Significance (with Mitigation)
Approved Project vs. Proposed Project Modifications

Approved Project Impacts	Less than Significant with Mitigation	Potentially Significant and Unavoidable	Impact Level of Significance with Proposed Project Modifications
LAND USE AND PLANNING			
EIR Threshold 4.11-3 - Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for avoiding or mitigating an environmental effect			
Impact LU-1: Policy inconsistency with City of Del Rey Oaks Policy C-3 and Policy C-13 of its general plan related to traffic impacts of the Approved Project. The Airport will participate in its fair share of mitigation for impacted intersection of bicycle route improvements, to the extent possible and consistent with FAA regulations and requirements relating to the use of airport revenue. However, since proposed traffic mitigation measures may not be feasible, these policy inconsistencies are considered Potentially Significant.		X	Less than Significant in the short term; no change from Approved Project in the long term.
Impact LU-2: Policy inconsistency with City of Del Rey Oaks Policy C-17 of its general plan related to the proposed "north side" road. Until such time that a general plan amendment is approved, this policy inconsistency is considered Potentially Significant.		X	Less than Significant in the short term; no change from Approved Project in the long term.
Impact LU-4: Policy inconsistency with City of Monterey Goal j, Policy j.2, and Programs j.1.1 and j.2.3 of its Circulation Element, which establish LOS D as an acceptable automobile LOS standard for roadway segments that are not within a multi-modal corridor and require a traffic analysis to determine appropriate mitigation and the funding of a pro-rata share toward improvements.		X	Less than Significant in the short term; no change from Approved Project in the long term.
Impact LU-5: This is not an impact of the Approved Project. It is, however, applicable to the Project modifications (i.e., are the Project modifications consistent with the CONA Neighborhood Plan goals and policies related to restricting the use of Airport Road for airport-related uses) (Public Works Policies 15 and 16 and Airport Noise Policy 29 and Program 34b).	*Not Applicable*	*Not Applicable*	Less than Significant - The Project modifications will result in a decrease in airport-related ADT on Casanova Avenue and Airport Road compared to existing conditions (see Section 4.6).
Impact LU-6: Policy inconsistency with CONA Neighborhood Plan Airport Noise Policy 34, which states that the neighborhood is opposed to the use of neighborhood residential streets by automobile and truck traffic going to and from the Airport and businesses on the Airport property as Airport Road would remain in use for existing or replacement airport land uses located west of Gate V22. This inconsistency is considered Potentially Significant. However, it is important to understand in the context of this inconsistency determination that CONA neighborhood roads are public roads and must allow public usage within the established regulations and codes.		X	No change from Approved Project, but overall impact is slightly less.

TABLE 3 (Continued)
Changes to Potentially Significant Impacts and Level of Significance (with Mitigation)
Approved Project vs. Proposed Project Modifications

Approved Project Impacts	Less than Significant with Mitigation	Potentially Significant and Unavoidable	Impact Level of Significance with Proposed Project Modifications
PUBLIC SERVICES			
EIR Threshold 4.14-1 - Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, 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: fire protection and police protection			
Impact PS-1: ARFF response times to area off-airport would be reduced. *This is not an impact of the Approved Project, but a discussion has been included in this Addendum (see Section 5.5).*	*Not Applicable*	*Not Applicable*	*Not Applicable - The Project modifications will only provide on-airport fire and police services.*
TRANSPORTATION/TRAFFIC			
EIR Threshold 4.16-1 - Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit			
Impact TR-4: Based on the Caltrans impact criteria, the addition of a single project trip at an intersection that is operating deficiently can be considered an impact. The following intersections that are operating deficiently under existing conditions in the short term: – #6: Del Monte Boulevard/Highway 218 (four PM peak hour trips) – #7: Highway 218/N. Fremont Boulevard (four PM peak hour trips)		**X**	Less than Significant as Project modifications result in a decrease in average daily trips (ADT).

5.1 AIR QUALITY

EIR Threshold 4.3-1 - Result in mass daily emissions during construction or operation that exceed the thresholds summarized below:

Criteria Pollutant	Construction Thresholds Maximum Daily Emissions (pounds/day)	Operational Thresholds Average Daily Emissions (pounds/day)
Volatile organic compounds (VOC) or reactive organic gases (ROG)	137	137
Nitrogen oxides (NO_x)	137	137
Carbon monoxide (CO)	550	550
Particulate matter < 10 micrometers	82[1]	82[1]
Particulate matter < 2.5 micrometers	55	55
Sulfur dioxide (SO_2)	150	150

Sources: Monterey Bay Air Resources District (MBARD) 2008; MBARD 2016

[1] Emissions exceeding this threshold are considered significant by MBARD if dispersion modeling results exceed the ambient air quality standard. Air pollutant dispersion modeling was not conducted for the Approved Project because initial modeling indicated that PM_{10} emissions would be well below the established threshold.

Short-term and Long-term (Programmatic) Construction Impacts. **Table 4** shows a construction emissions inventory for the proposed Project modifications and compares the potential for an exceedance of the Monterey Bay Air Resources District (MBARD) emission thresholds to the Approved Project. No new

significant impacts or a change in the severity of significant impacts related to air quality would occur as a result of anticipated changes in construction scheduling associated with the proposed Project modifications. Rather, the impacts would remain less than significant. The emissions reported in **Table 4** represent the maximum amount of emissions (in pounds/day) that could occur on a single day during the construction year represented. By comparing the maximum amount that could occur on any given day to the allowable thresholds set forth by MBARD, it can be shown that proposed Project modifications would not exceed the applicable thresholds during construction.

TABLE 4
Construction Emissions Inventory[1] - Proposed Project Modifications

Year	Construction Emissions (maximum pounds per day)					
	VOC[2]	NO_x	CO	SO_2	PM_{10}[3]	$PM_{2.5}$[3]
Significance Thresholds	**137**	**137**	**550**	**150**	**82**	**55**
Short-Term Project Components						
Year 1	8.3	97.9	53.4	0.2	8.2	5.5
Year 2	1.6	24.5	10.7	0.1	2.1	1.1
Year 3	2.9	36.8	22.9	0.1	3.1	1.8
Year 4	6.9	62.6	60.8	0.1	8.5	4.5
Year 5	6.7	55.1	70.1	0.1	7.6	4.3
Year 6	1.6	16.4	16.5	<0.1	1.7	0.9
Year 7	4.2	41.4	35	1.8	5.4	2.7
Year 8	4.8	45.4	61.6	0.1	4.4	2.6
Year 9	0.6	6.7	6.4	<0.1	0.7	0.3
Year 10	0.7	7.3	6.8	<0.1	0.6	0.4
Long-Term Project Components						
Long-term Year 1[4]	0.8	11.8	6.1	0.0	1.1	0.3
Long-term Year 2[5]	8.3	45.1	61.8	0.2	54.7	1.4
Would the Proposed Project Modifications Exceed the Significance Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**
Would the Approved Project Exceed the Significance Thresholds?	No	No	No	No	No	No

Sources: MBARD 2008; MBARD 2016; CalEEMod analysis
[1] Includes emissions from on-road (worker and truck trips) and off-road (construction equipment) sources. Represents maximum daily emissions during the construction year.
[2] Also referred to as Reactive Organic Gases (ROGs).
[3] Includes fugitive particulates and exhaust particulates.
[4] Represents maximum daily emissions for construction of a public road connection to Del Rey Gardens Drive.
[5] Represents maximum daily emissions during a construction year for all other long-term projects and represents a scenario in which all construction activity occurs simultaneously.

The following emission modeling inputs were used to determine the new emission levels for construction of the short-term project components under the proposed Project modifications:

- Construction Years 1-3: Under the Approved Project, all activity related to the GA improvements, including the northeast vehicle service road improvements, were modeled in Year 1, while other Phase 1 items were modeled for Year 2 (public road connection to Del Rey Gardens Drive) and Years 2/3 (ARFF construction). With the proposed Project modifications, no other construction

is occurring during Years 2-3 and the GA and northeast vehicle service road improvements are assumed to occur throughout the three-year construction period.

- Construction Years 4-5: With the proposed Project modifications, construction of the ARFF building on the north side was moved from Years 2/3 to Years 4/5.

- Construction Years 6-10: No change from the Approved Project would occur under the proposed Project modifications and no changes to the emissions modeling inputs were necessary.

The previously certified AMP EIR also calculated maximum daily emissions during a construction year for all long-term projects using a scenario in which all construction activity occurs simultaneously. Although this assumption is not realistic, as shown in the previously certified AMP EIR, even if the construction of all long-term projects occurred simultaneously, all construction pollutants would remain under the applicable significance thresholds. With respect to the proposed Project modifications, the emissions for construction of a public road connection to Del Rey Gardens Drive were assumed to occur prior to the emissions for other future projects as indicated below:

- Long-term Year 1: Emissions associated with the proposed north side public road connection are presented in Long-term Year 1 of **Table 4** as the construction of public access to Highway 218 is a prerequisite of any future long-term development on the north side of the Airport.

- Long-term Year 2: No change from the Approved Project would occur under the proposed Project modifications.

As can be seen in **Table 4**, all construction years and pollutant levels would remain well below the applicable significance thresholds in both the short and long term with proposed Project modifications.

Short-term and Long-term (Programmatic) Operation Impacts. The proposed Project modifications would result in a slight decrease in the operational emissions calculated for the Approved Project. The ARFF would no longer provide off-airport emergency services and vehicular trips (including heavy duty truck trips) associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations would no longer occur (see Section 5.6 for more details). Building operational emissions (such as those associated with building energy use) would not change due to the proposed Project modifications in the short term. In addition, since no changes to the approved long-term land uses for the Airport would occur due to the proposed Project modifications, no change to the Approved Project's long-term air quality emissions would occur.

Conclusion

Air pollutant emissions associated with the proposed Project modifications would not exceed the established mass daily construction or operational emissions thresholds of the MBARD. Impacts related to air pollutant emissions would be Less than Significant as identified in the previously certified AMP EIR. In the cumulative scenario, additional criteria pollutants could be generated from cumulative projects that exceed applicable thresholds. The proposed Project modifications would generate fewer project-related emissions than the Approved Project but would still contribute to Significant and Unavoidable cumulative air quality impacts.

5.2 BIOLOGICAL RESOURCES

EIR Threshold 4.4-1 - 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 Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS).

Short-Term Impacts

The previously certified AMP EIR identified potential impacts to the following candidate, sensitive, or special-status plant species due to short-term project components: sandmat manzanita (*Arctostaphylos pumila*) (Impact BIO-11), Monterey pine (*Pinus radiata*) (Impact BIO-12), Eastwood's goldenbush (*Ericameria fasciculata*) (Impact BIO-13), Monterey ceanothus (*Ceanothus rigidus*) (Impact BIO-14), small-leaved lomatium (*Lomatium parvifolium*) (Impact BIO-15), Monterey spineflower (Impact BIO-16), Yadon's piperia (Impact BIO-17), and Seaside bird's beak (Impact BIO-18). The analysis was divided into Biological Study Areas (**Exhibit 3**).

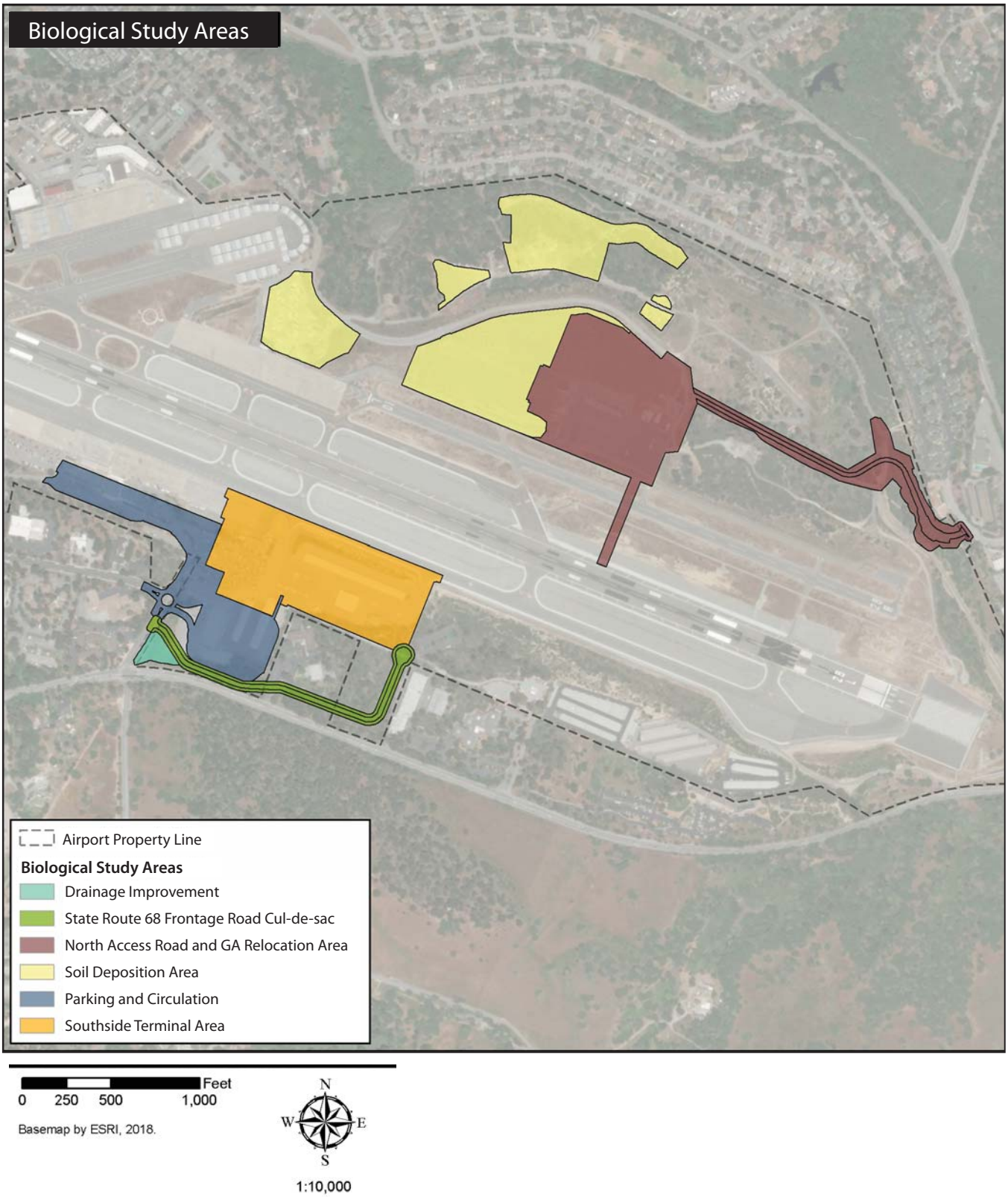
Only the North Access Road and GA Relocation Biological Study Area is affected by the proposed Project modifications due to the removal of a proposed north side public road connection to Del Rey Gardens Drive from the short term to the long term. See Long-Term Project Impacts (Programmatic) below. As a result of moving the public road connection to the long term, the short-term project biological resources impacts would be reduced as shown in **Table 5**.

TABLE 5
Short-Term Biological Impacts to Candidate, Sensitive, or Special-Status Species[1]
Approved Project vs. Proposed Project Modifications

Resource	Approved Project (Individual plants to be Removed)	Project Modifications (Individual plants to be Removed)	Reduction in Project Impact (Individual plants to be Removed)
sandmat manzanita	1,450	1,126	- 324
Monterey pine	305	295	- 10
Eastwood's goldenbush	8	2	- 6
Monterey ceanothus	18	15	- 3
small-leaved lomatium	49	33	- 16
Monterey spineflower	502	502	No measurable change
Yadon's rein orchid	156	156	No measurable change
Seaside bird's beak	0	0	No measurable change

SOURCE: SWCA 2020 (**Appendix A**).
[1] Individual plant estimates based on 2016 -2018 field surveys.

Table 6 shows the corresponding reduction in mitigation requirements for the proposed Project modifications when compared to the Approved Project.



Source: SWCA 2018

Exhibit 3
BIOLOGICAL STUDY AREAS

TABLE 6
Mitigation for Biological Impacts to Candidate, Sensitive, or Special-Status Species[1]
Approved Project vs. Proposed Project Modifications - Short-Term

Resource	Approved Project Mitigation Requirement	Proposed Project Modifications Mitigation Requirement	Reduction in Mitigation Requirement
sandmat manzanita	2,290 plants	2,252 plants	- 38 plants
Monterey pine	1.0 acre/ 25 trees	1.0 acre/ 25 trees	No change
Eastwood's goldenbush	16 plants	4 plants	- 12 plants
Monterey ceanothus	36 plants	30 plants	- 6 plants
small-leaved lomatium	soil and seed bank	soil and seed bank	No change
Monterey spineflower	soil and seed bank	soil and seed bank	No change
Yadon's rein orchid	seed and bulb translocation	seed and bulb translocation	No change
Seaside bird's beak	avoidance	avoidance	No change

The following previously certified AMP EIR biological impacts (Impacts BIO-11 through BIO-18) have been revised to indicate the reduced impacts due to the proposed Project modifications as well as their accompanying mitigation measures. The reductions to the biological resource impacts are related to the reduction in the number of potential plant individuals lost and to be replaced through mitigation and have been underlined for easy identification.

Revised Impact BIO-11: The anticipated loss of ~~1,450~~ 1,126 sandmat manzanita (California Native Plant Society [CNPS] Rank 1B.2) is considered Potentially Significant per Threshold 4.4-1.

Revised BIO/mm-12: The Project Sponsor shall propagate, plant, and maintain at least ~~2,290~~ 2,252 sandmat manzanita container plants. The sandmat manzanita container plants may be installed in the temporary disturbance areas and/or landscaping of the proposed northeast vehicle service road improvements, onsite Conservation Area 4 (AMP EIR, Exhibit 4.4D), or offsite conservation lands (AMP EIR, BIO mm/29 through BIO/mm-31 of Threshold 4.4-2 and Exhibit 4.4D), as appropriate. The sandmat manzanita container plants shall be monitored and maintained for seven years following their installation. To consider the sandmat manzanita replacement mitigation successful, at least ~~2,900~~ 2,252 replacement sandmat manzanita plants must be self-sustaining by the end of the seven-year monitoring program.

Revised Impact BIO-12: The anticipated loss of ~~305~~ 295 Monterey pine trees (CNPS Rank 1B.1) is considered Potentially Significant per Threshold 4.4-1.

No changes to BIO/mm-13 and BIO/mm-26 (see Threshold 4.4-2) are provided as they adequately address the revised impacts to Monterey pine trees, which have been reduced. However, it should be noted that overall, the loss of Monterey pine trees was considered Potentially Significant and Unavoidable in the previously certified AMP EIR. This conclusion remains for the proposed Project modifications.

Revised Impact BIO-13: The anticipated loss of ~~eight~~ two Eastwood's goldenbush (CNPS Rank 1B.1) is considered Potentially Significant per Threshold 4.4-1.

Revised BIO/mm-14: Prior to any site disturbances, the Project Sponsor shall retain a qualified biologist and/or horticulturalist to collect a sufficient amount of Eastwood's goldenbush seed from individuals on the airport property to propagate a minimum of ~~16~~ four Eastwood's goldenbush container plants. The propagated materials shall be planted and maintained in Conservation Area 4.

Revised Impact BIO-14: The anticipated loss of ~~18~~ 15 Monterey ceonothus (CNPS Rank 4.2) is considered Potentially Significant based on CNPS recommendations per Threshold 4.4-1.

Revised BIO/mm-15: Prior to any site disturbances, the Project Sponsor shall retain a qualified biologist and/or horticulturalist to collect a sufficient amount of Monterey ceanothus seed from individuals on the airport property to propagate a minimum of ~~36~~ 30 Monterey ceanothus container plants. The propagated materials shall be planted and maintained in Conservation Area 4.

Revised Impact BIO-15: The anticipated loss of ~~49~~ 33 small-leaved lomatium (CNPS Rank 4.2) is considered Potentially Significant based on CNPS recommendations per Threshold 4.4-1.

No change to BIO/mm-16 is warranted as it adequately addresses the revised impacts to small-leaved lomatium.

Long-Term (Programmatic) Impacts

There are no changes to the previously certified AMP EIR Impacts BIO-19 through BIO-26 regarding the potential to directly or indirectly impact candidate, sensitive, or special-status species due to the proposed Project modifications. Species potentially affected in the area of a proposed north side public road connection to Del Rey Gardens Drive are similar to other potentially affected areas of the Airport. The biological analysis and mitigation for the Approved Project long-term components were focused on programmatic mitigation, which requires further analysis to be conducted prior to the approval of each long-term project.

The programmatic mitigation establishes the mitigation ratios to be applied to impacts that would result from future projects. Once the analysis is conducted and specific impacts are identified, the programmatic mitigation would be applied to determine the necessary mitigation calculations. Therefore, moving the proposed north side public road connection to Del Rey Gardens Drive from the short-term project list to the long-term project list has little effect on the Approved Project's programmatic mitigation. The programmatic mitigation (BIO/mm-21) (in combination with the other measures) adequately addresses the potential impacts to special-status species that may occur from the future north side public road connection to Del Rey Gardens Drive. However, it should be noted that overall, the future loss of Monterey pine trees was considered Potentially Significant and Unavoidable in the previously certified AMP EIR. This conclusion remains for the proposed Project modifications.

EIR Threshold 4.4-2 - Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS.

Short-Term Impacts

The previously certified AMP EIR identified potential impacts to the following sensitive natural communities due to short-term project components: sandmat manzanita chaparral, Monterey pine forest, coast live oak woodland-coast live oak trees. As a result of moving the proposed north side public road connection to Del Rey Gardens Drive to the long term, the short-term project impacts would be reduced as shown in **Table 7**.

TABLE 7
Short-Term Biological Impacts to Sensitive Natural Communities[1]
Approved Project vs. Proposed Project Modifications

Resource	Approved Project	Project Modifications	Reduction in Project Impact
sandmat manzanita chaparral	4.16 acres	3.60 acres	- 0.56 acres
Monterey pine forest	4.54 acres	4.18 acres	- 0.36 acres
Coast live oak woodland-coast live oak trees	4.83 acres/ 657 trees	3.60 acres/ 565 trees	- 1.23 acres/ - 92 trees

SOURCE: SWCA 2020. See **Appendix A**.
[1] Estimates based on 2016 -2018 field surveys.

Table 8 shows the corresponding reduction in mitigation requirements for the proposed Project modifications when compared to the Approved Project.

TABLE 8
Mitigation for Biological Impacts to Sensitive Natural Communities
Approved Project vs. Proposed Project Modifications

Resource	Approved Project Mitigation Requirement	Proposed Project Modifications Mitigation Requirement	Reduction in Mitigation Requirement
sandmat manzanita chaparral	5.92 acres/ 2,000 plants	5.9 acres/ 1,750 plants	- 0.0.02 acre/ - 250 plants
Monterey pine forest	1.0 acre/25 trees	1.0 acre/25 trees	No change
Coast live oak woodland-coast live oak trees	11.92 acres/ 100 trees	10.6 acres/ 100 trees	- 1.32 acres/ no change

The following previously certified AMP EIR biological impacts (Impacts BIO-30 through BIO-32) have been revised to indicate the reduction in impacts due to the proposed Project modifications as well as the accompanying mitigation measures. Changes to the impacts are related to the amount of sensitive natural communities lost and to be replaced through mitigation and have been underlined for easy identification.

Revised Impact BIO-30: A loss of ~~4.16~~ 3.60 acres of sandmat manzanita chaparral is considered Potentially Significant per Threshold 4.4-2.

Revised Impact BIO-31: A loss of ~~4.54~~ 4.18 acres of Monterey pine forest is considered Potentially Significant per Threshold 4.4-2.

Revised Impact BIO-32: A loss of ~~4.83~~ 3.60 acres of coast live oak woodland (~~657~~ 565 trees) is considered Potentially Significant per Threshold 4.4-2.

Revised BIO/mm-26: Prior to implementation of any AMP Project, the Project Sponsor shall prepare a Habitat Conservation and Enhancement Plan (HCEP) that designates a ~~18.86~~ 19.08-acre[2] conservation area (Conservation Area 4) along the Airport's northern property boundary as Open Space on the airport layout plan (ALP). The HCEP shall provide for the conservation and management of approximately ~~11.92~~ 10.6 acres of coast live oak woodland, ~~5.92~~ 5.9 acres of sandmat manzanita chaparral, and 1.0 acre of Monterey pine forest habitats.

Future activities in Conservation Area 4 shall be limited to preserving and rehabilitating the coast live oak woodland, sandmat manzanita, Monterey pine forest, and special-status plant species that occur in the conservation area. Habitat rehabilitation activities shall focus on removing invasive species, planting native coast live oak woodland, sandmat manzanita chaparral and Monterey pine forest associates, and augmenting the native rare plant species populations.

The HCEP shall be prepared by a qualified biologist and/or botanist and shall detail the methods for managing the conservation area. At a minimum, the HCEP should include the following elements:

1. A brief narrative of the project location, description, and purpose.

2. Clear identification of the parties responsible for the conservation program and their contact information.

3. A map showing and quantifying all conservation areas.

4. Designation of a Monterey spineflower seed and soil receiver site.

5. Detailed discussion of the methods for implementing the HCEP, including invasive species removal, sources of plant materials, and supplemental watering regimes.

6. Methods for the identification and removal of diseased or dead trees.

[2] The additional 0.23-acre of proposed replacement Conservation Area 1 is not needed for the proposed Project modifications but was included as a potential Monterey spineflower seed receiver site in the Biological Assessment prepared for a safety enhancement project's Environmental Assessment by the Federal Aviation Administration (FAA).

7. Detailed discussions of a special-status plant species propagation program. Special-status plant propagules shall be collected from the disturbance areas, grown, and reintroduced into the conservation areas.

8. Identification of locations, amounts, sizes, and types of plants to be planted, inclusive of at least 100 coast live oak trees, ~~2,000~~ 1,750 sandmat manzanita container plants, and 25 Monterey pine trees.

9. Identification of necessary components (e.g., temporary irrigation, amendments, etc.) to ensure successful plant re-establishment.

10. A program schedule and established success criteria for a seven-year monitoring and reporting program that is structured to ensure the success of the HCEP.

11. Detailed discussions of the methods to be employed for implementing all additional habitat conservation requirements put forth by the USFWS and CDFW as appropriate.

Long-Term (Programmatic) Impacts

There are no changes to previously certified AMP EIR Impacts BIO-33 through BIO-35 regarding the potential to directly or indirectly impact sensitive natural communities due to the proposed Project modifications. Sensitive natural communities potentially affected in the area of the proposed north side public road connection to Del Rey Gardens Drive are similar to other potentially affected areas of the Airport. Programmatic mitigation BIO/mm-32 (in combination with the other measures) adequately addresses potential impacts to sensitive communities that may occur from the future proposed north side public road connection to Del Rey Gardens Drive.

EIR Threshold 4.4-4 - Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

Short-Term Impacts

Under the Approved Project, the portion of the proposed north side public road that would have connected the Airport's existing east vehicle service road to Del Rey Gardens Drive would have removed 0.79 acre of Conservation Area 1 and 0.46 acre of Conservation Area 2 (EIR Impact BIO-42). These two conservation areas were established to mitigate impacts to sandmat manzanita chaparral, coast live oak woodland, and rare plants that resulted from the previously completed Runway Safety Area Enhancement Project (RSA Project). To mitigate the loss of the established RSA Project conservation areas, the previously certified AMP EIR proposed to designate 1.1 acres of existing maritime chaparral and 0.46 acre of coast live oak woodland as open space and manage the replacement conservation areas per the guidelines of the RSA Project HCEP.

Under the proposed Project modifications, RSA Conservation Areas 1 and 2 would not be impacted in the short term and replacement conservation areas are not necessary. Thus, AMP EIR Impact BIO-42 would no longer occur and the 0.46-acre replacement Conservation Area 2 (BIO/mm-46) is no longer necessary in the short term.

However, as previously noted in Footnote 2, a 0.23-acre portion of the proposed replacement Conservation Area 1 was included as a potential Monterey spineflower seed receiver site in the Biological Assessment prepared for a safety enhancement project's Environmental Assessment by the Federal Aviation Administration (FAA). The USFWS considered the proposed receiver site and associated conservation area to "partially compensate for the proposed Project's adverse effects" on Monterey spineflower. Therefore, the portion of Replacement Conservation Area 1 that includes the Monterey spineflower seed receiver site is retained as mitigation under this Addendum (See Revised BIO/mm-45 below).

Impact BIO-42: No longer occurring in the short term due to proposed Project modifications.

~~AMP EIR BIO/mm-45: To replace the 0.79 acre of Conservation Area 1 (sandmat manzanita chaparral) that would be removed by the construction of the Proposed Project and Alternative 1 "north side" road, the Airport shall designate 1.1 acres of existing sandmat manzanita chaparral as open space on the ALP and manage the resource per the guidelines of the RSA Project HCEP. The Airport shall revise the RSA Project HCEP to incorporate the new Conservation Area 1 boundaries and extend the conservation area invasive species management for an additional two years. The 1.1 acres to be designated as open space is located immediately north of the Conservation Area 1 boundary and within the existing airport perimeter fence (refer to Conservation Area 1 Replacement in **Exhibit 4.4D**).~~

Revised BIO/mm-45: To maintain consistency with the USFWS Biological Opinion for a proposed safety enhancement project, the Airport shall include the 0.23-acre Monterey spineflower seed receiver site in Conservation Area 4, as described by Revised BIO/mm-26.

~~AMP EIR BIO/mm-46: To replace the 0.46 acre of Conservation Area 2 (coast live oak woodland) that would be removed by the construction of the Proposed Project and Alternative 1 "north side" road, the Airport shall designate 0.46 acre of existing coast live oak woodland as open space on the ALP and manage the resource per the guidelines of the HCEP. The Airport shall revise the RSA Project HCEP to incorporate the new Conservation Area 2 boundaries and extend the conservation area invasive species management for an additional two years. The 0.46 acre to be designated as open space is located at the northwest corner of the airport property near the existing detention basin (refer to Conservation Area 2 Replacement in **Exhibit 4.4D**).~~

Since the proposed Project modifications eliminate impacts to Conservation Area 2, BIO/mm-46 is no longer required for the short-term project components.

Long-Term (Programmatic) Impacts

In the long term, the portion of the proposed north side public road connecting the Airport's existing east vehicle service road to Del Rey Gardens Drive could remove 0.79 acre of Conservation Area 1 and

0.46 acre of Conservation Area 2 (EIR Impact BIO-42). To mitigate the loss of the established RSA Project conservation areas, the previously certified AMP EIR proposed to designate 1.1 acres of existing maritime chaparral and 0.46 acre of coast live oak woodland as open space and manage the replacement conservation areas per the guidelines of the RSA Project HCEP. Therefore, BIO/mm-47 has been revised as follows:

Revised BIO/mm-47: To avoid direct impacts to the conservation areas on the airport property, the Project Sponsor shall design the upgraded perimeter fence alignment and the proposed north side public road connection to Del Rey Gardens Drive to avoid the conservation areas. If full avoidance of the conservation areas is not feasible, the Project Sponsor shall replace on a 1:1 basis all portions of the affected conservation area(s) that will fall within the upgraded perimeter fence and/or the proposed north side public road connection disturbance areas. The replacement conservation areas shall support the same vegetative community type as the affected conservation area. Replacement conservation areas should be located on the airport property, if feasible. If establishing a replacement conservation area on the airport property is not feasible, the Project Sponsor may establish a replacement conservation area offsite, provided the replacement conservation area supports the same vegetative community type as the affected conservation area.

Conclusion

In conclusion, the proposed Project modifications would reduce biological impacts in the short term under EIR Thresholds 4.4-1, 4.4-2, and 4.4-4. At the programmatic level, one mitigation measure (BIO/mm-47) has been revised to specifically mention the proposed north side public road connection to Del Rey Gardens Drive as a long-term project and to provide mitigation for its potential impacts to established RSA Project conservation areas. No other revisions to the programmatic biological mitigation within the previously certified AMP EIR are necessary to address the proposed north side public road connection to Del Rey Gardens Drive as a long-term project.

Table 9 shows changes to the biological impacts, mitigation, and levels of significance (after mitigation) related to the proposed Project modifications. As shown in this table, impacts related to a loss of Monterey pine forest would still be Significant and Unavoidable under the proposed Project modifications. However, the number of Monterey pine trees and amount of Monterey pine forest impacted in the short term have been reduced with implementation of the proposed Project modifications.

TABLE 9
Change in Potentially Significant Impacts and Mitigation – Biological Resources
Approved Project vs. Proposed Project Modifications

Approved Project	Mitigation Program	Proposed Project Modifications	Mitigation Program	Level of Significance After Mitigation for Proposed Project Modifications
EIR Threshold 4.4-1 - 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 CDFW or USFWS.				
Short-Term Impacts				
Impact BIO-11: Loss of 1,450 sandmat manzanita	BIO/mm-12	Revised Impact BIO-11: Loss of 1,126 sandmat manzanita	Revised BIO/mm-12	Less Impact than Approved Project - Less than Significant

TABLE 9 (Continued)
Change in Potentially Significant Impacts and Mitigation – Biological Resources
Approved Project vs. Proposed Project Modifications

Approved Project	Mitigation Program	Proposed Project Modifications	Mitigation Program	Level of Significance After Mitigation for Proposed Project Modifications
Impact BIO-13: Loss of 8 Eastwood's goldenbush	BIO/mm-14	Revised Impact BIO-13: Loss of 2 Eastwood's goldenbush	Revised BIO/mm-14	Less Impact than Approved Project Less than Significant
Impact BIO-14: Loss of 18 Monterey ceanothus	BIO/mm-15	Revised Impact BIO-14: Loss of 15 Monterey ce-anothus	Revised BIO/mm-15	Less Impact than Approved Project Less than Significant
Impact BIO-15: Loss of 49 small-leaved lomatium	BIO/mm-16	Revised Impact BIO-15: Loss of 33 small-leaved lomatium	Same as Ap-proved Project	Less Impact than Approved Project Less than Significant
EIR Threshold 4.4-2 - Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS				
Construction and Short-Term Impacts				
Impact BIO-30: Loss of 4.16 acres of sandmat manzanita chaparral	BIO/mm-22 through BIO/mm-31	Revised Impact BIO-30: Loss of 3.60 acres of sandmat manza-nita chaparral	Same as Ap-proved Project (with Revised BIO/mm-26)	Less Impact than Approved Project - Less than Significant
Impact BIO-31: Loss of 4.54 acres of Monterey pine forest	**BIO/mm-22 through BIO/mm-31**	**Revised Impact BIO-31: Loss of 4.18 acres of Monterey pine forest**	**Same as Ap-proved Project (with Revised BIO/mm-26)**	**Less Impact than Approved Project - Poten-tially Significant and Unavoidable**
Impact BIO-32: Loss of 4.83 acres of coast live oak woodland (657 trees)	BIO/mm-22 through BIO/mm-31	Revised Impact BIO-32: Loss of 3.60 acres of coast live oak woodland (525 trees)	Same as Ap-proved Project (with Revised BIO/mm-26)	Less Impact than Approved Project - Less than Significant

5.3 GREENHOUSE GASES

EIR Threshold 4.8-1 – Result in a net increase in GHG emissions by 2035 compared to existing 2015 conditions.

Construction Impacts. When compared to the Approved Project, construction greenhouse gas (GHG) emissions associated with the proposed Project modifications would change due to the timing and duration of the revised construction activities. In the short term, construction GHG emissions would decrease slightly due to the removal of the proposed north side public road connection to Del Rey Gardens Drive to the long term, while the reported long-term construction GHGs would increase (**Table 10**). (See Section 5.1, Air Quality for modeling inputs used for the proposed Project modifications.) Similar to the previously certified AMP EIR, to evaluate the construction GHG emissions, the total construction emissions for the proposed Project modifications have been amortized over the projected operational

lifetime of the proposed improvements, which is assumed to be 30 years. The 30-year amortization is also shown in **Table 10**.

Overall, the 30-year amortization value is 267.3 metric tons per year for the proposed Project modifications, which is slightly less than the Approved Project 30-year amortization value of 270.8 metric tons per year.

TABLE 10
Construction Greenhouse Gas Emissions Inventory[1] (Short-Term and Long-Term Projects)
Approved Project vs. Proposed Project Modifications

Year	Construction Emissions (Metric Tons/Year)	
	CO_2e[2] (Approved Project)	CO_2e[2] (Proposed Project Modifications)
Short-Term Project Components		
Year 1	1,308.8	263.4
Year 2	378.0	447.5
Year 3	77.4	495.5
Year 4	1,236.4	1,313.8
Year 5	1,203.7	1,281.1
Year 6	228.9	228.9
Year 7	367.4	367.4
Year 8	912.0	912.0
Year 9	282.6	282.6
Year 10	444.2	444.2
Short-Term Total	**6,439.4**	**6,036.4**
Long-Term Project Components		
Long Term Year 1[3]	0	300.6
Long Term Year 2[4]	1,683.2	1,683.2
Long-Term Total	**1,683.2**	**1,983.8**
Total	**8,122.6**	**8,020.2**
30-Year Amortization	**270.8**	**267.3**

Source: CalEEMod analysis
[1] Includes emissions from on-road (worker and truck trips) and off-road (construction equipment) sources. Represents maximum daily emissions during the construction year.
[2] Emissions of CO_2, CH_4, and N_2O were converted to CO_2e using global warming potentials of 1, 25, and 298, respectively, as contained in the United Nation's Intergovernmental Panel on Climate Change, Fifth Assessment Report (IPCC 2009).
[3] Represents maximum daily emissions for construction of a public road connection to Del Rey Gardens Drive.
[4] Represents maximum daily emissions during a construction year for all other long-term projects and represents a scenario in which all construction activity occurs simultaneously.
NOTE: Numbers reflect rounding.

Operation Impacts. The proposed Project modifications would result in a slight decrease in the operational GHGs calculated for the Approved Project because the ARFF would no longer provide off-airport emergency services and vehicular trips (including heavy duty truck trips) associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations would no longer occur (see Section 5.6 for more details). Building operational GHGs (such as those associated with building energy use) would not change due to the proposed Project modifications in the short term. In addition, since no changes to the approved long-term land uses for the Airport would occur due to the proposed Project modifications, no change to the Approved Project's long-term GHGs would occur.

Carbon Sequestration Impacts. No change to loss of sequestered carbon due to tree and vegetation would occur as a result of the proposed Project modifications since all tree removal associated with the Approved Project would still occur. The previously certified AMP EIR carbon sequestration analysis estimates carbon dioxide (CO_2) emissions associated with the one-time loss of sequestered carbon resulting from proposed removal of trees and vegetation, as well as a one-time carbon-stock change associated with the proposed planting of trees that would sequester new CO_2 assuming a 20-year growing period, irrespective of when the loss and new planting of trees occurs.

Conclusion

GHG emissions associated with the proposed Project modifications would decrease slightly over what was assumed in the previously certified AMP EIR for the Approved Project. Upon implementation of EIR GHG/mm-1 through GHG/mm-5 (as well as TR/mm-9, TR/mm-10, and the biology mitigation program), potentially significant impacts related to GHG emissions would be reduced. However, GHG impacts would remain Potentially Significant and Unavoidable because post-project emissions would not be reduced to 2015 levels (existing conditions).

5.4 LAND USE AND PLANNING

EIR Threshold 4.11-3 - Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for avoiding or mitigating an environmental effect.

Although the Airport is located within a special airport district and is not generally subject to the policies and land use plans of the surrounding local jurisdictions, the Airport is adjacent to the cities of Del Rey Oaks and Monterey, including the Casanova Oak Knoll residential neighborhood. Therefore, an updated policy consistency analysis to consider the proposed Project modifications is provided in **Tables 11**, **12**, and **13**.

Del Rey Oaks General Plan (GP) Goals and Policies. Del Rey Oaks GP goals and policies related to the Airport are found in its Land Use, Circulation, Open Space/Conservation, and Noise Elements (**Table 11**). As can be seen in **Table 11**, the policy analysis conclusions for the proposed Project modifications are the same as the Approved Project in the long term. In the short term, identified inconsistencies under the Approved Project for Circulation Policies C-3 and C-17 would no longer occur.

TABLE 11
Changes to City of Del Rey Oaks General Plan Goals and Policies Consistency Analysis
Approved Project vs. Proposed Project Modifications

	Approved Project	Proposed Project Modifications
Land Use Element Goals and Policies		
No change from Approved Project.		
Circulation Goals and Policies		
Policy C-3. Proposed new land uses shall require mitigation measures to assure that the LOS will not degrade below LOS "C" or the current (1995) LOS – whichever is lower for all other intersections within the City.	**Inconsistent. Mitigation identified for intersections on Highway 218 (at Del Monte Boulevard and Fremont Boulevard) would meet the city's LOS "C" standard. The Airport would participate in its fair share of mitigation for impacted intersection or bicycle route improvements to the extent possible and consistent with Federal Aviation Administration (FAA) regulations and requirements relating to the use of airport revenue. However, since proposed traffic mitigation measures may not be feasible, this policy consistency determination remains Inconsistent.**	**Consistent (Short Term).** No impacts would occur to city intersections in the short term since a public street connection through Del Rey Oaks is no longer proposed in the short term (see traffic discussion in Section 5.6). **Inconsistent (Long-term only). No change from Approved Project.**
Policy C-17. The City will not support the potential north side access from Highway 218 and Del Rey Gardens Drive or any airport access road through the City of Del Rey Oaks.	**Inconsistent. Implementation of the Approved Project would require that a general plan amendment occur to remove this policy from the *General Plan Update for the City of Del Rey Oaks.***	**Consistent (Short Term).** A general plan amendment would not be needed since a public street connection through Del Rey Oaks is no longer proposed in the short term. **Inconsistent (Long Term). No change from Approved Project.**
Open Space/Conservation Goals and Policies		
No change from Approved Project.		
Noise Goals and Policies		
No change from Approved Project.		

Source for City of Del Rey Oaks GP Goals and Policies: City of Del Rey Oaks 1997
Bolded text indicates potential policy inconsistencies.

City of Monterey GP Goals and Policies. Consistency with applicable Monterey GP goals and policies is provided in **Table 12**. Goals and policies of the Monterey GP that relate to the Airport are contained in its Urban Design, Circulation, Conservation, Open Space, Safety, and Noise Elements. As shown in **Table 12**, the policy analysis of the proposed Project modifications is the same as the Approved Project in the long term. In the short term, identified inconsistencies under the Approved Project for Circulation Element Goal j would no longer occur since the proposed Project modifications would result in a decrease in ADT through the adjacent residential neighborhood and on city streets. This is because vehicular trips associated with the relocated GA hangars and ARFF facility would be offset by the removal of vehicular trips associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stock pile locations (see Section 5.6 for more details).

TABLE 12
Changes to City of Monterey General Plan Goals and Policies Consistency Analysis
Approved Project vs. Proposed Project Modifications

	Approved Project	Proposed Project Modifications
Urban Design Element Goals and Policies		
No change from Approved Project.		
Circulation Element Goals and Policies		
Policy b.5. Do not support non-aviation uses within the Monterey Peninsula Airport District that create unnecessary traffic impacts in adjacent residential neighborhoods.	**Consistent.** The Approved Project includes a proposed "north side" road and the closure of the existing Airport Road at Airport Gate V22 to prevent traffic from future aviation and non-aviation uses east of the gate from going through residential neighborhoods to avoid unnecessary traffic impacts in adjacent residential neighborhoods.	**Consistent.** No change from Approved Project. (Future non-aviation uses of the north side would use the proposed public road connection to Highway 218 via Del Rey Gardens Drive.)
Policy c.8. Minimize truck traffic in residential neighborhoods by routing truck and through traffic onto highways and arterial streets, even where such routing is not the shortest distance between two points.	**Consistent.** The Approved Project includes a proposed "north side" road and the closure of the existing Airport Road at Airport Gate V22 to prevent traffic from future aviation and non-aviation uses east of the gate from going through residential neighborhoods. Until the proposed road is constructed, construction truck traffic may use Airport Road, but would be minimized by using on-airport vehicle service roads when possible.	**Consistent.** No change from Approved Project. The proposed Project modifications would decrease truck traffic through the CONA residential neighborhood due to the removal of truck trips associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations (see Section 5.6).
Policy i.7. Direct vehicular traffic generated by airport land uses to arterial streets and highways and away from residential neighborhoods. – Program i.7.1. Work with the Airport District to implement alternatives to the use of Airport Road as an access road for non-aviation uses on the Airport grounds.	**Consistent.** The Approved Project includes a proposed "north side" road and the closure of the existing Airport Road at Airport Gate V22 to prevent traffic from future aviation and non-aviation uses east of the gate from going through residential neighborhoods.	**Consistent.** In the short term, vehicular traffic from the proposed Project modifications would use Airport Road (rather than a new public access). However, the proposed Project modifications would result in a decrease in ADT through the adjacent residential neighborhood due to the removal of vehicular trips associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations (see Section 5.6). Future (long-term) non-aviation uses of the north side would use the proposed public road connection to Highway 218 via Del Rey Gardens Drive.

TABLE 12 (Continued)
Changes to City of Monterey General Plan Goals and Policies Consistency Analysis
Approved Project vs. Proposed Project Modifications

	Approved Project	Proposed Project Modifications
Circulation Element Goals and Policies (Continued)		
Goal j. Measure the effectiveness of the transportation system and its ability to safely and effectively move people and goods, not simply vehicles. – **Program j.1.1. Establish LOS D as an acceptable automobile LOS standard for roadway segments that are not within a multi-modal corridor.** – **Policy j.2. Require an analysis of the effects on the transportation network for projects that may cause significant traffic impacts, as defined by the established multi-modal LOS and automobile LOS and identify appropriate mitigation measures.**	**Inconsistent. The previously certified AMP EIR included a traffic analysis of the Approved Project's traffic impacts on city intersections within the traffic study area based on City of Monterey input and LOS standards. All impacted study intersections in the city limits are within the jurisdiction of Caltrans. The Airport would provide its fair share of regional traffic improvements to the extent possible and consistent with FAA regulations and requirements relating to the use of airport revenue to increase the transportation system's ability to safely and effectively move people and goods. See EIR TR/mm-1 and TR/mm-3. However, since proposed traffic mitigation measures may not be feasible, this policy consistency determination remains Inconsistent.**	**Consistent (Short Term).** No city streets would operate below LOS D as a result of the proposed Project modifications and impacts to the effectiveness of the transportation system would not occur. Vehicular traffic from the proposed Project modifications would use Airport Road (rather than a new public access). However, the proposed Project modifications would result in a decrease in ADT on city streets due to the removal of vehicular trips associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations (see Section 5.6). **Inconsistent (Long Term). No change from Approved Project.**
Conservation Element Goals and Policies		
No change from Approved Project.		
Open Space Element Goals and Policies		
No change from Approved Project.		
Safety Element Goals and Policies		
Policy e.2. Continue to work with the airport district through a fire mutual aid agreement.	**Consistent.** The Airport would continue the fire mutual aid agreement. In addition, the City of Monterey provides contracted fire services for the Airport at the on-airport Safety building.	**Not Applicable.** The relocated ARFF would no longer provide a fire mutual aid agreement with the City of Monterey as the city has indicated that regularly occurring off-airport emergency vehicles on Airport Road from the relocated ARFF is not acceptable (City of Monterey 2020). The Airport is not responsible for providing fire protection to the City of Monterey.
Noise Element Goals and Policies		
No change from Approved Project.		
Public Facilities Element Goals and Policies		
No change from Approved Project.		

Source for City of Monterey GP Goals, Policies, and Programs: City of Monterey 2016
Bolded text indicates potential policy inconsistencies.

The City of Monterey also incorporates neighborhood plans into its general plan. The CONA neighborhood plan includes goals and policies associated with the Airport's proposed use of Airport Road (**Table 13**). No changes in policy consistency would occur due to the proposed Project modifications. However, although the proposed Project modifications are still inconsistent with Aircraft Noise Policy 34, which states the neighborhood's opposition to the use of neighborhood residential streets by airport-related traffic, the proposed Project modifications would result in a net decrease of airport-related ADT on

Airport Road.[3] This is because vehicular trips associated with the relocated GA hangars and ARFF facility would be offset by the removal of vehicular trips associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations (see Section 5.6 for more details).

TABLE 13
Changes to *Casanova Oak Knoll Neighborhood Area Plan* Goals and Policies Consistency Analysis
Approved Project vs. Proposed Project Modifications

	Approved Project	Proposed Project Modifications
Parks and Recreation Goals and Policies		
No change from Approved Project.		
Public Works Goals and Policies		
Policy 15: Oppose the use of Casanova Avenue and Airport Road for any additional airport-related traffic.	**Consistent.** The construction of a proposed "north side" road to Highway 218 would decrease traffic through the CONA neighborhood.	**Consistent.** The proposed Project modifications would result in a decrease in airport-related ADT on Casanova Avenue and Airport Road compared to existing conditions due to the removal of vehicular trips associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations (see Section 5.6).
Policy 16: Improve traffic flow and safety along Airport Road.	**Consistent.** The construction of a proposed "north side" road to Highway 218 would decrease traffic through the CONA neighborhood.	**Consistent.** Although the proposed Project modifications would not result in the construction of the "north side" road in the short term, the proposed Project modifications would result in a decrease in airport-related ADT through City of Monterey streets and neighborhoods over existing conditions in the short term. This is due to the removal of vehicular trips associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations, thus improving traffic flow and safety along Airport Road (see Section 5.6).

[3] In addition, Airport access via Airport Road predates the development of the CONA residential neighborhood (**Appendix B**). In the 1930s, land formerly held by Del Monte Properties was deeded to the City of Monterey, and, with funding provided by the Great Depression-era Works Projects Administration, an airport was constructed. The original configuration included two runways and a hangar. During World War II, the Airport served as one of a number of auxiliary airfields to Naval Air Station Alameda. The core of the Naval Auxiliary Air Station at Monterey was in the northwest quadrant of the Airport. Following the war, commercial passenger flights resumed and, in 1948, construction of a new terminal began on the south side of the airfield. In 1972, the Naval Auxiliary Air Station Monterey was decommissioned for the last time, although some Naval facilities remain in operation today. Even after the construction of a passenger terminal off Highway 68 and Olmsted Road, the Airport's northern access on Airport Road continued to provide access to the "northwest quadrant" of the Airport. Airport Road has continuously provided access to the north side of the Airport. Airport Road has been used historically, not only as an airport access road but as access for several government facilities, even as residential development began to encroach upon both the Airport and its pre-existing access.

TABLE 13 (Continued)
Changes to *Casanova Oak Knoll Neighborhood Area Plan* Goals and Policies Consistency Analysis
Approved Project vs. Proposed Project Modifications

	Approved Project	Proposed Project Modifications
Airport Noise Goals and Policies		
Goal 1. To make the Monterey Peninsula Airport and its affected neighborhoods and communities mutually compatible.	**Consistent.** The construction of a proposed "north side" road to Highway 218 would decrease traffic through the CONA neighborhood, thus increasing the Airport's compatibility with the neighborhood.	**Consistent.** The proposed Project modifications would result in a decrease in airport-related ADT through City of Monterey streets and neighborhoods over existing conditions due to the removal of vehicular trips associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations, thus increasing the Airport's compatibility with the neighborhood (see Section 5.6).
The CONA neighborhood plan also incorporated city general plan Policies 23 - 35, many of which are no longer included in the current general plan. However, Policies 25 and 27 are encompassed by city general plan Policies b1 and b4 of its Noise Element. Other policies applicable to the Approved Project, although no longer included in the city general plan, remain a part of the CONA neighborhood plan, as discussed below:		
Policy 29. Airport Road should not be used as an access road for further development of the area at the north side of the Airport. It should be used by the Airport only as an emergency or service road.	**Consistent.** Airport Road would remain in use only for existing or replacement airport land uses located west of Gate V22.	**Consistent.** In the short term, the proposed Project modifications would replace existing non-aviation uses on the north side of the Airport with aviation-only uses, resulting in a net decrease of airport-related ADT on Airport Road due to the removal of month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations. In the long term, Airport Road would remain in use only for existing or replacement airport land uses located west of Gate V22.
Policy 34: Oppose the use of neighborhood residential streets by automobile and truck traffic going to and from the Airport and businesses on the Airport property.	**Inconsistent. Airport Road would remain in use for existing or replacement airport land uses located west of Gate V22.**	**Inconsistent**. **No change from the Approved Project.** However, the proposed Project modifications would result in a net decrease of airport-related ADT on Airport Road due to the removal of vehicular trips associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations (see Section 5.6).
– Program 34b: Complete the new roadway proposed on the Airport Master Plan from the north side of the Airport to Highways 68 and/or 218 prior to the construction of any additional development on the north side.	**Consistent.** The Approved Project includes the construction of a proposed "north side" road to Highway 218 in the long term.	**Consistent.** In the short term, the proposed Project modifications would continue to use Airport Road but would result in a decrease in ADT through the adjacent residential neighborhood due to the removal of vehicular trips associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations (see Section 5.6). In the long term, future non-aviation uses of the north side would use the proposed public road connection to Highway 218 via Del Rey Gardens Drive.

TABLE 13 (Continued)
Changes to *Casanova Oak Knoll Neighborhood Area Plan* Goals and Policies Consistency Analysis
Approved Project vs. Proposed Project Modifications

	Approved Project	Proposed Project Modifications
– Program 34c: Oppose the use of Airport Road and Casanova Avenue by construction traffic during development of the north side of the Airport and by business traffic after development is completed.	**Consistent.** No north side construction traffic (other than occasional daytime deliveries of equipment or materials) is planned to go through the CONA neighborhood and the Approved Project includes the construction of a proposed "north side" road to Highway 218. Existing Airport Road would be closed just east of Gate V22.	**Consistent.** No change from the Approved Project. Approved improvements to a northeast service road from the existing east vehicle service road to the terminus of Airport Road at the north GA apron would still occur to provide a construction haul route. No north side construction traffic (other than occasional daytime deliveries of equipment or materials) is planned to go through the CONA neighborhood.

Source of CONA Goals, Policies, and Programs: City of Monterey 1985
Bolded text indicates potential policy inconsistencies.

Conclusion

- Conclusions of the policy analysis on the proposed Project modifications for the Del Rey Oaks GP is the same as the Approved Project in the long term. In the short term, identified inconsistencies under the Approved Project for Circulation Policies C-3 and C-17 would no longer occur because access through the City of Del Rey Oaks is no longer part of the short-term project components.

- Conclusions of the policy analysis on the proposed Project modifications for the Monterey GP is the same as the Approved Project in the long term. In the short term, identified inconsistencies under the Approved Project for Circulation Element Goal j would no longer occur since the proposed Project modifications would result in a decrease in ADT through the adjacent residential neighborhood and on city streets because vehicular trips associated with the relocated GA hangars and ARFF facility would be offset by the removal of vehicular trips associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations (see Section 5.6).

- The proposed Project modifications are consistent with the CONA Neighborhood Plan's traffic-related policies because the proposed Project modifications would result in a decrease in ADT through the residential neighborhood due to the removal of vehicular trips associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations in the short term. In the long term, future non-aviation uses of the north side would use the proposed public road connection to Highway 218 via Del Rey Gardens Drive.

5.5 PUBLIC SERVICES (Fire Protection)

Monterey Regional Airport is a federally regulated facility that is required to have an Airport Operating Certificate under Title 14, Code of Federal Regulations, Part 139 (Part 139), in addition to meeting numerous federal regulations. These regulations include standards for ARFF equipment and services, including response times and personnel training, the handling and storing of hazardous materials, and safety inspection and reporting procedures. As discussed in detail in Section 4.14.1 of the previously certified AMP EIR, the Airport must maintain its ARFF equipment and personnel based on its established ARFF index, Index B. (ARFF indexes are on a scale from A to E, with A applicable to the smallest aircraft based on wingspan and E applicable to the largest aircraft.) Index B includes aircraft at least 90 feet but less than 126 feet in length.

FAA advisory circulars (ACs) also include specific guidance on topics related to airport design, operation, and maintenance. The use of FAA advisory circulars is mandatory for those airport construction projects receiving funds under the Airport Improvements Program (see FAA Grant Assurance No. 34, Policies, Standards, and Specifications).

The following ACs are pertinent to fire/emergency services at the Airport:

- FAA AC 150/5210-15A, *Aircraft Rescue and Firefighting Station Building Design* (FAA 2008)**.** Provides additional guidance on the design of the ARFF building.

- FAA AC 150/5370-2G, *Operational Safety on Airports During Construction* (FAA 2017)**.** Sets forth guidelines for operational safety on airports during construction.

EIR Threshold 4.14-1 – Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, 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: fire protection.

No significant impact to on-airport fire protection would occur due to the proposed Project modifications. A permanent ARFF facility would be constructed on the north side of the Airport during Phase 2 of the short-term project components before the existing ARFF facility is demolished. Operationally, moving the ARFF to the north side would remove its emergency activity away from the commercial terminal and fixed base operator areas, which would reduce the amount of congestion on the south side of the airfield. The permanent ARFF location on the north side meets FAA standards for response times on a Part 139-certificated airport. Analysis of the north side location for the ARFF facility has shown that the ARFF three-minute response time required under Part 139 regulations can be met, with the estimated response time less than one minute.

Since the Airport is capable of providing for its own fire protection facilities, no impacts to the county or local jurisdictions would occur to maintain federally regulated service ratios, response times, and other performance objectives, and new or altered government public service facilities would not be required.

Further, the Airport would continue to conduct ongoing reviews of staffing and equipment levels to ensure that adequate fire protection is provided at the Airport per its Airport Certification Manual. Impacts related to on-airport fire protection would be Less than Significant as previously identified in the previously certified AMP EIR.

At this time, the City of Monterey has indicated that off-airport emergency vehicles on Airport Road from the relocated ARFF would not be acceptable. Therefore, to provide consistency with City of Monterey general plan and neighborhood plan policies, the relocated ARFF building would no longer provide off-airport emergency services to the City of Monterey. Per federal regulations, an ARFF is not required to provide off-airport emergency services. Although the existing ARFF building is currently staffed by City of Monterey personnel in exchange for off-airport emergency service, this agreement is subject to negotiation and/or cancellation by either party (**Appendix C**). The City of Monterey has five other fire stations and is responsible for providing its own fire protection and emergency services.

The cancellation of the current fire service agreement with the Airport is outside the scope of the Approved Project and is not an impact of the proposed Project modifications under CEQA. The contract agreement allows for contract termination by either party without cause. The fire service agreement would be cancelled prior to the relocation of the ARFF so that traffic impacts would not occur (City of Monterey 2020) and City of Monterey general plan and neighborhood plan policy inconsistencies would be avoided. In addition, the City of Monterey has the infrastructure and facilities in place to provide its own fire protection and emergency services and does, in fact, provide these services currently within the city. The closest stations to the Airport are Station #3, located at 401 Dela Vina Avenue, which is approximately 0.5 mile from the Airport's Old North Side Industrial Area, and Station # 11, located at 600 Pacific Street, which is approximately three miles from the Airport's entrance off Olmsted Road. If other off-airport emergency access to the relocated ARFF becomes available, the Airport would continue to consider mutually agreeable emergency service arrangements.

Conclusion

Impacts related to on-airport fire protection would be Less than Significant as identified in the previously certified AMP EIR. The current fire service agreement is outside the scope of the Approved Project and the proposed Project modifications and the agreement can be terminated by either party without cause independent of this project. The cancellation of the City of Monterey's fire service agreement with the Airport is not an impact of the proposed Project modifications under CEQA.

5.6 TRANSPORTATION/TRAFFIC

EIR Threshold 4.16-1 - Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

As discussed in the previously certified AMP EIR, Section 4.16.5.1, the street and highway network within the project study area is within Caltrans jurisdiction and the City of Monterey. Per the *Guide for the Preparation of Traffic Impact Studies* (Caltrans 2002), Caltrans perceives an impact when there is any degradation in the performance measure in an intersection operating at or below level of service (LOS) D.

Because the City of Monterey does not have impact criteria for intersections, the Monterey County impact criteria was used for those intersections within the city's jurisdiction per consultation with the City of Monterey Traffic Engineer (email dated October 28, 2016). Per the *Guide for the Preparation of Traffic Impact Studies* (County of Monterey 2014), an impact at a signalized study intersection is defined to occur under the following conditions:

- A significant impact would occur if an intersection operating at LOS A, B, C or D degrades to E or F. For intersections already operating at unacceptable level E, a significant impact would occur if a project adds 0.01 or more during peak hours to the critical movement's volume-to-capacity ratio. If the intersection is already operating at LOS F, any increase (one vehicle) in the critical movement's volume-to-capacity ratio is considered significant.

An impact at an unsignalized study intersection is defined to occur under the following conditions:

- An impact would occur if an all-way stop-controlled or roundabout-controlled intersection, based on the average delay, operates at LOS F or any traffic signal warrant is met.

- An impact would occur if a two-way stop-controlled intersection, based on the worst approach delay, operates at LOS F or any traffic signal warrant is met.

Caltrans and the City of Monterey do not assign specific thresholds for determining construction impacts to their transportation facilities since construction impacts are temporary impacts associated with project construction and are typically less than those caused by the daily operations of the project itself.

<u>Short-Term Construction Impacts</u>. The number of daily construction vehicle trips generated by the proposed Project modifications were estimated and compared to existing traffic volumes to provide a sense of the magnitude of construction vehicle trips on the study road network in relation to existing traffic volumes. Construction of the short-term proposed Project modifications would create an estimated 15,300 temporary construction jobs, based on construction activity estimates by the project engineers

(**Table 14**), approximately 2,600 fewer jobs in the short term than was estimated for the Approved Project.

Table 14 also provides estimates of the total number of construction-related round trips for each phase of construction.[4] Based on preliminary estimates from the project engineers and architects, approximately 27,064 total construction round trips could occur over 10 years, approximately 5,269 fewer round trips than was estimated for the Approved Project. The construction traffic would access both sides of the Airport from the south side via Olmsted Road and Highway 68, with minimal trips on Airport Road for incidental minor daytime deliveries only. Heavy truck trips (using Olmsted Road and Highway 68 only) are anticipated for the delivery of heavy materials and equipment, earth removal, and construction debris removal.[5]

TABLE 14
Construction Round Trips[1] (Short-Term Projects) Based on Proposed Project Modifications

Phase[2]	Area of Airport	Years Per Phase	Construction Workers[3]	Materials and Equipment Deliveries[4]	Off-Airport Earth Removal[4,5]	Construction Debris Removal[4]	Total Off-Airport Round Trips[1]	On-Airport Earth Removal[4,5,6]
Phase 1	North	3	2,458	3,278	0	0	5,736	2,428
Phase 2	North/ South	4	10,314	4,969	0	629	15,912	7,524
Phase 3	South	1	663	87	0	120	870	0
Phase 4	South	1	1,167	1,501	896	0	3,564	0
Phase 5	South	1	694	288	0	0	982	0
PROPOSED PROJECT MODIFICATIONS		**10**	**15,296**	**10,123**	**556**	**749**	**27,064**	**9,952**
APPROVED PROJECT TOTAL		10	17,897	10,911	2,776	749	32,333	9,952

Source: Coffman Associates 2020
[1] One round trip = two total trips (one inbound, one outbound)
[2] Phase duration assumed to include 12 calendar months for each year of each phase.
[3] Construction workers assumed to arrive/depart site in passenger vehicles (cars and pickup trucks).
[4] Assumes deliveries of materials and equipment, earth removal, and construction debris removal are all made by trucks.
[5] Assumes 25 cubic yards (cy) of earth removal per haul trip (13,900 cy earth removed ÷ 25 cy/truck = 556 round trips)
[6] On-airport earth removal trips are assumed to have both trip ends on-site and are excluded from construction vehicle trip totals.

During Phase 2 earth disposal activities, dirt would be moved from the south side to the north side stockpile/disposal sites. This could occur at night across the airfield to avoid longer haul trips or during the day using the east and newly constructed vehicle service road improvements.

Earth removal off the Airport is expected to occur in Phase 4 only. It is estimated that a total of 13,900 cy of earth would be hauled off-site during this phase (Section 4.1, **Table 2**). Construction debris removal is expected to occur in Phases 2 and 3 only. Delivery of materials and equipment is expected to occur during all construction phases. Construction worker trips would occur during all construction phases.

[4] For purposes of this analysis, an average of 240 working days per year was estimated. This assumes 20 working days per month for 12 months of each year.
[5] Truck trips were assumed to occur five days a week between the hours of 9:00 AM and 4:00 PM, for a total of seven hours per day. This is a conservative estimate since if work is also conducted on weekends or during a longer workday, the average number of trips for each day will be reduced.

Construction vehicle trips represent a small fraction (less than one percent) of the existing daily volumes on the surrounding off-airport road network (**Table 15**). The maximum number of trips for any of the phases of construction would be 50 passenger car equivalents (PCE) and less than one percent of the overall ADT on any individual roadway. (PCEs assume that each truck is the equivalent of two passenger cars.) The amount of estimated construction traffic would not disrupt local traffic patterns and would not substantially reduce the levels of service of roads. Offsite truck hauling operations for either short- or long-term construction projects shall not occur during the hours of 7:00 AM through 9:00 AM or 4:00 PM through 6:00 PM, Monday through Friday, to avoid peak hour traffic conditions (EIR TR/mm-9). Thus, construction traffic impacts per EIR Threshold 4.16-1 would be Less than Significant (with mitigation). This is the same conclusion found in the previously certified AMP EIR with respect to construction traffic impacts.

TABLE 15
Construction Trips as a Percentage of Existing ADT Based on Proposed Project Modifications

Construction Phase	Total Daily Construction Trips (PCE)[1]	Construction Activity Area	Proposed Haul Routes[2]	Existing ADT	Construction Trips Percentage of ADT
1	22	North	Olmsted Road	5,800	0.4 %
1	22	North	Highway 68	18,800	<0.1 %
2	50	South	Olmsted Road	5,800	0.9 %
2	50	South	Highway 68	18,800	0.3 %
3	10	South	Olmsted Road	5,800	0.2 %
3	10	South	Highway 68	18,800	0.1 %
4	49	South	Olmsted Road	5,800	0.8 %
4	49	South	Highway 68	18,800	0.3 %
5	10	South	Olmsted Road	5,800	0.2 %
5	10	South	Highway 68	18,800	0.1 %

Source: Mott MacDonald 2018; Coffman Associates 2020
ADT = average daily traffic volume (i.e., trips); PCE = passenger car equivalent
[1] Total Daily Construction Trips includes trips by construction workers and truck trips, with truck trips converted to PCE.
[2] Haul routes include roads closest to the project site that would be most affected by construction vehicle trips. Construction vehicles would disperse onto other roads as they move farther from the project site, reducing the potential for construction traffic impacts.

Short-Term Operation Impacts. Similar to the Approved Project, the proposed Project modifications would result in a redistribution of traffic from the south side of the Airport to the north side due to the relocation of GA hangars and the ARFF building from the southeast ramp to the north ramp. New vehicular trips would result from the construction of up to seven additional hangars. However, these "north side" trips would no longer use Del Rey Gardens Drive to access Highway 218 as identified in the Approved Project. Under the Approved Project in the short term, the use of Highway 218 would have caused significant traffic impacts to two intersections (Del Monte Boulevard/Highway 218 - PM peak hour) and Highway 218/N. Fremont Boulevard (PM peak hour) that are operating deficiently under existing conditions based on Caltrans thresholds of significance (EIR Threshold 4.16-1 - Impact TR-4).

Instead, the proposed Project modification's short-term "north side" trips would use existing Airport Road to N. Fremont Street and would be offset by the removal of existing vehicle trips associated with the leased landscaping storage operations within the proposed north side stockpile areas (**Appendix D**). (These leased operations use existing Airport Road [via on-airport "N" Street] to N. Fremont Street and, therefore, were not available to offset the Approved Project's short-term trips going east to Highway

218.) ADT on Airport Road associated with the Project modifications and ADT to be removed from Airport Road due to the cessation of the leased landscaping storage operations are summarized in **Table 16**. [6]

TABLE 16
Net Change in Average Daily Trips (ADT) to Airport Road Based on Proposed Project Modifications

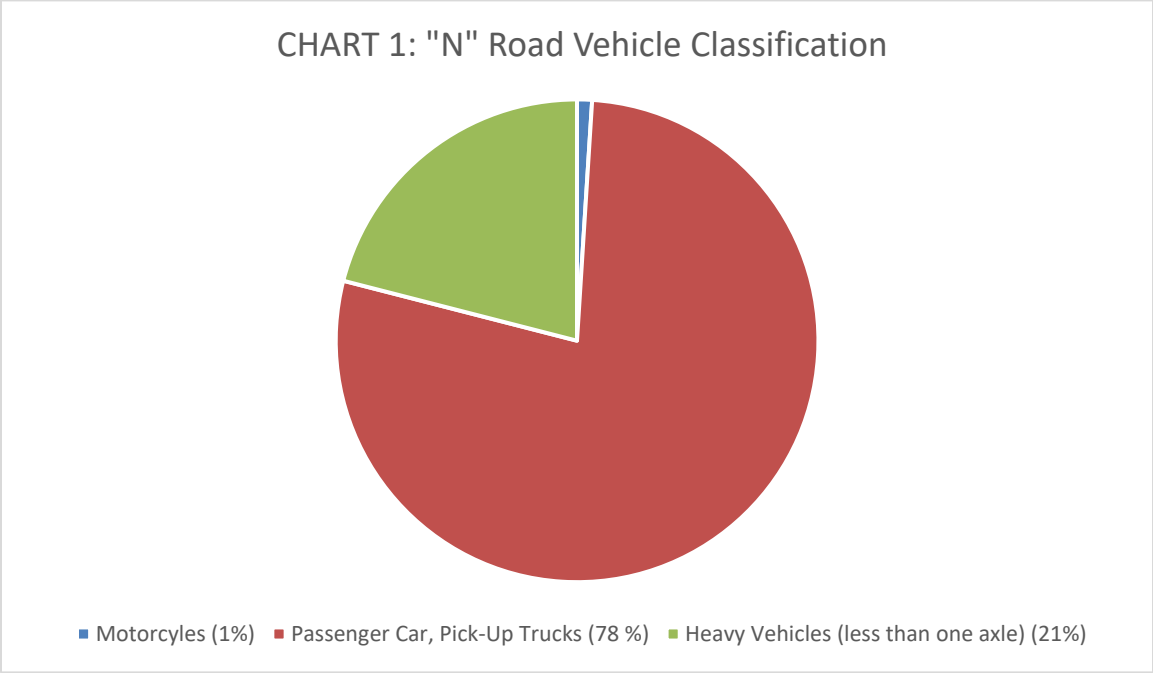
Land Use	Trip Generation Rate (Weekday)	New Weekday ADT	ADT Including Weekend
Relocated GA Hangars (44 units)	1.41/unit[1]	62	59
Relocated ARFF Building	N/A	20[2]	20
New GA Hangars (7 units)	1.41/unit[1]	10	10
Subtotal (New ADT)		**92**	**89**
Reduction in ADT due to Elimination of Month-to-Month Landscaping Storage Operations	N/A	122[3]	100
Net Change in ADT		**-30**	**-11**

Source: Mott MacDonald 2019; KHA 2019a
GA = General Aviation; ARFF = aircraft rescue and firefighting; N/A = not applicable (see Notes 2 and 3)
Notes:
1. Trip generation rates for hangars based on gate counts at Monterey Regional Airport (November 1 – December 31, 2016).
2. Trips generated by ARFF based on Monterey Fire Department staffing, schedule, and incident reports (November 1 – December 31, 2016). This number would be less since off-airport structural fire support would no longer be provided by the relocated ARFF.
3. Trip generation for leased landscaping storage operations based on tube counts at Monterey Regional Airport (September 21 – 27, 2019) (**Appendix D**).

Overall, the proposed Project modifications would reduce existing airport-related ADT on Airport Road by 30 trips during the weekday, as well as eliminate all project-related trips on Del Rey Gardens Drive to Highway 218 in the short term. In addition, **Chart 1** depicts the percentage of traffic associated with the existing leased landscape storage operations by vehicle classification counted during the study period week. Of the total 712 vehicles counted, approximately 21 percent were classified as heavy vehicles (i.e., Class 3-13 based on Federal Highway Administration classifications, which are vehicles with more than one axle). This is much higher than would occur due to trips associated with GA hangars and non-emergency business related to the ARFF. The only project-related multi-axle vehicles anticipated to occur on the north side due to the short-term proposed Project modifications are occasional delivery trucks, such as those used by Federal Express or United Parcel Service.

Thus, operational traffic impacts of the short-term project components per EIR Threshold 4.16-1 would be Less than Significant. This is a benefit of the proposed Project modifications as impacts under the Approved Project per Impact TR-4 were Significant and Unavoidable.

[6] The trip generation rates for the relocated and new hangars are based on gate counts at the Airport's existing hangar gates between November 1 and December 31, 2016 (AMP EIR, Section 4.16.2.1). Trips generated by the relocated ARFF are based on Monterey Fire Department staffing, schedule, and incident reports (November 1 – December 31, 2016). (This number will be less if off-airport structural fire support is no longer provided by the relocated ARFF.) Trip generation for the leased landscaping storage operations are based on trip counts conducted from September 21 – 27, 2019 (KHA 2019a).



Source: KHA 2019a (**Appendix D**)

Long-Term (Programmatic) Impacts. In the long-term, the programmatic traffic analysis contained in the previously certified AMP EIR is not changed by the proposed Project modifications. Vehicular trips associated with future airport development would adversely affect intersections and highways that are projected to operate deficiently under future conditions in the long term (EIR Threshold 4.16-1 - Impact TR-2). See Section 4.1.3.

EIR Threshold 4.16-6: Result in impacts addressed in applicable Circulation Element policies of local jurisdictions.

As discussed previously under Section 5.4, Land Use and Planning, the Monterey GP and CONA neighborhood plan both have goals and policies related to transportation and traffic. The previous analysis (as summarized in **Tables 14 - 16**) provides the empirical data to support the Consistency conclusions with Monterey GP Circulation Element Policies c.8 and i.7 and Goal j and CONA Public Works Policies 15 and 16, Noise Goal 1 found in **Tables 12** and **13**.

Consistency with other applicable policies (Monterey GP Circulation Element b.5 and CONA Policy 34) are the same as the Approved Project.

Conclusion

Short-term traffic impacts identified in the previously certified AMP EIR to two intersections (Del Monte Boulevard/Highway 218 - PM peak hour and Highway 218/N. Fremont Boulevard - PM peak hour) that are operating deficiently under existing conditions in the short term (EIR Threshold 4.16-1 - Impact TR-

4) would no longer occur due to the proposed Project modifications. All other traffic-related impacts of the Approved Project would be the same under the proposed Project modifications.

5.7 OTHER CEQA REQUIRED ANALYSIS

Unavoidable Significant Environmental Effects

All Significant and Unavoidable Impacts listed for the Approved Project (i.e., Alternative 1) in the previously certified AMP EIR (EIR Section 6.1) would still occur with the proposed Project modifications with the following exceptions:

- EIR Impact LU-8 - Inconsistency with the 1987 County of Monterey CLUP until the Airport Land Use Commission updates the CLUP consistent with the adopted Airport Master Plan - This Significant and Unavoidable Impact of the Approved Project is no longer applicable as the 1987 CLUP was updated consistent with the adopted Airport Master Plan on February 25, 2019.

- EIR Impact TR-4 - Contributing project-related peak hour trips to two intersections located along Highway 68 or Highway 218 that are currently operating at unacceptable levels of service - See previous discussion in Section 5.6. Short-term traffic impacts identified in the previously certified AMP EIR to two intersections (Del Monte Boulevard/Highway 218 - PM peak hour and Highway 218/N. Fremont Boulevard - PM peak hour) that are operating deficiently under existing conditions in the short term would no longer occur due to the proposed Project modifications.

Significant Irreversible Environmental Changes

No change from the Approved Project.

Growth-Inducing Impacts

No change from the Approved Project.

Energy Analysis

No change from the Approved Project.

6.0 SUMMARY

The proposed Project modifications meet the criteria set forth in Section 2.0 of this Addendum per State CEQA Guidelines Sections 15162 and 15164 for preparation of an EIR Addendum.

The proposed Project modifications do not include any of the following items identified as necessary for requiring the preparation of a Subsequent EIR (CEQA Guidelines Section 15162):

(1) No substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(3) No new information of substantial importance, which was not known and could not have been known with the exercise or reasonable diligence at the time the previous EIR was adopted, shows any of the following:

A. The project will have one or more significant effects not discussed in the previous EIR;

B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

D. Mitigation measures or alternatives which are considerably different from those analyzed previously would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measures or alternative.

In addition, the propose Project modifications meet the following criteria for preparation of an Addendum (CEQA Guidelines, Section 15164):

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

As discussed in the previous sections of this document, the proposed Project modifications are not substantial and do not require major revisions to the previously certified AMP EIR. Relatedly, the proposed Project modifications would not result in any new significant impacts and would not increase the severity of an impact already identified in the previously certified AMP EIR, but rather would reduce the severity of several impacts identified in the previously certified AMP EIR as Less than Significant with Mitigation or Potentially Significant and Unavoidable. Refer to **Table 3**.

For these reasons, none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred. Conditions listed in Section 15162 requiring the preparation of a subsequent EIR are provided in Section 2.0 of this Addendum.

7.0 REFERENCES

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Appendix A

BIOLOGICAL RESOURCES TECHNICAL MEMORANDUM
MONTEREY REGIONAL AIRPORT
MASTER PLAN EIR ADDENDUM

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TECHNICAL MEMORANDUM

To: Judi Krauss
Coffman Associates
4835 East Cactus Road, Suite 235
Scottsdale, AZ 85254

From: Travis Belt, Senior Biologist

Date: April 27, 2020

Re: **Biological Resources Technical Memo for the Monterey Airport Master Plan Environmental Impact Report Addendum / SWCA Project No. 60912**

INTRODUCTION

SWCA Environmental Consultants (SWCA) has prepared this technical memorandum to document our analysis of changes in potential impacts to biological resources associated with revisions to the Monterey Regional Airport Master Plan (master plan) and associated Monterey Airport Master Plan Environmental Impact Report (AMP EIR). The AMP EIR evaluated the master plan and approved one of the alternatives (Approved Project). The Approved Project has been modified and this technical memorandum is intended to provide revised biological impact and mitigation information for the AMP EIR Addendum.

The AMP EIR Addendum addresses minor modifications in the Approved Project. These project modifications would change the phasing of two of the previously proposed short-term project components, as listed below:

1. Relocation of the aircraft rescue and firefighting (ARFF) facility would be moved from Phase One of the short-term program to Phase Two. To ensure consistency with City of Monterey General Plan and neighborhood plan policies, once relocated, the ARFF would no longer be a joint-use facility with the City of Monterey but would be used only for on-airport emergencies.

   Altering the phasing of the ARFF relocation would not affect the biological evaluations included in the AMP EIR; therefore, this technical memorandum does not recommend any changes to the AMP EIR regarding the ARFF relocation phasing.

2. The connection of an improved northeast vehicle service road to Del Rey Gardens Drive would be moved from Phase One of the short-term program to the long-term program and the existing Airport Road through Monterey would continue to be used in the short term.

   Moving the northeast vehicle service road connection to Del Rey Gardens Drive from Phase One of the short-term program to the long-term program does affect the biological evaluations provided in the AMP EIR; therefore, this technical memorandum provides revised impact and mitigation language associated with this change.

Our analysis focused on comparing the Revised North Access Road and General Aviation (GA) Relocation study area impacts to the impacts previously identified in the AMP EIR. The analysis was performed using Geographic Information System (GIS) shapefiles for the proposed project elements and biological data that was gathered during field surveys conducted for the original analysis. Since the North Access Road and GA Relocation study area were reduced and the revised project elements are confined to the previously established North Access Road and GA Relocation study area, updated field surveys were not conducted for this analysis.

RESULTS: MODIFIED PROJECT SHORT TERM

The results of the analysis are presented below in order of the California Environmental Quality Act (CEQA) thresholds of significance, included in Appendix G of the State CEQA Guidelines. For those resources that the revised study area resulted in a change of impacts, revised impact and mitigation discussions are provided. This technical memorandum follows the numbering provided in the AMP EIR Mitigation Monitoring and Reporting Plan (MMRP). Changes to the mitigation are <u>underlined</u> for easy identification.

Threshold 1: Candidate, Sensitive, or Special-Status Species

Threshold 1 addresses potential impacts to and mitigation for special-status species. The AMP EIR identified potential impacts to sandmat manzanita (*Arctostaphylos pumila*), Monterey pine (*Pinus radiata*), Eastwood's goldenbush (*Ericameria fasciculata*), Monterey ceanothus (*Ceanothus rigidus*), small-leaved lomatium (*Lomatium parvifolium*), Monterey spineflower (*Chorizanthe pungens* var. *pungens*), and Yadon's piperia (*Piperia yadonii*). Table 1 shows the previously determined impacts to special-status species for the North Access Road and GA Relocation study area in comparison to the Revised North Access Road and GA Relocation study area. Table 1 also shows the difference between the previous and Revised North Access Road and GA Relocation study area along with the new Total Modified Project Impact, which sums the impact from all the study areas that were included in the AMP EIR analysis.

Table 1. Comparison of Impacts to Candidate, Sensitive, or Special-Status Species Associated with the Previous and Revised North Access Road and GA Relocation Study Area

	AMP EIR Impacts by Study Area (ind. = individuals)			
Resource	**North Access Road and GA Relocation Study Area**	**Revised North Access Road and GA Relocation Study Area**	**Difference**	**Total Modified Project Impact (All Study Areas)**
sandmat manzanita	742 ind.	418 ind.	-324 ind.	1,126 ind.
Monterey pine	32 ind.	22 ind.	-10 ind.	295 ind.
Eastwood's goldenbush	6 ind.	0	-6 ind.	2 ind.
Monterey ceanothus	8 ind.	5 ind.	-3 ind.	15 ind.
small-leaved lomatium	16 ind.	0 ind.	-16 ind.	33 ind.
Monterey spineflower	141 ind.	141	No Change	502 ind.
Yadon's piperia	0	0	No Change	156 ind.

Revised Sandmat Manzanita Impact and Mitigation

Approximately 418 sandmat manzanitas would be removed during construction of the Revised North Access Road (392 individuals) and GA Relocation area (26 individuals). The revised BIO/mm-12 provided below accounts for the change.

BIO/mm-12 The Project Sponsor shall propagate, plant, and maintain at least 2,252 sandmat manzanita container plants. The sandmat manzanita container plants may be installed in the temporary disturbance areas and/or landscaping of the Alternative 1 "north side" road, onsite Conservation Area 4 (Exhibit 4.4D), or the offsite conservation lands (refer to BIO/mm-29 through BIO/mm-31 of Threshold 4.4-2 and Exhibit 4.4D) as appropriate. The sandmat manzanita container plants shall be monitored and maintained for seven years following their installation. To consider the sandmat manzanita replacement mitigation successful, at least 2,252 replacement sandmat manzanita plants must be self-sustaining by the end of the seven-year monitoring program.

Revised Monterey Pine Impact and Mitigation

No changes warranted. BIO/mm-13 and BIO/mm-26 adequately address the revised impacts to Monterey pine trees.

Revised Eastwood's Goldenbush Impact and Mitigation

The Modified Project would remove one Eastwood's goldenbush from the Highway 68 Frontage Road Cul-de-Sac study area and one occurrence from the Soil Deposition study area. The revised BIO/mm-14 provided below accounts for the change.

BIO/mm-14 Prior to any site disturbances, the Project Sponsor shall retain a qualified biologist and/or horticulturalist to collect a sufficient amount of Eastwood's goldenbush seed from individuals on the airport property to propagate a minimum of 4 Eastwood's goldenbush container plants. The propagated materials shall be planted and maintained in Conservation Area 4.

Revised Monterey Ceanothus Impact and Mitigation

The Modified Project would remove one Monterey ceanothus occurrence from the Parking and Circulation study area, nine occurrences from the Terminal study area, and five occurrences from the Revised North Access Road and GA Relocation study area. The revised BIO/mm-15 provided below accounts for the change.

BIO/mm-15 Prior to any site disturbances, the Project Sponsor shall retain a qualified biologist and/or horticulturalist to collect a sufficient amount of Monterey ceanothus seed from individuals on the airport property to propagate a minimum of 30 Monterey ceanothus container plants. The propagated materials shall be planted and maintained in Conservation Area 4.

Revised Small-leaved Lomatium Impact and Mitigation

The Modified Project would remove one small-leaved lomatium occurrence from the Soil Deposition study area and 32 occurrences from the Highway 68 Frontage Road Cul-de-Sac study area.

No change warranted. BIO/mm-16 adequately addresses this impact.

Threshold 2: Riparian Habitat or Sensitive Natural Community

Threshold 2 addresses impacts to sensitive natural communities including sandmat manzanita chaparral, Monterey pine forest, and coast live oak woodland. Table 2 shows the previously determined impacts to sensitive natural communities for the North Access Road and GA Relocation study area in comparison to the Revised North Access Road and GA Relocation study area. Table 2 also shows the difference between the previous and Revised North Access Road and GA Relocation study area along with the new Total Modified Project Impact, which sums the impact from all study areas.

Table 2. Comparison of Impacts to Sensitive Natural Communities associated with the previous and Revised North Access Road and GA Relocation Study Area

	Proposed Project Impacts by Project Study Area (ac. = acres)			
Resource	**North Access Road and GA Relocation Study Area**	**Revised North Access Road and GA Relocation Study Area**	**Difference**	**Total Modified Project Impact (All Study Areas)**
Sandmat manzanita chaparral	3.26 ac.	2.70 ac.	-0.56 ac.	3.60 ac.
Monterey pine forest	0.36 ac.	0.0 ac.	-0.36 ac.	4.18 ac.
Coast live oak woodland- Coast live oak trees	1.77 ac. 128 trees	0.54 ac. 36 trees	-1.23 ac. -92 trees	3.60 ac. 565 trees

Revised Sensitive Natural Communities Impact and Mitigation

The Modified Project would impact 3.60 acres of sandmat manzanita chaparral. This impact would result from the grading and development of the Highway 68 Frontage Road with Cul-de-Sac (0.49 acre), the Revised North Access Road and GA Relocation area (2.70 acres), and the Soil Deposition area (0.41 acre).

The Modified Project would impact 4.18 acres of Monterey pine forest. This impact would result from the grading and development of the Terminal area (1.16 acres), Parking and Circulation area (0.71 acre), Highway 68 Frontage Road with Cul-de-Sac (1.73 acres), Drainage Improvements (0.31 acre), and Soil Deposition area (0.27 acre).

The Modified Project would impact 3.60 acres of coast live oak woodland and 565 coast live oak trees. This impact would result from the grading and development of the North Access Road and GA Relocation (0.54 acres, 36 trees), the Soil Deposition (3.06 acres, 428 trees), Highway 68 Frontage Road Loop (66 trees), and the Parking and Circulation (35 trees) project components.

BIO/mm-26 Prior to implementation of any AMP Project, the Project Sponsor shall prepare an HCEP that designates a 19.08-acre conservation area (Conservation Area 4) along the airport's northern property boundary as Open Space on the ALP. The HCEP shall provide for the conservation and management of approximately 10.6 acres of coast live oak woodland, 5.9 acres of sandmat manzanita chaparral, and 1.0 acre of Monterey pine forest habitats.

Future activities in Conservation Area 4 shall be limited to preserving and rehabilitating the coast live oak woodland, sandmat manzanita, Monterey pine forest, and special-status plant species that occur in the conservation area. Habitat rehabilitation activities shall focus removing invasive species; planting native coast live oak woodland, sandmat manzanita chaparral, and Monterey pine forest associates; and augmenting the native rare plant species populations.

The HCEP shall be prepared by a qualified biologist and/or botanist and shall detail the methods for managing the conservation area. At a minimum, the HCEP should include the following elements:

1. A brief narrative of the project location, description, and purpose.
2. Clearly identify the parties responsible for the conservation program and their contact information.
3. A map showing and quantifying all conservation areas.
4. Designation of a Monterey spineflower seed and soil receiver site.
5. Detailed discussion of the methods for implementing the HCEP including invasive species removal, sources of plant materials, and supplemental watering regimes.
6. Methods for the identification and removal of diseased or dead trees.
7. Detailed discussions of a special-status plant species propagation program. Special-status plant propagules shall be collected from the disturbance areas, grown, and reintroduced into the conservation areas.
8. Identification of locations, amounts, sizes, and types of plants to be planted, inclusive of at least 100 coast live oak trees, 1,750 sandmat manzanita container plants, and 25 Monterey pine trees.
9. Identification of necessary components (e.g., temporary irrigation, amendments, etc.) to ensure successful plant re-establishment.
10. A program schedule and established success criteria for a seven-year monitoring and reporting program that is structured to ensure the success of the HCEP.
11. Detailed discussions of the methods to be employed for implementing all additional habitat conservation requirements put forth by the USFWS and CDFW as appropriate

Threshold 3: Wetlands

The Approved Project study areas do not contain jurisdictional wetlands or other waters; therefore, the modifications to the Approved Project did not result in any changes in impacts to jurisdictional wetlands or other waters.

Threshold 4: Movement of Resident or Migratory Species

The Approved Project was not expected to significantly disrupt a migratory corridor; therefore, the project modifications did not result in any changes in impacts to migratory corridors.

Threshold 5: Local Policies or Ordinances Regarding Biological Resources

The previous and Revised North Access Road and GA Relocation study area are not located in the City of Monterey jurisdiction or other local jurisdictions. The Monterey Peninsula Airport District does not have any local policies or ordinances regarding biological resources. The project modifications did not result in any changes in impacts regarding local biological policies or ordinances.

Threshold 6: Conflict with a Habitat Conservation Plan, Natural Community Conservation Plan, or other Conservation Plan

As previously proposed, the portion of the North Access Road that would have connected the airport's existing East Vehicle Service Road to Del Rey Gardens would have removed 0.79 acre of Conservation Area 1 and 0.46 acre of Conservation Area 2 (Table 3). The two conservation areas were established to mitigate impacts to sandmat manzanita chaparral, coast live oak woodland, and rare plants that resulted from the previously completed Runway Safety Area Enhancement Project (RSA Project). To mitigate the loss of the established RSA Project conservation areas, the AMP EIR proposed to designate 1.1 acres of existing maritime chaparral and 0.46 acre of coast live oak woodland as open space and manage the replacement conservation areas per the guidelines of the RSA Project Habitat Conservation and Enhancement Plan (HCEP).

The Revised North Access Road and GA Relocation study area removed the portion of the North Access Road that would have impacted the RSA Project conservation areas. Under the revised project, the conservation areas will not be impacted in the short term and the replacement conservation areas are not necessary. Therefore, the 0.46-acre replacement Conservation Area 2 is no longer proposed and has been removed from the mitigation. A 0.23-acre portion of the proposed replacement Conservation Area 1 was included as a potential Monterey spineflower seed receiver site in the Biological Assessment prepared for the project. The U.S. Fish and Wildlife Service (USFWS) considered the proposed receiver site and associated conservation area to "partially compensate for the proposed Project's adverse effects" on Monterey spineflower. Therefore, the portion of Replacement Conservation Area 1 that includes the Monterey spineflower seed receiver site was not removed from the mitigation.

Table 3. North Access Road and GA Relocation Study Area Impacts to Established Conservation Areas

Study Area	Conservation Area 1	Conservation Area 2
North Access Road and GA Relocation Study Area	0.79 acres	0.46 acres
Revised North Access Road and GA Relocation Study Area	0.0 acres	0.0 acres

Revised Conservation Plan Replacement Mitigation

BIO/mm-45 <u>To maintain consistency with the USFWS Biological Opinion for the Approved Project, the airport shall include the 0.23-acre Monterey spineflower seed receiver site in Conservation Area 4, as described by BIO/mm-26.</u>

BIO/mm-46 Since the modified project eliminated impacts to Conservation Area 2, BIO/mm-46 should be removed from the Approved Project.

RESULTS: MODIFIED PROJECT LONG TERM

The biological analysis and mitigation for the Approved Project long-term components were focused on programmatic mitigation, which requires further analysis to be conducted prior to the approval of each long-term project. The programmatic mitigation establishes the mitigation ratios to be applied to impacts that will result from future projects. Once the analysis is conducted and specific impacts are identified, the programmatic mitigation will be applied to determine the necessary mitigation calculations. Therefore, moving the northeast vehicle service road connection to Del Rey Gardens Drive from the short-term project list to the long-term project list has little effect on the Approved Project's programmatic mitigation. In most thresholds, the project revision does not warrant changes to the programmatic

mitigation. Where changes to the programmatic mitigation are warranted, recommended revised mitigation is provided.

Threshold 1: Candidate, Sensitive, or Special-Status Species

No change warranted. The programmatic mitigation BIO/mm-21 in combination with the other measures adequately addresses potential impacts to special-status species that may occur from the future northeast vehicle service road connection to Del Rey Gardens Drive.

Threshold 2: Riparian Habitat or Sensitive Natural Community

No change warranted. The programmatic mitigation BIO/mm-32 in combination with the other measures adequately addresses potential impacts to sensitive natural communities that may occur from the future northeast vehicle service road connection to Del Rey Gardens Drive.

Threshold 3: Wetlands

No change warranted. Moving the northeast vehicle service road connection to Del Rey Gardens Drive from the short-term project list to the long-term project list does not affect wetlands.

Threshold 4: Movement of Resident or Migratory Species

No change warranted. Moving the northeast vehicle service road connection to Del Rey Gardens Drive from the short-term project list to the long-term project list does not affect migratory corridors.

Threshold 5: Local Policies or Ordinances Regarding Biological Resources

No change warranted. Moving the northeast vehicle service road connection to Del Rey Gardens Drive from the short-term project list to the long-term project list does not conflict with any local policies or ordinances regarding biological resources.

Threshold 6: Conflict with a Habitat Conservation Plan, Natural Community Conservation Plan, or other Conservation Plan

To ensure clarity in interpretation and future adherence to the Approved Project's programmatic mitigation, BIO/mm-47 should be revised as follows:

BIO/mm-47 To avoid direct impacts to the conservation areas on the airport property, the Project Sponsor shall design the upgraded perimeter fence alignment <u>and the northeast vehicle service road connection to Del Rey Gardens Drive</u> to avoid the conservation areas. If full avoidance of the conservation areas is not feasible, the Project Sponsor shall replace on a 1:1 basis all portions of the affected conservation area(s) that will fall within the upgraded perimeter fence <u>and/or north east vehicle service road connection disturbance areas</u>. The replacement conservation areas shall support the same vegetative community type as the affected conservation area. Replacement conservation areas should be located on the airport property, if feasible. If establishing a replacement conservation area on the airport property is not feasible, the Project Sponsor may establish a replacement conservation area offsite, provided the replacement conservation area supports the same vegetative community type as the affected conservation area.

MRY
MONTEREY
REGIONAL AIRPORT

Appendix B

AIRPORT HISTORIC TOPOGRAPHICAL MAPS AND AERIAL PHOTOGRAPH

HISTORIC RESOURCES ASSESSMENT AND SURVEY REPORT, MONTEREY REGIONAL AIRPORT, MONTEREY, CALIFORNIA

Prepared for:

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USGS 7.5-minute topographic quadrangle
Seaside, California

SWCA Project No. 027400.00
SWCA Cultural Resources Report Database No. 14-281

August 2014

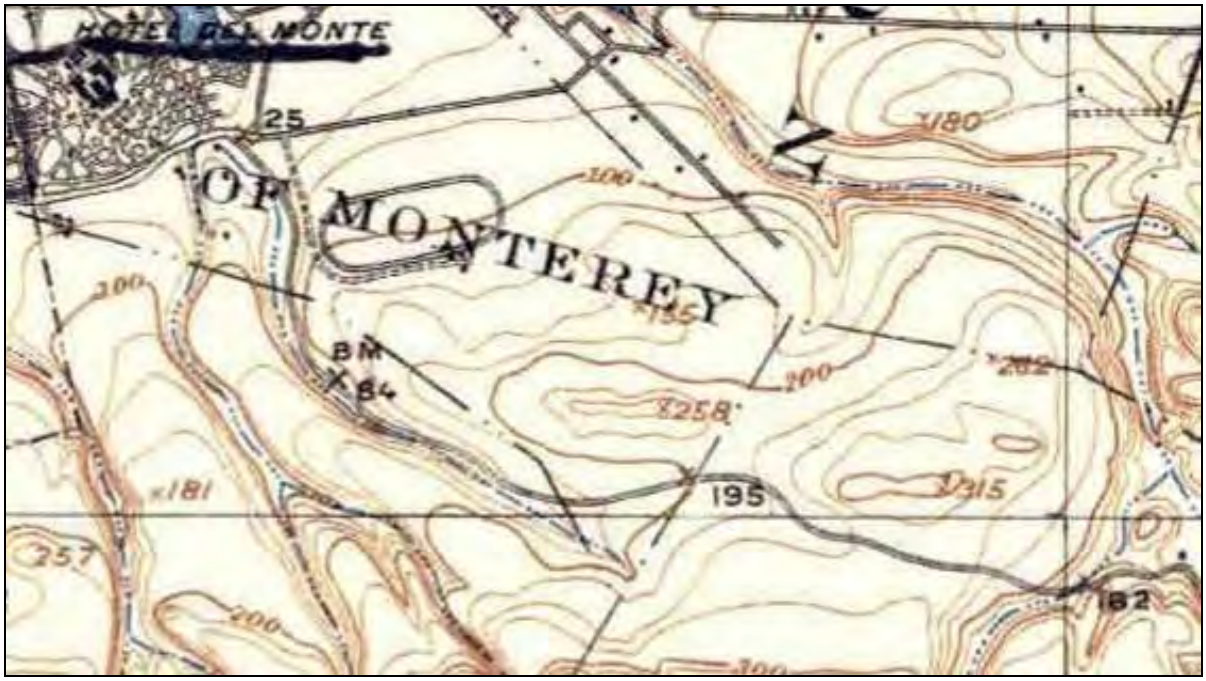

Figure 3. Future site of the Monterey Regional Airport and vicinity, shown in 1913 topographical map. Source: Environmental Data Resources, Inc. (www.edrnet.com).

Figure 4. 1947 topographical map. Following World War II, the Monterey Regional Airport returned to offering commercial flights. Source: Environmental Data Resources, Inc. (www.edrnet.com).

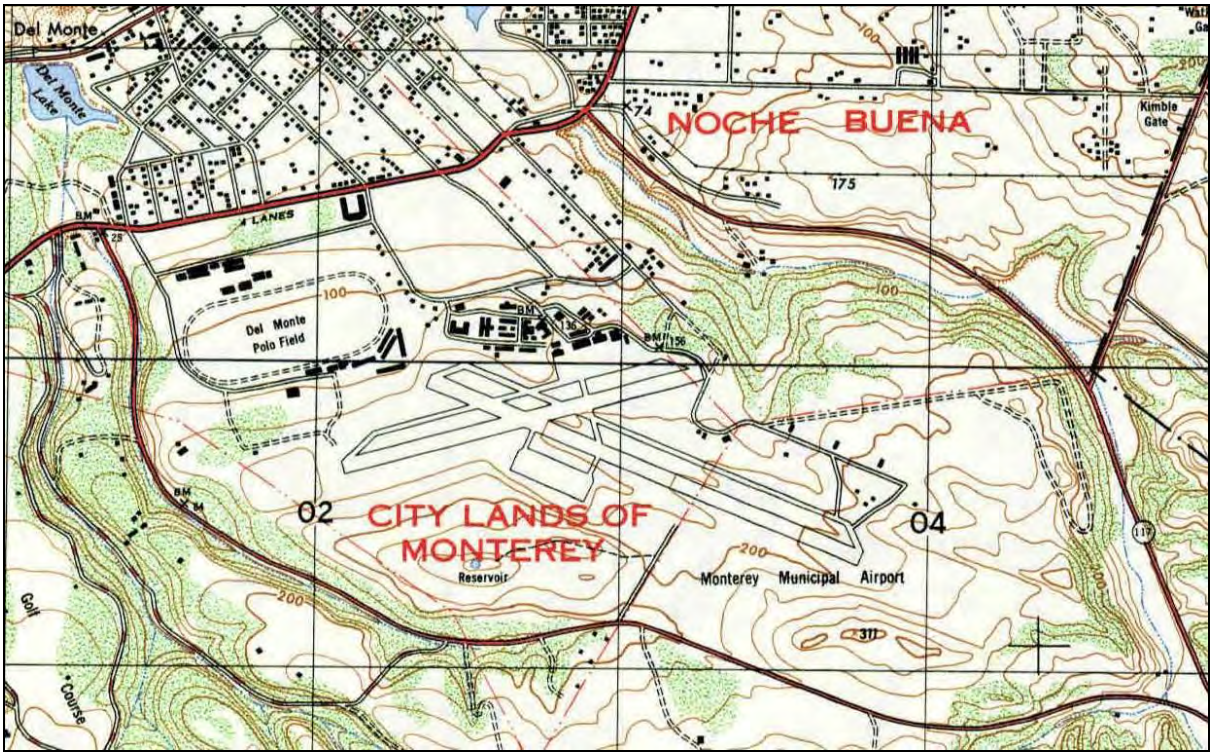

Figure 5. 1950 topographical map. Until 1949/1950, with the construction of the terminal, most buildings and structures remained concentrated in the airport's northern portion. Source: Environmental Data Resources, Inc. (www.edrnet.com).

Figure 6. 1956 aerial photograph. Development of the southern portion of the airport remained sparse through the 1950s. Source: Environmental Data Resources, Inc. (www.edrnet.com).

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MONTEREY
REGIONAL AIRPORT

Appendix C

MONTEREY PENINSULA AIRPORT DISTRICT/ CITY OF MONTEREY FIRE SERVICES AGREEMENT

AGREEMENT TO PROVIDE FIRE SERVICES BETWEEN THE CITY OF MONTEREY AND MONTEREY PENINSULA AIRPORT DISTRICT

THIS AGREEMENT, is made and executed on April 16, 2019, by and between the CITY OF MONTEREY, a municipal corporation, hereinafter referred to as "Monterey", and the MONTEREY PENINSULA AIRPORT DISTRICT, a Special District, hereinafter referred to as "Airport" (collectively referred to as "the Parties"), and provides as follows:

RECITALS

WHEREAS, the Airport's Board of Directors has determined that the most effective method of providing fire and emergency services within its jurisdiction is through a contract for fire services model; and

WHEREAS, the Monterey and Airport recognize that Monterey will benefit from a shared fire and emergency services delivery model due to the resulting improvement in service to the area of Monterey along the Highway 68 corridor. In consideration of that benefit, Monterey agrees to share in the actual cost of providing fire and emergency services as detailed in the Fire Service Fee charged by Monterey to Airport as set forth in this Agreement.

WHEREAS, both Parties have determined that the most effective method of providing the fire and emergency services to the Airport and the East section of Monterey would be for Monterey to provide the service from Airport's facility; and

WHEREAS, it is the desire of the Parties to address, by this Agreement, all matters which are related to the fire services to be provided to the Airport by Monterey; and

WHEREAS, this Agreement was authorized by the Monterey City Council on April 16, 2019, by the passage of Resolution 19-048 C.S.; and

WHEREAS, this Agreement was authorized by the Airport's Board of Directors on March 13, 2019, by the passage of a Resolution; and

WHEREAS, this Agreement is entered into pursuant to Government Code § 54981 and § 55632.

AGREEMENT

NOW, THEREFORE, for and in consideration of the mutual advantages and covenants set forth below, it is agreed by and between the Parties as follows:

ARTICLE I
DEFINITIONS

1.1. **Capital Improvements.** "Capital Improvements" means and refers to structural repairs and similar improvements in excess of $25,000 that are the type of improvements which would be added to the tax "basis" if the property were owned by a non-governmental entity.

1.2. **Capital Equipment.** "Capital Equipment" means and refers to capital equipment, each asset in excess of $5,000, which are the types of equipment required to perform the necessary Aircraft Rescue and Fire Fighting tasks on the Airport.

1.3. **Chief Fire Officer.** "Chief Fire Officer" means and refers to employees of the Monterey Fire Department with permanent appointment in the classification of Division Chief, Assistant Fire Chief, or Fire Chief.

1.4. **Code 3.** "Code 3" means and refers to the emergency response of a fire apparatus utilizing all warning equipment as authorized in Section 25252 et seq. of the California Vehicle Code.

1.5. **Fire Chief.** "Fire Chief" means and refers to the City of Monterey Fire Chief.

1.6. **Fire Services.** "Fire Services" means and refers to those services described in Article IV hereof.

1.7. **Fiscal Year.** "Fiscal Year" means and refers to the annual period commencing on July 1 and ending the following June 30.

1.8. **Term.** "Term" means and refers to any period of time during which Monterey is obligated to provide services pursuant to this Agreement.

ARTICLE II
TERM OF AGREEMENT

2.1. **Initial Term.** The initial Term of the provision of services under this Agreement shall be from 7:45 a.m. on July 1, 2019 through 7:45 a.m. on July 1, 2024.

2.2. **Extension of Term.** This Agreement may, by resolution of both the Monterey City Council and the Airport Board of Directors, be extended for additional five (5) year increments no later than the December 31 immediately preceding the Agreement's expiration.

2.3. **Termination.** Notwithstanding Section 2.1, or Section 2.2 of this Agreement, either Party may terminate this Agreement by providing twelve (12) months' written notification to the other Party, and the Term of this Agreement or any extension thereof shall be shortened accordingly. Written notification of termination shall be delivered to the other Party's City Manager or Executive Director pursuant to Section 9.5 of this Agreement, with duplicate notification delivered to the Fire Chief.

2.4. **Termination for Material Breach.** Notwithstanding Sections 2.1 through 2.3 of this Agreement, this Agreement may be terminated for material breach pursuant to the procedures set forth in Section 6.1(e) of this Agreement.

ARTICLE III
FACILITIES AND EQUIPMENT

3.1. **Title.** Airport shall retain title to all existing real property, buildings, equipment and apparatus owned by Airport and described in Exhibit A to this Agreement.

3.2. **Use of Real Property, Equipment and Apparatus.** For the duration of this Agreement, Airport shall lease to Monterey all real property, buildings, equipment and apparatus described in Exhibit A to enable Monterey to provide services to Airport pursuant to this Agreement as well as to provide local mutual and automatic mutual aid, statewide master mutual aid and assistance by hire pursuant to the California Fire Assistance Agreement. Airport further authorizes Monterey to utilize any apparatus described in Exhibit A outside the geographic boundaries of Airport whenever deemed operationally necessary by the Fire Chief or his or her designee, provided the apparatus is used as part of a response to a callout for service or in support of another station providing fire protection service. Use of Airport Rescue and Fire Fighting (ARFF) apparatus in this capacity specifically requires pre-authorization of the Airport Executive Director or his or her designee, and will not violate FAA fire safety regulations for Airport operations at that point in time. This Agreement shall serve as the lease instrument without additional consideration.

(a) Upon termination of this Agreement pursuant to Section 2.3 or Section 2.4, Monterey shall deliver to Airport the real property, buildings, equipment and apparatus described in Exhibit A, in the same condition in which it was originally provided to Monterey allowing for reasonable wear and tear.

(b) Airport shall provide Monterey the square footage necessary for Monterey to provide the Fire Services contemplated by this Agreement as determined by the Parties. The Parties shall meet to ensure the facilities are adequate for Monterey personnel located at the Airport fire station.

(c) In the event that the Airport desires to modify the configuration of the Airport fire station to accommodate Airport's needs, the Parties shall meet to determine a functional solution for the Parties. Any construction costs, temporary facilities costs, or any other costs related to a modification of the Airport fire station needed to accommodate the Airport's needs shall be the responsibility of the Airport.

3.3. **Maintenance and Repair.** Monterey shall bear all costs to maintain and repair real property, buildings and equipment leased from the Airport, as outlined in Exhibit A, and used for the provision of fire services to the Airport.

Notwithstanding the foregoing, with respect to the ARFF apparatus, Monterey shall bear all costs related to regular and routine preventative maintenance and corrective maintenance (M1, M2, and M3 Maintenance Interval Operations as described in the Rosenbauer Rapid-Intervention Vehicle Maintenance Manual). As to all other repairs, District and Monterey will share all costs equally. District and Monterey will each set aside $50,000 in their respective annual budgets to pay for all repairs to the ARFF apparatus other than regular and routine preventative maintenance and corrective maintenance items.

A maintenance services committee, with at least one member from the Airport, shall be utilized to consider all maintenance and repair issues regarding the equipment listed on Exhibit A, including selection of qualified and specific contractors to perform necessary maintenance and repairs. Monterey shall provide Airport with monthly maintenance records related to all maintenance performed pursuant to this Paragraph.

3.4. **Replacement.** Monterey shall bear all costs to replace expendable/consumable materials and supplies, as well as small tools and equipment used for the provision of fire services. In the event that any capital improvements and/or capital equipment (real property, building, equipment and apparatus) leased by Monterey, as outlined in Exhibit A, and used for the provision of fire services to the Airport pursuant to this Agreement require replacement, replacement is the responsibility of the Airport.

3.5. **Damages.** Should an insurable event result in damage to any real property, buildings, equipment and apparatus, the Airport shall only bear the portion of the repair/replacement cost that exceeds the amount of any payment for damage received under the insurance coverage, and any deductible. If, however, the damage is caused by Monterey's employees and due to lack of training or safety and oversight procedures, or if the damage was preventable, or if the damage was due to negligence or intentional disregard of procedures, then Monterey shall bear 100% of the cost to return the damaged property to its pre-accident condition.

3.6 **Building Inspection.** A final joint building inspection will be completed on or before June 30, 2019. In consideration of any noted maintenance and repair requirements, Monterey acknowledges that the premises shall be received in good repair and will repair any damage, including broken windows, done to the premises during Monterey's occupancy, excluding normal wear and tear. Monterey shall maintain structure in good condition and make all necessary structural repairs including the roof, walls, window frames, gutters and downspouts. The final joint building inspection will include testing of all major appliances in the premises, including but not limited to the furnace, water heater and kitchen appliances, to ensure they are all in good working order before June 30, 2019. Airport will ensure that the building and related systems are working and in acceptable condition. After acceptance, Monterey will be responsible for maintenance and repair as pursuant to Section 3.3.

3.7 **Other Stored Materials.** The Airport Police Department's evidence/storage locker that is located in the Airport Fire Department facility will remain the liability of the Airport. The Airport Police Department is responsible to appropriately secure the contents of this area according to all laws, policies and procedures.

ARTICLE IV
DUTIES OF MONTEREY UNDER THIS AGREEMENT

4.1. **Scope of Services.** Monterey shall provide Fire Services within the jurisdictional area of Airport as more specifically described in Section 4.2 of this Article. In providing such services, Monterey shall administer the provisions of the Airport and Federal Aviation Administration (FAA) rules, regulations, policies and procedures as applicable to aircraft firefighting and rescue. Structural firefighting, emergency medical services and all other fire department services will follow all applicable federal, state and local regulations as adopted by the Airport and Monterey.

(a) Monterey agrees to meet and consult with Airport relative to service levels, fees for services, operational policies and/or procedures, and/or any other issue or concern relative to Monterey's implementation of the provisions of this Agreement. Monterey further agrees to meet and discuss Monterey labor relations issues with Airport Management relating to this Agreement to the extent permitted by law.

(b) Monterey agrees to receive and consider any input from the Airport Executive Director relative to the performance of the Fire Chief as it pertains specifically to the provision of services pursuant to this Agreement, including the Fire Chief's responsiveness to the Airport Executive Director regarding and airport community on fire services-related issues or concerns.

(c) Monterey agrees to solicit and consider input from the Airport Executive Director relative to the selection process for future Fire Chief(s). Such input shall include the opportunity to review and provide comment on the Fire Chief Job Description, Fire Chief recruitment announcement, and participation on an interview panel to provide input on candidates. Notwithstanding the foregoing, the City Manager for Monterey has the exclusive and final authority to appoint a Fire Chief.

4.2 Description of Fire Services to be provided by Monterey. Monterey's duties to provide Fire Services under this Agreement shall be as follows:

(a) Fire Department Administration. Monterey shall provide the following administrative and support services necessary to maintain Fire Services within the Airport's jurisdiction:

(i) Fire Services program planning and administration consistent with the terms and conditions of this Agreement and other usual and customary conditions in use by City for its fire services.

(ii) Development and administration of the annual Airport Fire Services budget.

(iii) Coordination and administration of Airport Fire Services sub-department-level programs as authorized and funded within the Airport fire services budget, as that budget may be modified from year to year.

(iv) Delivery and documentation of all federal and state-mandated firefighter training as well as provision of supplemental training as authorized and funded within the Airport fire services budget, as that budget may be modified from year to year.

(v) Provision of a Chief Fire Officer or qualified acting Chief Fire Officer, or if no Chief Fire Officer is available, a Company Officer or qualified acting Company Officer, to assist with emergency and disaster management within the Airport Emergency Operations Center as requested by the Airport Executive Director or his or her designee.

(vi) Operational integration and coordination of specialized Airport fire suppression services to meet the FAA Aircraft Rescue and Fire Fighting (ARFF) for the Monterey Airport Operational Index as certified by the FAA, as per the current Code of Federal Regulations (CFR) Part 139, as amended.

(vii) Fire Chief's or designated Chief Fire Officer representative's prompt response to requests by the Airport Executive Director, attendance at Airport Board meetings, executive management meetings, airport community events, or other meetings or forums as requested by the Airport Executive Director.

(viii) Notification to the Airport Executive Director or designee as soon as practical of any significant emergency event or other event as defined by the Airport Executive Director.

(ix) Maintenance of sufficient, segregated records relating to provision of Fire Services to Airport, including but not limited to, response time data for all incident responses as described in Section 4.2(c) of this Agreement. At a minimum, such records shall be sufficient to meet any and all federal and state reporting obligations as they relate to the provision of Fire Services, including but not limited to annual audits, mutual aid, and reimbursement for disaster response, hazardous material response or other incident responses. Such records may be maintained in Monterey, and will be provided to Airport upon request or termination of this Agreement for any reason as described in Sections 2.4 or 2.5 of this Agreement.

(xi) Installation and maintenance of Information Technology (IT) software and equipment to support Fire Services delivery and related operations as determined by the Fire Chief.

(b) Fire Prevention Services.

(i) Monterey will conduct plan reviews of all construction and development to ensure compliance with applicable fire and life safety codes and regulations, as well as inspection of all new fire protection and fire alarm systems for compliance with applicable codes and standards adopted by the authority having jurisdiction, and inspection of previously installed fixed fire protection and alarm systems as recommended by applicable standards adopted by the authority having jurisdiction.

(ii) Annual fire safety inspections of all state-mandated occupancies within the Airport District.

(iii) Issuance of operational permits and associated inspection of applicable businesses within the Airport as required in Appendix Chapter 1, Section 105.6 of the 2015 California Fire Code and as that Section may be amended in the future.

(iv) Fire safety inspection of non-mandated or permitted business occupancies, and tenant hangar spaces shall occur annually in cooperation with Airport staff.

(v) Investigation of all fires to establish origin and cause as well as coordination with the Airport Police Department on any criminal prosecution resulting from such investigations.

(vi) Development and Plan Review. Monterey will provide all pre-development Fire Code and plan review on an as-needed basis to ensure compliance with the Fire Codes as adopted by the Airport.

(c) Incident Response within the Geographic Boundaries of the Airport.

(i) General Service Criteria. The following criteria shall apply to all services identified in Section 4.2(c)(ii)-(vii):

(A) Response Area. Monterey shall provide services identified in Sections 4.2(c)(ii)-(vii) below to all areas within the geographic boundaries of the Airport.

(B) Chief Officer Coverage. Monterey shall provide a qualified Chief Fire Officer, or acting Chief Fire Officer, to be immediately available for response and management of emergency incidents as necessary to provide incident command and coordination functions within the jurisdictional boundaries of the Airport District, including the authority to commit emergency expenditure of Airport funds to mitigate an emergency incident consistent with the ordinances, policies and procedures of Airport and in consultation with the Airport Executive Director or his or her designee.

In the event that this service is not immediately available because the on-duty Monterey Duty Chief Officer is otherwise committed to another emergency incident, an administrative Chief Officer or off-duty Operations Chief Officer shall be recalled and assigned to provide operational Duty Chief Officer coverage as soon as possible.

(C) Fire Station Staffing.

(1) Monterey shall assign four (4) personnel, whose training and certifications meet minimum FAA and state-mandated training requirements for their respective classifications and responsibilities, to the Airport fire station to provide Fire Services pursuant to this Agreement each and every hour of the Term of this Agreement. Said staffing shall include one (1) Captain or qualified Acting Captain, two (2) Engineers or qualified Acting Engineers, and one (1) Firefighter. Monterey will pay the cost of required Airport Rescue and Fire Fighting (ARFF) Training, as determined by Monterey, which occurs during the term of this Agreement. All assigned staffing by Monterey in excess of that outlined in this paragraph shall be at the sole cost and expense of Monterey, unless the additional staffing was requested in writing by the Executive Director of Airport.

(2) Additional qualified fire personnel may be assigned to the Airport station as determined by the Fire Chief or designee to provide supplemental Fire Services or staffing for special events, anticipated weather events, or other situations within the Airport Fire Services budget as that budget may be modified from year to year, and within operational capacity.

(3) Monterey shall ensure that all Fire Operations staff assigned and/or reporting to the Airport Fire Station have obtained prior appropriate Secured Identification Display Area (SIDA) clearance levels to respond to all areas within the geographic boundaries of the Airport District.

(D) Response Time and Reporting. Monterey commits to meet and/or exceed the required ARFF response times for all incidents governed by the FAA Part 139 requirements. For all other emergency responses, Monterey commits to meet and/or exceed the emergency (Code 3) response times to incidents within the Airport District from crew notification to first unit on scene within five (5) minutes or less from time of receipt of alarm, 90% of the time.

(E) Dispatch Service. Monterey shall be responsible for all maintenance and operation of the emergency dispatch and communications systems at the Airport fire station.

(ii) Fire Suppression. Monterey will provide firefighting response to all reported fires, suspected fires, and fire alarm activations on the Airport.

(iii) Emergency Medical Response. Monterey will provide fire department response to all medical emergencies on the Airport in conformance with the Monterey County Emergency Medical Services Agency policies and protocols.

(iv) Rescue Services. Monterey will provide fire department response to any report of a trapped person. Said rescue services shall only be provided within the scope of training and qualifications of fire response personnel, Monterey Fire Department policies and/or Standard Operating Guidelines, and available rescue equipment.

(v) Hazardous Materials Response. Monterey will provide fire department response to any reported hazardous substance spill or release; Airport shall be responsible for seeking reimbursement from the party responsible for the spill or release, and shall indemnify, hold harmless and defend the City of Monterey against any claim, cause of action, disability, loss, liability, damage, cost or expense, however arising, which occurs by reason of an unauthorized discharge, spill, or release of any substance endangering the public safety or causing a public nuisance. The indemnity in this paragraph shall not apply if the hazardous substance spill or release was caused by the negligence or willful misconduct of Monterey.

(vi) Other Requests for Service. Monterey will provide fire department response to any other emergency or non-emergency request for service as received and dispatched by the Monterey County Department of Emergency Communications and as consistent with services provided within Monterey.

(vii) Emergency Operations Center Support. In the event the Airport Emergency Operations Center is activated pursuant to the Airport Emergency Operations Plan, Monterey will, to the extent possible, provide fire department support to the Airport Emergency Operations Center (EOC). In the event of a multi-jurisdictional emergency or disaster, coordination of fire resources may be performed from the Monterey Emergency Operations Center.

(d) Statewide Mutual Aid and Assistance by Hire. Monterey may respond to requests for mutual aid or assistance-by-hire by other agencies within the State of California pursuant to the California Statewide Master Mutual Aid Agreement or the California Fire Assistance Agreement, as approved by the Fire Chief or his/her authorized designee. Monterey shall credit or reimburse Airport for any reimbursement(s) received by Monterey relating to use of Airport-owned apparatus described in Exhibit A for provision of mutual aid or assistance-by-hire, except for any operating or incidental costs paid by Monterey.

(e) Miscellaneous.

(i) Public Outreach and Education. Consistent with operational capacity and the Airport fire services budget as that budget may be modified from year to year, Monterey shall

coordinate the planning and development of fire prevention and safety education programs for businesses, Airport community associations, and other members of the Airport District. Fire prevention and life safety programs will be tailored to educate the Airport business community in order to help preserve life and property.

(ii) Code Enforcement. Monterey will assist in enforcement of Airport codes and ordinances related to services provided by Monterey.

(iii) Fire Hydrant Testing. Monterey shall continue to work with the water system owner and water management district to test all public fire hydrants within Airport.

(iv) Utilities. Monterey will pay for the cost of basic utilities to the Airport Fire Station that include electricity, natural gas, water, waste/sewage and solid waste removal.

4.3. **Inspection of Airport-Owned Property and Notification of Necessary Maintenance and Repairs.** Monterey agrees to regularly inspect all real property, buildings, equipment and apparatus described in Exhibit A to ensure they meet the appropriate and applicable fire services standards.

(a) In the event that any real property, buildings, equipment or apparatus described in Exhibit A requires routine maintenance or is in a condition that presents an immediate or imminent threat to employees or public health or safety, Monterey agrees to immediately implement remedy/resolution of such conditions.

(i) Monterey shall not use any equipment and apparatus requiring maintenance or repair in the provision of Fire Services pursuant to this Agreement until such time as maintenance or repair has been satisfactorily performed, unless such use does not create an undue safety hazard or cause further damage to the equipment or apparatus.

(ii) Monterey shall ensure that access to any real property or buildings described in Exhibit A, which is in a condition that presents an immediate or imminent threat to employee or public health or safety, is restricted so as to minimize the threat posed to employee or public health or safety until said condition is remedied.

(iii) In the event that a condition gives rise to an immediate or imminent threat to public or employee health or safety, the Parties agree that the Fire Chief, or his/her designee, shall have the authority to take any actions necessary to preserve public or employee health or safety. Such action may include prohibiting the occupancy or use of anything described in Exhibit A until the conditions giving rise to the threat are remedied.

(b) In the event that Monterey determines, pursuant to Section 3.3 of this Agreement, that maintenance or repair of any Airport-owned apparatus or equipment described in Exhibit A will not be sufficient to ensure that said apparatus or equipment meets applicable fire service standards, or in the event of planned apparatus or equipment replacement, Monterey shall coordinate the procurement of any such apparatus or equipment with Airport as authorized in the Airport's capital budget as that budget may be modified from year to year.

(i) In the event that Monterey notifies Airport of a condition requiring the replacement of any real property, buildings, equipment, or apparatus described in Exhibit A of this Agreement, Airport shall reserve the right to have such need for replacement validated by an independent

third party of its choice, at no cost to Monterey, within a reasonable time period as mutually agreeable to the Parties.

ARTICLE V
DUTIES OF AIRPORT UNDER THIS AGREEMENT

5.1. **Payment for Fire Services.** Airport shall compensate Monterey for the provision of Fire Services and fire service related support and one-time implementation costs as further described in Section 6.3 of this Agreement.

5.2. **Capital Improvements/Capital Equipment.** Airport agrees to replace capital assets (real property, buildings, equipment and apparatus) leased to Monterey as defined in Article 1.

(a) In the event that Airport fails to respond in a timely manner (within two normal business days) to notification pursuant to this section, Monterey may undertake the necessary capital replacement. Airport agrees to reimburse Monterey for any costs it so incurs, including applicable administrative expenses, associated with any such capital replacement.

(b) In the event that a third-party contractor is hired to perform any necessary maintenance, repair or replacement pursuant to this Agreement, such third-party contractor shall have general liability insurance with minimum limits of $1,000,000 per occurrence and $2,000,000 in the aggregate. Both Airport and Monterey shall be named as additional insureds via endorsement on any such coverage, and any such contract with a third-party contractor shall contain a provision whereby the contractor agrees to defend and hold harmless, both Airport and Monterey, from any liability, suit, cause of action, or other legal proceeding (including attorney's fees and costs) which may be brought or claimed against Airport and/or Monterey as a result of contractor's performance or failure to perform under said contract.

5.4 **Crash Phone.** Airport agrees to provide, at no cost to Monterey, the emergency service connection between the Air Traffic Control Tower (ATCT) and the Airport Fire Station.

ARTICLE VI
FEES FOR SERVICES

6.1. **Fees for Services.** Airport agrees to compensate Monterey for all services provided pursuant to the terms and conditions of this Agreement.

(a) Fee Schedule. Fees for service shall be as follows for the term of this Agreement:

FY 2019-2020	$1,613,074.00
FY 2020-2021	$1,503,322.00
FY 2021-2022	$1,344,720.00
FY 2022-2023	$1,344,720.00
FY 2023-2024	$1,344,720.00 +/- Paragraph 6.1(b) True-Up

(b) True – Up. Beginning with Fiscal Year 2022–2023 Monterey will provide to the Airport, no later than November 15, 2023, an Independent Audit identifying the actual and total cost of providing fire protection services from the Airport station during the previous year. In addition, the audit shall include a breakdown of station call-outs to identify the percentage of calls on Airport property for the preceding three years. The true-up applied to the Airport's annual fee shall be calculated as identified in Exhibit B. The true-up shall be applied to the year following the trued-up year (thus the fee for FY2023-2024 shall be adjusted by the amount of the true-up for FY2022-2023).

(c) Payment Terms. Beginning on July 15 of every Fiscal Year, and on the first day of each month of the Fiscal Year thereafter, Airport agrees to remit to Monterey one twelfth (1/12) of the Fiscal Year Fire Service Fee. Notwithstanding the foregoing, in the first fiscal year that Fire Services are provided pursuant to this Agreement, the initial payment shall be due on the 15th day of the first month that Monterey provides Fire Services to Airport, and the amount of the payments will be prorated based on the number of whole and partial months that service is provided to Airport during the first Fiscal Year.

(d) Interest on Delinquent Payments. In the event that Airport fails to pay the entire amount described in section 6.1(c) within thirty (30) days of the due date, interest shall accrue to the unpaid balance at an annual equivalent rate equal to the Prior Year Penalty Factor, determined from the date the payment was originally due. The Prior Year Penalty Factor shall be the interest rate earned on Monterey's entire investment portfolio for the preceding Fiscal Year plus two percent (2%). For example, if the rate of return on Monterey's entire investment portfolio for the preceding Fiscal Year was four percent (4%) the Prior Year Penalty Factor will be six percent (6%).

(e) Terms of Material Breach. Failure by Airport to pay the amount(s) due pursuant to Section 6.1(c) plus the interest due pursuant to Section 6.1(d) within three (3) months of the due date shall constitute a material breach of this Agreement in accordance with Section 2.4 herein. Notwithstanding Article II of this Agreement, in the event of such material breach, Monterey shall have the right to terminate this Agreement upon the provision to Airport of three (3) months written notice of said termination, and the Term of this Agreement or any extension thereof shall be shortened accordingly. The termination shall not be effective if Airport pays Monterey all amounts due within thirty (30) days of such notice. Termination of this Agreement pursuant to this section shall not be construed to limit the right of Monterey to obtain, by any means available at law, any monies due to it from Airport pursuant to this Agreement.

6.2. **Transferred Sick Leave Balance.** Parties agree that, per their previous agreement, Monterey took on an obligation of transferred sick leave for the employees that were hired from the Airport. As of July 1, 2019, the outstanding balance due Monterey by the Airport is $79,864.42. Airport will continue to make payments on an annual basis at a rate of 25% per year for a period of four (4) years until Monterey is 100% compensated for the total initial value of the Sick Leave Liability.

6.3. **Fire Service Related Support Costs.** Airport agrees to pay the following one-time expenses in addition to the standard Fees for Services and Transferred Leave Balances, as set forth in Sections 6.1 and 6.2:

(a) Radio Upgrades. Airport will pay the one-time cost to upgrade existing mobile radios as shown in the chart below. Because the base station radio is a shared benefit, Monterey will pay for 80% of that radio and the Airport will pay for 20%. Monterey will purchase and install that radio; the Airport's cost share is built into the first year contract service charges. Monterey will coordinate the purchase and installation of the radios.

Location	Number of Radios
Fire station (base station radio)	1
Structure engine (E16)	1
ARFF16	1
Reserve ARFF	1
Utility vehicle (UT16)	1

(b) Satellite and Cellular Phones. Airport will pay the total cost of one (1) satellite phone and monthly service charges to be located on Command Vehicle #6390. Monterey is responsible to pay for the cost and monthly charges for cell phones assigned to all Airport station apparatus.

(c) Communications Dispatch Fees. Monterey will pay all Monterey County Communications Dispatch Fees on behalf of the Airport Fire Station. If this Agreement expires, lapses or is terminated, Airport will assume all responsibility and costs to maintain emergency communications dispatch services.

ARTICLE VII
PERSONNEL

7.1. **Article Intentionally Omitted**

ARTICLE VIII
INDEMNIFICATION AND INSURANCE

8.1 **Mutual Indemnification.**

(a) Each Party shall indemnify, defend and hold harmless the other Party, to the extent allowed by law and in proportion to fault, against any and all third-party liability for claims, demands, costs or judgments (direct, indirect, incidental or consequential) involving bodily injury, personal injury, death, property damage or other costs and expenses (including reasonable attorneys' fees, costs and expenses) arising or resulting from the acts or omissions of its own officers, agents, employees or representatives carried out pursuant to the obligations of this Agreement.

(b) Each Party shall protect, defend, indemnify and hold harmless the other Party (including their officials, employees and agents as the same may be constituted now and from time to time hereafter) from and against any and all liabilities, losses, damages, expenses or costs, whatsoever (including reasonable attorneys' fees, costs and expenses), which may arise against or be incurred by the other Party as a result of or in connection with any actual or alleged breach of this Agreement by either Party.

(c) Notwithstanding the foregoing Sections 8.1(a) and (b), Airport shall remain liable for its own real and personal property damage (including, without limitation, autos, equipment, and apparatus, since it is retaining ownership of, insurable interests therein, and insurance on its property).

(d) Monterey shall be responsible for all third-party liability, including third-party property damage, caused by the negligence or wrongful acts of Monterey officers, officials, and employees

resulting from Monterey's operation of Airport vehicles and equipment, or resulting from maintenance performed by Monterey pursuant to Section 5.2(c) of this Agreement.

(e) Except for any duties either Party owes to the other pursuant to the provisions of this Agreement, nothing in this Agreement shall be construed to waive any legal protections or immunities available to the Parties under state or federal law.

(f) Accordingly, the Parties hereby expressly agree to waive the pro rata risk allocation contained in California Government Code Section 895.6.

8.2 **Mutual Indemnification Obligations Survive Termination.** As to activities occurring or being carried out in performance of this Agreement and during the Term of this Agreement, the obligations created by Section 8.1 shall survive termination of this Agreement.

8.3 **Public Liability and Property Insurance.**

(a) Each Party shall maintain in effect, at its own cost and expense, throughout the Term of this Agreement and any extensions thereof, the following insurance coverage provided either through a bona fide program of self-insurance, commercial insurance policies, or any combination thereof:

(i) Commercial general liability or public liability with minimum limits of $10,000,000 per occurrence.

(ii) Auto liability including owned, leased, non-owned, and hired automobiles, with a combined single limit of not less than $10,000,000 per occurrence.

(iii) If a Party employs others in the performance of this Agreement, that Party shall maintain Workers' Compensation in accordance with California Labor Code section 3700 with a minimum of $1,000,000 per occurrence for employer's liability, for the duration of time that such workers are employed.

(iv) All risk property insurance, excluding earthquake and flood unless feasible, on all permanent property of an insurable nature in an amount sufficient to cover at least 100% of the replacement costs of said property. In any event, Airport shall maintain property insurance coverage for all the real property, buildings and personal property, including equipment and apparatus described in Exhibit A.

(b) All insurance required by this Agreement shall:

(i) Be placed (1) with companies admitted to transact insurance business in the State of California and with a current A.M. Best rating of no less than A:VI or with carriers with a current A.M. Best rating of no less than A:VII; or (2) disclosed self-insurance with limits acceptable to the other Party.

(ii) Provide that each Party's insurance is primary and non-contributing insurance to any insurance or self-insurance maintained by the other Party and that the insurance of the other Party shall not be called upon to contribute to a loss covered by a Party's insurance.

(c) Prior to July 1, 2019, each Party shall file certificates of insurance with the other Party evidencing that the required insurance is in effect.

8.4 **Immunity Preservation.** Nothing in this Agreement shall be read as waiving or limiting any defense to claims of liability otherwise available to 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 either Airport or Monterey, or their officers, than would otherwise exist under existing law and the involved Party's own policies, practices, and procedures.

ARTICLE IX
MISCELLANEOUS

9.1 **Amendments to Agreement.** No part of this Agreement shall be altered or amended without written Agreement of the signatory Parties, except that the following sections of the Agreement may be amended by mutual written Agreement of the Monterey City Manager and the Airport Executive Director:

(a) Section 4.2 – Duties of Monterey under this Agreement unless such amendment results in a substantive change in scope of services; and

(a) Section 4.3 – Duties of Airport under this Agreement unless such amendment results in a substantive change in scope of services; and

(b) Sections 6.1, 6.2, and 6.3 relative to methodology used to establish fees for services, and Fire Service Related Support.

(c) Section 9.4 - Exhibits attached to and incorporated into this Agreement.

9.2 **Assignment.** The rights and obligations of the Parties under this Agreement are not assignable and shall not be delegated without the prior written approval of the Parties.

9.3 **Dispute Resolution.** The Parties recognize that this Agreement cannot represent a complete expression of all issues that may arise during the performance of the Agreement. Accordingly, Monterey and Airport agree to meet and confer in good faith over any issue not expressly described herein to the end that Airport will obtain the best Fire Services possible under the most favorable economic terms and that Monterey will be fairly and adequately compensated for the services it provides hereunder.

It is the Parties' intention to avoid the cost of litigation and to resolve any issues that may arise amicably if possible. To that end, the Parties agree to meet within ten (10) business days of a request made by the other Party in writing to discuss the issues and attempt to resolve the dispute. If the dispute is not resolved after that meeting, the Parties agree to mediate the dispute within 30 calendar days of the meeting or as soon thereafter as possible. The mediator will be chosen by mutual Agreement of the Parties. The costs of mediation will be borne by the Parties equally. No Party may initiate litigation prior to the conclusion of mediation. In any litigation brought related to this Agreement, the prevailing Party shall be entitled to recover its actual costs and attorney fees pursuant to California Civil Code section 1717.

9.4 **Exhibits.** The following Exhibits are attached hereto and incorporated as if fully set forth herein:

Exhibit A: Airport Facilities and Equipment Leased to Monterey. This Exhibit shall be updated at least annually to include any new real property, buildings, equipment and apparatus acquired since the previous version, and any real property, buildings, equipment, or apparatus no longer in service and used to provide services pursuant to this Agreement.

Exhibit B: Airport Fee True-Up Methodology

9.5 **Notices.** All notices required or permitted hereunder shall be deemed sufficiently given if delivered by hand, electronic mail, or by United States mail, postage prepaid, addressed to the Parties at the addresses set forth below or to such other address as may, from time to time, be designated in writing.

To Airport: Executive Director
Monterey Regional Airport
200 Fred Kane Drive #200
Monterey, CA 93940

To Monterey: City Manager
Monterey City Hall
580 Pacific Street
Monterey, CA 93940

* * * * * * * * * * * * * * * *

IN WITNESS WHEREOF, the Parties execute this Agreement hereto on the day and the year first written above.

MONTEREY PENINSULA AIRPORT DISTRICT, A Special District

By: _____ Date: 5/10/2019
Michael LaPier, Executive Director

CITY OF MONTEREY, A Municipal Corporation

By: _____ Date: 05/10/19
Hans Uslar, City Manager

APPROVED AS TO FORM:

By: _____
District Counsel, Monterey Peninsula Airport District

MONTEREY
REGIONAL AIRPORT

Appendix D

MONTEREY AIRPORT TRAFFIC DATA COLLECTION MEMORANDUM

MEMORANDUM

From: Bob Hamilton, PE, Kimley-Horn and Associates

To: Chris Morello, Monterey Regional Airport

Date: October 7, 2019

Re: **Monterey Airport Traffic Data Collection – Monterey, California**

The purpose of this memorandum is to present a summary of the findings from data collection along N Road and Airport Road in the Monterey Regional Airport District. The study area includes Airport Road, from Aviation Lane to Airport Way, and N Road, from Airport Road to Airport Circle, in the Monterey Regional Airport District in Monterey, California.

Background

Airport Road and N Road are roads which service the business that reside in the northern section of the Monterey Regional Airport District. Airport Road provides access via Fairgrounds Road, North Fremont Street and Euclid Avenue to the City of Monterey and the greater regional transportation network.

Figure 1 shows the Project Vicinity Map.

Data Collection

The presented data was collected between Saturday, September 21, 2019 and Saturday, September 27, 2019. Vehicle Speed, Vehicle Classification and vehicle counts were collected 24-hours a day for seven days at N Road, see **Figure 1** for location.

Video count data was collected between Tuesday, September 24, 2019 to Wednesday September 25, 2019 from 8 AM to 6 PM. Vehicle origin-destination data was collected by type for the California Towing and Transport Company using the video count data, see **Figure 1** for location.

N Road Data Collection

Vehicle Volume

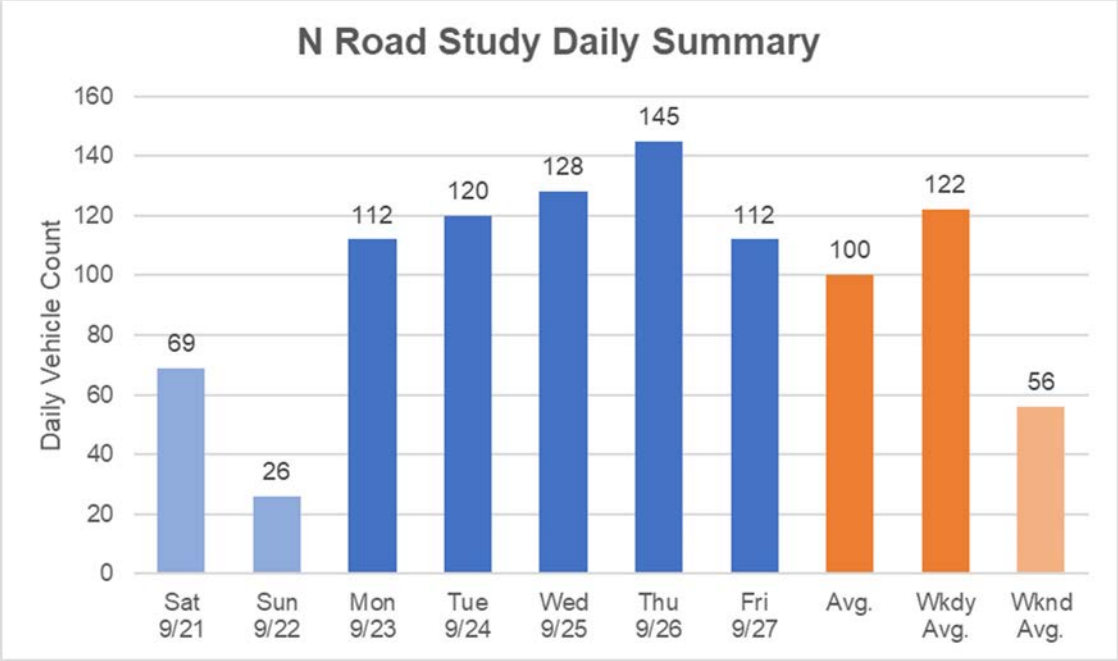
During the study period, 712 vehicles were counted over the course of a week, there was an average of 122 vehicles per weekday and 56 vehicles per weekend day that use N Road. **Table 1** summarizes the AM peak hour, PM peak hour, and daily traffic counts for the N Road location. **Figure 2** illustrates the daily vehicle count during the study period.

Table 1 – N Road Vehicle Volume Summary during the peak period

N Road	AM Peak Hour			PM Peak Hour			Daily Total
	Time	Count	% of Daily	Time	Count	% of Daily	
Sat 9/21	7:00 AM	8	12%	4:00 PM	8	12%	69
Sun 9/22	8:00 AM	4	15%	2:00 PM	6	23%	26
Mon 9/23	7:00 AM	25	22%	4:00 PM	14	13%	112
Tue 9/24	7:00 AM	29	24%	4:00 PM	14	12%	120
Wed 9/25	7:00 AM	27	21%	1:00 PM	18	14%	128
Thu 9/26	7:00 AM	28	19%	1:00 PM	18	12%	145
Fri 9/27	7:00 AM	35	31%	4:00 PM	15	13%	112
Average	7:00 AM	22	22%	4:00 PM	12	12%	100
Weekday Average	7:00 AM	29	24%	4:00 PM	15	12%	122
Weekend Average	7:00 AM	5	9%	2:00 PM	7	13%	56

Source: Kimley-Horn & Associates, 2019

Figure 2 – N Road Study Daily Vehicle Count Summary, during study period.

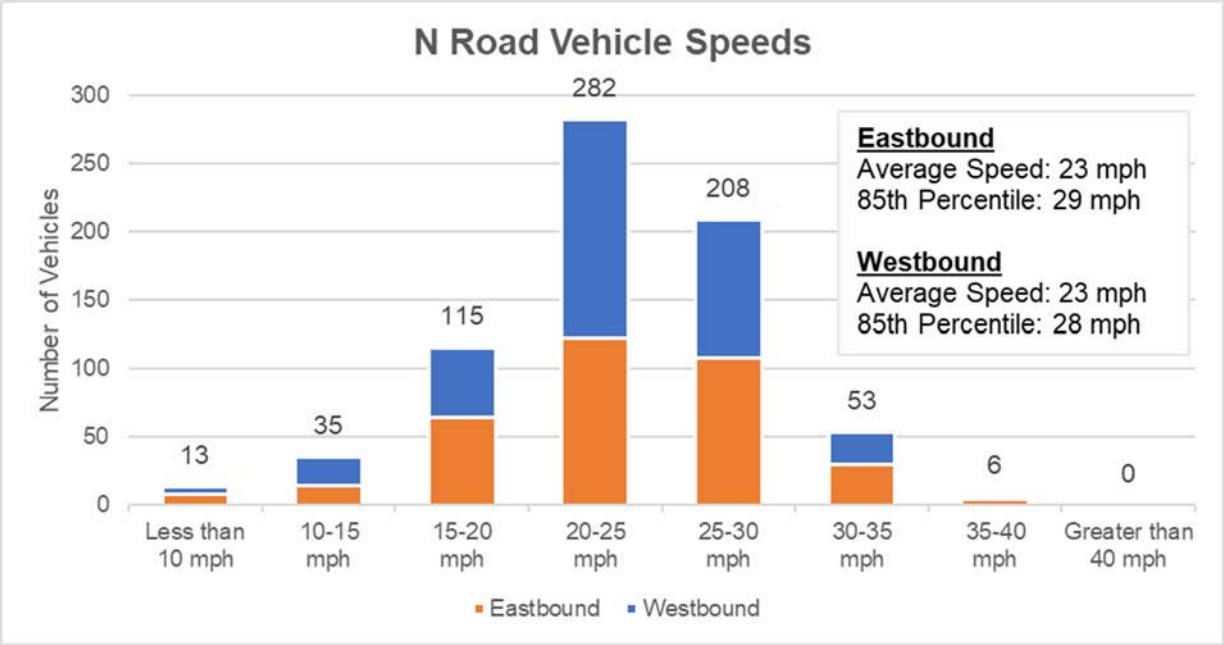


Source: Kimley-Horn & Associates, 2019

Vehicle Speeds

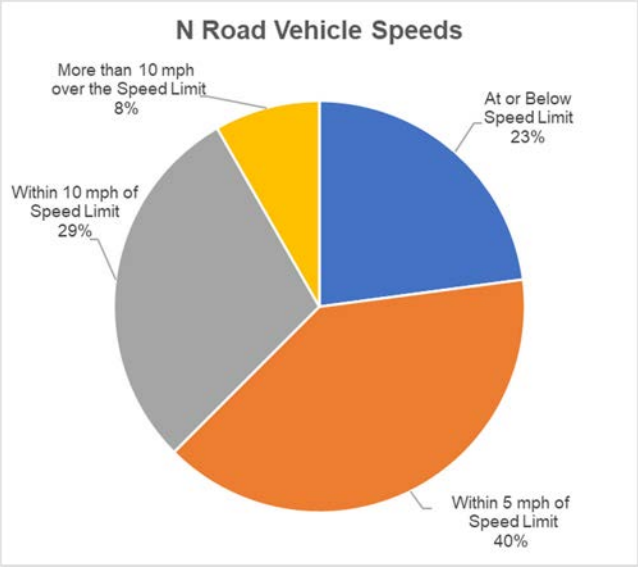
During the study period, speed data was collected for all 712 vehicles counted on N Road. The posted speed limit throughout the study area is 20 miles per hour mph. The median speed at the N Road study location was 23 mph and the 85th Percentile speed was 29 mph. The 85th percentile speed is of note because in the State of California the 85th percentile speed is typically the recommended posted speed. The 85th percentile speed is the speed at or below which 85 percent of the motorists drive on a given road unaffected by slower traffic or poor weather. This speed indicates the speed that most motorists on the road consider safe and reasonable under ideal conditions. **Figure 3** and **4** illustrate the speed profile of N Road.

Figure 3 – Speed Profile of N Road, during study period.



Source: Kimley-Horn & Associates, 2019

Figure 4 – Speed Profile of N Road, during study period.



Source: Kimley-Horn & Associates, 2019

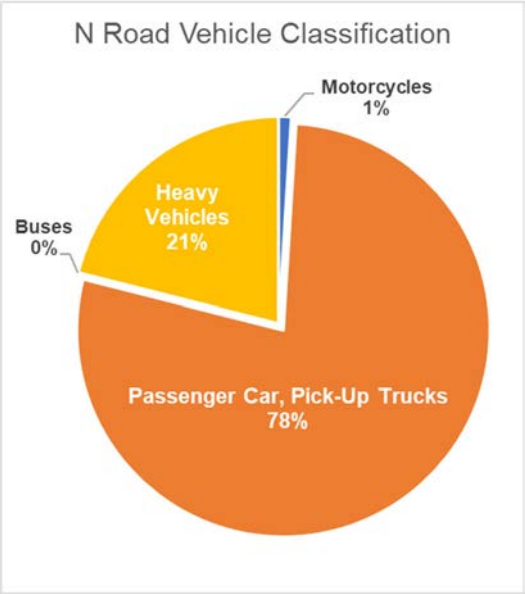
Vehicle Classification

Vehicle Classifications were collected using the Federal Highway Administration (FHWA) Vehicle Classification assumptions. **Table 2** summarizes the number of vehicles counted in each vehicle classification category over the course of the study period week. **Figures 5** illustrates the vehicle types on found on N Road during the study period. **Figure 6** illustrates examples of vehicles by FHWA Vehicle Classifications. Of note is the Heavy Vehicle Percentage, the heavy vehicle percentage is the proportion of heavy vehicles out of total traffic and is typically considered as vehicles within FHWA Class 5-13, if buses are not called out specifically they may be added into the heavy vehicle category. Heavy vehicle percentage is important in the estimation of pavement design life.

Table 2 – N Road FHWA Vehicle Classification Summary, during the peak period

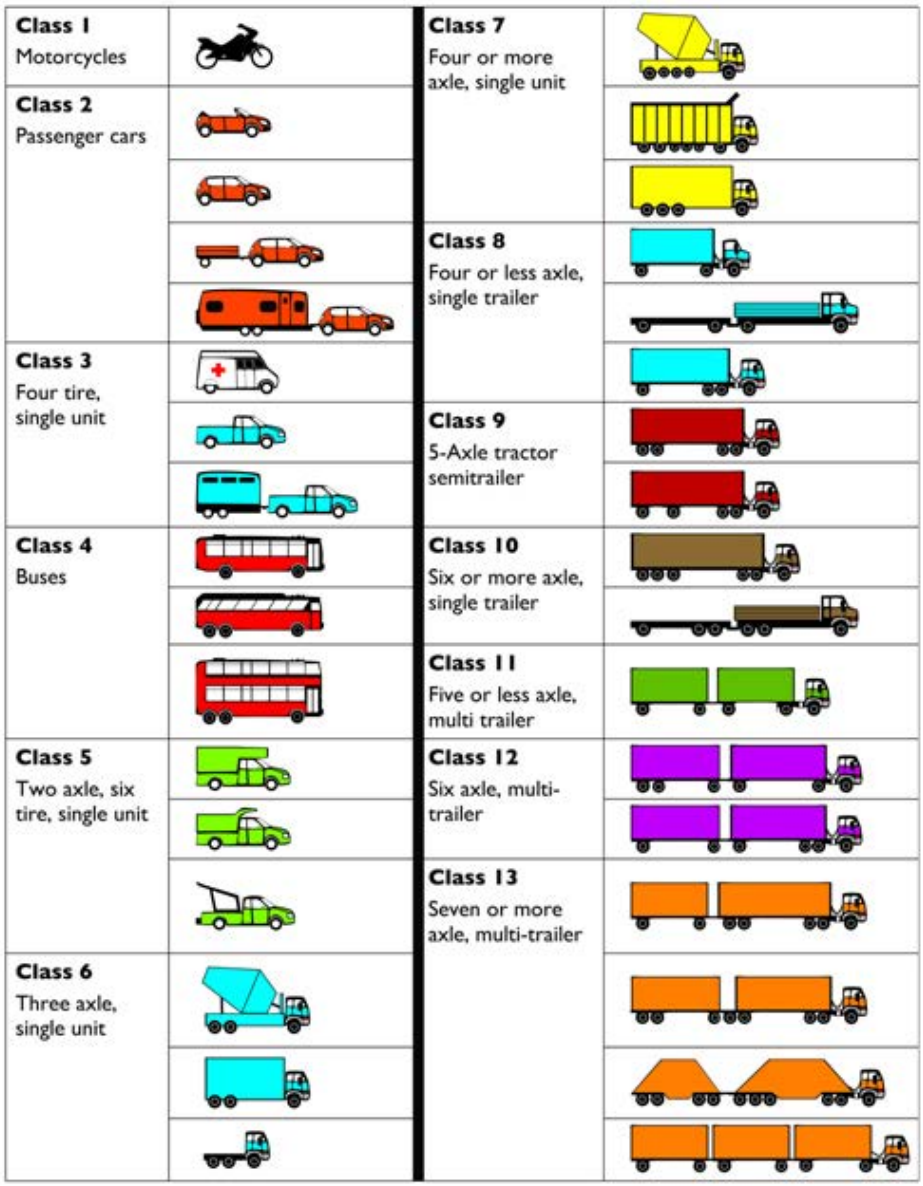
FHWA Vehicle Classification	Total
Class 1 - Motorcycles	7
Class 2 - Passenger Cars	249
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	306
Class 4 - Buses	0
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	127
Class 6 - Three-Axle Single-Unit Trucks	19
Class 7 - Four or More Axle Single-Unit Trucks	0
Class 8 - Four or Fewer Axle Single-Trailer Trucks	0
Class 9 - Five-Axle Single-Trailer Trucks	0
Class 10 - Six or More Axle Single-Trailer Trucks	2
Class 11 - Five or fewer Axle Multi-Trailer Trucks	0
Class 12 - Six-Axle Multi-Trailer Trucks	0
Class 13 - Seven or More Axle Multi-Trailer Trucks	2

Figure 5 – N Road Vehicle Classification, during the study period



Source: Kimley-Horn & Associates, 2019
Note: Motorcycles = FHWA Class 1, Passenger/Pick-Up Trucks = FHWA Class 2-3, Buses = Class 4, and Heavy Vehicles = Class 5 to 13

Figure 6 – FHWA Vehicle Classifications



Source: Federal Highway Administration (FHWA)

California Towing and Transportation Company

Video data collection was collected on Tuesday September 24 to Wednesday September 25, 2019. The video collected information on the number of vehicles originating or ending a vehicle trip at the towing company office or company vehicle lot. Location A shown on **Figure 1** is the Towing Company Vehicle Lot and the Location B is the Towing Company Office. On Tuesday September 24th, 49 vehicles trips are attributed to the CA towing Company, and on September 25th, 31 vehicle trips were attributed to the CA towing Company. Tow Truck Trips account for over half the vehicle trips, on Tuesday 53% of the trips were made by a Tow truck and on Wednesday it was 68%. **Tables 3** and **4** summarize the vehicle trips between California Towing Company locations between 8:00 AM and 6:00 PM for Tuesday September 24th and Wednesday, September 25th respectively.

Table 3 – Tuesday, September 24th Vehicle Count Data

Tue, Sept 24th	Total						Total
	Offsite to Lot	Lot to Office	Lot to Offsite	Offsite to Office	Office to Lot	Office to Offsite	
8:00 AM				1			**1**
8:30 AM							**0**
9:00 AM							**0**
9:30 AM							**0**
10:00 AM				1		1	**2**
10:30 AM				4	1	1	**6**
11:00 AM			4	1	1	2	**8**
11:30 AM						1	**1**
12:00 PM				3		1	**4**
12:30 PM				2		3	**5**
1:00 PM			1		1	1	**3**
1:30 PM							**0**
2:00 PM				2			**2**
2:30 PM				1	1		**2**
3:00 PM			1	1		1	**3**
3:30 PM						2	**2**
4:00 PM				2			**2**
4:30 PM				2	3		**5**
5:00 PM						2	**2**
5:30 PM			1				**1**
Total	**0**	**0**	**7**	**20**	**7**	**15**	**49**

Source: Kimley-Horn & Associates, 2019

Table 4 – Tuesday, September 24th Vehicle Count Data

Wed, Sept 25th	Total						Total
	Offsite to Lot	Lot to Office	Lot to Offsite	Offsite to Office	Office to Lot	Office to Offsite	
8:00 AM							
8:30 AM				1			**1**
9:00 AM						1	**1**
9:30 AM				3		2	**5**
10:00 AM						1	**1**
10:30 AM				1			**1**
11:00 AM				3	1		**4**
11:30 AM		1	1	1	2	2	**7**
12:00 PM			1				**1**
12:30 PM				1		2	**3**
1:00 PM							
1:30 PM	1						**1**
2:00 PM				1			**1**
2:30 PM				1		1	**2**
3:00 PM							
3:30 PM	1						**1**
4:00 PM							
4:30 PM							
5:00 PM						2	**2**
5:30 PM							
Total	**2**	**1**	**2**	**12**	**3**	**11**	**31**

Source: Kimley-Horn & Associates, 2019

Attachments:

Figure 1 – Vicinity Map

Appendix A: Traffic Counts

LEGEND

#	Video Data Collection
#	Tube Count Data Collection

Source: Google Earth, 2019

Kimley»Horn

Figure 1
Vicinity Map
Monterey Airport Traffic Data Collection

APPENDIX A

TRAFFIC COUNTS

Vehicle Classification Report Summary

Location: N Rd, E/O Airport Rd

Count Direction: Eastbound / Westbound

Date Range: 9/21/2019 to 9/27/2019

Site Code: 01

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	2	113	154	0	79	2	0	0	0	0	0	0	0	350
Percent	0.6%	32.3%	44.0%	0.0%	22.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	5	136	152	0	48	17	0	0	0	2	0	0	2	362
Percent	1.4%	37.6%	42.0%	0.0%	13.3%	4.7%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.6%	100%
Total	7	249	306	0	127	19	0	0	0	2	0	0	2	712
Percent	1.0%	35.0%	43.0%	0.0%	17.8%	2.7%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.3%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Saturday, September 21, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	**5**
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
11:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	0	4	0	1	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**1**	**16**	**11**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**
Percent	**2.9%**	**47.1%**	**32.4%**	**0.0%**	**17.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Saturday, September 21, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
11:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
5:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	1	2	1	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**2**	**19**	**11**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**
Percent	**5.7%**	**54.3%**	**31.4%**	**0.0%**	**8.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Sunday, September 22, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**6**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
Percent	**0.0%**	**46.2%**	**38.5%**	**0.0%**	**15.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Sunday, September 22, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**6**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
Percent	**0.0%**	**46.2%**	**46.2%**	**0.0%**	**0.0%**	**7.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Monday, September 23, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	**4**
7:00 AM	0	6	8	0	1	0	0	0	0	0	0	0	0	**15**
8:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
9:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	3	0	2	0	0	0	0	0	0	0	0	**5**
1:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	0	4	0	3	0	0	0	0	0	0	0	0	**7**
5:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**16**	**31**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**
Percent	**0.0%**	**28.6%**	**55.4%**	**0.0%**	**16.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Monday, September 23, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	1	7	0	1	1	0	0	0	0	0	0	0	**10**
8:00 AM	0	1	4	0	1	1	0	0	0	1	0	0	0	**8**
9:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	2	3	0	1	0	0	0	0	0	0	0	0	**6**
2:00 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	**4**
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
5:00 PM	0	2	4	0	1	0	0	0	0	0	0	0	0	**7**
6:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**16**	**30**	**0**	**5**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**56**
Percent	**0.0%**	**28.6%**	**53.6%**	**0.0%**	**8.9%**	**7.1%**	**0.0%**	**0.0%**	**0.0%**	**1.8%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Tuesday, September 24, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
7:00 AM	0	5	8	0	3	0	0	0	0	0	0	0	0	**16**
8:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	**5**
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	0	2	0	1	1	0	0	0	0	0	0	0	**4**
3:00 PM	0	0	4	0	1	0	0	0	0	0	0	0	0	**5**
4:00 PM	0	2	3	0	3	0	0	0	0	0	0	0	0	**8**
5:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**14**	**28**	**0**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**
Percent	**0.0%**	**24.1%**	**48.3%**	**0.0%**	**25.9%**	**1.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Tuesday, September 24, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	4	7	0	1	1	0	0	0	0	0	0	0	**13**
8:00 AM	0	2	3	0	1	1	0	0	0	0	0	0	0	**7**
9:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	1	2	0	2	0	0	0	0	0	0	0	0	**5**
1:00 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	1	4	0	2	0	0	0	0	0	0	0	0	**7**
3:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
6:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**17**	**33**	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**
Percent	**0.0%**	**27.4%**	**53.2%**	**0.0%**	**14.5%**	**4.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Wednesday, September 25, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	**7**
7:00 AM	0	7	4	0	1	0	0	0	0	0	0	0	0	**12**
8:00 AM	0	1	4	0	1	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	**4**
12:00 PM	0	0	1	0	2	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	3	3	0	2	0	0	0	0	0	0	0	0	**8**
2:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
3:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	0	5	0	3	0	0	0	0	0	0	0	0	**8**
5:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**20**	**30**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**
Percent	**0.0%**	**31.3%**	**46.9%**	**0.0%**	**21.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Wednesday, September 25, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	4	5	0	5	1	0	0	0	0	0	0	0	**15**
8:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
9:00 AM	0	0	1	0	1	1	0	0	0	0	0	0	0	**3**
10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	2	5	0	3	0	0	0	0	0	0	0	0	**10**
2:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	**5**
3:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	5	4	0	0	0	0	0	0	0	0	0	0	**9**
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**22**	**29**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**
Percent	**0.0%**	**34.4%**	**45.3%**	**0.0%**	**17.2%**	**3.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Thursday, September 26, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	3	2	0	2	0	0	0	0	0	0	0	0	**7**
7:00 AM	0	9	5	0	2	0	0	0	0	0	0	0	0	**16**
8:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	1	3	0	1	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	3	3	0	4	1	0	0	0	0	0	0	0	**11**
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	0	1	0	2	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	1	4	0	4	0	0	0	0	0	0	0	0	**9**
5:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**23**	**28**	**0**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**
Percent	**0.0%**	**32.9%**	**40.0%**	**0.0%**	**25.7%**	**1.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Thursday, September 26, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	3	3	0	3	1	0	0	0	0	0	0	2	**12**
8:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	**5**
10:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	1	4	0	0	1	1	0	0	0	0	0	0	0	**7**
2:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	1	3	0	3	0	0	0	0	0	0	0	0	**7**
4:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	5	2	0	1	0	0	0	0	1	0	0	0	**9**
6:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
8:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**1**	**37**	**20**	**0**	**11**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**75**
Percent	**1.3%**	**49.3%**	**26.7%**	**0.0%**	**14.7%**	**4.0%**	**0.0%**	**0.0%**	**0.0%**	**1.3%**	**0.0%**	**0.0%**	**2.7%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Friday, September 27, 2019
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	**5**
7:00 AM	0	10	7	0	2	0	0	0	0	0	0	0	0	**19**
8:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	0	1	0	4	0	0	0	0	0	0	0	0	**5**
3:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	1	5	0	3	0	0	0	0	0	0	0	0	**9**
5:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**1**	**18**	**21**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**
Percent	**1.8%**	**32.7%**	**38.2%**	**0.0%**	**27.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Friday, September 27, 2019
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	5	7	0	3	1	0	0	0	0	0	0	0	**16**
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
10:00 AM	0	2	2	0	0	1	0	0	0	0	0	0	0	**5**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	1	1	2	0	3	0	0	0	0	0	0	0	0	**7**
3:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	2	1	0	1	1	0	0	0	0	0	0	0	**5**
6:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	**2**
8:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**2**	**19**	**23**	**0**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**
Percent	**3.5%**	**33.3%**	**40.4%**	**0.0%**	**15.8%**	**7.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
7:00 AM	0	6	5	0	2	0	0	0	0	0	0	0	0	**13**
8:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	**4**
2:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	1	4	0	3	0	0	0	0	0	0	0	0	**8**
5:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**15**	**23**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
Percent	**0.0%**	**30.0%**	**46.0%**	**0.0%**	**24.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	3	5	0	2	1	0	0	0	0	0	0	0	**11**
8:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
2:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
6:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**20**	**22**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**
Percent	**0.0%**	**41.7%**	**45.8%**	**0.0%**	**10.4%**	**2.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

3-Day (Tuesday - Thursday) Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	**6**
7:00 AM	0	7	6	0	2	0	0	0	0	0	0	0	0	**15**
8:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	**4**
9:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	**4**
1:00 PM	0	2	2	0	2	0	0	0	0	0	0	0	0	**6**
2:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	1	4	0	3	0	0	0	0	0	0	0	0	**8**
5:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**18**	**30**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**63**
Percent	**0.0%**	**28.6%**	**47.6%**	**0.0%**	**23.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	4	5	0	3	1	0	0	0	0	0	0	1	**14**
8:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	**5**
9:00 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	**3**
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	2	2	0	2	0	0	0	0	0	0	0	0	**6**
2:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	1	2	0	2	0	0	0	0	0	0	0	0	**5**
4:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
5:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:00 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**25**	**27**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**66**
Percent	**0.0%**	**37.9%**	**40.9%**	**0.0%**	**16.7%**	**3.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.5%**	

Vehicle Speed Report Summary

Location: N Rd, E/O Airport Rd

Count Direction: Eastbound / Westbound

Date Range: 9/21/2019 to 9/27/2019

Site Code: 01

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	8	14	64	122	108	30	4	0	0	0	0	0	0	0	0	0	0	350
Percent	2.3%	4.0%	18.3%	34.9%	30.9%	8.6%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	5	21	51	160	100	23	2	0	0	0	0	0	0	0	0	0	0	362
Percent	1.4%	5.8%	14.1%	44.2%	27.6%	6.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	13	35	115	282	208	53	6	0	0	0	0	0	0	0	0	0	0	712
Percent	1.8%	4.9%	16.2%	39.6%	29.2%	7.4%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			**Eastbound**		
50th Percentile (Median)	23.5	mph	Mean (Average) Speed	23.4	mph
85th Percentile	29.0	mph	10 mph Pace	18.5 - 28.5	mph
95th Percentile	31.7	mph	Percent in Pace	67.1	%
Westbound			**Westbound**		
50th Percentile (Median)	23.5	mph	Mean (Average) Speed	23.1	mph
85th Percentile	28.2	mph	10 mph Pace	19.7 - 29.7	mph
95th Percentile	31.1	mph	Percent in Pace	72.9	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Saturday, September 21, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	**5**
8:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	**4**
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**0**	**6**	**12**	**13**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**
Percent	**0.0%**	**0.0%**	**17.6%**	**35.3%**	**38.2%**	**0.0%**	**8.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.4	mph	Mean (Average) Speed	24.7	mph
85th Percentile	29.1	mph	10 mph Pace	18.5 - 28.5	mph
95th Percentile	37.3	mph	Percent in Pace	76.5	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Saturday, September 21, 2019
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**3**	**5**	**14**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**
Percent	**0.0%**	**8.6%**	**14.3%**	**40.0%**	**25.7%**	**8.6%**	**2.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.9	mph	Mean (Average) Speed	23.6	mph
85th Percentile	28.7	mph	10 mph Pace	18.7 - 28.7	mph
95th Percentile	34.0	mph	Percent in Pace	71.43	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Sunday, September 22, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**1**	**5**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
Percent	**0.0%**	**7.7%**	**38.5%**	**23.1%**	**30.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.6	mph	Mean (Average) Speed	21.1	mph
85th Percentile	27.0	mph	10 mph Pace	17.7 - 27.7	mph
95th Percentile	27.5	mph	Percent in Pace	84.6	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Sunday, September 22, 2019
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**2**	**6**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
Percent	**0.0%**	**15.4%**	**46.2%**	**30.8%**	**7.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.6	mph	Mean (Average) Speed	18.8	mph
85th Percentile	23.4	mph	10 mph Pace	11.1 - 21.1	mph
95th Percentile	29.6	mph	Percent in Pace	76.92	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Monday, September 23, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	**4**
7:00 AM	0	0	1	4	8	2	0	0	0	0	0	0	0	0	0	0	0	**15**
8:00 AM	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	**5**
1:00 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	**7**
5:00 PM	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**3**	**2**	**8**	**17**	**21**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**
Percent	**5.4%**	**3.6%**	**14.3%**	**30.4%**	**37.5%**	**8.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.7	mph	Mean (Average) Speed	23.7	mph
85th Percentile	29.0	mph	10 mph Pace	19.5 - 29.5	mph
95th Percentile	31.7	mph	Percent in Pace	67.9	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Monday, September 23, 2019
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	5	3	2	0	0	0	0	0	0	0	0	0	0	0	**10**
8:00 AM	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	**8**
9:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**
2:00 PM	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	**7**
5:00 PM	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	**7**
6:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**2**	**3**	**7**	**27**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**
Percent	**3.6%**	**5.4%**	**12.5%**	**48.2%**	**23.2%**	**7.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	22.7	mph	Mean (Average) Speed	22.6	mph
85th Percentile	27.6	mph	10 mph Pace	17.6 - 27.6	mph
95th Percentile	31.4	mph	Percent in Pace	73.21	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Tuesday, September 24, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	1	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	**5**
7:00 AM	0	0	3	7	4	2	0	0	0	0	0	0	0	0	0	0	0	**16**
8:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	**5**
1:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	**5**
4:00 PM	0	1	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	**8**
5:00 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**1**	**2**	**8**	**22**	**19**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**
Percent	**1.7%**	**3.4%**	**13.8%**	**37.9%**	**32.8%**	**10.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.1	mph	Mean (Average) Speed	24.0	mph
85th Percentile	29.7	mph	10 mph Pace	17.8 - 27.8	mph
95th Percentile	31.4	mph	Percent in Pace	74.1	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Tuesday, September 24, 2019
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	0	0	7	5	1	0	0	0	0	0	0	0	0	0	0	0	**13**
8:00 AM	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	**7**
9:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	**5**
1:00 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	**7**
3:00 PM	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 PM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**1**	**7**	**22**	**25**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**
Percent	**0.0%**	**1.6%**	**11.3%**	**35.5%**	**40.3%**	**11.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	25.1	mph	Mean (Average) Speed	25.1	mph
85th Percentile	29.4	mph	10 mph Pace	20.5 - 30.5	mph
95th Percentile	31.4	mph	Percent in Pace	77.42	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Wednesday, September 25, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**7**
7:00 AM	0	0	2	4	5	1	0	0	0	0	0	0	0	0	0	0	0	**12**
8:00 AM	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**4**
12:00 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	1	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	**8**
2:00 PM	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	0	1	4	0	3	0	0	0	0	0	0	0	0	0	0	0	**8**
5:00 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**4**	**5**	**13**	**20**	**16**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**
Percent	**6.3%**	**7.8%**	**20.3%**	**31.3%**	**25.0%**	**9.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	22.6	mph	Mean (Average) Speed	21.9	mph
85th Percentile	27.8	mph	10 mph Pace	18.7 - 28.7	mph
95th Percentile	33.3	mph	Percent in Pace	65.6	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Wednesday, September 25, 2019
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	1	10	4	0	0	0	0	0	0	0	0	0	0	0	0	**15**
8:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	1	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	**10**
2:00 PM	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	**9**
5:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**1**	**7**	**7**	**32**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**
Percent	**1.6%**	**10.9%**	**10.9%**	**50.0%**	**23.4%**	**3.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.5	mph	Mean (Average) Speed	22.2	mph
85th Percentile	27.0	mph	10 mph Pace	18.9 - 28.9	mph
95th Percentile	29.5	mph	Percent in Pace	76.56	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Thursday, September 26, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	**7**
7:00 AM	0	0	0	8	5	3	0	0	0	0	0	0	0	0	0	0	0	**16**
8:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	**11**
2:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	0	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	**9**
5:00 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**2**	**11**	**29**	**21**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**
Percent	**0.0%**	**2.9%**	**15.7%**	**41.4%**	**30.0%**	**8.6%**	**1.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.3	mph	Mean (Average) Speed	23.8	mph
85th Percentile	29.3	mph	10 mph Pace	20.0 - 30.0	mph
95th Percentile	31.2	mph	Percent in Pace	71.4	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Thursday, September 26, 2019
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	**12**
8:00 AM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**
10:00 AM	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	1	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	**7**
2:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	**7**
4:00 PM	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**9**
6:00 PM	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	**5**
8:00 PM	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**2**	**2**	**13**	**31**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**75**
Percent	**2.7%**	**2.7%**	**17.3%**	**41.3%**	**32.0%**	**4.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.2	mph	Mean (Average) Speed	22.8	mph
85th Percentile	27.4	mph	10 mph Pace	19.0 - 29.0	mph
95th Percentile	29.8	mph	Percent in Pace	80	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Friday, September 27, 2019
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**
7:00 AM	0	0	3	7	6	3	0	0	0	0	0	0	0	0	0	0	0	**19**
8:00 AM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	**9**
5:00 PM	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**2**	**13**	**19**	**14**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**
Percent	**0.0%**	**3.6%**	**23.6%**	**34.5%**	**25.5%**	**12.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	22.9	mph	Mean (Average) Speed	23.5	mph
85th Percentile	29.3	mph	10 mph Pace	16.2 - 26.2	mph
95th Percentile	32.8	mph	Percent in Pace	67.3	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Friday, September 27, 2019
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	10	5	1	0	0	0	0	0	0	0	0	0	0	0	**16**
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	**5**
10:00 AM	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	**7**
3:00 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 PM	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**3**	**6**	**30**	**13**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**
Percent	**0.0%**	**5.3%**	**10.5%**	**52.6%**	**22.8%**	**7.0%**	**1.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.6	mph	Mean (Average) Speed	23.6	mph
85th Percentile	28.4	mph	10 mph Pace	19.7 - 29.7	mph
95th Percentile	33.7	mph	Percent in Pace	77.19	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Total Study Average
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	0	1	5	4	2	0	0	0	0	0	0	0	0	0	0	0	**12**
8:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**0**	**7**	**17**	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
Percent	**0.0%**	**0.0%**	**16.7%**	**40.5%**	**35.7%**	**7.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	23.5	mph	Mean (Average) Speed	23.4	mph
85th Percentile	29.0	mph	10 mph Pace	18.5 - 28.5	mph
95th Percentile	31.7	mph	Percent in Pace	67.1	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 to 9/27/2019
Site Code: 01

Total Study Average
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	**10**
8:00 AM	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	**5**
9:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 PM	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**1**	**7**	**22**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**
Percent	**0.0%**	**2.1%**	**14.6%**	**45.8%**	**33.3%**	**4.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	23.5	mph	Mean (Average) Speed	23.1	mph
85th Percentile	28.2	mph	10 mph Pace	19.7 - 29.7	mph
95th Percentile	31.1	mph	Percent in Pace	72.9	%

Location: N Rd, E/O Airport Rd
Date Range: 9/21/2019 - 9/27/2019
Site Code: 01

	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday					
	9/21/2019			9/22/2019			9/23/2019			9/24/2019			9/25/2019			9/26/2019			9/27/2019			Mid-Week Average		
Time	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	3	1	4	0	0	0	4	0	4	5	2	7	7	0	7	7	0	7	5	0	5	6	1	7
7:00 AM	**5**	**3**	**8**	1	1	2	**15**	**10**	**25**	**16**	**13**	**29**	**12**	**15**	**27**	**16**	**12**	**28**	**19**	**16**	**35**	**15**	**13**	**28**
8:00 AM	3	1	4	**2**	**2**	**4**	4	8	12	3	7	10	6	4	10	2	6	8	3	1	4	4	6	9
9:00 AM	1	**3**	4	0	0	0	3	2	5	2	2	4	2	3	5	3	5	8	2	5	7	2	3	6
10:00 AM	4	**3**	7	0	0	0	0	1	1	1	1	2	0	1	1	5	5	10	1	5	6	2	2	4
11:00 AM	1	1	2	1	1	2	1	1	2	1	0	1	4	2	6	1	2	3	0	0	0	2	1	3
12:00 PM	3	3	6	1	0	1	5	2	7	5	5	10	3	2	5	3	2	5	1	1	2	4	3	7
1:00 PM	1	3	4	0	0	0	3	6	9	1	3	4	**8**	**10**	**18**	**11**	7	**18**	3	0	3	7	**7**	13
2:00 PM	4	3	7	**3**	**3**	**6**	2	4	6	4	**7**	11	5	5	10	1	2	3	5	**7**	12	3	5	8
3:00 PM	2	3	5	1	2	3	3	1	4	5	4	9	2	3	5	3	7	10	3	3	6	3	5	8
4:00 PM	**5**	3	**8**	2	1	3	**7**	**7**	**14**	**8**	6	**14**	**8**	9	17	9	5	14	**9**	6	**15**	**8**	**7**	**15**
5:00 PM	1	2	3	2	2	4	5	**7**	12	3	5	8	3	2	5	3	**9**	12	3	5	8	3	5	8
6:00 PM	1	2	3	0	0	0	2	2	4	3	3	6	2	3	5	5	5	10	1	5	6	3	4	7
7:00 PM	0	**4**	4	0	1	1	1	5	6	1	4	5	1	1	2	1	5	6	0	2	2	1	3	4
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	3	3	0	1	1	0	2	3
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	35	69	13	13	26	56	56	112	58	62	120	64	64	128	70	75	145	55	57	112	64	67	131
Percent	49%	51%	-	50%	50%	-	50%	50%	-	48%	52%	-	50%	50%	-	48%	52%	-	49%	51%	-	49%	51%	-
AM Peak	07:00	07:00	07:00	08:00	08:00	08:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00
Vol.	5	3	8	2	2	4	15	10	25	16	13	29	12	15	27	16	12	28	19	16	35	15	13	28
PM Peak	16:00	19:00	16:00	14:00	14:00	14:00	16:00	16:00	16:00	16:00	14:00	16:00	13:00	13:00	13:00	13:00	17:00	13:00	16:00	14:00	16:00	16:00	13:00	16:00
Vol.	5	4	8	3	3	6	7	7	14	8	7	14	8	10	18	11	9	18	9	7	15	8	7	15

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

19445 - Monterey
Tow Yard - Vehicle Movements
IDAX Data Solutions
Tues, September 24, 2019

Location:							
Vehicle	Off-Site to Lot	Lot to Office	Lot to Off-Site	Off-Site to Office	Office to Lot	Office to Off-Site	Notes
Auto			11:03:08				Stopped near the lot
Tow Truck			11:21:15				Stopped near the lot
Auto			11:23:33				Stopped near the lot
Auto			11:25:09				
Tow Truck			13:19:38				Stopped near the lot
Tow Truck			15:07:26				Stopped near the lot
Tow Truck			17:34:52				Stopped near the lot
Auto					16:55:02		Stopped near the lot
Tow Truck				8:21:09		10:11:47	Stopped near the Office
Tow Truck				10:27:30		11:51:46	Stopped near the Office
Tow Tuck				10:30:35		12:04:00	Stopped near the Office
Auto				10:37:19	10:49:41		Stopped near the Office
Auto				10:53:58		11:07:18	Stopped near the Office
Auto						10:57:50	
Auto				10:57:42	11:16:31		Stopped near the Office
Tow Tuck				11:08:43		11:20:33	Stopped near the Office
Tow Tuck				12:19:54	13:18:07		Stopped near the Office
Auto				12:27:46		12:37:31	
Auto				12:28:06		12:37:42	
Tow Truck				12:57:51		12:55:14	Stopped near the Office & Office to Off-Site Entry time, Exit time Off-Site to Office
Auto				12:56:12		13:02:14	Stopped near the Office
Tow Truck				14:11:14		15:20:08	
Tow Truck				14:23:16	14:33:48		Stopped near the Office
Tow Truck				14:30:58		15:56:16	Stopped near the Office
Auto				15:29:58		15:36:27	Stopped near the Office
Tow Truck				16:26:02	16:54:12		Stopped near the Office
Tow Truck				16:26:05		17:14:55	Stopped near the Office
Auto				16:36:43	16:55:08		Stopped near the Office
Auto				16:38:07		17:14:59	Stopped near the Office

19445 - Monterey
Tow Yard - Vehicle Movements
IDAX Data Solutions
Wed, September 25, 2019

Location:							
Vehicle	Off-Site to Lot	Lot to Office	Lot to Off-Site	Off-Site to Office	Office to Lot	Office to Off-Site	Notes
Tow Truck			11:53:54				Stopped near the lot
Tow Truck			12:03:03				Stopped near the lot
Tow Truck	13:57:35						Stopped near the lot
Tow Truck	15:47:49						Stopped near the lot
Tow Truck				8:26:48		9:07:06	Stopped near the Office
Auto				9:45:14		9:47:17	Stopped near the Office
Auto				9:50:14		9:56:11	Stopped near the Office
Tow Tuck				9:55:40		10:15:14	Stopped near the Office
Tow Tuck				10:46:00	11:44:15		Stopped near the Office
Auto				11:10:34		11:29:39	Stopped near the Office
Tow Tuck				11:11:19	11:16:13		Stopped near the Office
Auto				11:23:18		11:44:14	
Tow Tuck		11:31:03				12:52:17	Stopped near the Office
Tow Tuck				11:32:59	11:44:10		Stopped near the Office
Auto				12:49:31		12:51:05	
Tow Truck				14:06:42		14:39:46	Stopped near the Office
Tow Truck				15:08:21		17:08:59	Stopped near the Office
Tow Truck				15:51:56		17:00:44	Stopped near the Office

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