

2022 MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN

SURF!
Busway & Bus
Rapid Transit




**Fort Ord
Regional Trail
& Greenway**



**Scenic St
Route
Rte 68**



**US 101
South of
Salinas**



**King City
Station**



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2022-2045 Monterey County Regional Transportation Plan

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Executive Summary

The Transportation Agency for Monterey County is designated by the State of California to serve as the Regional Transportation Planning Agency for the County. The mission of the Agency is to proactively plan and fund a transportation system that enhances mobility, safety, access, environmental quality, and economic activities by investing in regional transportation projects serving the needs of Monterey County residents, businesses, and visitors. The Transportation Agency for Monterey County's 2022 Monterey County Regional Transportation Plan (or "Plan") is a road map to meeting our transportation challenges and achieving these goals.

The Transportation Agency is governed by a 17-member Board of Directors representing the five-county Supervisorial Districts, each of Monterey County's 12 incorporated cities, and ex-officio members representing the California Department of Transportation (Caltrans), Monterey-Salinas Transit (MST), the Association of Monterey Bay Area Governments (AMBAG), the Monterey Bay Air Resources District (MBARD), the Monterey Regional Airport, the City of Watsonville, and California State University Monterey Bay (CSUMB).

The Transportation Agency prepares the Regional Transportation Plan every four years, which provides a basis for actions to allocate state and federal funding to transportation projects. The Agency prepares its plan in coordination with AMBAG, which prepares a Metropolitan Transportation Plan for the tri-county Monterey Bay Area in its role as the federal Metropolitan Planning Organization for the region. These plans outline the Agency's priorities for meeting future transportation and mobility needs, consistent with the policy goals and objectives adopted by the Agency, as well as within the constraints of transportation revenue forecast over the 22-year planning horizon of the document.

Goals and Policies

The Transportation Agency for Monterey County's 2022 Regional Transportation Plan's adopted policy element includes a framework of goals and policy objectives used to guide the development of the 2022 Plan. Chapter 2 presents the goals, policy objectives, and performance metrics for the Plan. Goal areas include:

- Access & Mobility;
- Safety & Health;
- Environmental Stewardship;
- Equity; and
- Economic Vitality.

Dozens of performance metrics were established to measure how well the 2022 Plan performs relative to these performance metrics. Investments in the 2022 Plan are expected to result in significant benefits to the region concerning transportation mobility, economic activity and job creation, sustainability, and equity.

The 2022 Regional Transportation Plan addresses a strategic expansion of the transportation network, supportive of mobility improvements to bus transit, rail, highway safety, active transportation, and local streets and roads projects.

Financial Element

For years, the primary transportation funding challenge was decreasing revenues, contrasted with increasing needs. However, with the passage of Measure X, a 3/8% sales tax dedicated to improving Monterey County's transportation network, and the passage of Senate Bill 1, the Road Repair and Accountability Act of 2017, Monterey County is forecasted to receive significantly more funding to meet its transportation needs. Measure X is expected to raise an estimated \$20 million annually, or a total of \$600 million over 30 years. Sixty percent (60%) of the funds are distributed to local cities and the county for road maintenance and safety projects, and the remaining 40% is designated for regional mobility and safety improvements. Similarly, Senate Bill 1 will provide as much as double that amount for both local and regional projects in Monterey County, through a combination of increased formula-based funds and competitive grant opportunities.

The 2022 Regional Transportation Plan includes a revenue forecast of \$6.7 billion in state, federal, and local funding that is reasonably expected to be available through the 2045 horizon year of the Plan.

Public Outreach

The 2022 Regional Transportation Plan was informed by a combination of past and present, in-person and virtual public engagement activities, and outreach opportunities. Outreach included a public survey on defining regional transportation priorities for Monterey County (presented in both Spanish & English) and a series of public meetings and workshops, intended to inform the development of the Plan. Outreach activities are detailed in Appendix A.

Plan Components

The main components of the 2022 Regional Transportation Plan include:

- The Policy Element;
- The Financial Element and fund estimate;
- Transportation Investments included in the plan; and
- Environmental Documentation

1. Introduction

The mission of the Transportation Agency for Monterey County is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environmental quality, and economic activities in Monterey County. The Transportation Agency aims to invest in regional transportation projects serving the needs of Monterey County residents, businesses, and visitors.

The Transportation Agency for Monterey County's 2022 Regional Transportation Plan is a road map to meeting our transportation challenges and goals through the Plan's horizon year of 2045. The Agency prepares the Regional Transportation Plan every four years, which provides a basis for actions to allocate state and federal funding to transportation projects in Monterey County. The Agency prepares its plan in coordination with the Association of Monterey Bay Area Governments (AMBAG), which prepares a Metropolitan Transportation Plan and Sustainable Communities Strategy for the tri-county Monterey Bay Area – encompassing San Benito, Santa Cruz, and Monterey Counties – in its role as the region's federal Metropolitan Planning Organization. Collectively the Metropolitan Transportation Plan, Sustainable Communities Strategy, and Regional Transportation Plan outline the Agency's priorities for meeting future transportation and mobility needs, consistent with the policy goals and objectives developed by the Agency, and the constraints of transportation revenues forecast over the 22-year planning horizon of the document.

1.1. Document Structure

The 2022 Monterey County Regional Transportation Plan includes the following components:

- **Chapter 1: Introduction**

The Introduction describes the Transportation Agency for Monterey County, the regional planning process, a description of Monterey County, economic and geographic forecasts upon which long-range planning is based, and a summary of significant issues discussed in the document.

- **Chapter 2: Policy Element**

The Policy Element describes the long-range transportation goals and policy objectives for Monterey County, established for prioritizing transportation investments.

- **Chapter 3: Financial Element**

The Financial Element describes the fund estimate prepared for all transportation revenues that the Transportation Agency reasonably expects to be available over the twenty-year life of the Plan.

- **Chapter 4: Transportation Investments**

This chapter serves as the Action Element of the Regional Transportation Plan, describing the regionally significant transportation investments identified in the plan, which were prioritized based on the Policy Element and constrained by the fund estimate. This chapter focus on goods movement and regionally significant investments.

- **Chapter 5: Multimodal Transportation System and Non-Regional Investments**

This chapter provides a modal discussion, outlining the highway, transit, airport, pedestrian, bicycle, rail, maritime, and goods movement features of Monterey County. This chapter also includes an overview of non-regional investments and programs in Monterey County.

- **Chapter 6: Measuring Performance**

This chapter demonstrates the performance of the plan. The metrics quantify the transportation, safety, environmental, economic, and equity benefits of the Plan.

- **Chapter 7: Environmental Documentation**

A coordinated Draft Environmental Impact Report (EIR) was prepared by AMBAG for the 2045 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS), which includes the program-level evaluation of environmental impacts associated with implementation of the 2022 Monterey County Regional Transportation Plan.

1.2. Regionally Significant Transportation Challenges

The 2022 Regional Transportation Plan aims to address the major challenges confronting Monterey County's transportation system, while recognizing new funding opportunities including the passage of Measure X in 2016 and Senate Bill 1 in 2017.

For years, the primary transportation funding challenge was decreasing revenues, contrasted with increased needs. However, with the passage of Measure X, a 3/8% sales tax dedicated to improving Monterey County's transportation network, and the passage of Senate Bill 1, Monterey County is forecasted to receive significantly more funding to meet its transportation needs. Measure X is expected to raise an estimated \$20 million annually, or a total of \$600 million over 30 years. Sixty percent (60%) of the funds are distributed to local cities and the county for road maintenance and safety projects, and the remaining 40% is dedicated to regional mobility projects and safety improvements. Similarly, Senate Bill 1 will provide as much as double that amount for both local and regional projects in Monterey County through both increased formula-based funds and competitive grant opportunities.

Senate Bill 1 and Measure X funding address a large backlog of local street and road maintenance needs, but the length of time these repairs have been underfunded means it will take many years to fully meet these needs. The 2022 Regional Transportation Plan identifies approximately \$1.8 billion in costs for local street and road operations, maintenance, and rehabilitation needs across Monterey County, of which 93% is assumed to be funded in the plan.

Measure X, however, provides an opportunity to build smarter (i.e., complete streets, roundabouts) when funding becomes available, and helps the Agency leverage new Senate Bill 1 monies when possible. The Transportation Agency intends to maximize the potential of local Measure X funds to leverage matching state and federal funding to make progress on the maintenance backlog and deliver needed transportation improvements.

1.2.1. Advancing Equity in Monterey County

Advancing equity in Monterey County is a core goal of the Regional Transportation Plan, touching on equity across race, income, and geography. The Plan aims to promote equity through proactively reducing the risk of disproportionate impacts from transportation construction or operations; through proactively engaging low-income, minority and low-mobility groups in the transportation planning process; and by reducing barriers to safe transportation options for youth and seniors.

Beyond these metrics of equity, in August 2021 the Transportation Agency adopted a Racial Equity Program that integrates racial equity-based activities into three areas: funding, public outreach, and hiring. The goals for each area of activities are listed below:

Funding: Provide an equitable share of transportation investments to underserved, racially diverse communities to improve their health, safety, and quality of life.

Hiring: Hire to reflect the diversity of the Monterey County community to increase TAMC's success as an agency.

Public Outreach: Design and implement public outreach and engagement that is broadly accessible and provides means for all to participate.

The Transportation Agency stands committed to advancing racial equity in Monterey County through the process of planning, funding, and building transportation improvements throughout Monterey County.

1.2.2. Impacts of COVID-19 Pandemic on Transportation

The Coronavirus Disease 2019 (COVID-19) pandemic introduced several changes to the transportation system that have impacted travel behavior, frequency of travel, and commute options. With shelter-in-place orders activated, there was a dramatic drop in statewide vehicle miles traveled as many employers turned to telework and other employers closed as a safety precaution during the pandemic. Air travel declined drastically as many flights were cancelled and air travel was discouraged during the peak of the pandemic. Transit ridership dropped significantly due to remote work and a fear of close contact with other persons on-board buses.ⁱ There was a notable increase in the number of people bicycling, as cities turned to pop-up bike lanes and other street closures that opened the door for cyclists of all ages to feel comfortable riding. Collectively, these impacts to transportation resulted in reductions to greenhouse gas emissions, as transportation is the number one contributor to emissions in California. Long term impacts of the pandemic on transportation activities will continue to be monitored into the future as impacts to travel behavior, such as the rise in telework, are anticipated to endure through time.

Impacts of the COVID-19 pandemic to transportation funding are discussed in Chapter 3.

1.3. The Transportation Agency for Monterey County and the Regional Planning Process

The Transportation Agency for Monterey County is designated by the State of California to serve as the Regional Transportation Planning Agency (RTPA) for the County. The Transportation Agency is governed by a seventeen (17) member Board of Directors, representing the five county Supervisorial Districts, each of Monterey County's twelve (12) incorporated cities, and ex-officio members representing the California Department of Transportation (Caltrans), Monterey-Salinas Transit (MST), the Association of Monterey Bay Area Governments (AMBAG), the Monterey Bay Unified Air Pollution Control District, the Monterey Regional Airport, the City of Watsonville, and California State University Monterey Bay.

The Agency maintains the following standing advisory committees that provide input to staff and the Board of Directors on plans, programs, and regionally significant transportation issues:

Executive Committee

The Executive Committee is a subcommittee of the Board of Directors, which is responsible for making recommendations on critical policy and administrative issues to be considered by the Board. Membership is comprised of six TAMC Board Members: TAMC Chair, Vice Chair, 2nd Vice Chair, the immediate Past TAMC Chair, a City representative, and a County representative. The TAMC Chair and Vice Chair serve as the Chair and Vice Chair (respectively) of the Executive Committee.

Rail Policy Committee

The Rail Policy Committee is a subcommittee of the Board of Directors responsible for making recommendations to staff and the Board on major policy issues related to the implementation of regional rail projects.

Technical Advisory Committee

The Technical Advisory Committee advises staff and the Board of Directors on issues related to plans, programs, project delivery and funding. Members of the Technical Advisory Committee include public works officials and planning representatives from the Agency's member jurisdictions.

Bicycle and Pedestrian Facilities Advisory Committee

The Bicycle and Pedestrian Facilities Advisory Committee advises staff and the Board on bicycle and pedestrian plans, programs, and funding. Membership of this advisory body includes Board approved representatives that were nominated for membership by the city or supervisory district in which they reside.

Measure X Citizen Oversight Committee

Members of the Citizen Oversight Committee are appointed by the Board of Directors. The Committee is responsible for ensuring that taxpayers' safeguards identified in the Measure X Transportation Safety and Investment Plan are met. The Committee reviews independent audits, reviews and makes recommendations on proposed changes to the

Transportation Safety and Investment Plan, reviews and comments on project delivery schedules, and prepares and presents annual reports on the administration of the program.

MST Mobility Advisory Committee

The Agency has designated the MST Mobility Advisory Committee to serve as the Social Services Transportation Advisory Council for Monterey County, pursuant to the Transportation Development Act. This advisory committee includes members appointed by the MST Board of Directors that are responsible for advising the Agency on unmet transit needs and specialized transportation needs of the elderly, people with disabilities and people of limited means.

Public participation in the regional planning process is necessary and essential for developing plans, programs and projects that reflect and meet the needs of the county's residents. The Agency employs the following strategies to engage the public in the regional transportation planning process through a range of opportunities:

- **Public Meetings:** The Agency schedules and holds noticed public meetings of the Board of Directors and advisory committees, which include structured opportunities for the public to provide testimony.
- **Weekly Cone Zone Report:** The Agency assembles information on all the countywide transportation construction work and distributes it to an email mailing list comprised of local agencies, media outlets, stakeholders, and members of the public.
- **Electronic Media:** The Agency maintains a website where information about all plans, programs and activities are posted. This includes all public meetings, agendas, minutes, and outreach materials. Questions and requests for information can be submitted through the Agency's website, which are directed to the appropriate staff. The Agency also administers a Facebook page, Instagram account, and Twitter account to announce public meetings, events, major accomplishments, and engage interested followers in current opportunities to provide public input on Agency projects and programs. The Agency publishes the weekly Cone Zone report on these platforms too. For corridor studies and construction projects, the Agency issues periodic newsletters to a list of interested parties who have signed up online or at meetings to receive project updates, event announcements, and opportunities to provide public comments.
- **Annual Report and Outreach Materials:** The Agency has prepared and distributed an Annual Report throughout Monterey County since 2005, which includes information about actions taken by the Agency during the previous year, as well as transportation issues confronting the community. The Agency also maintains a set of brochures, flyers, and other outreach materials for distribution at meetings and presentations. The Agency translates key materials into Spanish, including surveys and flyers. All other outreach material can be requested in an alternative language if needed.
- **Media Outreach:** The Agency regularly issues press releases and response to media inquiries on news stories.

- **Transportation Forums:** The Agency periodically schedules and hosts forums on transportation topics of relevance to Monterey County, which has included meetings of the California Transportation Commission and other regional and statewide bodies.
- **Ad-hoc Committees:** The Agency creates ad-hoc advisory committees to gain stakeholder input on focused transportation issues, studies, or projects.
- **Targeted Presentations:** Agency staff regularly delivers presentations to public groups and local jurisdictions. The Agency also participates in community group and private industry group associations.
- **Public Outreach Coordination:** The Agency staff includes a Public Outreach Coordinator to serve as the lead contact for responding to questions from the media and public about the Agency, and for engaging in public outreach activities.

These public participation strategies are undertaken on a continual basis. Projects and priorities reflected in the Regional Transportation Plan are shaped by ongoing public involvement. Specific public outreach activities undertaken by the Agency in developing the 2022 Monterey County Regional Transportation Plan are described in more detail in Appendix A of the Plan.

1.4 Monterey County Geography and the Regional Transportation System

Monterey County covers 3,324 square miles of coastal mountains and valleys, spanning 100 miles of the California coastline. The County is bordered by Santa Cruz County to the north, San Benito and Fresno Counties to the east, Kings County to the southeast, and San Luis Obispo County to the south. The geography of Monterey County is defined by the Monterey Bay, the Santa Lucia Mountain range that stretches southward from the Monterey Peninsula along the Coast, the Diablo Range along the eastern borders of the County, and the central Salinas Valley.

Monterey County can generally be divided into five sub-areas:

1. **North Monterey County:** including the unincorporated communities of Castroville, Prunedale, Moss Landing and Aromas;
2. **Greater Salinas area:** including Salinas and unincorporated communities to the west;
3. **Monterey Peninsula:** including the cities of Marina, Seaside, Sand City, Del Rey Oaks, Monterey, Pacific Grove, Carmel-by-the-Sea, and the unincorporated communities of Pebble Beach and Carmel Valley;
4. **South Monterey County:** including the Salinas Valley cities of Gonzales, Soledad, Greenfield and King City, as well as the unincorporated communities of Chualar, San Lucas, San Ardo and Bradley; and
5. **Big Sur Coast:** between Carmel and San Luis Obispo County.

Major water features include the Monterey Bay, the Salinas River, the Pajaro River separating Monterey County from Santa Cruz County, and the Elkhorn Slough at Moss Landing.

Figure 1-1 illustrates Monterey County's regional location, the cities and communities located within, as well as the Regional Transportation System. Constrained by the County's physical

geography, the existing regional transportation facilities connect the communities described above. The main north-south interregional facilities include State Route 1 along the coast, US 101 through the inland Salinas Valley, and the Union Pacific Coast Mainline railroad. In addition to various county roads, State Routes 156, 218, 183 and 68 serve to connect the coastal and inland communities within the County.

Land uses in Monterey County are diverse. Agricultural production in North Monterey County and the Salinas Valley areas contribute significantly to the area's economy. Approximately 1,267,873 acres are devoted to irrigated cropland, dry farming, grazing, animal husbandry, and related agricultural services. More than 80% of this land is rangeland, with much of the remained in locally cultivated prime farmland (267,873 acres) and farmland of statewide importance (42,650 additional acres). These farmlands are most widespread in North County, the greater Salinas area, and central Salinas Valley. The importance of agriculture to the Monterey County economy cannot be underestimated: the nation's top grossing crops include strawberries at \$922,683,000, leaf lettuce at \$712,681,000, and head lettuce at \$428,580,000 according to the 2020 Monterey County Crop Report. The production value of crops in Monterey County represents an over \$4.4 billion-dollar industry. Monterey County has also become a significant wine-growing region – with approximately 44,000 acres devoted to wine grape cultivation in the County. The transportation needs of the agricultural industry are an important consideration in planning for the movement of goods and people throughout – and beyond – Monterey County.

The Monterey Peninsula primarily serves residential, tourism, educational and commercial uses. Several military facilities are located on the Monterey Peninsula. The Monterey Bay National Marine Sanctuary and associated marine-related educational institutions is a growing contributor to the area's economic mix. Internationally popular visitor attractions are located along the Peninsula, supporting an approximately \$3.24 billion-dollar annual hospitality industry, supportive of over 27,000 jobs according to the Monterey County Convention and Visitors Bureau 2019 Report. Major attractions include the Monterey Bay Aquarium, annual events at the Pebble Beach Concours D'Elegance, AT&T Golf Pro-am, and major car races at the Laguna Seca International Raceway. Additionally, the County's coastal attributes attract tourism along the Pacific coastline to state and regional parks. The transportation needs of the Peninsula create significant demands on the County's infrastructure, particularly regional roads and highways connecting Monterey County with the San Francisco Bay Area to the north. Many of the improvements identified in the Regional Transportation Plan reflect demands associated with the balance between supporting a tourism economy, agriculture, and the well-being of residents in Monterey County.

Educational institutions, including California State University at Monterey Bay, the Naval Postgraduate School, and the Defense Language Institute, the Monterey Institute for International Studies, and Monterey Peninsula and Hartnell Community Colleges, also contribute to an important part of the region's economy.

Figure 1-1: Map of Monterey County



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1.5. Monterey County Economic and Demographic Trends

The Monterey County Regional Transportation Plan is based on regional growth assumptions included in the 2022 AMBAG forecast. That forecast includes population, employment and housing projections over the 20-year planning horizon. Detailed information about the forecast can be found in *Monterey Bay 2045: Moving Forward*, which is the Metropolitan Transportation Plan prepared by AMBAG.

1.5.1. Monterey County Population

Table 1.1. and **Table 1.2.** below summarize forecast population growth by jurisdiction. The forecast estimates that the population of Monterey County will grow 14% during the 20-year planning period. Sand City and the Salinas Valley cities are expected to have the largest percent increase in population and housing units (**Table 1.3.**).

Table 1.1. Monterey County Population Forecast

Geography	2015	2020	2025	2030	2035	2040	2045
Monterey County	430,310	441,143	452,761	467,068	476,028	483,884	491,443
<i>Carmel-by-the-Sea</i>	3,854	3,949	3,946	3,954	3,964	3,974	3,984
<i>Del Rey Oaks</i>	1,663	1,662	1,693	1,734	1,859	2,330	2,650
<i>Gonzales</i>	8,441	8,506	9,650	13,492	14,630	15,398	15,711
<i>Greenfield</i>	17,172	18,284	19,342	19,734	19,961	20,202	20,433
<i>King City</i>	13,736	14,797	15,376	16,101	16,689	16,881	17,064
<i>Marina</i>	21,057	22,321	23,723	25,126	26,713	28,433	30,044
<i>Monterey</i>	28,086	28,170	28,044	28,650	29,032	29,342	29,639
<i>Pacific Grove</i>	15,460	15,265	15,290	15,395	15,530	15,676	15,817
<i>Salinas</i>	158,059	162,222	166,226	170,459	173,393	175,358	177,128
<i>Sand City</i>	361	385	430	516	756	1,012	1,198
<i>Seaside</i>	33,815	33,537	34,497	35,107	35,634	36,582	38,316
<i>Soledad</i>	24,597	25,301	26,112	26,824	27,697	28,419	29,133
<i>Balance of County</i>	104,009	106,744	108,432	109,976	110,170	110,277	110,326

Source: AMBAG 2022 Subregional Growth Forecast

Table 1.2. Total Population Growth Over Planning Horizon

Geography	2015 Population	2045 Population	Total Forecasted Population Growth	Percent Change (2015 – 2045)
Monterey County	430,310	491,443	61,133	14%
<i>Carmel-by-the-Sea</i>	3,854	3,984	130	3%
<i>Del Rey Oaks</i>	1,663	2,650	987	59%
<i>Gonzales</i>	8,441	15,711	7,270	86%
<i>Greenfield</i>	17,172	20,433	3,261	19%
<i>King City</i>	13,736	17,064	3,328	24%
<i>Marina</i>	21,057	30,044	8,987	43%
<i>Monterey</i>	28,086	29,639	1,553	6%
<i>Pacific Grove</i>	15,460	15,817	357	2%
<i>Salinas</i>	158,059	177,128	19,069	12%
<i>Sand City</i>	361	1,198	837	232%
<i>Seaside</i>	33,815	38,316	4,501	13%
<i>Soledad</i>	24,597	29,133	4,536	18%
<i>Balance of County</i>	104,009	110,326	6,317	6%

Source: AMBAG 2022 Subregional Growth Forecast

1.5.2. Housing Forecast

Housing unit growth estimated over the planning period is summarized by jurisdiction in **Table 1.3.** and **Table 1.4.** below.

Table 1.3. Housing Unit Forecast

Geography	2015	2020	2025	2030	2035	2040	2045
Monterey County	139,177	141,764	146,716	153,852	159,100	162,612	165,328
<i>Carmel-by-the-Sea</i>	3,417	3,437	3,437	3,442	3,450	3,453	3,459
<i>Del Rey Oaks</i>	741	741	762	809	848	1,052	1,195
<i>Gonzales</i>	1,987	1,987	2,399	3,630	4,182	4,474	4,626
<i>Greenfield</i>	3,794	3,981	4,359	4,766	5,047	5,164	5,238
<i>King City</i>	3,283	3,432	3,672	4,002	4,282	4,356	4,403
<i>Marina</i>	7,334	7,784	8,277	8,837	9,265	9,521	9,693
<i>Monterey</i>	13,637	13,705	13,705	13,920	14,209	14,402	14,549
<i>Pacific Grove</i>	8,184	8,201	8,214	8,267	8,336	8,400	8,463
<i>Salinas</i>	43,001	43,411	45,552	48,673	50,968	52,229	53,150
<i>Sand City</i>	176	189	198	228	333	446	526
<i>Seaside</i>	10,913	10,920	11,437	11,925	12,248	12,604	13,192
<i>Soledad</i>	3,927	4,137	4,433	4,733	5,024	5,240	5,426
<i>Balance of County</i>	38,783	39,839	40,271	40,620	40,908	41,271	41,408

Source: AMBAG 2022 Subregional Growth Forecast

Table 1.4. Total Growth in Housing Units Over Planning Horizon

<i>Geography</i>	<i>2015 Units</i>	<i>2045 Units</i>	<i>Total Forecasted Growth in Housing Units</i>	<i>Percent Change (2015 – 2045)</i>
Monterey County	139,177	165,328	26,151	19%
<i>Carmel-by-the-Sea</i>	3,417	3,459	42	1%
<i>Del Rey Oaks</i>	741	1,195	454	61%
<i>Gonzales</i>	1,987	4,626	2,639	133%
<i>Greenfield</i>	3,794	5,238	1,444	38%
<i>King City</i>	3,283	4,403	1,120	34%
<i>Marina</i>	7,334	9,693	2,359	32%
<i>Monterey</i>	13,637	14,549	912	7%
<i>Pacific Grove</i>	8,184	8,463	279	3%
<i>Salinas</i>	43,001	53,150	10,149	24%
<i>Sand City</i>	176	526	350	199%
<i>Seaside</i>	10,913	13,192	2,279	21%
<i>Soledad</i>	3,927	5,426	1,499	38%
<i>Balance of County</i>	38,783	41,408	2,625	7%

Source: AMBAG 2022 Subregional Growth Forecast

1.5.3. Employment Forecast

Employment by industry for Monterey County is summarized in **Table 1.5.** below. The AMBAG Population and Employment forecast projects that agriculture, construction, and tourism will continue to perform strongly, but the largest employment gains to be in education and healthcare and other services.

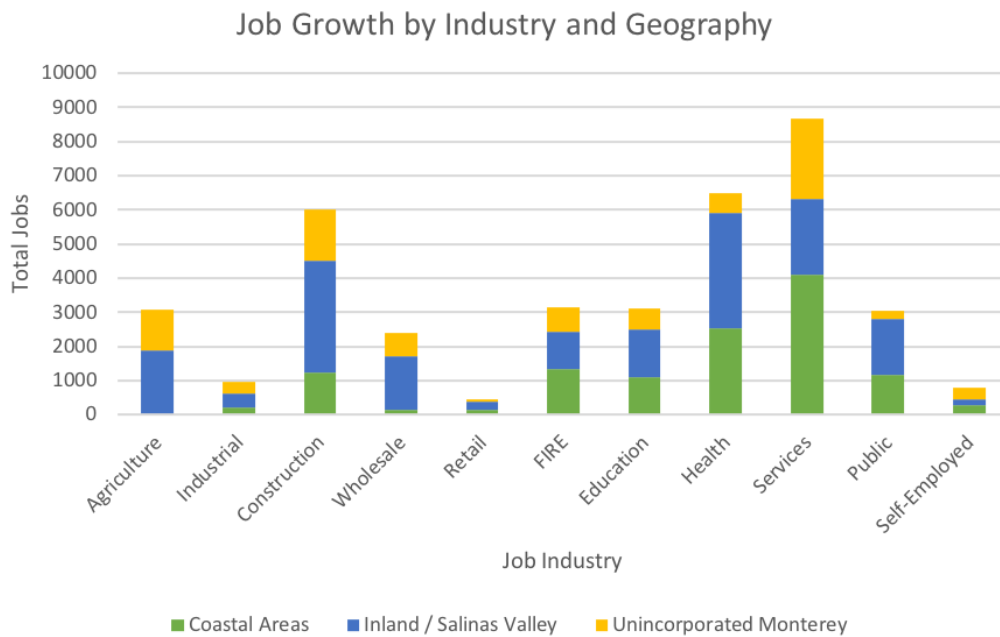
Table 1.5. Employment Forecast by Industry

Monterey County	2015	2020	2025	2030	2035	2040	2045
Agriculture	28,138	30,819	30,838	30,930	31,028	31,127	31,226
Industrial	6,612	7,396	7,421	7,461	7,492	7,526	7,560
Construction	24,322	27,372	27,907	28,590	29,067	29,682	30,322
Wholesale	21,044	22,926	22,569	22,843	23,046	23,250	23,457
Retail	24,474	23,806	23,877	24,063	24,340	24,626	24,915
Finance & Professional Services	20,245	20,891	21,060	21,609	22,198	22,798	23,401
Education	14,405	15,865	15,958	16,307	16,656	17,069	17,526
Health	26,394	28,662	29,580	30,370	31,176	32,008	32,880
Other Services	36,538	40,460	40,753	41,924	43,014	44,093	45,206
Public	17,102	18,778	18,869	19,139	19,390	19,723	20,147
Self-Employed	5,994	6,040	6,222	6,377	6,511	6,651	6,797
Monterey County Total	225,268	243,015	245,054	249,613	253,918	258,553	263,437

Source: AMBAG 2022 Regional Growth Forecast

Figure 1.2 below portrays job growth by industry according to the 2022 AMBAG Regional Growth Forecast. The geography is divided between the coastal regions of Monterey County (Carmel-by-the-Sea, Del Rey Oaks, Marina, Monterey, Pacific Grove, Sand City, Seaside), inland areas (Gonzales, Greenfield, King City, Salinas, Soledad) and unincorporated Monterey County.

Figure 1.2: Job Growth by Industry and Geography



1.6. Development of the 2022 Monterey County Regional Transportation Plan: Planning for Sustainable Communities

In 2008, the State of California enacted Senate Bill 375 (SB 375), requiring Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy. AMBAG serves as the lead agency to prepare this strategy. The Sustainable Communities Strategy integrates land use and transportation planning by coordinating transportation investments with land use patterns to reduce greenhouse gas emission targets set by the state for the region. Besides meeting emissions goals, the Sustainable Communities Strategy also accommodates regional housing needs, and represents an important statewide effort to build healthy communities and ensure convenient, safe access to high quality transportation options.

Senate Bill 375 requires that the Regional Transportation Plan be consistent with the Sustainable Communities Strategy. To develop this plan, the Transportation Agency coordinated with AMBAG and regional transportation planning partners in the three county Monterey Bay area (Santa Cruz, San Benito and Monterey counties), to craft a Policy Element, a Financial Element and a regional list of transportation investments which achieve regional greenhouse gas emission targets and support the Sustainable Communities Strategy. The list of projects identified for funding in the Regional Transportation Plan was identified through coordination with member jurisdictions and selected based on extensive public outreach and evaluation of project performance relative to the adopted goals and policy objectives. AMBAG likewise developed a sustainable land use pattern in conjunction with local jurisdictions that is supportive of the countywide transportation project list. To view the Sustainable Communities Strategy, refer to AMBAG's *2045 Moving Forward Monterey Bay Plan*.

1.7. Public Participation

A detailed summary of public outreach activities undertaken by the Transportation Agency to develop the 2022 Monterey County Regional Transportation Plan is included as **Appendix A**. Outreach activities undertaken for the 2022 Regional Transportation Plan included presentations to the TAMC Board and Committees, a public survey on regional transportation priorities, public workshops, and plan review.

Given the coordinated nature of the planning process, outreach for this plan was also included in the public participation process for the Sustainable Communities Strategy. This public outreach plan has been designed to meet environmental justice requirements and ensure that reasonable opportunities to comment on the plan are available to the public and a diverse range of stakeholders.

2.2. Defined Goals, Policy Objectives and Performance Measures

The 2022 Regional Transportation Plan presents goals, policy objectives and performance measures that have evolved from the 2018 Plan to reflect current projects and programs happening in Monterey County, with integration of the public feedback through the survey and a survey of the TAMC Board of Directors. The element includes the following broad set of goals, which are tied to objectives and performance measures:

1. **Access & Mobility:** Deliver a reliable and efficient transportation system that promotes viable transportation alternatives
2. **Safety & Health:** Create a safe transportation system that fosters county-wide health and well-being through promoting active lifestyles
3. **Environmental Stewardship:** Protect and enhance the County's built and natural environment
4. **Equity:** Promote social and geographic equity through transportation planning, engineering and design
5. **Economic Vitality:** Foster an economically viable, sustainable transportation system that supports the regional economy

Figure 2-2: Policy Element for 2022 Monterey County Regional Transportation Plan

GOAL	#	POLICY OBJECTIVES
Goal 1: Access & Mobility		
Deliver a reliable and efficient transportation system for all users	1.1	Increase affordability, accessibility and safety between key origins and destinations in the region.
	1.2	Deliver projects that improve travel time for all modes of transportation including pedestrians, bicyclists, transit, car/vanpool, and freight
	1.3	Reduce gaps in the region’s active transportation infrastructure
	1.4	Reduce transportation congestion through increasing accessibility of viable transportation alternatives for regional travel and commute patterns
Goal 2: Safety & Health		
Create a safe transportation system that fosters county-wide health	2.1	Invest in transportation solutions that promote the safe travel of all modes and decrease fatalities and injuries for all travel modes through a Vision Zero strategy
	2.2	Enhance public safety and security in all modes
	2.3	Increase mode share of active transportation alternatives for commute to work trends
	2.4	Decrease quantities of harmful air pollutants resulting from transportation
Goal 3: Environmental Stewardship		
Protect the County’s natural environment and promote resiliency of the built environment	3.1	Reduce greenhouse gas emissions consistent with regional targets
	3.2	Avoid, minimize, or mitigate impacts to local, state and federally defined sensitive areas or key habitat corridors
	3.3	Conserve farmland resources
Goal 4: Equity		
Promote social and geographic equity through transportation planning, engineering and design	4.1	Proactively reduce the risk of disproportionate impacts from transportation construction or operations
	4.2	Proactively engage low-income, minority and low-mobility groups in the transportation planning process through an effective public engagement strategy
	4.3	Reduce barriers to safe transportation options for youth and seniors
Goal 5: Economic Vitality		
Foster an economically viable, sustainable, transportation system that supports the regional economy	5.1	Invest in transportation solutions that improve regional accessibility for freight and reduce truck hours of delay
	5.2	Prioritize enhancement and maintenance of the existing transportation system
	5.3	Support transportation solutions that enhance economic activity, travel and tourism

2.3. Addressing Climate Change Impacts

Transportation emissions account for 40% of all greenhouse gas emissions in the State of California, and research and policy directives towards goals of sustainability and climate action planning continue to grow statewide. The 2022 Plan integrates these goals of sustainability as the State aims to achieve its ambitious climate goals to reduce greenhouse gas emissions and vehicle miles traveled. The newly adopted California Climate Action Plan for Transportation Infrastructure (CAPTI) details how the state recommends spending discretionary transportation funding in a manner that can help aggressively combat climate change while supporting public health, safety, and equity through investments in projects that will reduce vehicle miles traveled.

Climate change, however, is already impacting lives including those of plants, wildlife and habitats throughout California and its effects are projected to increase in severity. In 2019, Caltrans District 5 completed a Climate Change Vulnerability Assessment, which details that extreme weather events along the Central Coast have included temperature impacts, precipitation resulting in landslides and flooding, wildfires, and sea level rise. These climate impacts have resulted in millions of dollars in damage to the state highway system.

The Agency's recently adopted Regional Conservation Investment Strategy (RCIS) discusses how species and habitat most vulnerable to climate change stressors have high sensitivity (impact to their physical condition) and low adaptive capacity (ability to evolve as a result of climate impacts). The Monterey County RCIS aligns with existing and future land use and general plans and is consistent with, and builds upon, existing conservation plans by promoting scientifically based conservation strategies that directly address threats identified in the State Wildlife Action Plan. The RCIS is consistent with species' recovery plans and habitat conservation plans and includes actions from these plans to benefit focal species and other conservation elements. When implemented, the conservation strategies proposed in the Monterey County RCIS will benefit ecological processes, species and habitat conservation, provide resiliency to stressors and pressures, and promote adaptation to climate change as required by RCIS guidelines (California Department of Fish and Wildlife, 2018a). The 2022 Plan aims to address these challenges and result in safer, healthier and more effective transportation solutions that improve multimodal access to jobs, housing, education and other essential resources for residents and visitors alike.

2.4. Measuring Performance

The Transportation Agency's planning process embraces the performance-based approach required by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act), as well as recommended strategies from the California Department of Transportation (Caltrans). Performance measures for the 2022 Regional Transportation Plan align with the measures included in AMBAG's *2045 Moving Forward Monterey Bay Plan*. The performance measures also include a few performance monitoring strategies to assess the impact of Measure X Project's and current TAMC Programs, such as the Safe Routes to Schools program and the Go831 Program.

Figure 2-3: Performance Measures for 2022 Monterey County Regional Transportation Plan

GOAL	#	MEASURES OF PERFORMANCE
Goal 1: Access & Mobility		
Deliver a reliable and efficient transportation system that promotes viable transportation alternatives	1.1	Population within 30-minutes of parks (%)
	1.2	Population within 30-minutes of healthcare (%)
	1.3	Commute Travel Time (minutes) (H)
	1.4	Work Trips within 30-minutes
	1.5	Annual participation in Go831 Program (H)
Goal 2: Safety & Health		
Create a safe transportation system that fosters county-wide health and well-being through promoting active lifestyles	2.1	Injuries and fatalities per 1,000 vehicle miles traveled (H)
	2.2	Annual projected bicycle and pedestrian fatalities per 1,000 vehicle miles traveled
	2.3	Population near bike facilities
	2.4	Jobs near bike facilities
	2.5	Alternate active transportation trips (%)
	2.6	Peak period congested vehicle miles traveled
Goal 3: Environmental Stewardship		
Protect and enhance the County's built and natural environment	3.1	Green-house gas reductions (% reduction from 2005 baseline)
	3.2	Transportation impacts to open space
	3.3	Transportation impacts to farmland
Goal 4: Equity		
Promote social and geographic equity through transportation planning, engineering and design	4.1	Distribution of MTP/SCS investments by percentage in: low-income, non-low income, minority, non-minority, low mobility and low-community engagement areas
	4.2	Access to transit within ½ mile by percentage in: low-income, non-low income, minority, non-minority, low mobility and low-community engagement areas
	4.3	Estimated number of youth and seniors reached through TAMC's Safe Routes to Schools and Senior and Disabled programs (H)
Goal 5: Economic Vitality		
Foster an economically viable, sustainable, transportation system that supports the regional economy	5.1	Truck Delay (hours)
	5.2	Maintenance of the existing transportation system (%)

The Policy Element is structured around both short-term and long-term strategies and actions for meeting mobility needs, while supporting the development of healthy communities, preserving the environment, ensuring the equitable distribution of transportation investments, and enhancing the county's economy. Performance measures evaluate the planned transportation system relative to the 2035 and 2045 timeframes for achieving state greenhouse gas targets.

Chapter 6 of the plan includes a discussion on system performance, relative to these performance metrics. Performance of the plan relative to these measures has also been analyzed and reported in the coordinated Draft Environmental Impact Report prepared by AMBAG for the Regional Transportation Plans across the tri-county region of San Benito, Santa Cruz and Monterey Counties. Environmental Documentation is further described in Chapter 7.

The following chapters describe the Transportation Agency's plan for funding and delivering a transportation system that fits within this policy framework. The Policy Element serves as a guide for iterative scenario planning process following to develop the project list described in Chapter 4: Transportation Investments.

3. Financial Element – Investing in our Transportation System

Projects in the Regional Transportation Plan are constrained by available revenues. The Financial Element identifies the revenues that the Transportation Agency reasonably expects to be available to fund projects over the life of the plan. Actual revenue secured for transportation over the next twenty-two years will be dependent on variables such as the local, state and national economy, and the public’s willingness to approve additional revenues to maintain and improve our transportation infrastructure.

The Agency coordinated with the Association of Monterey Bay Area Governments (AMBAG) and regional transportation planning partners in the Monterey Bay area to develop a 22-year fund estimate of local, state and federal transportation revenues assumed to be available for transportation projects. The financial estimate identifies a total of approximately \$6.7 billion in projected funding for transportation projects in Monterey County through the 2045 horizon year of the plan, in current dollars.

The COVID-19 pandemic impacted transportation funding primarily in Fiscal Year 2019/20. The regional transportation sales tax measure (Measure X) experienced minor decreases in Fiscal Year 2019/20 revenues due to reduced sales tax revenues, which funds Measure X. State Transportation Development Act (TDA) funding, a critical local funding source, was also impacted by the pandemic and transit agencies saw revenue losses related to fewer buses in operation with fewer passengers. State transportation losses were balanced out through federal stimulus funding and transit funding shortfalls were largely recovered through federal stimulus funds. While short-term impacts of COVID-19 were realized in the 2019/20 fiscal year, stimulus funding generally balanced out the losses with gains. As a result of the recovery initiatives, the Plan does not assume a significant long-term negative impact on transportation funding due to the COVID-19 pandemic.

Figure 3-1 below summarizes the Financial Element by funding source. The fund estimate assumes that the primary burden for transportation will fall to regions and localities. The most important source of existing funding is the gas tax that motorists pay when filling-up at the pump. Until Senate Bill 1 (Beall) was enacted in 2017, the gas tax in California had not been increased since 1994. Senate Bill 1 has doubled the amount of revenues local jurisdictions receive from the state for their local street maintenance and rehabilitation needs. A large majority of these new revenues for cities come from the recently created Road Maintenance and Rehabilitation Account where cities receive funding to fix their existing infrastructure. In addition to these funds, the passage of Measure X represents a critical new source of funding that can be used to leverage State and Federal grant opportunities. Measure X generates an estimated \$20 million annually for a total of \$600 million over thirty years through a retail transaction and use tax of three-eighths’ of one-percent (3/8%). The revenue from Measure X will be used to fund transportation safety and mobility projects in Monterey County.

Even with these fund sources, the Regional Transportation Plan assumes that new sources of funding are needed to fully fund transportation priorities identified in the plan.

Figure 3-1: Transportation Funding by Source

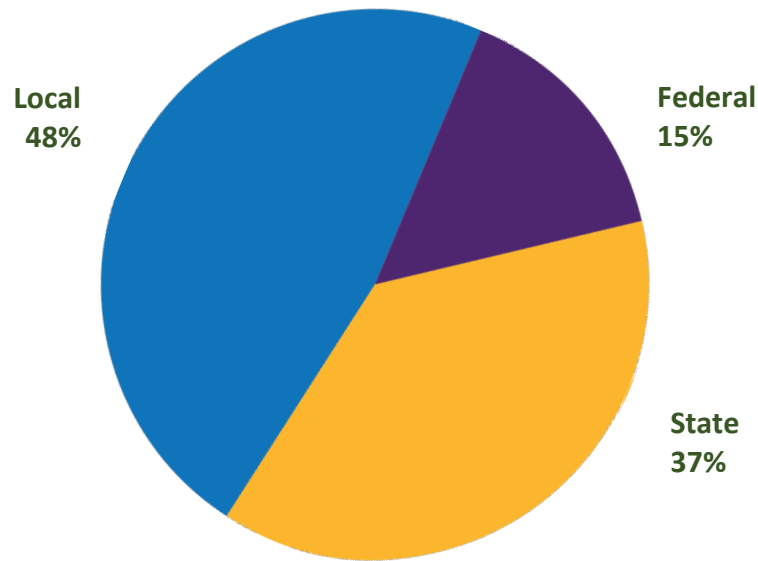


Figure 3-2 below summarizes the Financial Element by discretionary vs. dedicated revenues. The bulk of the funding available is considered dedicated to a specific project or type of projects, limiting the amount of flexibility available to the Agency to move funding to different types of projects. Dedicated funding includes sources such as the Monterey County Regional Development Impact Fee program and federal grants for public transit. Discretionary funds are eligible for allocation to a wider range of projects. State Transportation Improvement Program and Regional Surface Transportation Program funds are the largest source of discretionary funds allocated by the Agency.

Figure 3-2: Funding by Discretionary and Dedicated Revenues (\$1,000s)

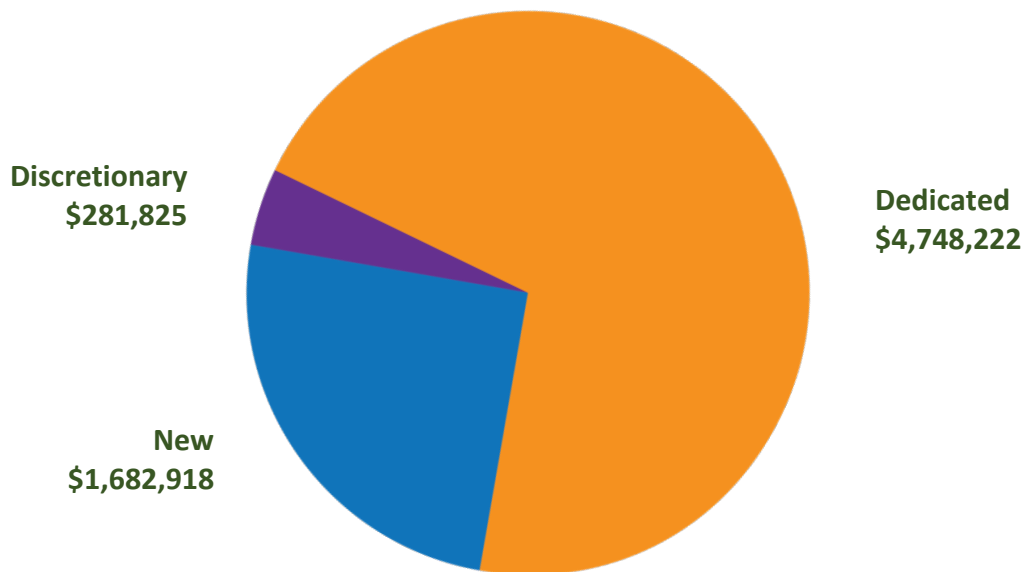


Figure 3-2 also identifies new revenues. This category represents new discretionary funding sources included in the Financial Element based on regional efforts to plan and secure these funds in the future. These new revenues are included to document the level of funding needed to deliver regional projects to achieve greenhouse gas targets and implement the Sustainable Communities Strategy. This approach is allowed by the Federal Highway Administration and has been used by other regional agencies in California to develop Regional Transportation Plans to comply with Senate Bill 375’s requirement for meeting greenhouse gas emission targets.

With the passage of California’s Senate Bill 1 (Beall), the Transportation Agency has developed an Integrated Funding Plan to ensure coordination between various fund-sources. The Integrated Funding Plan demonstrates a near-term investment strategy, which is folded into the long-range Regional Transportation Plan. The Integrated Funding Plan identifies transportation funding for the five-year period between Fiscal Year 2022/23 through 2026/27. Regionally significant projects included in the integrated funding plan are portrayed in **Figure 3-3** below.

Figure 3-3: Integrated Funding Plan – Regional Projects



New revenues included in the 2022 Monterey County Regional Transportation Plan include a local transportation sales tax measure, state and federal grant funding, an update to the gas tax, and toll revenue to construct the State Route 156 West Corridor Improvement Project (described in Chapter 4). These new sources have been approved, implemented, or are reasonably anticipated to be available. More detail about the new funding sources in the plan is provided below.

3.1. Local Transportation Sales Tax

The Regional Transportation Plan includes a new voter-approved local transportation sales tax, equivalent to three-eighths of one percent sales tax for regional transportation in Monterey County. The Transportation Safety & Investment Plan (Measure X) was approved by Monterey County voters in 2016.

Beginning in May 2015, the Transportation Agency engaged in a public outreach effort to inform the public about our transportation needs, funding challenges and the self-help option. The Transportation Agency for Monterey County placed the Transportation Safety & Investment Plan (Measure X) on the November 8, 2016, ballot and the measure was approved with 67.7% approval from Monterey County voters. The Measure is estimated to generate \$20 million annually for a total of \$600 million over thirty years through a retail transaction and use tax of three-eighths' of one percent (3/8%). The revenue from Measure X funds critical safety, mobility and maintenance projects and programs in three categories:

- \$360 million (60%) to Local Road Maintenance, Pothole Repairs & Safety;
- \$160 million (27%) to Regional Road Safety & Congestion Improvements; and
- \$80 million (13%) to Pedestrian & Bike Safety and Mobility Projects.

In the first three years of Measure X, actual revenues have exceeded the \$20 million per year estimate. During the first two years of Measure X, revenues came in at \$28.03 million in 2017/18, \$30.5 million in 2018/19, and \$28.2 million in 2019/20. Overall, revenues were not impacted by COVID-19 as much as initially estimated, and Measure X revenues are forecasted to remain steady over the coming fiscal years. Agency staff has maintained a conservative approach to continue programming Measure X funds to match the initial \$20 million per year while building a reserve of funds in anticipation that revenues may eventually decline from these initial amounts.

State and Federal Grant Funding: Measure X revenues are critical to leveraging state and federal grant funding to fully fund critical regional projects. Various state and federal grant funding programs are reasonably anticipated to be available to facilitate project delivery over the life of the plan. Senate Bill 1 Competitive Grants, including Trade Corridor Enhancement Program, Local Partnership Program, and Solutions for Congestion Corridors Program are an example of a competitive fund included in the plan. Senate Bill 1 Competitive funding will be critical for delivering regional Measure X projects.

State transit and rail grant programs such as the Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP) are other grant programs reflected in the financial element that will be critical for implementing regional rail and bus rapid transit projects in Monterey County.

3.2. State Route 156 Toll Revenues

Tolling revenues for the State Route 156 Corridor Improvement Project are included as a reasonably available revenue source for Monterey County, estimated to begin in the year 2030. TAMC and Caltrans are currently focused on delivering the State Route 156 / Castroville Boulevard Interchange project, which is scheduled to begin construction in 2023 and will facilitate the delivery of future segments of the overall corridor project. TAMC has been working closely with Caltrans to outline the tasks, activities and agreements necessary to consider tolling via a public-private partnership or public tolling authority as an option to fund construction of the State Route 156 Corridor Improvement Project. In 2017, the Agency completed a Tolling Traffic and Revenue Study for State Route 156. TAMC and Caltrans will continue to reassess the schedule to implement tolling in future Regional Transportation Plans.

Activities required to implement tolling of the State Route 156 West project include:

- Completion of a Supplemental Environmental Impact Report;
- Securing funding to cover the current funding shortfall;
- Securing required environmental and coastal permits;
- Completion of project design;
- Or, if a public-private option is selected:
 - State legislation re-authorizing Public-Private Partnerships
 - Execution of a Pre-Development Agreement between Caltrans, TAMC and a private developer team in which the developer participates in planning, value engineering, determining financial feasibility and other activities that take place before the construction procurement phase.
 - Completion of an investment-grade Traffic and Revenue Study, as other products needed to inform TAMC's decision to proceed with tolling for the project.

3.3. Statewide Gas Tax/Gas Tax Replacement

Gas tax funds that are apportioned from the state to cities and counties are to be used exclusively for local roadway projects. Gas tax revenues are dependent on the amount of gasoline consumed since the tax is assessed on a per gallon basis rather than on the cost of gasoline.

Over the past decade, gas tax revenues have not kept up with demand and in turn have put pressure on other funding sources. With the passage of Senate Bill 1, local gas tax revenue has been reestablished as a major cornerstone of transportation funding. With the growing presence and availability of electric vehicles the state has been studying and evaluating a potential replacement to the gas tax. The Road Charge Technical Advisory Committee was established in 2014 under Senate Bill 1077 to convene a committee to study alternatives, gather public comment and make recommendations to the California State Transportation Agency (CalSTA) regarding the design of a road charge pilot program. A final report on the Road Charge Pilot Program was completed in 2017, and state and federal partners continue to explore a gas tax replacement.

3.4. Financial Estimate

The financial estimate includes all transportation funds that the Agency reasonably expects to be available to fund the transportation investments described in Chapter 4. Funding portrayed in the Financial Element includes committed or programmed funds and funds that the agency reasonably anticipates receiving over the 22-year life of the plan.

The tables below present a summary of the fund sources in the Financial Element by Local/Regional (**Table 3-1**), State (**Table 3-2**) and Federal (**Table 3-3**) fund sources. To comply with state and federal regulations, the fund estimate has also been escalated to future dollars using a flat rate assumed throughout the three-county AMBAG region to forecast project costs in year-of-expenditure dollars. The detailed 22-year fund estimate, and funding source descriptions are available in **Appendix B**. The fund estimate is consistent with the Regional Transportation Improvement Program, State Transportation Improvement Program fund estimate, the Federal Transportation Improvement Program and the Interregional Transportation Improvement Program, in accordance with state and federal planning requirements.

Table 3-1: Local and Regional Transportation Revenue Sources

<i>Revenue Sources (all figures in 1,000's)</i>	22 Year \$ current	22 Year \$ future
<i>LOCAL REVENUE SOURCES</i>		
<i>City Sales Tax Used on Transportation</i>	\$56,000	\$60,060
<i>City/County Developer Fees</i>	\$85,250	\$107,655
<i>City/County General Funds for Transportation Projects</i>	\$380,642	\$480,681
<i>Gas Tax (Highway User Tax)</i>	\$460,325	\$581,307
<i>SB1 RMRA Local Gas Tax</i>	\$357,506	\$357,506
<i>Airport Revenues</i>	\$27,772	\$35,071
<i>Rail Line Lease Revenue</i>	\$6,400	\$8,082
<i>Regional Developer Fees</i>	\$143,846	\$181,651
<i>Transit Fares</i>	\$218,143	\$275,475
<i>Transit non-fare revenue</i>	\$218,143	\$275,475
<i>Measure Q Transit Sales Tax</i>	\$210,093	\$265,309
<i>Transportation Development Act/Local Transportation Fund</i>	\$361,250	\$456,193
<i>Measure X – 2016 Transportation Sales Tax</i>	\$500,000	\$631,409
<i>Highway 156 Toll Revenues</i>	\$146,280	\$165,632
<i>REGIONAL REVENUE SOURCES</i>		
<i>AB 2766</i>	\$17,125	\$21,626

<i>TOTAL LOCAL AND REGIONAL SOURCES</i>	\$3,188,775	\$3,903,132
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Table 3-2: State Transportation Revenue Sources

<i>Revenue Sources (all figures in 1,000's)</i>	22 Year \$ current	22 Year \$ future
<i>Airport Improvement Program match</i>	\$1,125	\$1,421
<i>California Aid to Airports Program</i>	\$750	\$947
<i>Freeway Service Patrol</i>	\$5,750	\$7,261
<i>Service Authority for Freeway Emergencies (SAFE)</i>	\$9,450	\$11,934
<i>State Highway Operation Protection Program (SHOPP)</i>	\$1,375,000	\$1,736,374
<i>RMRA SHOPP</i>	\$462,000	\$583,422
<i>State Transit Assistance (STA)</i>	\$107,136	\$135,293
<i>SB1 – Local Partnership Program (Formula)</i>	\$21,675	\$21,675
<i>STA – SB1 State of Good Repair</i>	\$21,375	\$26,993
<i>STIP – Regional Share</i>	\$125,000	\$157,852
<i>Active Transportation Program (ATP)</i>	\$136,888	\$172,865
<i>Transit and Intercity Rail Capital Program (TIRCP)</i>	\$118,250	\$118,250
<i>Low Carbon Transit Operations Program (LCTOP)</i>	\$12,713	\$16,054
<i>SB 1 – Competitive Programs (TCEP, SCCP, SB1 LPP Competitive)</i>	\$150,000	\$189,423
<i>CPUC – Local Access Fund Administration</i>	\$1,500	\$1,894
<i>TOTAL STATE REVENUE SOURCES</i>	\$2,548,612	\$3,181,658

Table 3-3: Federal Transportation Revenue Sources

<i>Revenue Sources (all figures in 1,000's)</i>	22 Year \$ current	22 Year \$ future
<i>FEDERAL TRANSIT REVENUE SOURCES</i>		
<i>Fixed Guideway Capital Investment Grants (5309)</i>	\$41,750	\$52,723
<i>Enhanced Mobility for Seniors and Individuals with Disabilities (5310)</i>	\$10,319	\$13,031
<i>State Planning (5304)</i>	\$1,618	\$2,043
<i>Metropolitan Planning (5303)</i>	\$170	\$215
<i>Rural Area Formula Program (5311)</i>	\$37,075	\$46,819
<i>Urbanized Area Formula Program (5307)</i>	\$170,375	\$215,153
<i>Small Transit Incentive Cities (5307c)</i>	\$21,150	\$26,709
<i>Bus and Bus Facilities Formula Program (5339)</i>	\$18,759	\$23,689
<i>Bus and Bus Facilities Discretionary Program (5339b)</i>	\$68,750	\$86,819
<i>Coronavirus Relief Funds (CARES 5311)</i>	\$2,025	\$2,557
<i>FEDERAL HIGHWAY REVENUE SOURCES</i>		
<i>Highway Bridge Program (HBP)</i>	\$89,450	\$112,959
<i>Highway Safety Improvement Program (HSIP)</i>	\$51,487	\$65,019
<i>Surface Transportation Block Grant</i>	\$147,361	\$186,090
<i>Emergency Road Repair Funding (FEMA/CALEMA/ER)</i>	\$42,144	\$53,220
<i>OTHER FEDERAL REVENUES</i>		
<i>FAA Airport Improvement Program (AIP)</i>	\$262,500	\$331,490
<i>Federal Lands Access Program (FLAP)</i>	\$12,500	\$12,500
<i>TOTAL FEDERAL REVENUE SOURCES</i>	\$977,432	\$1,231,033

Table 3-4: Summary of Transportation Revenues by Source

<i>Revenue Sources (all figures in 1,000's)</i>	22 Year \$ current	22 Year \$ future
<i>Local & Regional Revenue</i>	\$3,188,775	\$3,903,132
<i>State Revenues</i>	\$2,546,758	\$3,179,315
<i>Federal Revenues</i>	\$977,432	\$1,231,033
<i>GRAND TOTAL REVENUE SOURCES</i>	\$6,714,819	\$8,315,823

4. Transportation Investments

The 2022 Regional Transportation Plan identifies a range of transportation improvements to be funded over the 22-year lifetime of the document that support the goals and policy objectives of the plan, as well as the region’s Sustainable Communities Strategy. The Agency coordinated with member jurisdictions to assemble a list of transportation projects for consideration in the plan. The list of projects was evaluated through a scenario planning process undertaken by AMBAG. After conducting quantitative and qualitative assessments of how different project scenarios performed relative to the adopted goals and policy objectives described in Chapter 2, the Agency selected the preferred project scenario.

Figure 4-1 summarizes the total distribution of funding to project categories in the 2022 Regional Transportation Plan. The plan assumes increased investment relative to the previous plan in active transportation projects (supporting bicycling and walking), public transit improvements, and local streets and road projects. Local streets and road improvements are important for implementing Complete Streets projects that ensure pedestrian, bicycle, and transit facilities appropriate to the type of street and location are included in each project.

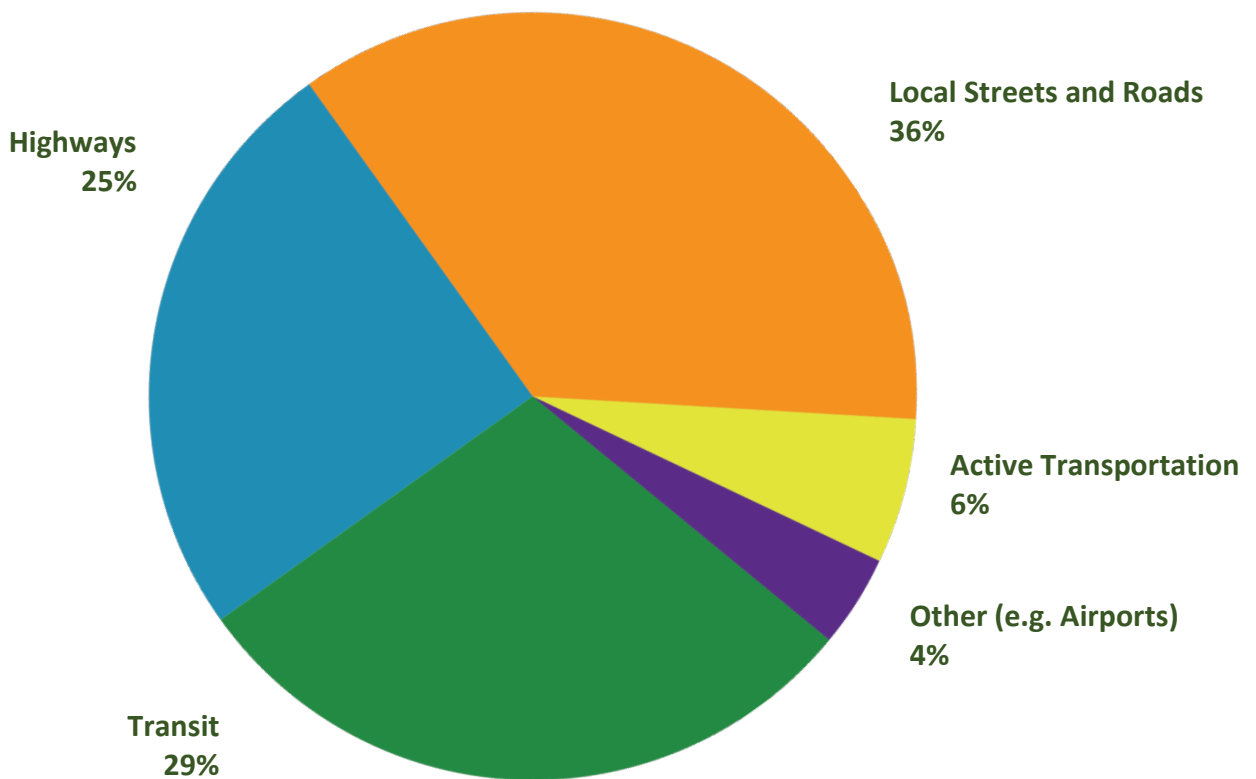


Figure 4-1: Distribution of Transportation Expenditures by Project Type

Although the Regional Transportation Plan highlights large projects that improve the regional transportation system, maintaining local streets and roads, enhancing public transit, improving airports, and providing for active transportation are equally important to the quality of life in Monterey County. These improvements support the Sustainable Communities Strategy and are part of a planned system that achieves the region’s greenhouse gas reduction targets. These improvements also address the intermodal and connectivity issues of the region by providing better access and options for freight and public transport.

Transportation investments described in this chapter are divided between regionally significant transportation improvements funded in the plan and local, non-regional projects that are summarized in the plan according to the project categories identified above. The Regionally Significant Project list is included as **Appendix C**.

4.1. Regional Development Impact Fee Program

The Transportation Agency administers the Monterey County Regional Development Impact Fee Program, which collects fees from development projects based on the number of new vehicle trips the development will add to the regional road and highway network. The *Regional Development Impact Fee Nexus Study Update* establishes a relationship between the impact fees and new development, projects needed to serve new trips, and the proportion of project costs attributed to those trips. Projects included in the fee program must also be included in the Regional Transportation Plan. An update to the Nexus Study was completed in 2018 and this Plan reflects projects in that study.

4.2. Goods Movement

As noted in Chapter 1, the regional highway and rail network in Monterey County also serves as the regional goods movement system supporting the county’s major industries. Improvements included in the 2022 Regional Transportation Plan have been identified to serve goods movement needs and are consistent with the recent corridor-based studies and funding efforts. These include the 2016 *U.S. 101 Central Coast California Freight Strategy Report* produced by AMBAG and the 2016 *California Sustainable Freight Action Plan*.

Key goods movement routes in Monterey County include the U.S. 101 and State Route 156. Freight routes in Monterey County are identified as significantly important for the movement of freight, particularly agricultural products, as Salinas Valley is home to the top vegetable producing land in the nation. The U.S. 101 serves as the main north-south corridor for goods movement between Los Angeles and San Francisco and is the primary corridor for goods movement into and out of the Central Coast Counties.

State Route 156 is the primary access route from the Monterey Peninsula to California’s Central Valley and the San Francisco Bay Area. State Route 156 has one of the highest truck volumes on the Central Coast, serving as the primary east-west link between the U.S. 101 corridor and the Monterey Peninsula. Stakeholders engaged in development of the *Central Coast California Freight Strategy* report identified concerns about congestion and collisions along the State Route 156 corridor and support development of increased capacity and intersection modifications. The

California Sustainable Freight Action Plan encourages the need to strategically improve travel time reliability and achieve sustainable congestion on primary corridors.

The Agency is also working with the Central Coast Coalition, which is a partnership of Central Coast transportation agencies from Santa Cruz to Santa Barbara, to improve funding in the region and to seek funding for U.S. 101 improvements that support goods movement and regional access.

4.3. Reducing Vehicle Miles Traveled

The State of California is moving towards a more sustainable future through statewide planning and legislative efforts that aim to address climate change impacts and reduce the number of single-occupancy vehicles on the roads. One of the major changes has been the introduction of Senate Bill 743, which changed the way transportation impacts are measured under the California Environmental Quality Act from congestion and delay to reducing vehicle miles traveled. Reducing vehicle miles traveled is further integrated into statewide planning through the adopted Climate Action Plan for Transportation Infrastructure (CAPTI), which details how the state recommends investing billions of discretionary transportation dollars in a means that will aggressively combat climate change while supporting public health, safety, and equity.

The *2022 Regional Transportation Plan* identifies several projects that will contribute to reducing vehicle miles traveled in Monterey County and aim to increase the use of alternative modes of transportation, including bicycling, walking, transit, and telecommuting. Projects included in the plan address the range of modes from expanding rail services to increasing availability of a safe bicycle and pedestrian network and trip reduction programs. Specific vehicle miles traveled reducing projects are listed below, with additional details in the sections that follow:

- Fort Ord Regional Trail and Greenway;
- Monterey County Rail Extension;
- SURF! Busway and Bus Rapid Transit Project; and
- Go 831 Smart Commute Program.

In addition to these projects, the Plan includes various Complete Streets and local bicycle and pedestrian projects which are critical to enhancing bicycle and pedestrian connectivity in Monterey County.

As regional vehicle miles traveled projects and programs are developed, there is potential for the development of a regional Vehicle Miles Traveled Mitigation Bank at the state or regional level.

4.4. Regionally Significant Investments

Regionally significant transportation investments included in the Regional Transportation Plan are divided into the following four regional corridors described below:

- Corridor 1: North Monterey County Gateways;
- Corridor 2: Inland Salinas Valley/US 101 Corridor;
- Corridor 3: Salinas-Monterey Corridor; and
- Corridor 4: Coastal Corridor/State Route 1.

Detailed information about these projects, including project descriptions and project costs are included in Appendix C.

4.4.1. Corridor 1: North Monterey County Gateways

Regional routes connecting Monterey County to the San Francisco Bay Area and Northern California are critical to the Monterey County economy, serving commuters and students, visitors to Monterey County, transporting county goods to market, and providing access to medical facilities. Planned improvements on these gateway routes will expand transportation options, improve safety, and support the county's leading industries: agriculture and tourism.

A - Rail Extension to Monterey County

The Rail Extension to Monterey County project includes the Kick-Start Project, which will extend existing rail service from Gilroy to Salinas and construct station improvements in Gilroy and Salinas.

The later phases of the Rail Extension project include constructing the Pajaro/Watsonville passenger rail/multimodal station and the Castroville passenger rail/multimodal station.



B – State Route 156 West Corridor Improvements

The State Route 156 West Corridor Project was developed through an extensive public outreach process and is envisioned to be implemented incrementally over time. The project includes three components, anticipated to be constructed west to east, with the 1st segment building the Castroville Boulevard Interchange, and the last segment reconstructing the U.S. 101 and State Route 156 Interchange.

- **State Route 156 Castroville Boulevard Interchange:** This project will construct a new interchange at State Route 156 and Castroville Boulevard just east of the current Castroville Boulevard signalized intersection and realign Castroville Boulevard. The project will meet critical safety needs and reduce traffic by removing the at-grade signalized intersection.
- **State Route 156 Expressway Conversion:** This project will meet critical safety needs and reduce traffic congestion by adding four lanes between Castroville and U.S. 101 to the south of the existing Highway 156. The existing highway will be converted into a frontage road for improved access to the Oak Hills community and will become a designated route for bicyclists.
- **State Route 156 and US 101 Interchange:** This project will reconstruct the U.S. 101 – State Route 156 Interchange and reroute the San Miguel Road access to U.S. 101. This project will remove conflicts between local, regional, and interregional traffic and improve operations and safety of this heavily traveled section of U.S. 101.

C – State Route 156 Blackie Road Extension

This project will construct a new road connecting Blackie Road with Castroville Boulevard at the new State Route 156 Interchange (as described above). This road will provide a new connection from the major distribution center in Castroville to State Route 156, reducing truck traffic, improving traffic flow and pedestrian safety on Merit Street through the town of Castroville.

D – Monterey County G12 Operational and Capacity Improvements

This Pajaro to Prunedale corridor has become a major thoroughfare between State Route 1 and U.S. 101 since construction of the Salinas Road/State Route 1 and San Miguel Canyon Road/U.S. 101 interchanges. Improvements in this corridor are defined in the Pajaro to Prunedale Corridor Study. This project will make operational and capacity improvements, including road widening, turning lanes, signalization, and intersection improvements. Additionally, this project will support improved bicycle and pedestrian facilities.

Figure 4-2: North Monterey County Gateways



4.4.2. Corridor 2: Inland Salinas Valley/US 101 Corridor

The inland US 101 Corridor includes the City of Salinas, the South Monterey County cities of Gonzales, Soledad, Greenfield, and King City. This corridor serves as both a significant county commute corridor and an important interregional corridor for goods movement and Monterey County's agricultural industry. Planned improvements in the 2022 Regional Transportation Plan will enhance mobility and expand travel options in the City of Salinas. The projects in the plan will also improve access to transportation for the South Monterey County cities for work, recreation, education, and travel outside of Monterey County. Improvements to US 101 will upgrade this facility to improve safety and operations of the corridor.

A – Russell Road Widening

This project will widen Russell Road to four lanes between US 101 and San Juan Grade Road.

B – U.S. 101 Alvin Drive Project

This project will construct a new overpass/underpass on US 101 and a new road connecting to Alvin Drive in North Salinas.

C – U.S. 101 Salinas Corridor

This project will widen US 101 to six lanes from Boronda Road to south of the Airport Boulevard interchange within the existing right-of-way where feasible. This will increase capacity and improve operations at existing interchanges.

D – U.S. 101 South of Salinas Improvements

This project will improve safety and relieve future traffic congestion by eliminating multiple at grade highway crossings, constructing a new interchange, and providing necessary frontage roads to allow farmers to access their lands. This project includes construction of frontage roads along US 101 south of Salinas (Abbott Street on/off ramp) and related intersection improvements. Through project design, this project will enhance bicycle and pedestrian mobility and facilitate transit access.



E – U.S. 101 5th Street Interchange

The project will construct roundabouts on both sides of the US 101 - 5th Street Interchange to improve vehicular flow and improve safety for motorists and pedestrians.

F – Bypass of State Route 146

This project will realign State Route 146 and construct a new two-lane arterial around the south edge of Soledad, connecting the South Soledad interchange with Metz Road with a crossing of the Union Pacific Railroad tracks. This facility will serve interregional traffic traveling to the Pinnacles National Park.

G – King City Station

This project will construct the new King City Multimodal Transit Station, including an Amtrak connection. This project is related to the unconstrained Coast Rail Service project to build new train stations and acquire the equipment to run passenger rail services on the main line and provide bi-hourly service.

H – Roundabout at U.S. 101 / Broadway Street / San Antonio Drive

This project will construct a roundabout at U.S. 101 / Broadway Street and San Antonio Drive in King City to improve vehicular flow and improve safety for motorists and pedestrians.

I – Salinas Bus Rapid Transit

This project will expand transit access and improve travel options in the City of Salinas by constructing high quality Bus Rapid Transit improvements on the following routes: 1) North Main Street between the downtown Salinas Transit Center and Boronda Road, and 2) Monterey-Salinas Transit Line 41 service in the East Salinas/Alisal corridor.

J – South Monterey County Regional Transit Improvements

This project will increase the frequency of MST Line 23 service between King City and Salinas and construct improvements along Abbott Street between US 101 and Romie Lane in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar, and Salinas.

Figure 4-3: Inland Salinas Valley/U.S. 101 Corridor



4.4.3. Corridor 3: Salinas-Monterey Corridor

The Salinas-Monterey Corridor includes two major regional commute routes between Salinas that connect residential and employment centers in Salinas and on the Monterey Peninsula:

- State Route 68 between Salinas and Monterey; and
- Marina – Salinas Multimodal Corridor (Blanco Road-Reservation Rd-Imjin Parkway) to State Route 1.

Both routes are conventional two-lane roadways that are heavily congested during peak travel times. The corridor has numerous constraints in serving the major commute flows between these communities. Projects to either widen State Route 68 between Salinas and Monterey or construct a bypass through the former Fort Ord have not been pursued due to significant cost and environmental factors. Blanco and Reservation Roads have served as an alternative to travel on State Route 68, but improvements to Blanco Road are constrained by impacts to prime farmlands. Beginning with the closure of Fort Ord in 1994, the regional plan began identifying the Blanco-Reservation-Imjin route for multi-modal regional improvements, which were subsequently included in the Fort Ord Base Reuse Plan and refined in the Regional Transportation Plans that followed.

The *2022 Regional Transportation Plan* identifies improvements to both regional routes, which are necessary to accommodate commute needs in this corridor.

A – Scenic Route 68 Corridor Improvements

This project will make intersection and other operational improvements to increase safety and improve traffic flow from Salinas to Monterey.

B – Salinas-Monterey Multimodal Corridor

This project will accommodate high quality transit service via a dedicated busway or priority at signals, as well as improvements to improve safety and access for bicyclists and pedestrians along an alignment through the former Fort Ord, and alongside California State University, Monterey Bay. The alignment for this project connects the downtown Salinas Intermodal Rail and Transit Center with the planned Fifth Street Station in the former Fort Ord.

C – Davis Road Bridge Replacement and Widening

This project will replace an existing two-lane, low-level bridge with a high-level four-lane bridge. This project will also widen Davis Road to four lanes from Blanco to Reservation Road.

D – Imjin Parkway Widening Project

This project will widen Imjin Parkway to 4 lanes from Reservation Road to Imjin Road.

Figure 4-4: Salinas-Monterey Corridor



4.4.4. Corridor 4: Coastal Corridor/State Route 1

State Route 1 between Castroville and Carmel serves as a commute corridor for work trips between Salinas and Marina during weekdays and is the primary route between Santa Cruz and Monterey. State Route 1 provides interregional access to the Monterey Peninsula and coast from the San Francisco Bay Area and Northern California on weekends, holidays and peak travel periods.

The 2022 Regional Transportation Plan accommodates travel needs in this corridor through a combination of transit and roadway improvement projects.

A – SURF! Busway and Bus Rapid Transit Project

To improve travel time and on-time performance, this project will construct approximately 6-miles of dedicated bus-only lanes to accommodate regional MST bus service along the TAMC Branch Line rail right-of-way. This project includes construction of a new multimodal transit station at 5th Street in the former Fort Ord.



B – Fort Ord Regional Trail and Greenway



This project will build approximately 28-miles of a paved bicycle and pedestrian access path through the former Fort Ord that will provide a safe, separated route connecting the Monterey Bay Sanctuary Scenic Trail with local parks, schools, shopping, and the Fort Ord National Monument. The project will also connect residents in the cities Marina, Monterey, Del Rey Oaks, and Seaside with jobs, events, and classes at California State University Monterey Bay (CSUMB).

Construction of the project is anticipated to take place in phases with Phase 1 as the 218 Canyon Del Rey segment. Additional phases anticipated to be constructed in the near term include the Del Monte to Fremont Segment and the CSUMB Segment.

C – State Route 218 Operational Improvements

This project will construct operational improvements along State Route 218, including the addition of turn pockets, signal improvements, and shoulder widening to accommodate cyclists.

D – Del Monte Corridor Improvements

This project, sponsored by the City of Monterey, will add an eastbound lane from El Estero to Sloat Avenue.

E – Holman Highway 68 Safety & Traffic Flow

This project will make safety and operational improvements to Holman Highway in Pacific Grove and Monterey. This project includes bicycle, pedestrian, and traffic safety and ADA improvements.

F – Carmel River FREE

This project will replace a portion of the elevated State Route 1 roadway embankment with a causeway. This project will realign and re-profile the existing Highway between the southern end of the existing Carmel River bridge to the south of the proposed overflow bridge. This project includes construction of new bicycle and pedestrian access and the addition of a new southbound turn lane to serve the Palo Corona Regional Park entrance.

Figure 4-5: Coastal Corridor/State Route 1



4.4.5. Other Regionally Significant Projects and Programs

In addition to the aforementioned projects, there are a handful of other regionally significant programs that are underway in Monterey County. Each of these regional programs are identified in the Measure X Transportation Safety & Investment Plan (Measure X).

Safe Routes to Schools Program

The Safe Routes to Schools Program offers tools, programming, and resources to schools, guardians, and communities aimed at improving safety and traffic around schools. The goal of the program is to keep every child safe and healthy by reducing the number of students involved in collisions to zero. Efforts of TAMC’s Safe Routes to Schools Program are focused on reducing traffic around schools, improving safety for kids during their commute to school, encouraging kids to be more active, and connecting communities with resources to support safe routes to schools.



In February 2018, the Board of Directors adopted the Safe Routes to School Program Guidelines, which provides a vision and goals for the program, and identifies a balanced strategy for implementation.

Safe Routes to School Program Goal: All children in Monterey County receive pedestrian and bicycle education by 5th Grade.

The Seaside & Marina Safe Routes to Schools Plan, adopted in February 2020, was the first Safe Routes to School Plan adopted through TAMC’s Regional Program. Prior to the Seaside & Marina Plan, the City of Monterey adopted a Safe Routes to School Action Plan in 2017.

One of the core pillars of the Safe Routes to School Program is the educational trainings that are led for youth. The programming is notably called “Walk Smart” and “Bike Smart”, whereby students are training on the habits of safe walking and bicycling habits to facilitate an increase in walking and cycling among youth while simultaneously reducing the rate of crashes involving youth.

The Agency integrated a new performance metric to this Plan aimed at documenting the impact of this program, available in Chapter 6.

Senior & Disabled Transportation Services Program

The Senior & Disabled Transportation Services Program was developed to increase transportation services for seniors and persons with disabilities in order to support their ability to live independently in their homes and communities. Monterey County’s elderly population is growing rapidly, with an estimated 60% growth between 2020 and 2040.

Through a competitive grant process, this program funds non-profit transportation services to support seniors and persons with disabilities. Operating as a three-year grant cycle, this program awards approximately \$1.5 million every three years to increase transportation services for older adults and persons with disabilities.

To measure the impact of the Senior & Disabled Transportation Services Program, the Transportation Agency has integrated a new performance metric to monitor the number of seniors and persons with disabilities served through the grant program, presented in Chapter 6.

Habitat Preservation and Advanced Mitigation

The Habitat Preservation and Advanced Mitigation Program aims to create a plan that identifies high quality habitat and agricultural land to replace the land needed to construct the transportation projects identified in the Measure X Safety and Investment Plan. The first phase of this project was completed with the adoption of the Monterey County Regional Conservation and Investment Strategy.

The Regional Conservation and Investment Strategy identifies locations for habitat and agricultural mitigation for transportation projects to create more meaningful land preservation and improves the resource agency approval process. The document identifies adaptation strategies to remedy identified climate vulnerabilities and advances the planning of specific climate adaptation projects.

Operations & Maintenance Facilities

The Operations and Maintenance Facilities Program aims to increase availability and frequency of transit service, including service between King City and Salinas. This program includes the development of a newly constructed bus maintenance and operations facility in King City and a planned new bus facility in the Salinas area to reduce operating costs. This program aims to reduce greenhouse gas emissions and improve overall travel flow and travel times for transit riders in Monterey County.

5. Multimodal Transportation System and Non-Regional Investments

The Regional Transportation Plan serves as the first step toward securing state and federal funding for transportation projects in Monterey County. As such, the Plan includes an estimate of all transportation revenues forecasted to be available over the life of the plan, and a listing of all non-regional transportation costs proposed by municipalities and public transit operators.

The *2022 Regional Transportation Plan* is also an important component of the process to plan for healthy, sustainable communities through the Sustainable Communities Strategy. The Plan must identify all proposed transportation projects in the county because collectively the local and regional roads, highway network, rail, bicycle and pedestrian network, and transit systems function as a system. The Plan is used to identify all projects that can be included in the AMBAG Regional Travel Demand Model for evaluation relative to the goals and objectives identified in Chapter 2. The Regional Transportation Plan is an important mechanism for ensuring that plans for transportation projects are integrated and different modes of transportation are effectively coordinated.

5.1. Non-Regional Projects

The local, or non-regional transportation costs included in the Regional Transportation Plan are included in the grouped listings in **Appendix C**. These lists combine the non-regional investments and regional investments showing both constrained and unconstrained costs.

Non-regional project costs represent hundreds of relatively minor transportation improvements that the Transportation Agency may be directly involved with and are being planned, developed, and prioritized by member jurisdictions. Projects may be modified or eliminated and represent ongoing needs (street and road maintenance or operating costs are examples) that are difficult to predict over the 2045 planning horizon. Costs for these minor projects, although important for planning and funding purposes, are therefore accounted for in grouped categories within the 2022 Regionally Significant Project List (**Appendix C**). This method best reflects the priorities of member jurisdictions and eliminates the need to amend the long-range plan for modifications to minor projects between regional plan updates.

The current Federal Transportation Act also mandates that all project costs be escalated to show through “year of expenditure” dollars and matched to escalated projected revenues. Some projects could be constructed significantly sooner than the years shown. Escalated project costs in the Regional Transportation Plan do not reflect a commitment to construct projects in a certain timeframe, but rather demonstrate how much projects could cost if projects were constructed in these years.

5.2. Highway Operations, Maintenance and Rehabilitation

Costs to operate, maintain, repair, or upgrade the State Highway System are included in the Regional Transportation Plan. These costs include projects planned and funded by Caltrans through the State Highway Operations and Protection Program (SHOPP). Since Caltrans is directly responsible for planning and initiating these minor projects in cycles, all SHOPP projects are reflected in the grouped listings in **Appendix C**. Costs in this category are based on the level of

funding estimated over the twenty-year planning period and included as a funding category in the Plan.

5.3. Local Streets and Roads

Local streets and roads connect people to homes, employment, recreation, and the regional transportation system. These facilities do not just provide access for automobiles; improvements to local streets and roads are important for accommodating walking, bicycling, and access to public transit services. Investments in local streets and roads are an important part of the strategy for planning sustainable communities. The *2022 Regional Transportation Plan* attempts to maximize funding for local streets and roads and incorporates other transportation modes that support the Sustainable Communities Strategy when local streets and roads are maintained or constructed.

Costs associated with local street and road costs are included in the Regional Transportation Plan and divided between new facilities and costs to maintain and rehabilitate existing infrastructure.

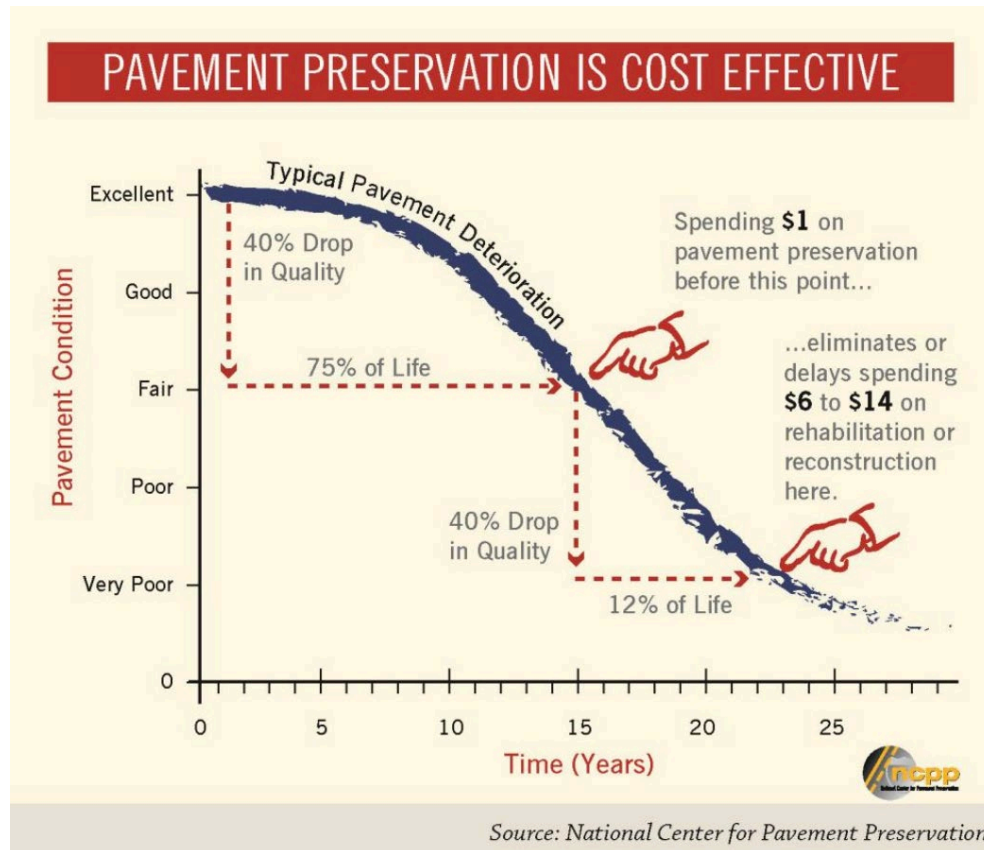
New Facilities

The costs for new street and road facilities include new streets and roads, as well as projects to upgrade existing facilities for safety or operational needs. Costs for new facilities in the 2022 Regional Transportation Plan are targeted at serving planned growth in priority areas, including the City of Salinas, City of Marina, City of Monterey, City of King City, City of Sand City, City of Soledad, and Monterey County. New facilities can be constructed as Complete Streets that accommodate all forms of transportation, as discussed in the section that follows.

Operations, Maintenance and Rehabilitation

This funding category includes costs to construct operational and intersection improvements on roadways that improve safety, rehabilitate streets and roads needing repair, and maintain and resurface existing facilities on an ongoing basis. The *2022 Regional Transportation Plan* supports increased investment in street and road operations, maintenance, and rehabilitation over the 2018 plan, but assumes that funding will continue to fall short of the level needed to meet these needs to maintain the full network of local streets and roads in a state of good repair.

The *California Local Streets and Roads Needs Assessment*, sponsored in part by the League of California Cities and Rural Counties Task Force, has surveyed municipalities and evaluated the condition of facilities across the state using a scoring system based on a 100-point scale. A score of 71-80 is considered to be good, and a range where best management practices can be employed. Between 2008 and 2016, the condition of Monterey County roadways deteriorated from a score of 63, which is considered at risk in the assessment to a score of 50, which is on the cusp of failing, and fell to a failing score of 49 in 2018. As part of Measure X, all cities and the County are required to participate in a comprehensive pavement management program. As of the 2020 Needs Assessment, Monterey County's roadways received a score of 52 – with \$1.275 billion in funds needed over the 10 years to maintain the roadway network.



This plan identifies a total of \$1.8 billion in costs needed to improve and maintain the system in a state of good repair, of which 93% is reasonably assumed to be funded in this plan. As described in Chapter 3, even if all the transportation funding forecast for the plan were discretionary, these costs would consume most of the county’s transportation funding capacity, and other important goals of the plan would not be met.

Costs included in the regional plan, however, do present an important opportunity to implement complete streets projects. When implemented, complete streets projects can improve accessibility for pedestrians, bicyclists, and transit at a relatively low cost.

Complete Streets

Complete Streets projects are an important component of the strategy to develop sustainable communities in Monterey County and to achieve greenhouse gas emission reduction targets. California Assembly Bill 1358 requires that policies supporting the implementation of Complete Streets be incorporated into municipal general plans whenever those plans are updated. As part of the coordinated process to prepare the Sustainable Communities Strategy, the Transportation Agency completed a Complete Streets Needs Assessment of Monterey County to identify gaps in priority development areas where complete streets projects are needed to accommodate all modes of transportation. Projects identified for these locations are included in the Regional Transportation Plan as operations, maintenance, and rehabilitation costs.

To facilitate the implementation of Complete Streets projects, the Agency also prepared a [Complete Streets Guidebook](#). The *Complete Streets Guidebook* builds on best practices from across the nation and was developed to assist local jurisdictions in planning, designing and implementing complete streets projects. The Guidebook, and links to other Complete Streets Resources, is available on the Transportation Agency's website and linked above.

Roundabouts

Complementary to the complete streets policy approach described above, consideration and implementation of roundabouts at intersections is an important strategy for achieving the goals of the *2022 Regional Transportation Plan*. Roundabouts at intersections allow for free movement of vehicles at intersections, which reduce vehicle emissions. Roundabout intersections are proven to be safer than signalized intersections given low design speeds, simplified turn movements and reduced numbers of collisions and vehicle conflicts through intersections. Roundabouts also incorporate pedestrian and bicycle friendly accommodations that make these types of safer and easier to navigate for all users.

Roundabouts are increasingly supported by state and federal policy and technical guidance. Specifically, Intersection Control Evaluation is a framework adopted by the California Department of Transportation that includes consideration of roundabouts for intersection improvements. The Transportation Agency recommends that member jurisdictions utilize the Intersection Control Evaluation guidance available through the Caltrans website whenever considering intersection improvements.

Several projects in the *2022 Regional Transportation Plan* will use the intersection control evaluation to determine whether roundabouts are a cost-effective strategy, most notably the Scenic Route 68 Corridor Improvement Project.

5.4. Public Transit

Public transit plays a critical role in the regional transportation system, providing an important alternative to travel by car and representing another set of investments needed to achieve regional sustainability goals. Regionally significant transit improvements, which accommodate interregional travel and travel options for commuters were described for the regional transportation corridors above. This section describes the public transit system supported by funding in the Regional Transportation Plan.

The *2022 Regional Transportation Plan* supports expansion of public transit service and improvements to meet the county's long-term transit needs. The ability of the Monterey-Salinas Transit District (MST) and the Transportation Agency to expand service or implement service improvements have either been hampered by the lack of a stable fund source for public transit and an overall lack of funding beginning in 2008 with the onset of the economic downturn. Rising costs, particularly for Americans with Disabilities Act services provided through a largely unfunded mandate, have also contributed to the costs. Although local and state revenues for transit are recovering, the total amount of traditional state support for transit has been capped by structural changes.

Federal operating support is another critical funding component to delivering quality transit service. MST has been successful at securing competitive federal grant funds through the Federal Transit Administration for new services, but these funds are relatively short-term or one-time revenues. Changes to these programs in the most recent MAP-21 and FAST ACT transportation bills consolidated programs and limit the amount of funding that can be secured.

Three COVID-19 recovery bills will aid MST in its financial recovery from the COVID-19 pandemic. The Coronavirus Aid, Relief, and Economic Security (CARES) Act was signed into law on March 27, 2020, and provided \$25 billion in funding for public transit nationwide. The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133), was signed on December 27, 2020, and it provided \$14 billion in Federal funding allocations to continue to support the nation's public transportation systems during the COVID-19 public health emergency. Finally, the American Rescue Plan (ARP) Act of 2021 (Pub. L. 117-2), was signed on March 11, 2021, and it provides a total of \$30.5 billion in federal funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic. All three economic stimulus packages were made available at 100-percent federal share and primarily directed to operations and payroll. MST is set to receive over \$51 million in COVID-19 recovery funds across the three bills and among the numerous grant programs for which MST is eligible (5307, 5311, 5311f, etc.)

As described in Chapter 3, the *2022 Monterey County Regional Transportation Plan* identifies new sources of discretionary funding to address these issues and implement service improvements that can help the County meet greenhouse gas targets and other sustainability goals.

The significant public, private, and non-profit transportation services provided in Monterey County are listed below:

Monterey-Salinas Transit District (MST): MST is the sole public transit service provider in Monterey County. MST is a public transit district established in 2010 that operates fixed route transit services across a 295-square mile service area stretching between Paso Robles in San Luis Obispo County and Watsonville in Santa Cruz County. MST also operates an Americans with Disabilities Act (ADA)-compliant paratransit service fleet of 39 vehicles for service to the population within $\frac{3}{4}$ mile of MST scheduled routes in the unincorporated County, as well as special transit services and mobility management programs. Representation in the MST District includes each city in Monterey County and the County of Monterey at-large.

Regional Vanpools: A regional vanpool program is administered in Monterey County through the California Vanpool Authority, which provides vans and organizes both traditional vanpools and vanpools serving agricultural workers in rural areas.

Greyhound Bus Lines: Greyhound operates inter-county service linking Monterey County with adjacent counties. Greyhound also provides limited service between Gilroy, Salinas and King City via the U.S. Highway 101 Corridor.

Amtrak California: Amtrak's Coast Starlight connects to Monterey County with a stop at the Salinas Intermodal Transportation Center (Salinas train station). Amtrak California operates daily

intercity *Thruway* bus service between Santa Barbara and Oakland with scheduled stops in Salinas and King City. Amtrak also operates thruway bus service between the Salinas Intermodal Transportation Center (Salinas train station) and the Monterey Peninsula, with service to Monterey and Carmel-by-the-Sea. This service operates as a bus bridge connecting the Pacific Surfliner service in Southern California with Amtrak’s Capital Corridor, Coast Starlight, and Bay Area destinations.

Monterey Airbus: Main Event Transportation of Monterey operates daily scheduled airport shuttle service between downtown Monterey, San Jose Mineta International Airport, and the San Francisco International Airport at premium fares.

Taxi Operators: Private taxis are an important link in the transportation system, providing flexible transportation based on demand. Taxis are also important for/to? service the needs of residents without access to automobiles, including the elderly and people with disabilities. Taxi operations in Monterey County are regulated through the Monterey County Regional Taxi Authority. MST staff support the daily operation of the taxi authority.

Transportation Network Companies (TNCs): Transportation Network Companies operate as a service that uses an online enabled platform to connect passengers with drivers, using their personal, non-commercial vehicles.ⁱⁱ Examples of TNCs include Uber and Lyft.

Independent Transportation Network Monterey County: The Monterey County affiliate of the Independent Network American Program coordinates rides for enrolled seniors and adults with visual impairments in Salinas and on the Monterey Peninsula using volunteer drivers.

Given that MST is the sole public transit operator, investments in the MST system supported by this plan are described in more detail in the sections that follow.

5.4.1. Public Transit Operations

Operating funds included in the *2022 Regional Transportation Plan* support the services operated by MST. As a result of the 2020 COVID-19 pandemic, many MST services were suspended, and MST is undergoing a comprehensive operational analysis to restore services. Due to the COVID-19 pandemic, the *2022 Regional Transportation Plan* will showcase MST’s services under the pre-pandemic lens of 2019 and includes an outward look at MST’s recovery plan.

The MST system, as of Fall 2019, operated 54 fixed-route lines and five local on-call services with a fleet of 81 directly operated vehicles and 34 vehicles operated under contract with MV Transportation. Four of the local on-call services, however – South County On-Call in Gonzales, Soledad, Greenfield, and King City - have been recommended by the MST Board of Directors to be shifted to four intracity circulator routes. **Figure 5-1** illustrates the existing MST regional system. Significant new services established since adoption of the *2018 Regional Transportation Plan*, including services receiving state and federal grant support, are highlighted below.

Service to Military Installations: MST has historically relied on critical-mass participation in the U.S. Mass Transportation Benefit program to generate revenue need to operate 13 fixed-route services through the network to the Presidio of Monterey, Fort Hunter-Liggett, Camp Roberts and the Naval Postgraduate School (NPS). Participation in the Mass Transportation Benefit Program was declining in 2019 and early 2020. Due to the shelter-in-place emergency

governmental order in California, MST suspended these services in March 2020 because of the COVID-19 pandemic. Since the COVID-19 restrictions have been lifted, MST serves the Presidio of Monterey on one fixed-route line and is evaluating demand in the program for additional services to be restored.

Partnerships with Colleges and Universities: MST partners with California State University, Monterey Bay (CSUMB), Hartnell College, and Monterey Peninsula College (MPC) to provide services during the school years. CSUMB supplements a grant for funding three fixed-route lines to the university and the greater service area. Students, faculty, and staff with a valid CSUMB identification card can ride for free anywhere in the MST system. Hartnell and MPC provide funding to match a state grant that allows for their students to ride on any MST-operated line for free.

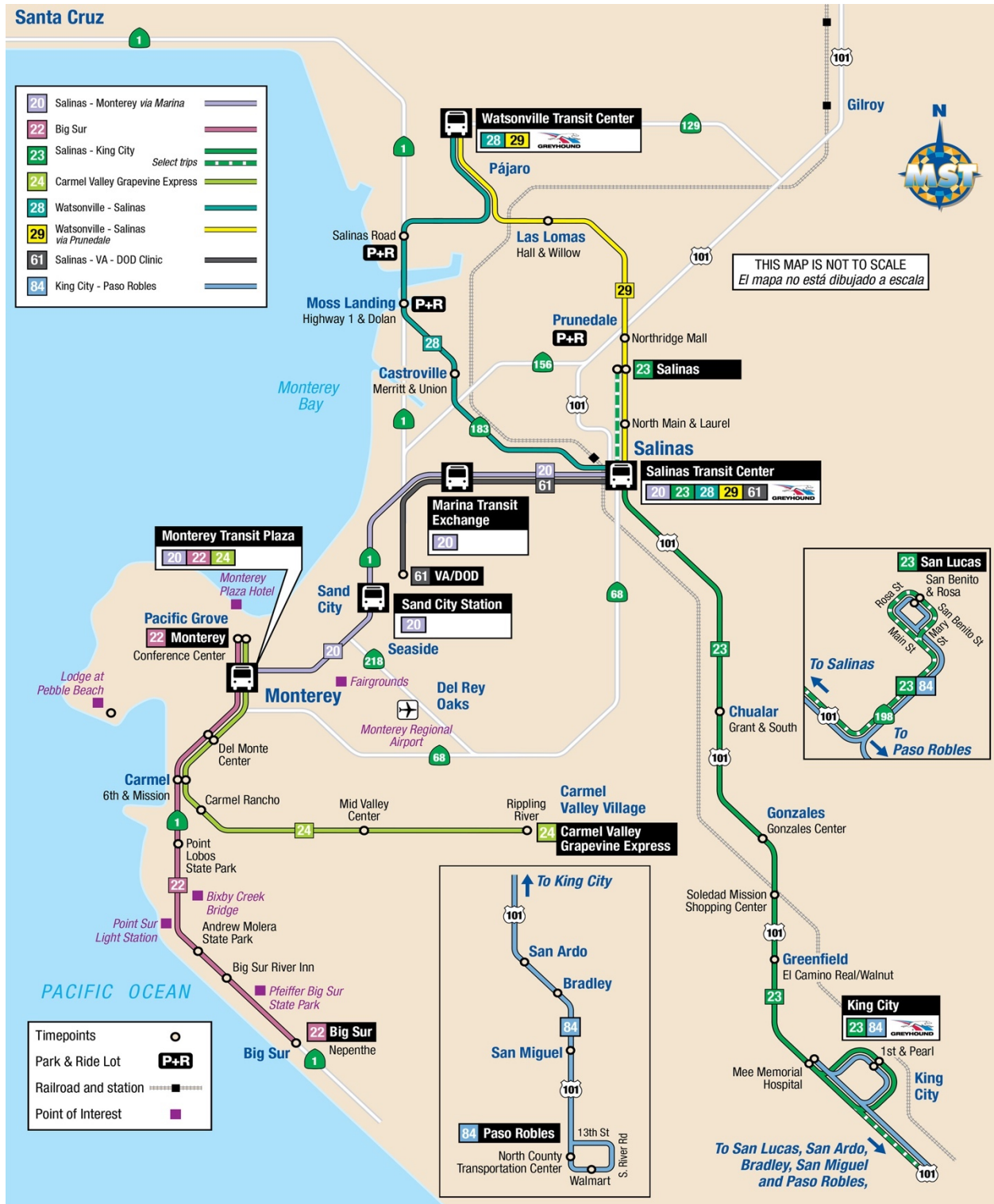
MST Trolley: MST operates free seasonal trolley service oriented towards visitors on the Monterey Peninsula between Memorial Day and Labor Day. While the Trolley was out of service during the Covid-19 pandemic, MST celebrated the return of the Trolley in July 2021, relaunching July 3rd through Labor Day, 2021.

MST On Call: MST operates demand-responsive public transit service in the City of Marina and the south Monterey County cities of Gonzales, Soledad, Greenfield, and King City. On-call service replaced the municipal dial-a-ride services formerly operated by Soledad, Greenfield, and King City in response to recommendations made in past service studies and triennial transit performance audits. This service is available to any member of the public and requires an advance reservation of at least one hour. The MST Board of Directors have approved discontinuing the on-call services in Gonzales, Soledad, Greenfield, and King City. As those four cities continue to grow, local fixed-route services will replace the on-call service in order to service more residents.

Special Medical Trips: MST operates a Special Medical Trips service to provide medical transportation four days per month; two days to the San Jose area and two days to the San Francisco area. The Special Medical Trips program operates on reservations only and is open to all Monterey County residents. The first Tuesday and Thursday of each month trips are provided to the San Jose and Palo Alto medical facilities and on the third Tuesday and Thursday of each month trips are offered to the San Francisco medical facilities.

MST Line 84 – King City-Paso Robles: Line 84 provides interregional connections between Monterey County and San Luis Obispo County. Line 84 provides service throughout the south Monterey County communities of King City, San Lucas, San Ardo, Bradley, and the north San Luis Obispo communities of San Miguel and Paso Robles.

Figure 5-1: MST Regional Service Map (as of 9/17/21)



5.4.2. Service Improvements, Pandemic Recovery, and Unmet Public Transit Needs

The *2022 Regional Transportation Plan* supports expansion of public transit service and improvements to meet the county's long-term transit needs.

As described in Chapter 3, the *2022 Regional Transportation Plan* identifies new sources of discretionary funding to address these issues and implement service improvements that can help the County meet greenhouse gas emission reduction targets and other sustainability goals.

MST periodically analyzes its service improvement needs to evaluate current routes and schedules and to assess demand for transit. Recently completed studies include the *Salinas Valley Express Transit Corridor Planning Study* (May 2019) and the *Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line* (June 2018). MST is also working on various pandemic recovery efforts, including development of a Comprehensive Operational Analysis and a COVID-19 Recovery Plan.

The *Salinas Valley Express Transit Corridor Planning Study*ⁱⁱⁱ considered how MST may best serve the changing transportation needs of Salinas Valley residents, employees and visitors. The study sought to identify opportunities to increase frequency, reduce travel times, support regional growth and increase ridership while staying within MST's available resources. The Study illustrated that an Express service may be a desirable change for Salinas Valley riders, especially with consideration of the South County Operations and Maintenance Facility which was scheduled for completion in Fall 2021.

The *Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line*^{iv} explored the concept of using bus-on-shoulder operations on State Route 1 in both Monterey and Santa Cruz counties to enhance the operations of MST and METRO buses during the periods of significant congestion. This study considered construction of a busway on the Monterey Branch Line rail right-of-way, owned by the Transportation Agency, as an option for enhancing transit operations in Monterey County. This study is a precursor for the development of the SURF! Busway and Bus Rapid Transit project discussed earlier in Chapter 4.

MST launched the *2021 Comprehensive Operational Analysis* to assist in identifying short- and long-range plans for its transit system, and as a tool for pandemic recovery. The plan will inform MST decision makers of the most effective way to leverage funding to increase ridership and revenue, while addressing the region's transportation needs. The Comprehensive Operational Analysis is scheduled for completion in Winter 2021 and will serve as a tool to guide how MST should mold its services to support continued growth and development of Monterey County.

MST's *COVID-19 Recovery Plan* details MST's efforts to "assist in restoration, redevelopment and revitalization of the health, social, economic, natural and environmental fabric of our community and build a more resilient organization to serve the Monterey Bay Region." In addition to creating a foundation for general pandemic recovery, the Plan identifies short-term and long-term service restoration for pre-pandemic service levels.

Bus Rapid Transit

Bus rapid transit involves development of dedicated bus-only facilities, often including branded stations, vehicles, fare collection systems and the use of intelligent transportation systems. Bus rapid transit can improve travel time reliability and increase transit capacity, while offering a sense of safety and security for users. Bus rapid transit projects can result in increased transit ridership, encourage transit-supportive land development, promote environmental sustainability, and result in an operating efficiency compared to traditional bus route operations.

MST's JAZZ line is an existing Bus Rapid Transit facility in Monterey County, operating 6.75 miles between Sand City-Seaside and the Transit Plaza and Aquarium in the City of Monterey. The JAZZ Line integrates transit signal priority and coordination, includes transit station and street improvements and results in improved on-time performance and travel time savings for riders.



Source: MST

The 2022 Plan reflects Monterey-Salinas Transit's regional vision for Bus Rapid Transit. The regional vision for bus rapid transit grows from the existing JAZZ Line to connections with King City. The regional vision includes the SURF! Busway and Bus Rapid Transit project, the Marina-Salinas Multimodal Corridor, the Salinas-Alisal Corridor and South County Transit Improvements, as portrayed in **Figure 5-2** below.

Figure 5-2: Regional Bus Rapid Transit Vision



Unmet Public Transit Needs

The Transportation Agency annually conducts a public outreach process to determine whether there are unmet transit needs that are reasonable to meet in Monterey County. An unmet transit need is a public transportation need that the public transportation system is not currently meeting and would be expected to generate sufficient ridership to meet the required 15% farebox recovery ratio, as set by the TAMC Resolution 2004-19 pursuant to Transportation Development Act law.

The unmet transit needs list serves as a public input tool for MST's short- and long-term transit service planning and improvements and assists in prioritizing projects as funds become available. The Agency solicits public input on unmet needs and places comments into the following categories:

1. Transit service improvement requests that would improve an existing service.
2. Transit service expansion requests that extend a transit route beyond its current limits and fill a gap in service.
3. Capital improvement projects that would enhance existing public transit facilities.

TAMC shares the list of unmet transit needs comments with Monterey-Salinas Transit, the only public transportation provider in the county. TAMC works with MST to evaluate comments based on the timeframe in which unmet transit needs can be met:

- Short term transit improvements are those that can be implemented in the current service year within MST’s funding limits and without negatively impacting existing services.
- Long term transit improvements are those that would require additional funding beyond MST’s current funding limits. Long term improvement comments remain on the unmet transit needs comment list until additional funding becomes available.

MST’s Mobility Advisory Committee, which functions as the Social Services Transportation Advisory Committee pursuant to the Transportation Development Act, provides input on the categorized unmet transit needs comment list. This input serves to prioritize needs in the region and is used to assist in prioritizing projects as funds become available. The TAMC Board of Directors receives the final list on an annual basis.

The unmet transit needs comment list is available on the Transportation Agency’s website: <https://www.tamcmonterey.org/unmet-transit-needs>.

5.4.3. Transit Capital, Rehabilitation, and Replacement

This funding category includes costs for capital facilities and vehicle replacement needs. This section includes a description of existing facilities, future facility needs and vehicle replacement needs.

Existing Transit Facilities

Monterey-Salinas Transit operates from five key transit centers, with an additional facility planned as a component of the SURF! Busway and Bus Rapid Transit project. Each of these centers operates on a time-transfer pulse schedule, providing easy connection and quick transfers among multiple routes. MST is supported by three maintenance and operations facilities, including a facility that opened in late 2021 in South Monterey County.

- **Monterey Transit Plaza:** This center occupies a triangular city park formed by the intersection of Munras, Pearl, and Tyler Streets in downtown Monterey. The plaza can accommodate eight coaches simultaneously, with a ninth bus stop located on Pearl Street and a tenth bus located on Tyler Street across from the Transit Plaza. It is a transfer center for most routes serving the Monterey Peninsula. Amtrak also uses this facility for its bus connection between Carmel/Monterey and Salinas, which is timed to meet the Amtrak Coast Starlight arrivals.
- **Sand City Station:** Located in Sand City between the Edgewater and Sand Dollar Shopping Centers adjacent to Highway 1, this exchange provides a key regional transit hub to Seaside and Sand City with linkages to employment, residential, and shopping in Monterey, Marina, and Salinas. This station has been improved to serve as a terminus for the MST JAZZ Bus Rapid Transit service and rechristened “Sand City Station.”
- **Marina Transit Exchange:** This center is a hub for both local and high frequency transit lines and links directly with California State University at Monterey Bay, University of

California MBEST Center, residential and commercial redevelopment for Marina and Seaside at the former Fort Ord military base, Watsonville and the Monterey Peninsula. The exchange facility was completed in 2008. MST is working with the City of Marina to redevelop property adjacent to the new transit exchange as a transit-oriented development.

- **Salinas Transit Center:** The Salinas Transit Center, located between Salinas and Lincoln Streets in the 100-block of “Old Town” Salinas, was constructed in April 1989 and serves most of Salinas and the north and south county routes. The transit center operates from nine departure gates which may allow some transfers between Salinas and inter-city routes. MST has retained this transit center following construction of the Salinas Intermodal Transit Center at the existing Amtrak station, which is used as a stop for MST buses.
- **Watsonville Transit Center:** The Watsonville Transit Center, serving North Monterey and Santa Cruz County, is located at the corner of West Lake and Rodriguez Streets and is the transfer point between Monterey-Salinas Transit and the Santa Cruz Metropolitan Transit District (METRO). This center serves MST routes between Salinas and Watsonville.
- **North County Transportation Center:** The North County Transportation Center, located in Paso Robles, serves as a connection point between MST and the San Luis Obispo County transit services.
- **Maintenance and Operations Facilities:** Monterey-Salinas Transit owns two operations facilities, the Thomas D. Albert (TDA) Operations Facility in Monterey, and the Clarence “Jack” Wright, Jr. (CJW) Operations Facility in Salinas. MST’s administrative offices moved to Ryan Ranch Business Park in 2016. The CJW Division houses maintenance and operations facilities for Salinas area services and provides a backup dispatcher location. A third facility owned by MST was recently constructed in King City. The South County Operations and Maintenance Facility will serve the needs of the buses operating in southern Monterey County. MST leases property on Joe Lloyd Way (JLW) on the former Fort Ord military base. JLW is used as an operating base for the minibus fleet operating by MST’s contractor, MV Transportation.

Future Facility and Transit Needs

MST has outgrown its existing maintenance and operations facilities, which are a barrier to expanding and improving service. MST plans to design and construct a new facility on the former Fort Ord were ultimately not approved by the County of Monterey. MST is in the process of enhancing the existing facility in Salinas and Monterey.

The following capital improvements are envisioned within the 2045 planning horizon of the 2022 Regional Transportation Plan:

- **Clarence J. Wright Maintenance and Operations Facility Renovation:** The Clarence “Jack” Wright, Jr. (CJW) Operations Facility in Salinas is in need of renovating and expanding to meet the existing and future needs of Salinas service. MST received its first two battery electric vehicles in 2018 and electrical infrastructure was installed at CJW to charge these vehicles for routes in Salinas.

- **Monterey Transit Plaza:** The existing Monterey Transit Plaza location is not adequate to meet existing and projected operating needs. MST is coordinating with the City of Monterey to plan a replacement exchange, which may be located somewhere else in the downtown area. Reviews of several sites has been conducted; however, community consensus has not formed around a particular downtown location for a transit exchange.
- **5th Street Station:** Included in the scope of the SURF! Busway and Bus Rapid Transit project, the 5th Street Station will function as a new multimodal transit facility in the former Fort Ord adjacent to planned transit-oriented development. The 5th Street Station will function as an access point for buses using the proposed bus rapid transit corridor and connecting local routes. The station will feature bicycle parking and bicycle repair facilities with enhanced connection to the FORTAG trail.

Vehicle Replacements

Replacement of aging vehicles is a costly, ongoing and significant capital need for MST. The MST service area is vast due to its regional intercity travel routes, so MST vehicles accumulate mileage rapidly. MST vehicles should be replaced after they have reached their useful life according to the following FTA schedules:

- Transit coaches: Every 12 years or 500,000 miles;
- MST RIDES and other minibuses: 5 years or 150,000 miles; and
- MST Trolley coaches: Every 10 years or 350,000 miles.

MST does not own accessible taxis anymore, however taxis carry the useful life of every 4 years or 100,000 miles.

Electric Vehicles



Source: MST

The California Air Resources Board adopted the Innovative Clean Transit regulation on December 14, 2018, which requires all transit agencies in the state to transition to zero emission vehicles by 2040. MST has begun purchasing electric vehicles to meet the state mandate.

This plan accommodates scheduled MST vehicle replacements over the planning horizon.

Transportation Technology Advancements – Contactless Fare Payment

In May 2021, MST became the first California transit agency to participate in a pilot project by the California Integrated Travel Project (Cal-ITP) to allow fares to be paid on MST-buses through an open-loop contactless payment system. The system allows riders to pay a tiered fare structure based on distance traveled, and with any radio-frequency identification (RFID)-enabled credit or debit card or near field communication (NFC) sensor.

Municipal Facilities – Designing for Transit

Support from city and county governments and private developers with the installation of bus stops, bus pull-outs, and transit amenities are important for improving public transit access. Appropriate accommodation for transit should be considered and designed into new streets and development projects from the outset. MST's [Designing for Transit Manual](#) was developed for integration of public transportation and land uses in Monterey County. The manual discusses various ways to design more transit-friendly communities and encourages the inclusion of transit-related improvements early in the design of a development projects. The manual includes a set of design standards (bus stops, pavement requirements, turning radius, transit signal priority, etc.) that can be used in designing new roadways and developments, smart growth and livable community incentives, as well as specific policy and implementation language for use in local general plans, zoning ordinances, and the building and public works permit process. MST's Designing for Transit Manual was last updated in 2020 and is available as linked above and on MST's website: www.mst.org.

Americans with Disabilities Act – Mobility Management

Meeting the goal of improving access and mobility in the transportation plan requires that investments be made to serve the needs of the elderly, people with disabilities, and other transit-dependent individuals. The elderly population is expected to grow considerably over the planning horizon, which will place unique demands on Monterey County communities and the transportation system. The Regional Transportation Plan includes the costs of supporting programs and services that meet these needs.

In 2006, the Transportation Agency designated MST to serve as the Consolidated Transportation Service Agency for Monterey County, which is responsible for planning and coordinating transportation services for specialized needs groups. MST has since been successful at securing grant funding, primarily through the Federal Transit Administration, to initiate new mobility management programs and services. A dedicated new source of funding was approved by the voters of Monterey County in November 2014 – Measure Q (a 1/8% sales tax). Measure Q is used directly to supports transit services for veterans, senior citizens, and persons with disabilities.

- **MST RIDES ADA Program:** The MST RIDES ADA program is an accessible, demand-responsive service mandated under the Federal Americans with Disabilities Act. It provides the last door to first door paratransit transportation services to individuals with disabilities who cannot independently use regular bus services within ¼ mile on each side of MST fixed-route transit services. The eligible rider can enroll in the program and schedule trips a day in advance.

- **MST RIDES Special Transportation (RIDES ST):** The RIDES ST service is for eligible persons living outside the ¾ mile on each side of the MST fixed-route transit services. The service is a local Social Service Transportation established in July 2000, and in agreement with Monterey County, MST has continued to provide this service. The RIDES ST service area includes the unincorporated areas in North Monterey County. Areas for South Monterey County extend 2 miles on either side of Highway 101 from Salinas to Bradley, including the unincorporated communities of San Lucas and San Ardo.
- **MST Senior Shuttles:** MST established transit routes planned by and tailored to the needs of elderly residents on the Monterey Peninsula and the City of Salinas. The Senior Shuttle routes are also open to the general public and funded by Measure Q.
- **Taxi Voucher Program:** MST secured funding through Measure Q to distribute taxi vouchers for seniors, persons with disabilities, and Veterans in participating communities. The program serves residents of Monterey County who are eligible for the program. Rides using a voucher require a \$3.00 co-pay and are valid for trips up to \$17.00 (which accounts for most trips in the areas served).
- **Travel Training Program:** MST offers a Travel Training Program to individuals interested in learning how to use public transportation. Travel training enhances mobility, especially for the vulnerable population, and can help reduce demands placed on the RIDES program and associated costs.
- **MST Navigator Volunteer Program:** MST recruits and trains volunteers to promote MST services and mobility programs at community centers, outreach events, and transit exchanges. This program is targeted at serving the elderly and persons with disabilities and complements the Travel Training Program.
- **Transportation Reimbursement Incentive Program (TRIPs):** MST TRIPs is a volunteer-based transportation program for persons with disabilities, seniors, and veterans. Participants select their volunteer driver(s), usually a friend, neighbor, or caregiver, to transport them. In return, MST will reimburse the participant 40 cents (40¢) per mile up to 250 miles per month to compensate their volunteer driver(s) for the trips they received.
- **MST Mobility Services Center:** The Center hosts MST’s mobility programs and services. The Center offers an innovative design of an indoor training room for individuals to learn how to travel safely and independently using the MST bus system. The Center is dedicated to the late Alma Almanza, her participation on various public committees with Monterey (Salinas Transit, the Transportation Agency for Monterey County, and the Monterey County Commission on Disabilities) significantly improved public transportation and mobility services for elderly and persons with disabilities.



Source: MST

Coordinated Public Transit – Human Services Transportation Plan

AMBAG adopted a Coordinated Public Transit – Human Services Transportation Plan (or Coordinated Plan) in 2018 to serve as a plan for coordinating and funding projects meeting the specialized needs of the elderly, people with disabilities and the transit-dependent. Any project applying for Section 5310 grants through the Federal Transit Administration must be derived from or consistent with the Coordinated Plan. The document also serves as a resource for identifying long-term strategies and actions for meeting specialized mobility needs, which are supported by the Regional Transportation Plan.

The Coordinated Plan identifies the following long-term projects which are included here to identify long term needs in the *2022 Regional Transportation Plan*:

- Ongoing replacement of aging RIDES vehicles;
- Expansion of the RIDES program and providing door to door or door through door service;
- Maintenance and expansion of MST Mobility Management Programs;
- Maintenance of the MST Taxi Voucher program;
- Expansion of the accessible taxi program;
- Expansion of the Independent Transportation Networks service in Monterey County; and
- Expansion of the regional vanpool program to serve the needs of agricultural workers and serve rural areas.

Meeting Future Transit Needs

MST has other visions and needs for the future that spread across transportation technology and service planning. The following details some specific needs on the horizon for Monterey-Salinas Transit:

Comprehensive Operational Analysis service changes: The MST Board of Directors approved a policy directive as part of the 2021 Comprehensive Operational Analysis (COA) in June 2021 to shift the MST network from primarily a coverage-focused network to primarily a ridership-focused network. This implies that MST service will focus more on providing higher frequency bus service in lower-income areas and higher density areas, rather than trying to serve everywhere in the County. Changes to the fixed route network, schedules and other policies such as fare payments are likely to occur as a result of the findings and recommendations of the COA. The COA is expected to be adopted in late 2021 and implemented in 2022.

Electric Vehicle infrastructure: MST will continue to focus on transitioning its fleet to zero-emission buses to comply with the state order. This transition will require purchase of vehicles and supporting infrastructure. A significant investment will be required over the coming years.

Transportation Signal Priority – bus upgrades: As local jurisdictions upgrade their traffic signals, MST will coordinate with the various public works departments to install transit signal priority equipment compatible with buses. This technology prevents transit buses from getting caught in congestion and being delayed through several signal cycles.

5.5. Active Transportation: Bicycle and Pedestrian Investments

Bicycle and pedestrian facilities are integral components of Monterey County's multimodal transportation system. The region's mild climate and relatively flat topography make biking and walking a viable mode of travel for many people living in the county. The close proximity between housing and jobs in the older communities of Monterey County also support the use of bicycles and walking as a transportation alternative, although these gaps in the network currently exist.

The recently completed Caltrans District 5 Active Transportation Plan (2020) implements the State Bicycle and Pedestrian Plan, *Toward an Active California* (2017), which established statewide policies, strategies and actions to achieve the goal to double walking, triple bicycling and double transit use in the State. The District 5 Plan includes an analysis of gaps and barriers for bicyclists and pedestrians on, across, and parallel to the state highway network. The *2018 Monterey County Active Transportation Plan* served as a key input into the analysis presented in the Caltrans Plan and is discussed later in this section.

Throughout the plan, the terms pedestrian and walking are used broadly to address travel by all users of sidewalks, including individuals with a mobility device such as a wheelchair or those using strollers. Similarly, the term bicyclist is used broadly to capture all users of human or electric-powered devices that may rely on bicycle infrastructure.

The Regional Transportation Plan includes policies for maximizing the transportation system to promote walking and bicycle travel, including development of bicycle and pedestrian facilities, safety programs and promotional events, improved access and safety provisions, and enhanced linkages to bikeway and recreational trail systems.

Vision Zero Implementation

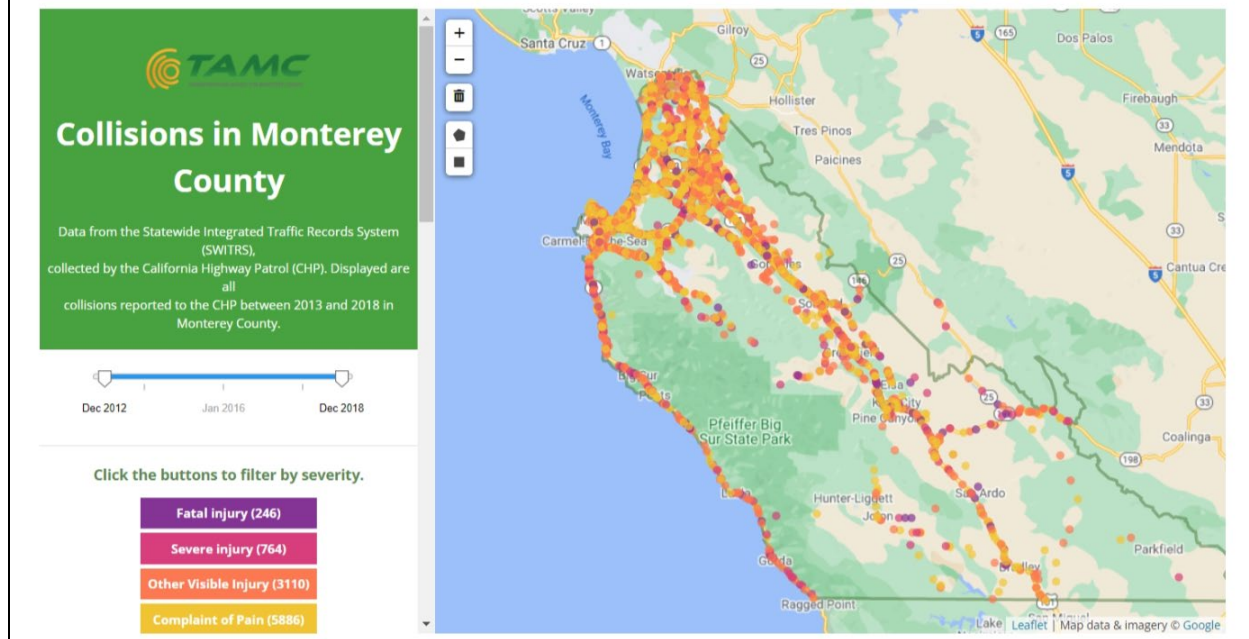
"Vision Zero" is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. It is a movement that began in Sweden and spread to American Cities after seeing success across Europe. Vision Zero acknowledges that collisions – often referred to as "accidents" – are preventable if cities take a proactive approach that prioritizes traffic safety as a public health issue. Vision Zero acknowledges that many factors contribute to safe mobility including roadway design, driver behavior, technology, and policy. Vision Zero sets clear goals to achieve the shared goal of zero fatalities and severe injuries. Cities within Monterey County that have adopted a Vision Zero Policy include Salinas and Monterey. Nearby cities including Watsonville and San Jose have also adopted a Vision Zero Policy.

TAMC has been working with the Stanford Cartography Society to develop an interactive web-map to showcase collision data to the general public, and recently adopted a policy as part of the *2022 Regional Transportation Plan* reflective of Vision Zero.

Collision Data Map

The Transportation Agency partnered with the Stanford Cartography Society to develop an interactive web map to portray reported collision history in Monterey County. The Agency hopes this tool can help spread awareness about collision hot-spots in Monterey County, as the Agency works towards the goal of reducing severe injury and fatal collisions to zero.

The web map currently showcases data collected through the Statewide Integrated Traffic Records System (SWITRS) from 2013-2018.



5.5.1. Bicycle Facilities

Monterey County’s regional bikeways system, and the Agency’s regional bicycle planning activities are described in more detail below.

Bikeways and Planning in Monterey County – Existing Conditions

Monterey County has approximately 213 miles^v of maintained bikeways on state, county, and local roads. Bikeways in the county are classified as Class I, II, III and IV. These classifications generally follow design standards established by Caltrans. Classifications are described as follows:

- **Class I: Bicycle Paths** are bikeways, or shared use paths, separated from vehicle traffic.
- **Class II: Bicycle Lanes** provide cyclists a marked area of the roadway that is part of the roadway also used by motor vehicles. Bicycle lanes have identification signage, pavement stencils, striping, and minimum width requirements.
- **Class III: Bicycle Routes** are recommended roadways that bicycles share with motor vehicles without a marked bike lane. Bicycle Routes are established by the placement of shared roadway signs (sharrow) along the route and at changes of direction.

- **Class IV: Cycle Tracks** are physically separated from vehicle traffic and designated exclusively for bicycles. Cycle Tracks are increasingly recommended to provide additional safety and comfort, particularly along busy arterials.

The majority of bikeways in Monterey County are Class II (bicycle lanes) and Class III (bicycle routes), however large Class I facilities exist along the Monterey Peninsula coastline. The Monterey Bay Coastal Trail extends from Lovers Point in Pacific Grove to Del Monte Boulevard, north of Marina, providing a scenic and highly traveled recreational opportunity and important bicycle and pedestrian commuter link in the Monterey Peninsula. It is anticipated that the Monterey Bay Coastal Trail will become an important link to the planned Monterey Bay Sanctuary Scenic Trail (described later in this chapter) and larger California Coastal Trail.

In 2019, the City of Monterey completed construction of the first cycle track in Monterey County, a component of the North Fremont Improvement Projects. The project eliminated hundreds of conflict points along the corridor for cyclists, created shorter crossing distances for pedestrians all the while installing new smart traffic signals and implementing a new storm drain system that will prevent flooding and reduce the risk of vehicles hydroplaning during heavy storms.



Recreational Bicycling

Many of the bicycle and pedestrian facilities in Monterey County also serve recreational users. The need for recreational facilities in the area is also supported by the County’s tourism economy. Cycling events held at Laguna Seca, including the world-famous Sea Otter Classic, bring thousands of cycling enthusiasts to the region every event. During the COVID-19 pandemic, the Fort Ord National Monument estimated a record 1.5 million visitors connecting to the network of 86 miles of trails in the Monument. These recreational needs contribute to the importance of having quality facilities in the County. The Fort Ord Regional Trail and Greenway project, discussed earlier in Chapter 4, is a planned 28-mile network of recreational trails designed for all ages and abilities – designed to connect directly with other key recreational facilities in the county.

Intermodal Transportation Links

Bicycle riders may connect with other transportation modes if the proper facilities are available. These modes include transit, carpool, rail, and air transportation. Bike racks are now available on all MST buses. MST estimates carrying more than 1,000 bikes on buses every month.

The newly constructed Salinas train station, also known as the Intermodal Transportation Center, located in downtown Salinas will support integration of new passenger rail services to the San Francisco Bay Area with existing service by Amtrak intercity trains and buses, MST local buses

and Greyhound intercity buses. The Intermodal Transportation Center includes bike lanes, bike lockers and safe pedestrian crossings and sidewalks to facilitate intermodal connectivity.

State and federal rail services are required to offer accommodations to store bicycles during short trips. Presently, interstate Amtrak service still requires bicycles to be boxed and stored in the baggage compartment; however, intercity and commuter trains within California do provide for unboxed bicycle storage. Amtrak stations are not equipped with secure bicycle locking facilities for either employees or passengers. Local jurisdictions may apply for funding for such facilities near or at the stations. Improvements to the area's rail system will also benefit bicycle usage, as future rail facilities will include bicycle storage to promote multi-modal travel.

Policy Considerations for Bicycle Facility Design

The Transportation Agency has adopted two policies at the recommendation of its Bicycle and Pedestrian Facilities Advisory Committee to guide planning for bicycle facilities in Monterey County and direct input provided by the Agency on plans and designs developed by member jurisdictions. In order to facilitate regional travel by bicycle, TAMC encourages its member jurisdictions to construct bicycle facilities on new roadways as follows:

- In coordination with regional and local bikeways plans;
- According to the specifications in Chapter 1000 of the Caltrans Highway Design Manual;
- With consideration of bicycle lanes (Class 2 facilities) on all new major arterials and on new collectors with an Average Daily Traffic (ADT) greater than 3,000, or with a speed limit in excess of 30 miles per hour;
- With special attention to safe design where bicycle paths intersect with streets; and
- With consideration of sharrows in plans and projects proposed by the Agency and member jurisdictions, consistent with the Monterey County Bicycle and Pedestrian Master Plan and the California Manual for Uniform Traffic Control Devices.

Bicycle Programs

The Transportation Agency administers several programs to facilitate and promote bicycle travel in Monterey County, which include:

- **Monterey County Bikeways Map:** In 1997, TAMC published the first Monterey County Bikeways Map. The Agency completed the most recent update in 2016, illustrating bikeways, recommended routes, and bicycle facilities throughout Monterey County. The Agency is scheduled to complete the next Bike Map update in 2022.
- **Bicycle Service Request Form Program:** In 2001, the Agency initiated a Bicycle Service Request Form Program. Service request forms are available at bike shops and on-line to report roadway hazards to bicyclists. The Agency distributes these request forms to local public works departments for their response and action.

- Bicycle Secure Program** (formerly known as the Bicycle Protection Program): Between 2001 and 2012, the Agency received funding through the Monterey Bay Air Pollution Control District to help increase the number of bike racks and lockers in the county. In 2015, the Agency restarted the program using the Agency's share of Regional Surface Transportation Program (RSTP) funds, with an annual budget of \$30,000. Through the Bike Secure Program, the Agency provides bike racks, lockers, repair stations, and skateboard racks in the locations most heavily used by bicyclists and skateboarders. Public bicycle and skateboard storage and repair stations continue to be a pressing need in Monterey County.
- Bicycling Public Education:** Public education is important for increasing knowledge about bicycling as a form of transportation. The Transportation Agency helps plan and coordinate a Monterey County Bike Week public awareness campaign each May in coordination with National Bike Month. The Agency also sponsors Ciclovía, an annual open streets event on East Alisal in Salinas. The Agency plans to continue supporting future campaigns and events as a sponsor and work with its Bicycle and Pedestrian Facilities Advisory Committee to organize activities.



Bicycle Sharing and Dockless Shared Mobility

In 2013, the Transportation Agency prepared a study that examined the feasibility of establishing a bicycle sharing program in Monterey County. The concept of bicycle sharing originated in Europe and has been gaining popularity in the United States. Bicycle Sharing is a form of public transportation that allows riders to rent and return bicycles through a free-standing or parked dock program. Similar to car sharing, most bicycle sharing systems are membership-based. Membership fees typically pay for the first half-hour of use, at which point additional charges are assessed in half-hour intervals. The pricing structures of these systems therefore incentivize short trips. Benefits of bike sharing systems identified in published research include traffic congestion relief and emission reductions. Bicycle sharing provides an alternative to short automobile trips, increased public awareness and enthusiasm for bicycling, provides economic benefits around bike sharing stations, and supports public health through physical activity.

The [*Bicycle Sharing Feasibility Study and Implementation Plan*](#) identified a system of stations on the Monterey Peninsula and in Salinas that would form the basis of a viable program. The study identified strategies for partnering with local bicycle rental businesses to establish a program, as well as a concept of operations document to serve as a roadmap for implementing a system.

Monterey County has a relatively small population with unique conditions that pose challenges for establishing a county-wide bicycle sharing program. The County has a robust tourist economy and established local business serving the local visitor rental market; although the program is

targeted towards residents and commuters for short trips, a bicycle sharing program was seen during the outreach process as a competitor for visitor businesses.

Dockless bike and/or scooter share systems are a type of shared mobility seeing a growing presence in cities across the United States. These systems make bicycles, electric bicycles and/or electric scooters available for rent on a short-term basis within a defined service area. A number of communities are embracing this new technology as part of their transportation network, but many are learning that it can become burdensome if unprepared for their arrival. In 2019, the Transportation Agency developed resources to assist local jurisdictions with adopting policies to regulate dockless bike/scooter shared mobility programs, including Best Practices and a Sample Ordinance. These resources are available on the Transportation Agency's website at tamcmonterey.org.

As of September 2021, the City of King City and California State University Monterey Bay are exploring the potential of a shared mobility system.

5.5.2. Pedestrian Facilities

Walking is a viable, inexpensive, non-polluting, and healthy way to travel for able-bodied individuals. Walking serves as an intermediary between trips using other transportation modes, such as work-bus stop, shop-car, and school-bike trips. Pedestrian facilities also serve as a critical tool to advance transportation equity in the County, as good, well established pedestrian facilities are a critical mobility need for individuals with mobility impairments, such as those who are wheelchair dependent, rely on walkers, canes or crutches. Pedestrian facilities also support people who rely on strollers to carry children or animals.

The Sustainable Communities Strategy calls for increased investment for pedestrian access as a means to encourage more walking trip and make active transportation more attractive, safe and feasible for all different users in the region.

As described above, pedestrian investments can be incorporated into local streets and roads projects as Complete Streets components. Pedestrian-specific enhancements can include sidewalks, intersection improvements incorporating bulb-outs and pavement treatments, as well as streetscape improvements that enhance the attractiveness and comfort of the pedestrian environment. The Complete Streets Needs Assessment identifies regionally significant gaps in the existing pedestrian circulation system.

Monterey Bay Sanctuary Scenic Trail

One of the most important planned regional bicycle facilities in Monterey County is the Monterey Bay Sanctuary Scenic Trail. The Monterey Bay Sanctuary Scenic Trail is a collaborative planning effort among public agencies, non-profit organizations and the public to construct a trail that would span the Monterey Bay from the City of Pacific Grove to the Santa Cruz County line. The primary purpose of the Trail is to enhance appreciation and protection of the Monterey Bay National Marine Sanctuary as well as provide a safe, accessible scenic trail for pedestrians, bicyclists, and other users free of automobile traffic. The Sanctuary Scenic Trail originally was a project of the Santa Cruz County Inter-Agency Task Force, a Santa Cruz Committee that formed in 1993.



The Transportation Agency completed the Monterey County portion of the Sanctuary Scenic Trail Master Plan in 2008. That plan lists the various components needed to complete the trail. There are 17 planned trail segments with a total length of 33 miles in Monterey County. With parts of the trail already constructed, the plan is oriented around gaps, improvements to existing sections, and installation of wayfinding and interpretive elements.

The Monterey Bay Sanctuary Scenic Trail Master Plan details the phased segments of the Sanctuary Scenic Trail, as well as priorities in the corridor that will connect surrounding communities. Segments are assigned to one of three phasing categories: short term (1-5 years), mid-term (5-10 years) and long term (10-20 years). From the 2008 Master Plan, the cost for the entire network is estimated to be \$28.5 million.

The Monterey Bay Sanctuary Scenic Trail incorporates the California Coastal Trail and includes coordination with the State Coastal Conservancy and Coastal Commission to implement the California Coastal Trail in Monterey County. Future development of the trail will be significantly constrained by the coastal geography or topography south of the Monterey Peninsula. The Transportation Agency has been actively coordinating with the Bureau of Land Management on planning for a segment of the Fort Ord Regional Trail and Greenway that will connect the Fort Ord National Monument and the Monterey Bay Sanctuary Scenic Trail. In addition to the Bureau of Land Management, the Agency will continue to coordinate with coastal partner agencies to develop and accommodate the California Coastal Trail in the regional plan.

The Agency is currently coordinating with county jurisdictions and congressional representatives to fund and construct trail segments identified in the Master Plan, which will be incorporated in a larger California Coastal Trail project being developed statewide.

Planning for the Moss Landing segment from Moss Landing Road to the existing highway bridge on State Route 1, including a new bicycle and pedestrian bridge over the entrance to Elkhorn Slough is ongoing.

Additionally, the Agency is coordinating with the Central Coast Wetlands Group on a Castroville to the Coast restoration project that may integrate additional links to the planned Moss Landing segment of the Monterey Bay Sanctuary Scenic Trail.

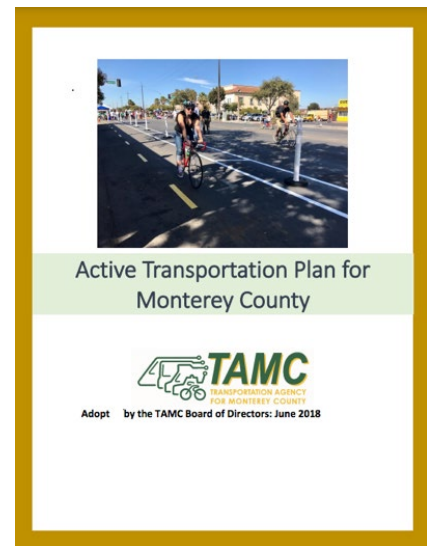
Former congressman Sam Farr (D-Carmel) worked to provide federal funding for the trail construction effort, delivering \$4.5 million to Monterey County. In 2017, Monterey County received an additional \$7.5 million in state funding to complete the Moss Landing Segment over the Elkhorn Slough, demonstrating continued importance of this trail project.

American with Disabilities Act

The Americans with Disabilities Act (ADA), passed in 1990, is a comprehensive law prohibiting discrimination against people with disabilities. The ADA sets a baseline standard for the incorporating the needs of persons with disabilities into design and functionality of the transportation system. The ADA requires access to public transportation systems for people with disabilities equal to the service available to the able-bodied. Problems commonly associated with sidewalks and pathways for the disabled are driveway cuts, lack of curb cuts, signposts, benches, and rough and severely cracked sidewalk surfaces.

5.5.3. Future Needs: Active Transportation Plan for Monterey County

Adopted in 2018, the *Active Transportation Plan for Monterey County* identifies gaps in the bicycle and pedestrian network, and opportunity areas for innovative bicycle facility design. The 2018 Active Transportation Plan serves as an update to the 2011 Bicycle and Pedestrian Master Plan, which identified all existing and proposed bicycle and pedestrian facilities in Monterey County. The Transportation Agency worked closely with its Bicycle and Pedestrian Facilities Advisory Committee and 12-member jurisdictions to develop the Active Transportation Plan and identify priority bicycle and pedestrian improvement projects in Monterey County. The Active Transportation Plan provides a basis for the allocation and pursuit of state and federal funding for bicycle and pedestrian improvements.



The 2018 Active Transportation Plan places an added emphasis on “low-stress networks” that serve people of all ages and abilities. In addition to separate bike paths and protected bike lanes, other examples of low-stress facilities include bicycle boulevards and bike protections at intersections. Communities who have implemented a connected network of low-stress bike facilities have experienced significant increases in cycling.

The Active Transportation Plan accomplishes two main purposes. First, it lists all existing and proposed bicycle and pedestrian facilities within Monterey County jurisdictions and satisfies the General Bikeways Plan requirements set by the California Department of Transportation (California Streets and Highways Code Section 891.2). Local jurisdictions may choose to adopt

the Active Transportation Plan or submit an equally qualified plan to ensure eligibility for state and federal bicycle-funding sources.

Secondly, the Active Transportation Plan establishes a list of prioritized countywide bicycle and pedestrian improvements that were informed through extensive public involvement and data collection. The prioritization of projects and their scoring addressed a range of criteria including safety, connectivity, comfort, active transportation trips, equity, complete streets opportunities and quality facilities. The top three high-priority projects for each city and the County of Monterey resulting prioritized list of projects were developed into conceptual designs.

The bikeway improvements identified include 593.4 miles of new bikeways, including 27 miles of protected bikeways (Class 4). Additionally, the Plan identifies 30 locations for pedestrian and bicycle intersection improvements and 7.3 miles of sidewalk gaps in the unincorporated communities of Castroville, Chualar, San Lucas and San Ardo.

Detailed information on the planned bicycle and pedestrian facilities in Monterey County can be found in the *2018 Active Transportation Plan for Monterey County*, available at tamcmonterey.org.

5.6. Transportation System Management

The existing and projected need for capital improvements to Monterey County's regional transportation infrastructure to serve planned growth across the county is substantial, relative to the resources that the Transportation Agency and its regional planning partners have available to fund and deliver projects. Given the number of capital improvement needs, the Agency has identified a corresponding need for strategies and measures that can be implemented to maximize use of existing regional infrastructure and resources, including:

- **Go831 Smart Commute Travel Demand Management Program** (formerly 511 Traveler Information) to provide current information to the traveling public and promote carpooling and travel alternatives;
- **Safety Programs** to support the safe use of existing regional roadways to eliminate congestion caused by traffic collisions; and
- **Intelligent Transportation Systems** involving the application of technology that maximizes the efficiency of the existing transportation system.

The following discussion addresses the Transportation Agency's efforts to manage the existing transportation system and reduce the county's long-term transportation costs and need for expensive capital infrastructure projects.

5.6.1. Go831 Smart Commute – Travel Demand Management Program

Formerly known as the 511 Traveler Information System, the Go831 Travel Demand Management Program has blended traveler information needs with promotion of carpooling and other travel alternatives. The purpose of the Go831 Program is to reduce vehicle miles traveled, traffic, and greenhouse gas emissions in Monterey County through the implementation of



travel demand management (TDM) strategies. The Go831 Program works directly with major employers, schools, and visitor-serving businesses to provide planning assistance, tools and support to these institutions so they can establish and maintain their own “smart commute” programs. The core travel demand management strategies promoted through the Go831 Program are:

- Re-mode (shift to carpool, vanpool, transit, walking, bicycling or teleworking);
- Re-time (travel at a different time);
- Reduce (number of trips via telecommuting); and
- Re-route (choose alternative route) when possible.

Specific programs offered through the Go831 Smart Commute Program include:

- **Emergency Ride Home Program:** The Emergency Ride Home Program is for commuters who would like to leave their car at home but worry about being stranded if there is a family emergency or if they are asked to work late. The program offers “peace of mind” to commuters by providing reimbursement for a taxi, ride share service or rental car in an emergency situation. Should an emergency occur due to an illness, crisis or unexpected overtime required by their employer on a day they use an alternative mode of transportation, participants can call a cab or rent a vehicle to get home. Commuters who live, work, or go to school in Monterey County and use an alternative mode of transportation at least once a week are eligible to participate in the Emergency Ride Home program. They are also eligible to participate if they are registered on the Go831.rideamigos.com website.
- **Commuter Choice Programs:** Commuter Choice Programs include multimodal options like vanpool, carpool, transit, walking, and biking. The Transportation Agency for Monterey County (TAMC) created Go831 to help offer creative approaches to those modes and a way to track them and connect with others on our RideAmigos platform. Go831 provides resources, technology, and tools that create valuable benefits to employees while keeping employers’ administrative costs low.
- **Park & Ride Lots:** Park & Ride (P&R) lots are “change of mode facilities” where individuals meet and then group-travel to their destinations via vanpool, carpool, or transit. Simply join or form a carpool, vanpool, bikepool, or even a walking pool using the Go831 RideAmigos app. Then on the day of your commute, meet the other members of your pool at a designated location of your choice and group-travel to work.
- **Bike and Smart Commute Month:** Every year Go831 highlights best practices in various forms of mobility via an awareness month and community challenge campaign. In May we focus on biking and in October we cover smart commute options and sometimes highlight one option in order to dive in-depth to the topic and encourage use/participation.

Additional strategies implemented through the Go831 program including providing on-going incentives, leading challenges, communications, and social networking opportunities to create norms around smart commuting.

5.6.2. State Highway Safety Programs

The Transportation Agency is involved in, or administers, several programs to enhance safe use of regional infrastructure and reduce travel delays associated with vehicle collisions on regional roadways.

SAFE Call Box Program

The Transportation Agency is the designated Service Authority for Freeways and Expressways (SAFE) for Monterey County. The SAFE is a countywide motorist aid program that is funded with a one dollar-per-vehicle annual registration surcharge assessed by the state's Department of Motor Vehicles to Monterey County residents. The program, cosponsored by the California Highway Patrol (CHP) and Caltrans, supports the installation and service of the emergency dispatch phones on the major roadways. The call boxes are designed to be used by motorists in emergency situations to summon assistance. Roadside call boxes can assist and expedite the clearing of accidents and other incidents that contribute to traffic congestion.

TAMC adopted the Monterey County Call Box Implementation Plan in February 1999. As of 2001, call box units had been installed along Route 101 between Salinas and San Luis Obispo County (at 2-mile increments) and Salinas and San Benito county lines (at 1-mile increments), along Route 156 (at 2-mile increments), along Route 1 between the Monterey Peninsula and the northern county line (at 2-mile increments), and along Route 68. Phase III of the call box program included the installation of eight call boxes along Highway 1 in the Big Sur area which was completed in 2007. The Agency, in coordination with Monterey County Public Works, the Fire Protection District and CalFire, selected twelve new call box locations along Jolon Road, Carmel Valley Road, and Arroyo Seco Road for installation. These locations included areas that have historically seen collisions and fires, and that have limited cell phone coverage and are far from residences or businesses.



The Monterey County call box system has been installed as fully accessible to the hearing impaired in accordance with the Americans with Disabilities Act (ADA) by being equipped with TTY technology. The system has also been upgraded to use digital technology.

In 2017, the Agency completed a multi-year usage analysis to determine if reducing the size of the call box system was warranted. The analysis showed a considerable decline in usage along routes 101, 156, 68, and 1 north of Carmel. The decline corresponds to an increase in cell phone reception along these routes, as well as the continued proliferation of cell phone ownership. Based on this analysis, a large majority, approximately 80%, of the call box system in Monterey County were considered for removal because of increased cell phone coverage and declining usage. Similar removal strategies are being considered or implemented by nearly all SAFE programs across California as increasing cell phone coverage is resulting in a statewide decline in call box use. Given these considerations, the Agency prepared a Call Box Modernization Plan

(recommendations for removals and upgrades). The Plan was approved by Caltrans and the California Highway Patrol in late 2020/early 2021. TAMC is in the process of implementing the plan.

Freeway Service Patrol



The Freeway Service Patrol was initiated by the Transportation Agency in 2000 with state funds to provide motorists with emergency roadside assistance from roaming tow truck services through a contractual arrangement with tow truck operators. At no cost to the driver, Freeway Service Patrol will assist drivers with a range of services including changing a flat tire, jump-starting a car, refilling a radiator, and providing a gallon of fuel.

If the vehicle cannot start, Freeway Service Patrol will tow the vehicle free of charge to the nearest CHP identified location. Since congestion often occurs as the result of stranded vehicles, the patrol qualifies as a Traffic Demand Management project for air quality evaluation purposes.

Monterey County's Freeway Service Patrol includes three beats: Beat 1 operates on US 101 from Gould Road South of Salinas to the San Benito County line, Beat 2 operates on State Route 1 from Rio Road in Carmel to Highway 156/183 in Castroville and Beat 3 operates on US 101 from Arroyo Seco Road near Soledad to Gould Road south of Salinas. Patrol services operate Monday through Friday, during the morning and evening commute periods. Freeway Service Patrol also operates during peak travel months and for holiday/special event weekends. This service could be expanded if additional needs are identified and the state approves additional funding.

5.6.3. Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) enables people and goods to move more safely and efficiently through a state-of-the-art, inter-modal transportation system utilizing advanced sensor, computer, and communication technologies and management strategies.

The Intelligent Transportation Society of America (ITS America) is an organization founded by a congressional mandate to coordinate the development and deployment of intelligent transportation systems in the United States. Their mission is to foster public/private partnerships to increase the safety and efficiency of surface transportation through the application of advanced technologies.

According to ITS America, intelligent transportation system technologies are currently used to:

- Collect and transmit information on traffic conditions and transit schedules for travelers before and during their trips. Alerted to hazards and delays, travelers can change their plans to minimize inconvenience and additional strain on the system.
- Decrease congestion by reducing the number of traffic incidents, clearing them more quickly when they occur, rerouting traffic flow around them, and automatically collecting tolls.
- Improve the productivity of commercial, transit, and public safety fleets by using automated tracking, dispatch and weigh-in-motion systems that speed vehicles through much of the red tape associated with interstate commerce.

- Assist drivers in reaching a desired destination with navigation systems enhanced with pathfinding, or route guidance.

Public agencies such as the Transportation Agency also stand to derive enormous benefits from the deployment of these technologies. For government agencies at all levels, the innovative application of advanced technologies means lower costs, enhanced services, and a healthier environment for the constituents these agencies serve. Intelligent transportation systems encompass all transportation modes, and this regional plan includes these systems within several areas of the action element including roadway, transit, and commercial vehicle projects.

Central Coast Strategic Deployment Plan

The Central Coast Intelligent Transportation Systems group, comprised of the Association of Monterey Bay Area Governments, Caltrans, and the transportation planning agencies of Monterey, San Benito, Santa Cruz, San Luis Obispo, and Santa Barbara Counties, authored the Central Coast Region ITS Strategic Deployment Plan in 2000. The Central Coast ITS Strategic Deployment Plan is a road map to implement an integrated system of technology-based transportation strategies. The plan is designed to meet current federal and state regulations and to include all the intelligent transportation system-related projects in the counties.

The key to making intelligent transportation systems work at the regional level is integration: agencies working together, sharing information, and coordinating activities. One of the main elements of the Central Coast ITS Strategic Plan is a centralized Transportation Management Center. A center located in San Luis Obispo that is jointly managed by Caltrans District 5 and California Highway Patrol staff has been operational since October 2001. It uses a computer-aided dispatching system to more efficiently manage California Highway Patrol and Caltrans vehicles/resources and serves as the central clearinghouse facility to manage incidents and/or special events, monitor freeway conditions using closed-circuit television, issue SigAlerts via e-mail, and post messages on changeable message signs.

Examples of Intelligent Transportation Systems currently in use or proposed for use in Monterey County include:

- Ramp meters to more effectively control the flow of traffic on major freeways;
- Dynamic speed and curve warning systems to alert motorists to unsafe driving or road conditions;
- Use of transit vehicle tracking systems to support transit operations;
- Advanced traffic signal control systems;
- Closed circuit television cameras on state routes to help monitor congestion and respond to incidents and blockages more quickly;
- Temporary changeable message signs on major roadways to advise motorists of local traffic conditions during special events; and,
- Emergency vehicle signal pre-emption.

The Central Coast ITS Strategic Plan lists several priorities for Monterey County. These are:

- Traveler information systems (changeable message signs, highway advisory radio) along US 101, SR 1, SR 68, and SR 156;

- Upgrades to traffic signal systems to improve signal coordination; and
- Safety applications on rural highways.

The Central Coast ITS Strategic Plan provides an architecture, or map, of the implementation strategy. Also, the Plan notes the steps that need to occur to implement the Plan. One of those steps is integrating intelligent transportation systems into mainstream transportation planning efforts, such as the Regional Transportation Plan. As such, intelligent transportation system projects have been included in the regional plan project list, and will be implemented either as separate safety projects, or as part of new capacity projects.

Intelligent Transportation Systems and Transit

As part of the deployment plan, Monterey-Salinas Transit has installed several intelligent transportation system projects.

- **Signal Priority:** In cooperation with the City of Monterey and with a grant from the Congestion Mitigation and Air Quality, MST and the City installed signal priority equipment on key commuter routes at selected intersections to speed bus and traffic flow in commute hours. This technology has been installed on the MST JAZZ Bus Rapid Transit Route and is expected to be installed as part of the SURF! Busway and Bus Rapid Transit project described in Chapter 4. MST hopes to further expand signal priority to the Cities of Salinas, Seaside, Marina, and selected state highway intersections.
- **Advance Communication System:** MST is installing the latest radio, dispatch, and vehicle locator systems. They are connected to Global Positioning Satellites (GPS) that allow for a wide variety of technological advances. These systems will assist to speed buses and transfer connections, aid in bus scheduling, and provide passenger counting and loading data—thus helping to reduce overcrowding. ITS will provide a higher level of customer service such as buses enunciators and real-time bus arrival times and system conditions.

5.7. Airports

Airports in Monterey County provide interregional connections to and from the County of Monterey. Airport projects from the adopted capital improvement programs are included in the plan’s project list. Publicly owned civil aviation airports are discussed below.

5.7.1. Regional Airport System Plan

Aviation forecasts for the Salinas Municipal Airport and the Mesa Del Rey (King City) airport are based on the Regional Airport System Plan prepared by AMBAG, most recently in 2006, which provides a basis for assisting airport sponsors and local communities with general aviation, commercial aviation, and military airports. Aviation forecasts for the Monterey Peninsula Regional Airport and Marina Airport are based on their recently completed Master Plans.

Table 5-1 below describes airport forecasts for Monterey County. The *Regional Airport System Plan* provides forecasts to the year 2025. The Marina Airport and Monterey Regional Airport have both completed more recent Master Plans, which forecast to different years, using a baseline year of 2013.

Table 5-1: Aviation Forecasts – Based Aircraft and General Aviation Operations

<i>Total Based Aircraft</i>	<i>2005</i>	<i>2013*</i>	<i>2020</i>	<i>2023*</i>	<i>2025</i>	<i>2033*</i>
<i>Marina Municipal</i>	-	50	-	60	-	70
<i>Salinas Municipal</i>	224	-	258	-	273	-
<i>Monterey Regional</i>	-	152	-	175	-	200
<i>Mesa Del Rey (King City)</i>	33	-	50	-	55	-
<i>Annual Aviation Operations</i>	2005	2010	2013*	2015	2023*	2033*
<i>Marina Municipal</i>	-	-	30,000	-	35,900	43,000
<i>Salinas Municipal</i>	78,400	94,170	-	101,010	-	-
<i>Monterey Regional</i>	-	-	53,827	-	64,600	80,600
<i>Mesa Del Rey (King City)</i>	13,860	24,000	-	27,000	-	-

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

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

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

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

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

Monterey County Airports

There are four publicly owned airports located in Monterey County:

- Monterey Regional Airport;
- Mesa Del Rey Airport in King City;
- Marina Municipal Airport; and
- Salinas Municipal Airport.

Passenger and general aviation air services are provided at Monterey Peninsula Airport. The airports at Salinas, King City (Mesa Del Rey), and Marina Municipal Airports are limited to general aviation. Public Airports in Monterey County are described in **Table 5-2** below.

Table 5-2: Description of Public Airports in Monterey County

<i>Data</i>	<i>Monterey Regional Airport</i>	<i>Salinas Airport</i>	<i>Marina Airport</i>	<i>King City Airport</i>
<i>Number of Runways</i>	2	2	1	1
<i>Longest Runway (in feet)</i>	7,598	6,004	3,483	4,485
<i>Instrument Landing</i>	Yes	Yes	No	No
<i>Control Tower</i>	Yes	Yes	No	No
<i>Scheduled Passenger Service</i>	Yes	No	No	No
<i>Regional Airport Surveillance Radar</i>	No	No	Yes	No
<i>Owner / Operator</i>	Airport District	City	City	City
<i>Functional Classification</i>	Primary Commercial Service Non-Hub Regional/Business/Corporate	Regional-General Aviation Business/Corporate	Community-General Aviation	Community-General Aviation

Monterey Regional Airport

The Monterey Regional Airport is located in the central coastal area of Monterey County, three miles east of Monterey. The airport is owned and operated by the Monterey Peninsula Airport District, and is the only airport served by certified air carriers in Monterey County. The California Aviation System Plan classifies the Monterey Peninsula Airport as a primary commercial service

airport of regional significance. The airport operates 24 hours a day daily and has its own independently elected board of directors.

Facilities and Services

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

Ground Access Network

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

Ground Access Improvement Program

The *2022 Monterey County Regional Transportation Plan* supports development of the Monterey Regional Airport by expanding regional access. Strategies for enhancing ground access to this airport as part of the Ground Access Improvement Program include implementation of projects on the regional ground access network, with a focus on State Route 68 between Salinas and Monterey, as well as development of transit service providing airport connections and continual evaluation of transit routes serving the airport. Specific regional projects to be implemented as part of the Ground Access Improvement Program include the following:

- Scenic Route 68 Improvement Project;
- US 101 South of Salinas Improvement Project;
- Marina-Salinas Corridor Widening; and
- Marina-Salinas Multimodal Corridor.

Planning Activities

The Monterey County Airport Land Use Commission adopted a comprehensive land use plan for the Monterey Peninsula Airport influence area in 1987. The Plan serves to alert land use agencies to potential future incompatible land uses in the areas adjacent to the airport. The most recent master plan for the Monterey Regional Airport was updated in 2018. The Master Plan and Airport Layout Plan were initiated in 2014 and completed in 2016. The environmental review process was completed for the Airport Master Plan in November 2018.

Noise Mitigation

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

Salinas Municipal Airport

Facilities and Services

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

Planning Activities

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

Mesa Del Rey (King City) Airport

Facilities and Services

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

Planning Activities

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

Marina Municipal Airport

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

Facilities and Services

Marina Municipal Airport occupies 845.5 acres of the former Fritzsche Army Airfield within the City limits of Marina. The facility includes approximately 100,000 square feet of hangar space, 70,000 square feet of hangar-related office/shop space, 50,000 square feet of other shop/office and storage area, and other flight-related facilities. The regional Airport Surveillance Radar, which services the major airports in the Monterey Bay region, is located at the airport. Since the

departure of the military, private uses such as training, light industrial, and recreational activities take place at the airport.

Planning Activities

The City of Marina initiated an update to the Airport Master Plan in 2014. The Airport Master Plan provides guidance for airport development and operations and completed its update in June 2018.

5.8. Maritime Transportation

City of Monterey Harbor and Moss Landing Harbor are the two coastal harbors in Monterey County. The harbors' primary function is to support activities related to commercial fishing and pleasure vessels. Shipping occurs mainly from seaports in San Francisco and Oakland. Combined, the harbors have 1,145 slips. Each slip may be used by one or more boats, and slips are filled to capacity a majority of the time. Access to both harbors is provided by State Route 1.

In addition to these harbors, the Moss Landing Energy Plan maintains an offshore mooring facility for oil tankers located $\frac{3}{4}$ mile offshore. The tankers transport the fuel required to serve the electrical generating plant at Moss Landing. Highway access to the harbors is provided by State Route 1.

Currently, the Monterey Bay does not have maritime passenger transportation services and there are no plans in place to study the feasibility of implementing passenger services. The long-term feasibility of ferry service between Santa Cruz, the Monterey Peninsula, and points between would be limited by sea conditions and a current lack of competitiveness with auto travel times (about 45 to 60 minutes).

5.9. Future Transportation Technologies

Transportation technology is ever evolving, and the 2022 Plan recognizes that existing modes of transportation may grow into more efficient modes and new transportation modes may emerge through technology. Technological innovations have the potential to make existing transportation choices more widely available and easier to use throughout the region. Staff at the Association of Monterey Bay Area Governments has been closely monitoring emerging technologies as they come online in the United States. Examples of emerging technologies include Smart Cities Digital Infrastructure and Intelligent Transportation Systems, Mobility as a Service (MaaS), Flexible Fleets and Autonomous Vehicles. Each of these technologies are discussed thoroughly in Chapter 2 of *AMBAG's 2045 Metropolitan Transportation Plan and Sustainable Communities Strategy*.

6. Measuring System Performance

Investments identified in the *2022 Regional Transportation Plan* are expected to result in significant benefits to the region with respect to accessibility and mobility, safety and health, environmental stewardship, equity, and economic vitality. This chapter details the benefits and outcomes projected to result from implementation of the 2022 Plan with respect to the adopted performance metrics.

As the *2022 Regional Transportation Plan* is folded into a performance analysis led by the Association of Monterey Bay Area Governments (AMBAG), not all performance metrics are available at the Monterey County scale. In those cases, performance outcomes will reflect the tri-county region served by the AMBAG, including Santa Cruz County and San Benito County.

6.1. Performance Outcomes

This section summarizes how well the *2022 Regional Transportation Plan* performs. The tables below list the outcomes of performance measures forecasted using the AMBAG Regional Travel Demand Model and Geographic Information Systems. While this chapter includes summaries of the performance improvements expected from implementation of the 2022 Plan, readers are referred to Appendix G of the 2045 Metropolitan Transportation Plan and Sustainable Communities Strategy for further details.

In the discussion on performance and outcomes, three scenarios are referenced: Existing conditions (Year 2020), No Build conditions (Year 2045), and the Plan (Year 2045). Additionally, there are two performance metrics that intend to monitor performance of Agency programs, focused on the historic impact over time.

Goal #1: Access and Mobility

The Plan aims to deliver a reliable and efficient transportation system for all users under the goal of Access and Mobility. The objectives driving this goal include increasing the affordability, accessibility and safety between origins and destinations in Monterey County, delivering projects that improve travel time for all modes, reducing gaps in the region's active transportation infrastructure and reducing traffic congestion by increasing access to alternative modes of travel.

This goal also includes a performance monitoring metric, measuring annual participation and impact of the Go831 Smart Commute Program.

	<i>Existing Conditions</i>	<i>No Build Conditions</i>	<i>Plan Conditions</i>
<i>Population within 30-minutes of parks (%)</i>			
- <i>Drive Alone / Transit</i>	98.4%	98.5%	98.5%
- <i>Bike</i>	97.3%	97.5%	97.5%
- <i>Walk</i>	88.5%	88.9%	88.9%
<i>Population within 30-minutes of healthcare</i>			
- <i>Drive Alone / Transit</i>	97.8%	98.0%	98.0%
- <i>Bike</i>	91.9%	91.3%	91.3%
- <i>Walk</i>	70.8%	69.4%	69.4%
<i>Commute Travel Time (minutes)</i>	15.4	15.5	15.6
<i>Work Trips within 30-minutes</i>			
- <i>Drive Alone</i>	85.1%	84.8%	84.3%
- <i>Shared Ride</i>	85.1%	84.4%	84.3%
- <i>Transit</i>	57.6%	59.5%	60.8%
<i>Annual participation in Go831 Program</i>			
- <i>Number of Alternative Commutes</i>	28,000	N/A	N/A
- <i>Carbon Dioxide Emissions Saved (Tons)</i>	101	N/A	N/A
- <i>Money Saved Through Go831</i>	\$139,390	N/A	N/A
- <i>Calories Burned Through Go831 (1,000s)</i>	2,300	N/A	N/A

Goal #2: Safety and Health

This Plan aims to create a safe transportation system that fosters countywide health and well-being by promoting active lifestyles, enhancing public safety, and reducing air pollutants. The performance metric on fatalities and injuries evaluates the safety of the transportation system using data on injuries and fatalities to calculate a per capita rate of injury or fatality for the three evaluated scenarios.

	<i>Existing Conditions</i>	<i>No Build Conditions</i>	<i>Plan Conditions</i>
<i>Injuries and fatalities per 1,000 vehicle miles traveled (H)</i>	0.03	0.06	0.06
<i>Annual projected bicycle and pedestrian fatalities per 1,000 vehicle miles traveled</i>	0.006	0.004	0.004
<i>Population within ¼ mile of bike lanes or paths</i>	N/A	N/A	86.9%
<i>Jobs within ¼ mile of bike lanes or paths</i>	N/A	N/A	90.5%
<i>Share of active transportation trips (%)</i>			
- Walk	11.4%	11.2%	11.3%
- Bike	2.2%	2.1%	2.2%
<i>Peak period congested vehicle miles traveled</i>	707,987	875,310	797,962

Goal #3: Environmental Stewardship

This Plan aims to protect and enhance the County’s natural environment and promote resiliency of the built environment through reducing greenhouse gas emissions, avoiding, minimizing, or mitigating impacts to sensitive habitat and sensitive species and conserving farmland resources.

	<i>Existing Conditions</i>	<i>No Build Conditions</i>	<i>Plan Conditions</i>
<i>Regional greenhouse gas reductions (% reduction from 2005 baseline)</i>	3.0%	N/A	6.6%
<i>Transportation impacts to open space (acres +/-)</i>	N/A	N/A	293
<i>Transportation impacts to farmland (acres +/-)</i>	N/A	N/A	2,635

Goal #4: Equity

This Plan aims to promote social and geographic equity through transportation planning, engineering, and design. Specific objectives include reducing the risk of disproportionate impacts from transportation construction or operations on low-income communities, while proactively engaging low-income, minority and low-mobility groups throughout the county during the transportation planning process through effective public engagement strategies.

	<i>Existing Conditions</i>	<i>No Build Conditions</i>	<i>Plan Conditions</i>
<i>Distribution of transportation investments in:</i>			
- <i>Low-Income</i>	N/A	N/A	81.66%
- <i>Non-Low Income</i>	N/A	N/A	83.57%
- <i>Minority</i>	N/A	N/A	89.62%
- <i>Non-Minority</i>	N/A	N/A	87.21%
- <i>Low Mobility</i>	N/A	N/A	71.49%
- <i>Low-Community Engagement</i>	N/A	N/A	67.87%
<i>Access to transit within ½ mile by percentage in:</i>			
- <i>Low-Income</i>	17.49%	17.49%	22.12%
- <i>Non-Low Income</i>	4.16%	4.16%	8.35%
- <i>Minority</i>	29.65%	29.65%	35.26%
- <i>Non-Minority</i>	1.19%	1.19%	5.25%
- <i>Low Mobility</i>	1.00%	1.02%	2.34%
- <i>Low-Community Engagement</i>	2.13%	2.25%	2.54%

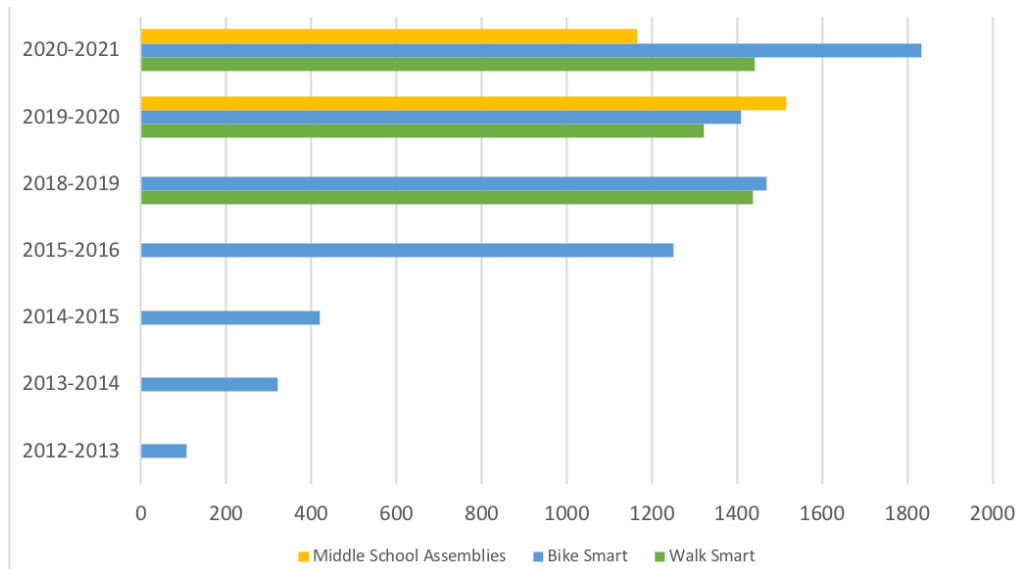
The Plan also integrates a performance monitoring metric aimed at tracking the estimated number of youth, seniors, and persons with disabilities reached through the Transportation Agency’s Safe Routes to Schools and Senior and Disabled Transportation programs. This metric will be used to monitor the impact of these programs, both funded through Measure X.

Measure X – Safe Routes to Schools Performance: This discussion includes performance monitoring metrics to track the number of youth reached through regional Safe Routes to School planning and programming efforts. Educational programming referenced includes Walk Smart, Bike Smart and School Assemblies. Details on the Safe Routes to Schools program can be found in [Chapter 4](#).

Number of Youth Reached Through Safe Routes to Schools Planning

	<i>Year</i>	<i>Number of Schools Served Per Plan</i>	<i>Number of Students Served</i>
Adopted Plans			
Seaside & Marina	2019, Adopted	15	7,506
Monterey	2017, Adopted	5	3,082
Plans In Progress			
Salinas	2019-2022	45	37,015
Upcoming Plans (funding secured)			
Salinas Valley (Gonzales, King City, Soledad, Greenfield)	2021-2024	22	15,927

Number of Youth Served through Educational Programming



Measure X – Senior & Disabled Transportation Program: This discussion details the number of seniors served through the Measure X funded Senior & Disabled Transportation grant program per grant cycle. Impacts of the first grant cycle are based on final reporting from Cycle 1 recipients and impacts from Cycle 2 are based on quarterly reports from current grant recipients. Cycle 2 is active through fiscal year 2023.

Number of Seniors and Persons with Disabilities Served

	<i>Cycle 1</i>	<i>Cycle 2*</i>
<i>Number of Seniors & Disabled Residents Served</i>	16,440	1,906
<i>Free Transit Passes Distributed</i>	1,168	467
<i>Number of Rides Given to Seniors and Persons with Disabilities</i>	9,391	6,211

**Cycle 2 grant activities are active through FY 2022-23. Reflected Cycle 2 data is from the first of the three-year grant cycle and includes activities occurring the COVID-19 pandemic.*

Goal #5: Economic Vitality

The Plan aims to foster an economically viable, sustainable transportation system that supports the regional economy through investments in transportation solutions. Objectives include reducing freight and trucking hours of delay, prioritizing enhancement and maintenance of the existing system, and supporting transportation solutions that enhance economic activity such as travel and tourism.

	<i>Existing Conditions</i>	<i>No Build Conditions</i>	<i>Plan Conditions</i>
<i>Truck Delay (hours)</i>	6,404	9,611	8,218
<i>Maintenance of the existing transportation system (%)</i>	N/A	N/A	59.7%

7. Environmental Documentation

This chapter presents an overview of the environmental review process conducted to determine the probable environmental impacts associated with adoption of the 2022 Monterey County Regional Transportation Plan, including projected greenhouse gas emissions associated with implementation of the plan.

7.1. Coordinated Environmental Review

As described elsewhere in the document, the *2045 Moving Forward Monterey Bay Plan* prepared by AMBAG and the *2022 Regional Transportation Plan* are coordinated documents. The Regional Transportation Plan is used by AMBAG to prepare a combined plan and Sustainable Communities Strategy for the Monterey Bay Area. These plans can be classified as a project under the California Environmental Quality Act requiring environmental review appropriate to the scope and nature of the document.

Recognizing an opportunity to achieve cost savings and streamline the environmental review process, AMBAG, the Santa Cruz Regional Transportation Commission, the San Benito Council of Governments, and the Transportation Agency for Monterey County elected to merge the environmental process for each of their respective long-range transportation plans into one analysis. A single Draft Environmental Impact Report (EIR) has therefore been prepared by AMBAG for the *2045 Moving Forward Monterey Bay Plan* (the Metropolitan Transportation Plan and Sustainable Communities Strategy) that includes the Regional Transportation Plans prepared in each county.

Notice of Preparation

AMBAG prepared and released a Notice of Preparation for the EIR on January 15, 2020. AMBAG held three scoping meetings on the EIR in January 2020, including one in Monterey County, San Benito County, and Santa Cruz County, which served as public workshops for the Regional Transportation Plans and Sustainable Communities Strategy. The purpose of the scoping meetings for the EIR was to collect public input on issues that the EIR should analyze. Input received at the scoping meetings and responses to the Notice of Preparation was incorporated into development of the environmental document.

Program Environmental Impact Report

The EIR has been prepared as a Program EIR (rather than a "project" EIR). Adoption of the Regional Transportation Plan represents a first step in qualifying projects identified in the document for state and federal funding. The plan does not provide project designs nor details relating to the site-specific alignment, location, and scheduling of the transportation projects. Adoption of this comprehensive planning document does not represent an approval action for any of the individual transportation programs and projects listed in the plan. Additional actions on the part of the agencies and jurisdictions responsible for implementation of individual programs and projects are necessary for projects to proceed.

The program EIR is, therefore, intended to focus on those probable regional environmental effects associated with the implementation of the Regional Transportation Plan that can be

identified now, while deferring analysis of site-specific impacts. Further project-specific environmental review is necessary as projects are developed and proposed for funding. Project specific review will be tiered-off of the program-level analysis prepared for the long-range plan.

More Information

The EIR is incorporated into the *2022 Regional Transportation Plan* by reference. The reader is referred to the EIR for more information on potential regional, system-wide environmental effects associated with implementation of the plan. The report provides an evaluation of alternatives, identifies an environmentally superior alternative, and identifies potential impacts that could be significant and unavoidable. The Draft EIR is available for review on the AMBAG and the Transportation Agency websites and copies can be obtained by contacting either AMBAG or the Transportation Agency.

7.2. Air Quality Conformity

AMBAG is responsible for determining that the combined transportation plan for the tri-county Monterey Bay Area conforms with the federally-mandated Air Quality Management Plan prepared by the Monterey Bay Unified Air Pollution Control District (Air District). Air quality planning and regional planning through growth projections are interdependent processes. AMBAG provides regional growth data to the Air District. The Air District regularly updates the Air Quality Management Plan based in part upon those regional projections. The Monterey Bay Area is classified as an attainment area for ozone precursors based on federal ozone standards. The region is in conformity with the State Implementation Plan for air quality and therefore AMBAG is exempt from preparing a conformity analysis.

Appendix A – Public Outreach

APPENDIX A

Public Outreach

2022 Monterey County Regional Transportation Plan

Public Outreach

Chapter 1 of the 2022 Monterey County Regional Transportation Plan describes the regional transportation planning process through which public outreach is sought on an ongoing basis to develop plans, programs and inform decision-making for transportation. The *Monterey Bay Area Public Participation Plan* adopted by AMBAG in 2019 serves as a guide for structuring public outreach into the long-range planning process and identifies a menu of strategies to be employed to solicit public feedback.

Public outreach efforts undertaken to develop the Regional Transportation Plan are summarized below.

2022 Regional Transportation Plan Development

Public participation in the planning process for the 2022 Regional Transportation Plan was initiated through a public-facing survey to define regional transportation planning goals and priorities and continued throughout plan development with various stakeholder meetings and public workshops.

Regional Transportation Planning Priorities Survey

The Transportation Agency released a survey for public participation in defining regional transportation goals and policies in Fall 2019. The public survey was released in Spanish and English, available for public participation over the course of one month. The survey received a total of 242 responses from the public.

Survey questions were presented to the Transportation Agency's Board of Directors during the October 23, 2019 meeting through a live, interactive presentation. Board members expressed a variety of input regarding their priority in goals for the 2022 Plan and their perspective on what equity in Monterey County looks like.

Responses from Board members and general public are summarized in the below documents and included in Appendix E: Regional Transportation Priorities Survey results.

[Board Member Responses](#)

[Summary of public responses](#)

Public Meetings

Outreach to stakeholders, the public and member jurisdictions was undertaken through noticed public meetings of AMBAG and the Transportation Agency for Monterey County. Public presentations about preparation of the 2021 Regional Transportation Plan were initiated in 2019 and meetings were scheduled to provide information and request actions at key milestone points during development of the plan.

Due to the COVID-19 pandemic, many of the public meetings regarding development of the 2022 Regional Transportation Plan took place through web-conferencing platforms including Zoom and GoToMeeting. The virtual outreach platform broadened the reach and increased public participation, including with members of underserved communities, in meetings that alternatively would have occurred primarily through in-person public meeting environments.

Presentations and discussion about the plan were held with the following bodies:

Transportation Agency for Monterey County Board of Directors

October 2019:	Public participation survey to define regional transportation goals and policies
February 2020:	Adoption of goals, policy objectives and performance measures
January 2021:	Approval of project list for inclusion and analysis in the Regional Transportation Plan / Sustainable Communities Strategy
December 2021:	Authorization to release Draft Regional Transportation Plan
January 2022:	Noticed Public Hearing on the Draft 2022 Regional Transportation Plan
June 2022:	Adoption of 2022 Monterey County Regional Transportation Plan and EIR

Technical Advisory Committee

October 2019:	Discussion/feedback on planning process, timeline and goal development
March 2020:	Plan development update and call for projects
October 2020:	Plan development update and discussion on project lists and financial element
January 2021:	Review of draft project list and recommendation for Board approval
January 2022:	Review of Draft Regional Transportation Plan and MTP/SCS
June 2022:	Review of Final Regional Transportation Plan

Bicycle & Pedestrian Facilities Advisory Committee

November 2019:	Discussion/feedback on planning process, timeline and goal development
January 2021:	Review of draft project list and recommendation for Board approval
June 2022:	Review of Final Regional Transportation Plan

Public Workshops

The following public workshops were held in Monterey County to solicit public input on the Sustainable Communities Strategy, Metropolitan Transportation Plan and transportation investments included in the Monterey County Regional Transportation Plan. These workshops also served as public scoping meetings for the coordinated Draft Environmental Impact Report prepared for these documents:

January 2020: Public Workshop for the Notice of Preparation for the Environmental Impact Report for all documents

- **Marina**

May 2021: Due to the COVID-19 pandemic, virtual public workshops were held on initial scenarios, land use and transportation investments for the Sustainable Communities Strategy. Virtual workshops each had a unique focus area, but were open to residents across the Monterey Bay Area (including Santa Cruz & San Benito Counties). Virtual workshops provided an opportunity for attendees to provide input via polling questions on a variety of potential strategies. Materials were provided in both English and Spanish and translation services were available at most of the workshops. Participants were asked a series of questions regarding their support for various environmental, housing, transportation and economic development strategies that could be included in the Plan. A short online survey to gather feedback on potential new strategies was also available online for those who were unable to attend a workshop.

- **May 10 – Monterey County focus**
- **May 18 – Santa Cruz County focus**
- **May 19 – San Benito County focus**

January 2021: Public hearings on the final Metropolitan Transportation Plan, Sustainable Communities Strategy and Regional Transportation Plan

- **To be determined**

A wide range of groups were invited to, and participated in these workshops, including members of the general public, and representatives of disadvantaged communities and environmental interests.

Regional Transportation Plan Distribution

Notices or copies of the Regional Transportation Plan were distributed to the following jurisdictions, agencies and groups:

- Transportation Agency member jurisdictions

- Bicycle and Pedestrian Facilities Advisory Committee
- MST Mobility Advisory Committee
- San Benito Council of Governments
- Santa Cruz County Regional Transportation Commission
- State and Federal Resource Agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation
- California Rural Legal Assistance Foundation
- Highway 68 Coalition

The Draft Environmental Impact Report was also circulated to these contacts for review.

Online and Media Outreach

Materials and announcements related to public workshops, the Sustainable Communities Strategy and the Draft 2021 Monterey County Regional Transportation Plan were made available through posting to the Transportation Agency website (www.tamcmonterey.org). Information about public workshops was also distributed through social media pages maintained by the Agency.

Supporting Public Outreach

2016 Measure X: Education and Outreach Activities

Passed in November 2016 with the support of over two-thirds of Monterey County voters, Measure X is Monterey County's 3/8th of a cent sales tax to support transportation in Monterey County. As part of the public education and outreach leading up to Measure X, the Board approved the hiring of a transportation sales tax measure outreach plan consultant to develop and implement a strategic outreach plan to increase public awareness and understanding of transportation needs and funding challenges. The plan's focus was to identify our needs, explain those needs and the funding crisis and shortfalls in state & federal funding; which presents challenges in our efforts to maintain local roads, make safety improvements and ensure that we have a local transportation network that moves people, goods and enhances the quality of our life.

The outreach plan over the nearly two-year period included the following outreach efforts:

- 80-100 presentations to a broad range of community groups, business organizations, chambers of commerce's, city councils, school superintendents, service clubs, trade & professional organizations, educational & medical institutions, taxpayer associations, LULAC, Agricultural Industry, Hospitality Industry and the Board of Supervisors.
- Print & broadcast interviews with local newspaper, radio and television media outlets.
- Commentaries and op-ed pieces to the local newspapers.

- Interviews with Editorial Boards of the Monterey County Weekly and Monterey Herald.
- Organized a community leaders Keep Monterey County Moving committee composed of 40 members from throughout the county, representing diverse economic and social interests. This Committee actively participated in the development of the Transportation Safety & Investment Plan.
- Sought public input via surveys, comments, focus groups, stakeholders' interviews, TAMC website.
- Provided information and sought input on our website, Facebook and Twitter pages.
- Developed informational fact sheets, targeted special interest fact sheets and individualized city/county fact sheets, a Transportation Safety & Investment Plan document, a Policies & Project Descriptions document for the Transportation Safety & Investment Plan.

The projects identified through the development of the Measure X Transportation Safety and Investment Plan continues to drive the regional investment priorities for Monterey County. As Measure X Regional Projects journey towards implementation, each project presents its own unique public outreach and engagement strategy to continue the public's involvement.

SR 218 Corridor Plan

The goal of the Canyon Del Rey Boulevard (SR 218) Corridor Study is a preliminary planning study to improve safety, mobility, and access for all modes, particularly pedestrians and cyclists. To achieve this goal, several roadway improvements are recommended along the corridor. The public outreach process included a walking corridor survey, a community meeting, online survey, city council presentations, and a presentation to the TAMC Bike and Pedestrian Committee. The feedback received expressed concern regarding traffic congestion and safety, balancing the need for safer pedestrian and bicycle access, vehicle operations, and suggested modifications to proposed improvement concepts. Input from the early phases was considered as concepts were developed and comments on the initial concepts were used to update the analysis alternatives.

SR 68 Scenic Highway Plan

The SR 68 Scenic Highway Plan provides a conceptual plan for delivering operational and safety improvements to the SR 68 Corridor between Blanco Road in Salinas and SR 1 in Monterey. Work on the plan took place between December 2015 and August 2017. An extensive public outreach effort was performed throughout the course of SR 68 Scenic Highway Plan development process. The outreach effort included traditional public workshops, community/stakeholder meetings, online engagement, and media. The input received through these various channels helped inform the study and ultimately the study recommendations.

SR 68 Pacific Grove Corridor Study

Between September 2014 and October 2016, the Transportation Agency in partnership with the City of Pacific Grove and Caltrans conducted a study of the State Route 68 Corridor in Pacific Grove to identify improvements that will provide safer access for all modes of travel. The outreach effort included traditional public workshops, community/stakeholder meetings, on-line engagement, and media. The input received through these various channels helped inform the study and ultimately the study recommendations.

Monterey County Active Transportation Plan

The 2018 Transportation Agency for Monterey County Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan, which identified all existing and proposed bicycle and pedestrian facilities in Monterey County and the communities therein.

To develop the Active Transportation Plan, Agency staff consulted with TAMC's Bicycle and Pedestrian Facilities Advisory Committee, which is composed of volunteer representatives from each supervisorial district and city in Monterey County as well as representatives from public agencies and a bicycle/pedestrian interest group, as appointed by the TAMC Board of Directors, and TAMC's Technical Advisory Committee, composed of public works representatives from each of the twelve cities in Monterey County, Monterey County Public Works, Caltrans, Monterey-Salinas Transit, the Fort Ord Reuse Authority, the Monterey Bay Unified Air Pollution Control District, and the Association of Monterey Bay Area Governments.

TAMC staff developed a project specific Active Transportation Plan page on the TAMC website. Draft documents were posted on this site. Approximately 447 people submitted comments via the public participation Wiki-mapping tool. Staff collaborated with the Monterey County Health Department to gather input from disadvantaged communities, via their Greenfield Leadership and Civic Engagement group. Staff also collaborated with the City of Gonzales to host a South County public workshop for the Plan.

Wayfinding Plan

The Regional Bicycle and Pedestrian Wayfinding Plan for Monterey County provides standard guidelines for bicycle and pedestrian wayfinding signage throughout Monterey County. The goal of the Wayfinding Plan is to promote bicycling and walking as viable transportation alternatives for Monterey County residents and visitors. The plan was crafted with input from the Wayfinding Plan Advisory Committee, an ad-hoc committee of the Transportation Agency for Monterey County. It is comprised of project stakeholders, including representatives from TAMC's Bicycle and Pedestrian Facilities Advisory Committee, County of Monterey, local cities, the Monterey County Health Department, Building Healthy Communities, Fort Ord Reuse

Authority, the Velo Club, Green Pedal Couriers, Fort Ord Recreation Trails Friends, Pebble Beach, and Monterey Salinas-Transit. Members of the public may also participate.

Appendix B – Fund Estimate

2022 Regional Transportation Plan
25-Year Financial Assumptions



Fund Source	25-Year Totals, Not Escalated (\$1,000's)	Comments
City Sales Taxes Used on Transportation	\$56,000	Includes the extension to the City of Monterey's Measure P.
City/County General Funds for Transportation Projects	\$380,642	Updated with the latest Maintenance of Effort amounts for Senate Bill 1 Road Maintenance and Rehab Account funds.
Fort Ord Reuse Authority Community Facilities District (CFD) Fees	\$0	Removed with the sunset of the Fort Ord Reuse Authority.
Gas Tax (HUTA) and Gas Tax Replacement	\$817,831	Assumes a consistent level of funding from the gas tax or replacement, such as a Vehicle Miles Travelled fee.
Regional Developer Fees	\$143,846	Assumes full funding of the regional fee program over the horizon of the Regional Transportation Plan.
Transportation Sales Tax 2016 (Measure X)	\$500,000	Maintains Measure X revenues at \$20 million per year, rather than actuals, which have been slightly higher.
Highway 156 Toll Revenues (starts in 2030)	\$146,280	Assumes new toll funding for the State Route 156 project, not starting until 2030.
State Highway Operations and Protection Program (SHOPP)	\$1,837,000	Estimate used the FY 2018/19 fund amount and escalated by 1.75% for two years to FY 2020/21 for a new baseline.
Senate Bill 1 Competitive Programs (TCEP, SCCP, LPP Competitive)	\$150,000	Assumes the Agency will be successful in receiving grant funds for the SR 68, SR 156, and US 101 projects.
State Transportation Improvement Program - Regional Share	\$125,000	Increased to \$5 million per year based on recent fund estimates from the California Transportation Commission.
Active Transportation Program (ATP)	\$136,888	Assumes the Agency and jurisdictions will be successful in receiving grant funds consistent with prior cycles.
Senate Bill 1 Local Partnership Program (LPP) Formula	\$21,675	Maintains a consistent level of formula funds at \$639k / year for TAMC and \$228k / year for Monterey-Salinas Transit.
Transit and Intercity Rail Capital Program (TIRCP)	\$118,250	Assumes success in receiving grant funds for the SURF! Busway and Monterey County Rail Extension projects.
Highway Bridge Program (HBP)	\$89,450	Estimate based on programmed funds in the Metropolitan Transportation Improvement Program for FY 2020/21.
Highway Safety Improvement Program (HSIP)	\$51,487	Maintained consistent funding from the prior Regional Transportation Plan.
Surface Transportation Block Grant Program (formerly RSTP)	\$147,361	Updated per new four-year fund estimate for FFY 2021/22 - 2023/24 from Caltrans Transportation Programming.
Subtotal:	\$4,721,710	
Other State, federal, transit, and airport funds	\$1,993,109	
Total over 25 Years:	\$6,714,819	

Monterey County Regional Transportation Plan Fund Estimate			BASE YEAR														
REVENUE SOURCES (all figures in 1000's)	25 Year Not Escalated	25 Year Escalated	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
City Sales Taxes Used on Transportation	\$56,000	\$60,060	\$8,140	\$8,282	\$8,427	\$8,575	\$8,725	\$8,878	\$9,033	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City/County Developer Fees	\$85,250	\$107,655	\$3,470	\$3,530	\$3,592	\$3,655	\$3,719	\$3,784	\$3,850	\$3,918	\$3,986	\$4,056	\$4,127	\$4,199	\$4,273	\$4,347	\$4,424
City/County General Funds for Transportation Projects	\$380,642	\$480,681	\$15,492	\$15,763	\$16,039	\$16,320	\$16,605	\$16,896	\$17,192	\$17,492	\$17,799	\$18,110	\$18,427	\$18,749	\$19,078	\$19,411	\$19,751
Was FORA revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Gas Tax (HUTA) or Gas Tax Replacement	\$460,325	\$581,307	\$18,735	\$19,063	\$19,397	\$19,736	\$20,082	\$20,433	\$20,791	\$21,154	\$21,525	\$21,901	\$22,285	\$22,674	\$23,071	\$23,475	\$23,886
RMRA Local Gas Tax	\$357,506	\$357,506	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300
Airport Revenues	\$27,772	\$35,071	\$1,130	\$1,150	\$1,170	\$1,191	\$1,212	\$1,233	\$1,254	\$1,276	\$1,299	\$1,321	\$1,344	\$1,368	\$1,392	\$1,416	\$1,441
Rail Line Lease Revenue	\$6,400	\$8,082	\$260	\$265	\$270	\$274	\$279	\$284	\$289	\$294	\$299	\$304	\$310	\$315	\$321	\$326	\$332
Regional Developer Fees	\$143,846	\$181,651	\$5,855	\$5,957	\$6,061	\$6,167	\$6,275	\$6,385	\$6,497	\$6,610	\$6,726	\$6,844	\$6,964	\$7,086	\$7,209	\$7,336	\$7,464
Transit Fares	\$218,143	\$275,475	\$8,878	\$9,034	\$9,192	\$9,353	\$9,516	\$9,683	\$9,852	\$10,025	\$10,200	\$10,379	\$10,560	\$10,745	\$10,933	\$11,125	\$11,319
Transit non-fare revenue	\$218,143	\$275,475	\$8,878	\$9,034	\$9,192	\$9,353	\$9,516	\$9,683	\$9,852	\$10,025	\$10,200	\$10,379	\$10,560	\$10,745	\$10,933	\$11,125	\$11,319
Transit Sales Tax: Measure Q	\$210,093	\$265,309	\$8,551	\$8,700	\$8,853	\$9,008	\$9,165	\$9,326	\$9,489	\$9,655	\$9,824	\$9,996	\$10,171	\$10,349	\$10,530	\$10,714	\$10,902
Local Transportation Fund (LTF)/Transportation Devt Act (TDA)	\$361,250	\$456,193	\$14,703	\$14,960	\$15,222	\$15,488	\$15,759	\$16,035	\$16,316	\$16,601	\$16,892	\$17,187	\$17,488	\$17,794	\$18,106	\$18,423	\$18,745
Vanpool Lease	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Sales Tax 2016	\$500,000	\$631,409	\$20,350	\$20,706	\$21,068	\$21,437	\$21,812	\$22,194	\$22,582	\$22,978	\$23,380	\$23,789	\$24,205	\$24,629	\$25,060	\$25,498	\$25,945
Highway 156 Toll Revenues	\$146,280	\$165,632	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,752	\$9,923	\$10,096	\$10,273	\$10,453
AB2766	\$17,125	\$21,626	\$697	\$709	\$722	\$734	\$747	\$760	\$773	\$787	\$801	\$815	\$829	\$844	\$858	\$873	\$889
Airport Improvement Program match	\$1,125	\$1,421	\$46	\$47	\$47	\$48	\$49	\$50	\$51	\$52	\$53	\$54	\$54	\$55	\$56	\$57	\$58
California Aid to Airports Program	\$750	\$947	\$31	\$31	\$32	\$32	\$33	\$33	\$34	\$34	\$35	\$36	\$36	\$37	\$38	\$38	\$39
Freeway Service Patrol	\$5,750	\$7,261	\$234	\$238	\$242	\$247	\$251	\$255	\$260	\$264	\$269	\$274	\$278	\$283	\$288	\$293	\$298
Service Authority for Freeways and Expressways (SAFE)	\$9,450	\$11,934	\$385	\$391	\$398	\$405	\$412	\$419	\$427	\$434	\$442	\$450	\$457	\$465	\$474	\$482	\$490
SHOPP	\$1,375,000	\$1,736,374	\$55,963	\$56,942	\$57,938	\$58,952	\$59,984	\$61,034	\$62,102	\$63,188	\$64,294	\$65,419	\$66,564	\$67,729	\$68,914	\$70,120	\$71,348
RMRA SHOPP	\$462,000	\$583,422	\$18,803	\$19,132	\$19,467	\$19,808	\$20,155	\$20,507	\$20,866	\$21,231	\$21,603	\$21,981	\$22,366	\$22,757	\$23,155	\$23,560	\$23,973
State Transit Assistance (STA)	\$107,136	\$135,293	\$4,360	\$4,437	\$4,514	\$4,593	\$4,674	\$4,756	\$4,839	\$4,923	\$5,010	\$5,097	\$5,186	\$5,277	\$5,370	\$5,464	\$5,559
SB1 Competitive Programs (TCEP, SCCP, SB1 LPP Competitive)	\$150,000	\$189,423	\$6,105	\$6,212	\$6,321	\$6,431	\$6,544	\$6,658	\$6,775	\$6,893	\$7,014	\$7,137	\$7,262	\$7,389	\$7,518	\$7,650	\$7,783
STA SB 1 State of Good Repair (SOGR)	\$21,375	\$26,993	\$870	\$885	\$901	\$916	\$932	\$949	\$965	\$982	\$999	\$1,017	\$1,035	\$1,053	\$1,071	\$1,090	\$1,109
STIP - Interregional Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STIP - Regional Share	\$125,000	\$157,852	\$5,088	\$5,177	\$5,267	\$5,359	\$5,453	\$5,549	\$5,646	\$5,744	\$5,845	\$5,947	\$6,051	\$6,157	\$6,265	\$6,375	\$6,486
Active Transportation Program (ATP)	\$136,888	\$172,865	\$5,571	\$5,669	\$5,768	\$5,869	\$5,972	\$6,076	\$6,183	\$6,291	\$6,401	\$6,513	\$6,627	\$6,743	\$6,861	\$6,981	\$7,103
Low Carbon Transit Operations Program (LCTOP)	\$12,713	\$16,054	\$517	\$526	\$536	\$545	\$555	\$564	\$574	\$584	\$594	\$605	\$615	\$626	\$637	\$648	\$660
SB1 Local Partnership Program (SB1 LPP) Formula	\$21,675	\$21,675	\$867	\$867	\$867	\$867	\$867	\$867	\$867	\$867	\$867	\$867	\$867	\$867	\$867	\$867	\$867
Affordable Housing & Sustainable Communities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIRCP	\$118,250	\$118,250	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730
CPUC Access For All Program	\$1,500	\$1,894	\$61	\$62	\$63	\$64	\$65	\$67	\$68	\$69	\$70	\$71	\$73	\$74	\$75	\$76	\$78
Fixed Guideway Capital Investment Grants (5309)	\$41,750	\$52,723	\$1,699	\$1,729	\$1,759	\$1,790	\$1,821	\$1,853	\$1,886	\$1,919	\$1,952	\$1,986	\$2,021	\$2,057	\$2,092	\$2,129	\$2,166
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	\$10,319	\$13,031	\$420	\$427	\$435	\$442	\$450	\$458	\$466	\$474	\$482	\$491	\$500	\$508	\$517	\$526	\$535
State Planning (5304) (Competitive)	\$1,618	\$2,043	\$66	\$67	\$68	\$69	\$71	\$72	\$73	\$74	\$76	\$77	\$78	\$80	\$81	\$82	\$84
Metropolitan Planning (5303)	\$170	\$215	\$7	\$7	\$7	\$7	\$7	\$8	\$8	\$8	\$8	\$8	\$8	\$8	\$9	\$9	\$9
Rural Area Formula Program (5311)	\$37,075	\$46,819	\$1,509	\$1,535	\$1,562	\$1,590	\$1,617	\$1,646	\$1,674	\$1,704	\$1,734	\$1,764	\$1,795	\$1,826	\$1,858	\$1,891	\$1,924
Urbanized Area Formula Program (5307)	\$170,375	\$215,153	\$6,934	\$7,056	\$7,179	\$7,305	\$7,433	\$7,563	\$7,695	\$7,830	\$7,967	\$8,106	\$8,248	\$8,392	\$8,539	\$8,689	\$8,841
Small Transit Intensive Cities (5307c)	\$21,150	\$26,709	\$861	\$876	\$891	\$907	\$923	\$939	\$955	\$972	\$989	\$1,006	\$1,024	\$1,042	\$1,060	\$1,079	\$1,097
State of Good Repair Grants (5337)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bus and Bus Facilities Formula Program (5339)	\$18,759	\$23,689	\$763	\$777	\$790	\$804	\$818	\$833	\$847	\$862	\$877	\$893	\$908	\$924	\$940	\$957	\$973
Bus and Bus Facilities Discretionary Program (5339b)	\$68,750	\$86,819	\$2,798	\$2,847	\$2,897	\$2,948	\$2,999	\$3,052	\$3,105	\$3,159	\$3,215	\$3,271	\$3,328	\$3,386	\$3,446	\$3,506	\$3,567
CARES 5311	\$2,025	\$2,557	\$82	\$84	\$85	\$87	\$88	\$90	\$91	\$93	\$95	\$96	\$98	\$100	\$101	\$103	\$105
BUILD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway Bridge Program (HBP)	\$89,450	\$112,959	\$3,641	\$3,704	\$3,769	\$3,835	\$3,902	\$3,971	\$4,040	\$4,111	\$4,183	\$4,256	\$4,330	\$4,406	\$4,483	\$4,562	\$4,641
Highway Safety Improvement Program (HSIP)	\$51,487	\$65,019	\$2,096	\$2,132	\$2,170	\$2,207	\$2,246	\$2,285	\$2,325	\$2,366	\$2,408	\$2,450	\$2,493	\$2,536	\$2,581	\$2,626	\$2,672
Surface Transp. Block Grant (STBG) /Regl Surface Transpntn Pgm (RSTP)	\$147,361	\$186,090	\$5,998	\$6,103	\$6,209	\$6,318	\$6,429	\$6,541	\$6,656	\$6,772	\$6,891	\$7,011	\$7,134	\$7,259	\$7,386	\$7,515	\$7,646
FEMA/CALEMA/ER - Emergency Road Repair Funding	\$42,144	\$53,220	\$1,715	\$1,745	\$1,776	\$1,807	\$1,839	\$1,871	\$1,903	\$1,937	\$1,971	\$2,005	\$2,040	\$2,076	\$2,112	\$2,149	\$2,187
Federal Lands Access Program (FLAP)	\$12,500	\$12,500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500
FAA Airport Improvement Program (AIP)	\$262,500	\$331,490	\$10,684	\$10,871	\$11,061	\$11,255	\$11,451	\$11,652	\$11,856	\$12,063	\$12,274	\$12,489	\$12,708	\$12,930	\$13,156	\$13,387	\$13,621
TOTAL	\$6,714,819	\$8,315,823	\$272,843	\$277,261	\$281,756	\$286,330	\$290,984	\$295,719	\$300,537	\$296,249	\$301,076	\$305,988	\$320,738	\$325,994	\$331,342	\$336,783	\$342,320

Monterey County Regional Transportation Plan Fund Estimate

REVENUE SOURCES (all figures in 1000's)	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	2041/42	2042/43	2043/44	2044/45	TOTAL RTP
City Sales Taxes Used on Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,060
City/County Developer Fees	\$4,501	\$4,580	\$4,660	\$4,741	\$4,824	\$4,909	\$4,995	\$5,082	\$5,171	\$5,262	\$107,655
City/County General Funds for Transportation Projects	\$20,097	\$20,449	\$20,806	\$21,170	\$21,541	\$21,918	\$22,301	\$22,692	\$23,089	\$23,493	\$480,681
Was FORA revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Gas Tax (HUTA) or Gas Tax Replacement	\$24,304	\$24,729	\$25,162	\$25,602	\$26,050	\$26,506	\$26,970	\$27,442	\$27,922	\$28,411	\$581,307
RMRA Local Gas Tax	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$14,300	\$357,506
Airport Revenues	\$1,466	\$1,492	\$1,518	\$1,545	\$1,572	\$1,599	\$1,627	\$1,656	\$1,685	\$1,714	\$35,071
Rail Line Lease Revenue	\$338	\$344	\$350	\$356	\$362	\$369	\$375	\$382	\$388	\$395	\$8,082
Regional Developer Fees	\$7,595	\$7,728	\$7,863	\$8,000	\$8,140	\$8,283	\$8,428	\$8,575	\$8,725	\$8,878	\$181,651
Transit Fares	\$11,517	\$11,719	\$11,924	\$12,133	\$12,345	\$12,561	\$12,781	\$13,005	\$13,232	\$13,464	\$275,475
Transit non-fare revenue	\$11,517	\$11,719	\$11,924	\$12,133	\$12,345	\$12,561	\$12,781	\$13,005	\$13,232	\$13,464	\$275,475
Transit Sales Tax: Measure Q	\$11,092	\$11,286	\$11,484	\$11,685	\$11,889	\$12,097	\$12,309	\$12,525	\$12,744	\$12,967	\$265,309
Local Transportation Fund (LTF)/Transportation Devt Act (TDA)	\$19,073	\$19,407	\$19,746	\$20,092	\$20,444	\$20,801	\$21,165	\$21,536	\$21,913	\$22,296	\$456,193
Vanpool Lease	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Sales Tax 2016	\$26,399	\$26,861	\$27,331	\$27,809	\$28,296	\$28,791	\$29,295	\$29,807	\$30,329	\$30,860	\$631,409
Highway 156 Toll Revenues	\$10,636	\$10,822	\$11,011	\$11,204	\$11,400	\$11,599	\$11,802	\$12,009	\$12,219	\$12,433	\$165,632
AB2766	\$904	\$920	\$936	\$952	\$969	\$986	\$1,003	\$1,021	\$1,039	\$1,057	\$21,626
Airport Improvement Program match	\$59	\$60	\$61	\$63	\$64	\$65	\$66	\$67	\$68	\$69	\$1,421
California Aid to Airports Program	\$40	\$40	\$41	\$42	\$42	\$43	\$44	\$45	\$45	\$46	\$947
Freeway Service Patrol	\$304	\$309	\$314	\$320	\$325	\$331	\$337	\$343	\$349	\$355	\$7,261
Service Authority for Freeways and Expressways (SAFE)	\$499	\$508	\$517	\$526	\$535	\$544	\$554	\$563	\$573	\$583	\$11,934
SHOPP	\$72,596	\$73,867	\$75,159	\$76,474	\$77,813	\$79,175	\$80,560	\$81,970	\$83,404	\$84,864	\$1,736,374
RMRA SHOPP	\$24,392	\$24,819	\$25,253	\$25,695	\$26,145	\$26,603	\$27,068	\$27,542	\$28,024	\$28,514	\$583,422
State Transit Assistance (STA)	\$5,656	\$5,755	\$5,856	\$5,959	\$6,063	\$6,169	\$6,277	\$6,387	\$6,499	\$6,612	\$135,293
SB1 Competitive Programs (TCEP, SSCP, SB1 LPP Competitive)	\$7,920	\$8,058	\$8,199	\$8,343	\$8,489	\$8,637	\$8,788	\$8,942	\$9,099	\$9,258	\$189,423
STA SB 1 State of Good Repair (SOGR)	\$1,129	\$1,148	\$1,168	\$1,189	\$1,210	\$1,231	\$1,252	\$1,274	\$1,297	\$1,319	\$26,993
STIP - Interregional Share	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STIP - Regional Share	\$6,600	\$6,715	\$6,833	\$6,952	\$7,074	\$7,198	\$7,324	\$7,452	\$7,582	\$7,715	\$157,852
Active Transportation Program (ATP)	\$7,227	\$7,354	\$7,482	\$7,613	\$7,747	\$7,882	\$8,020	\$8,161	\$8,303	\$8,449	\$172,865
Low Carbon Transit Operations Program (LCTOP)	\$671	\$683	\$695	\$707	\$719	\$732	\$745	\$758	\$771	\$785	\$16,054
SB1 Local Partnership Program (SB1 LPP) Formula	\$867	\$867	\$867	\$867	\$867	\$867	\$867	\$867	\$867	\$867	\$21,675
Affordable Housing & Sustainable Communities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIRCP	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$4,730	\$118,250
CPUC Access For All Program	\$79	\$81	\$82	\$83	\$85	\$86	\$88	\$89	\$91	\$93	\$1,894
Fixed Guideway Capital Investment Grants (5309)	\$2,204	\$2,243	\$2,282	\$2,322	\$2,363	\$2,404	\$2,446	\$2,489	\$2,532	\$2,577	\$52,723
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	\$545	\$554	\$564	\$574	\$584	\$594	\$605	\$615	\$626	\$637	\$13,031
State Planning (5304) (Competitive)	\$85	\$87	\$88	\$90	\$92	\$93	\$95	\$96	\$98	\$100	\$2,043
Metropolitan Planning (5303)	\$9	\$9	\$9	\$9	\$9	\$10	\$10	\$10	\$10	\$10	\$215
Rural Area Formula Program (5311)	\$1,957	\$1,992	\$2,027	\$2,062	\$2,098	\$2,135	\$2,172	\$2,210	\$2,249	\$2,288	\$46,819
Urbanized Area Formula Program (5307)	\$8,995	\$9,153	\$9,313	\$9,476	\$9,642	\$9,810	\$9,982	\$10,157	\$10,335	\$10,515	\$215,153
Small Transit Intensive Cities (5307c)	\$1,117	\$1,136	\$1,156	\$1,176	\$1,197	\$1,218	\$1,239	\$1,261	\$1,283	\$1,305	\$26,709
State of Good Repair Grants (5337)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bus and Bus Facilities Formula Program (5339)	\$990	\$1,008	\$1,025	\$1,043	\$1,062	\$1,080	\$1,099	\$1,118	\$1,138	\$1,158	\$23,689
Bus and Bus Facilities Discretionary Program (5339b)	\$3,630	\$3,693	\$3,758	\$3,824	\$3,891	\$3,959	\$4,028	\$4,098	\$4,170	\$4,243	\$86,819
CARES 5311	\$107	\$109	\$111	\$113	\$115	\$117	\$119	\$121	\$123	\$125	\$2,557
BUILD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway Bridge Program (HBP)	\$4,723	\$4,805	\$4,889	\$4,975	\$5,062	\$5,151	\$5,241	\$5,333	\$5,426	\$5,521	\$112,959
Highway Safety Improvement Program (HSIP)	\$2,718	\$2,766	\$2,814	\$2,864	\$2,914	\$2,965	\$3,017	\$3,069	\$3,123	\$3,178	\$65,019
Surface Transp. Block Grant (STBG) /Regl Surface Transp Pgm (RSTP)	\$7,780	\$7,916	\$8,055	\$8,196	\$8,339	\$8,485	\$8,634	\$8,785	\$8,939	\$9,095	\$186,090
FEMA/CALEMA/ER - Emergency Road Repair Funding	\$2,225	\$2,264	\$2,304	\$2,344	\$2,385	\$2,427	\$2,469	\$2,512	\$2,556	\$2,601	\$53,220
Federal Lands Access Program (FLAP)	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$12,500
FAA Airport Improvement Program (AIP)	\$13,859	\$14,102	\$14,349	\$14,600	\$14,855	\$15,115	\$15,380	\$15,649	\$15,923	\$16,201	\$331,490

\$347,954	\$353,686	\$359,518	\$365,453	\$371,492	\$377,636	\$383,887	\$390,248	\$396,721	\$403,307	\$403,307	\$8,315,823
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Appendix C – Project List

2022 Monterey County Regional Transportation Plan Project List									
Financially Constrained Regionally Significant Projects (Current Year; \$1,000s)									
ID No.	Sponsor	Project Title	Project Description	Project Type	2020 Cost	2035 Cost	2045 Cost	Total Cost	
MON-CT011-CT	Caltrans	Scenic Route 68 Corridor Improvements	Make intersection and other operational improvements to increase safety and improve traffic flow from Salinas to Monterey	H-NEW	\$ 7,531	\$ 86,612	\$ -	\$ 94,143	
MON-CT036-CT	Caltrans	SR 156 - Castroville Boulevard Interchange	Construct new interchange for SR 156 and Castroville Boulevard / Blackie Rd (related to CT022 and CT036)	H-NEW	\$ -	\$ -	\$ 55,200	\$ 55,200	
MON-CT023-CT	Caltrans	SR 156 and US 101 Interchange	Construct new interchange for SR 156 and US 101 (related to CT022 and CT036)	H-NEW	\$ -	\$ -	\$ 250,890	\$ 250,890	
MON-CT022-CT	Caltrans	SR 156 - Expressway Conversion	Construct new 4 lane highway south of existing alignment; convert existing highway to frontage road (related to CT023 and CT036)	H-NEW	\$ -	\$ -	\$ 106,225	\$ 106,225	
MON-CT030-SL	Caltrans	US 101 - Salinas Corridor	Widen US 101 to 6 lanes and/or auxiliary lanes within city limits of City of Salinas where feasible	H-NEW	\$ -	\$ 52,000	\$ -	\$ 52,000	
MON-CT031-CT	Caltrans	US 101 - South of Salinas Improvements	Improve safety and relieve future traffic congestion by eliminating multiple highway crossings, constructing a new interchange at Harris Road, and provide necessary frontage roads to allow farmers to access their lands. Build frontage roads along US 101 south of Salinas (Abbott Street on/off ramp) and make related intersection improvements (EA 05-OH330). Enhance bicycle and pedestrian mobility and facilitate transit access.	H-NEW	\$ -	\$ 112,000	\$ -	\$ 112,000	
MON-CT039-CT	Caltrans	SR 218 - Operational Improvements	Add turn pockets, signal improvements, shoulder widening, etc.	H-OMR	\$ -	\$ -	\$ 10,000	\$ 10,000	
MON-TAMC010-TAMC	TAMC	Fort Ord Regional Trail and Greenway (FORTAG)	Build approximately 28-miles of bike and pedestrian access path through the former Fort Ord. Construction anticipated to take place in phases with Phase 1 as 218 Canyon Del Rey segment (TAMC projects 16, 17 and 18 are parts of this project)	AT	\$ -	\$ -	\$ 80,000	\$ 80,000	
MON-TAMC016-TAMC	TAMC	FORTAG Phase 1 - 218 Canyon Del Rey Segment	Construct 218 Canyon Del Rey Segment of FORTAG	AT	\$ -	\$ -	\$ 10,396	\$ 10,396	
MON-TAMC017-TAMC	TAMC	FORTAG Phase 1B - Del Monte to Fremont	Construct Del Monte to Fremont Segment of FORTAG	AT	\$ -	\$ -	\$ 8,197	\$ 8,197	
MON-TAMC018-TAMC	TAMC	FORTAG Phase 2 - CSUMB Segment	Construct CSUMB segment of FORTAG	AT	\$ -	\$ -	\$ 10,070	\$ 10,070	
MON-TAMC009-TAMC	TAMC	Habitat Preservation/Advance Mitigation	Implement countywide Habitat Preservation/Advance Mitigation for projects	OTHER	\$ 1,000	\$ 4,000	\$ -	\$ 5,000	
MON-TAMC008-TAMC	TAMC	Holman Highway 68 Safety & Traffic Flow	Make safety and operational improvements to Holman Highway in Pacific Grove and Monterey; includes bicycle, pedestrian and traffic safety and ADA improvements	H-OMR	\$ 1,784	\$ 20,516	\$ -	\$ 22,300	
MON-TAMC003-TAMC	TAMC	Rail Extension to Monterey County-Phase 1, Kick Start Project	Extend existing rail service from Gilroy to Salinas and construct station improvements in Gilroy and Salinas. Kick Start project (phase 1) to be completed by 2022 constructs Gilroy and Salinas station and track improvements	TR-NEW	\$ 32,600	\$ 48,900	\$ -	\$ 81,500	
MON-TAMC011-TAMC	TAMC	Safe Routes to Schools	Develop countywide Safe Routes to Schools Program	AT	\$ 2,000	\$ 8,000	\$ 10,000	\$ 20,000	
MON-TAMC012-TAMC	TAMC	Senior & Disabled Transportation	Provide countywide support for Senior and Disabled Transportation	TR-ADA	\$ 1,500	\$ 6,000	\$ 7,500	\$ 15,000	
MON-TAMC014-TAMC	TAMC	Rail Extension to Monterey County - Phase 2, Pajaro/Watsonville Station	Construct the Pajaro/Watsonville passenger rail/multimodal station	TR-NEW	\$ -	\$ -	\$ 68,500	\$ 68,500	
MON-TAMC015-TAMC	TAMC	Rail Extension to Monterey County - Phase 3, Castroville Station	Construct the Castroville passenger rail/multimodal station	TR-NEW	\$ -	\$ -	\$ 34,000	\$ 34,000	
MON-MST011-MST	MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along E. Alisal Street	TR-NEW	\$ 6,000	\$ 14,000	\$ -	\$ 20,000	
MON-MST016-MST	MST	Transit Capacity for SR 1 / SURFI Busway and BRT	Construct improvements to accommodate regional MST bus service along the TAMC Branch Line during peak travel periods and construct new transit station at 5th Street in former Fort Ord	TR-NEW	\$ 4,160	\$ 47,840	\$ -	\$ 52,000	
MON-MST008-MST	MST	Salinas-Marina Multimodal Corridor	Construct multimodal Bus Rapid Transit improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina	TR-NEW	\$ -	\$ -	\$ 60,000	\$ 60,000	
MON-MST009-MST	MST	Operations & Maintenance Facilities	Build Maintenance and Operations Facilities. Includes \$12M Measure X For Salinas Maintenance & Operations Facility and \$10.2M Measure X for South County Maintenance and Operations Facility (under construction, estimated to be completed late 2021 or early 2022)	TR-REHAB	\$ -	\$ -	\$ 100,000	\$ 100,000	
MON-MST018-MST	MST	South Monterey Regional County Transit Improvements	Increase the frequency of MST Line 23 service between King City and Salinas and construct improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas	TR-REHAB	\$ 8,250	\$ 19,250	\$ -	\$ 27,500	
MON-MRY005-MY	Monterey	Del Monte Corridor	Add eastbound lane from El Estero to Sloat Ave	LSR-NEW	\$ -	\$ -	\$ 8,000	\$ 8,000	
MON-SNS050-SL	Salinas	Russell Rd Widening	Widen Street from US 101 to San Juan Grade Rd	LSR-NEW	\$ -	\$ 3,078	\$ -	\$ 3,078	
MON-SNS006-SL	Salinas	US 101 - Alvin Drive overpass/underpass and Bypass	Construct overpass/underpass at 4 lane street structure	LSR-NEW	\$ -	\$ 12,325	\$ -	\$ 12,325	
MON-GON014-GO	Gonzales	US 101 / 5th Street Interchange	Install roundabouts at on off ramps	LSR-OMR	\$ -	\$ -	\$ 6,000	\$ 6,000	
MON-MAR154-MA	Marina	Imjin Parkway Widening Project	Widen Imjin Parkway to 4 lanes from Reseravation Road to Imjin Road	LSR-NEW	\$ -	\$ -	\$ 41,750	\$ 41,750	
MON-MYC288-UM	County	SR 1 - Carmel River FREE	Replace a portion of the elevated SR 1 roadway embankment with a causeway. Realign and re-profile the existing Highway between the southern end of the existing Carmel River bridge to the south of the proposed overflow bridge. Construct new bicycle and pedestrian access. Construct new southbound turn lane to serv the Palo Cornora Regional Park entrance.	H-OMR	\$ -	\$ -	\$ 14,900	\$ 14,900	
MON-MYC147-UM	County	SR 156 - Blackie Road	Construct new road from Castroville Blvd to Blackie Road	LSR-NEW	\$ -	\$ -	\$ 18,000	\$ 18,000	
MON-MYC181-UM	County	G12 San Miguel Canyon Corridor Project	Make operational and capacity improvements, including road widening, turning lanes, signalization and intersection improvements, and bicycle and pedestrian facilities.	LSR-OMR	\$ -	\$ -	\$ 55,000	\$ 55,000	
MON-MYC307-UM	County	Marina-Salinas Corridor - Davis Road Bridge Replacement and Road Widening	Replace an existing two-lane, low-level bridge with a high-level four-lane bridge. Widen Davis Road to four lanes from Blanco to Reseravation Roads (RMA-PW&F)	LSR-NEW	\$ -	\$ -	\$ 71,742	\$ 71,742	
MON-KCY053-CK	King City	King City Station	Build King City Multimodal Transit Station, including Amtrak connection (related to TAMC004)	TR-NEW	\$ 10,500	\$ 24,500	\$ -	\$ 35,000	
MON-KCY043-CK	King City	Roundabout at US 101/Broadway St/San Antonio Dr	Install Roundabout @ US 101/Broadway St/San Antonio Dr	LSR-OMR	\$ -	\$ 5,000	\$ 5,000	\$ 10,000	
MON-SOLO14-SO	Soledad	SR 146 Bypass (Pinnacles Parkway)	Construct to 4 lanes from SR 146 (Metz Road) to Nestles Road. Install Class II bike facility	H-NEW	\$ -	\$ -	\$ 15,589	\$ 15,589	
Regionally Significant Projects Subtotal					\$ 75,325	\$ 464,021	\$ 1,046,959	\$ 1,586,305	

Non-Regional Grouped Project Costs (Current Year; \$1000's)						
Transit						
	Rail and Bus Rapid Transit New Facilities (TR-NEW)	TR-NEW	\$ -	\$ -	\$ -	\$ -
	Transit Capital & Rehabilitation (TR-REHAB)	TR-REHAB	\$ 2,300	\$ -	\$ 243,400	\$ 245,700
	Operations (TR-OPS)	TR-OPS	\$ -	\$ -	\$ 931,821	\$ 931,821
	ADA & Mobility Management (TR-ADA)	TR-ADA	\$ -	\$ -	\$ 245,819	\$ 245,819
Highways						
	New Operational Improvements & Capacity (H-NEW)	H-NEW	\$ 1,090	\$ 20,530	\$ 114,810	\$ 136,430
	Highway Operations, Maintenance & Rehabilitation (H-OMR)	H-OMR	\$ 68,473	\$ 8,017	\$ 768,989	\$ 845,479
Local Streets & Roads						
	New Operational Improvements & Capacity (LSR-NEW)	LSR-NEW	\$ 3,492	\$ 18,583	\$ 284,121	\$ 306,196
	Operational Maintenance & Rehab (LSR-OMR)	LSR-OMR	\$ 30,051	\$ 858,166	\$ 893,081	\$ 1,781,298
Active Transportation, Transportation Demand & System Management						
	Active Transportation (AT)	AT	\$ 29,760	\$ 228,106	\$ 101,373	\$ 359,239
	Transportation Demand Management (TDM)	TDM	\$ 1,500	\$ 3,750	\$ -	\$ 5,250
	Transportation Systems Management (TSM)	TSM	\$ 382	\$ -	\$ -	\$ 382
Other						
	Airports	OTHER	\$ 1,245	\$ 28,231	\$ 241,424	\$ 270,900
Grouped Listings Projects Subtotal			\$ 138,293	\$ 1,165,383	\$ 3,824,838	\$ 5,128,514
Total Constrained Project Costs						\$ 6,714,819

2022 Monterey County Regional Transportation Plan Project List					
Unconstrained Regionally Significant Projects (Current Year; \$1,000s)					
ID No.	Sponsor	Project Title	Project Description	Project Type	Total Cost
MON-CT046-CT	Caltrans	SR 1 Improvements	Elevate and widen Highway 1 from SR 183 to Salinas Road with operational improvements and a frontage road	H-NEW	\$ 750,000.00
MON-TAMC019-TAMC	TAMC	Around the Bay Rail	Construct Around the Bay Rail project - Monterey to Santa Cruz. Identified in the Monterey Bay Area Rail Network Integration Study. Includes 4 rail stations. Related rail projects include TAMC001, TAMC002, TAMC014 and TAMC015.	TR-NEW	\$ 400,000.00
MON-TAMC002-TAMC	TAMC	Monterey Branch Line Light Rail - Salinas River Bridge Replacement - Phase 2	Build a new rail bridge on the Monterey Branch Line over the Salinas River, and reconstruct tracks to connect to planned commuter rail station in Castroville.	TR-NEW	\$ 125,000.00
MON-TAMC001-TAMC	TAMC	Monterey Branch Line Light Rail - Phase 1	Provide light rail transit service using the existing 16-mile Monterey Branch Line between Monterey and Castroville adjacent to Highway 1. Phase 1 includes reconstruction of tracks, construction of stations.	TR-NEW	\$ 145,000.00
MON-TAMC004-TAMC	TAMC	Coast Rail Service	Build new train stations at Soledad and King City and acquire equipment to run passenger rail service on main line. Includes bi-hourly service on main line.	TR-NEW	\$ 482,000.00
MON-SNS001-SL	Salinas	Westside Bypass	Construct 4-lane westside bypass around Salinas from Boronda to Davis Rd, including 4-lane Rossi St connector. Includes widening of Davis to 4 lanes from bypass connection to W Blanco Rd	LSR-NEW	\$ 50,472.00
MON-SEA042-SE	Seaside	Fremont Street / Monterey Rd / Highway 1 Intersection	Redesign and build new intersection at Fremont, Monterey Road and Highway 1 on/off ramps. Design concept includes a double-roundabout and an underground tunnel for the continuation fo the SURF! Busway corridor and bike/ped path in the TAMC rail right-of-way.	LSR-OMR	\$ 25,000.00
MON-SOL004-SO	Soledad	US 101 - Camphora Interchange	Install new interchange at Camphora-Gloria Street	H-NEW	\$ 35,500.00
Regionally Significant Projects Subtotal					\$ 2,012,972.00

Non-Regional Grouped Project Costs (Current Year; \$1000's)		
Transit		
	Rail and Bus Rapid Transit New Facilities (TR-NEW)	\$ 30,004.00
	Transit Capital & Rehabilitation (TR-REHAB)	\$ 199,500.00
	Operations (TR-OPS)	\$ -
	ADA & Mobility Management (TR-ADA)	\$ -
Highways		
	New Operational Improvements & Capacity (H-NEW)	\$ 170,239.00
	Highway Operations, Maintenance & Rehabilitation (H-OMR)	\$ 52,507.00
Local Streets & Roads		
	New Operational Improvements & Capacity (LSR-NEW)	\$ 504,281.00
	Operational Maintenance & Rehabilitation (LSR-OMR)	\$ 103,440.00
Active Transportation, Transportation Demand & System Management		
	Active Transportation	\$ 117,179.00
	Transportation Demand Management	\$ -
	Transportation Systems Management	\$ 7,118.00
Other		
	Airports	\$ 651,583.00
Grouped Listing Projects Subtotal		\$ 1,835,851.00
Total		\$ 3,848,823.00

Appendix D – Regional Transportation Priorities Public Survey Results

Defining Regional Transportation Priorities – 2019 Survey

Total Responses Received: 242

Survey open for a little over a month, October 31 through November 29.

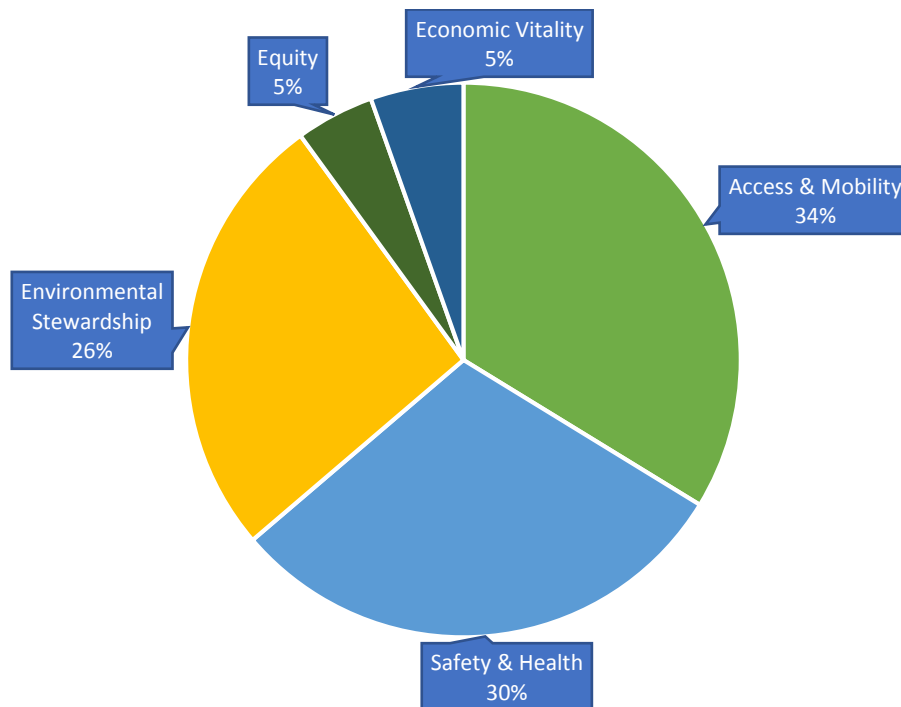
1. What is your number one transportation goal for Monterey County over the next 20 years?*

- Safer, accessible roadways with improvements to routes such as SR 156.
- Relieved congestion
- Investment in alternative modes such as rail and bikes

Summary of key themes:

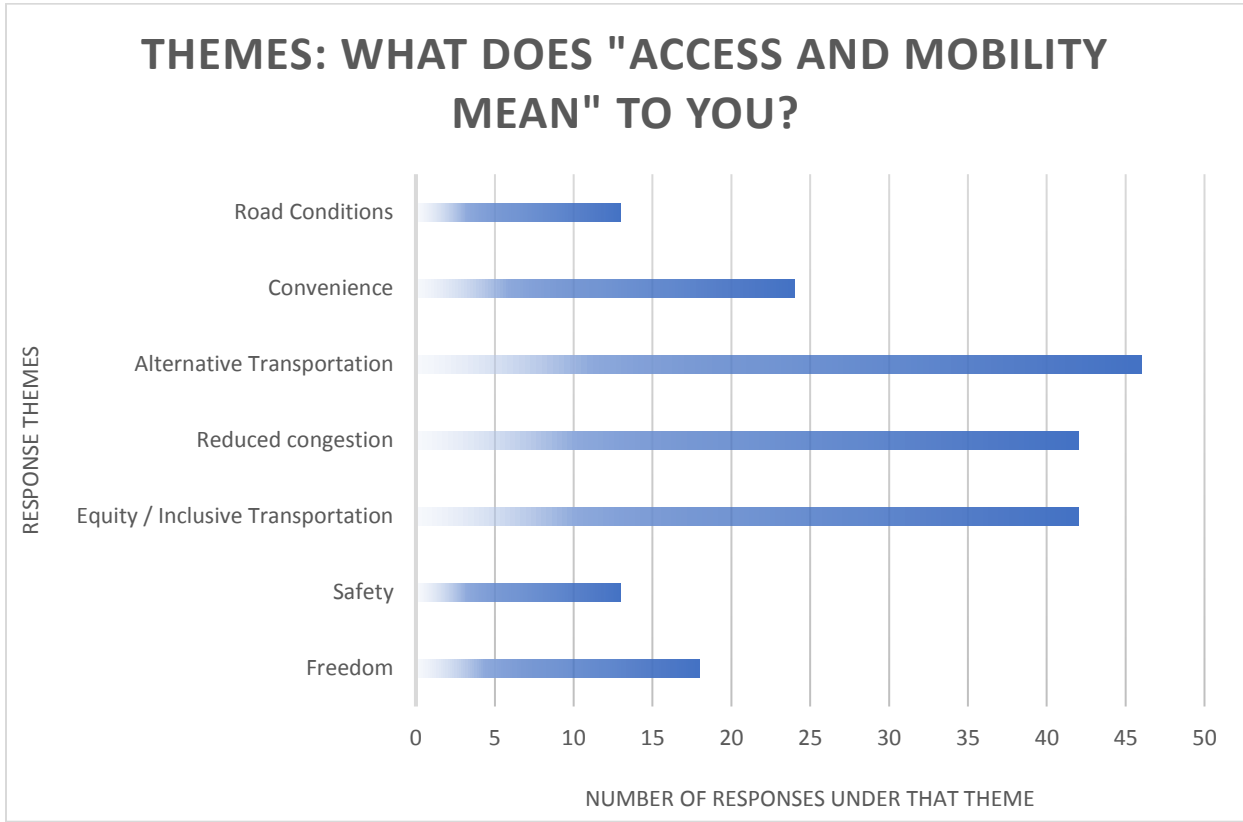
- a. 15% of respondents identified 156 as a #1 goal
- b. 13% mention rail or transit
- c. 12% mention bike infrastructure improvements
- d. 9% identify Highway 68 in their definition of a transportation goal

2. Which goal do you think is most important?

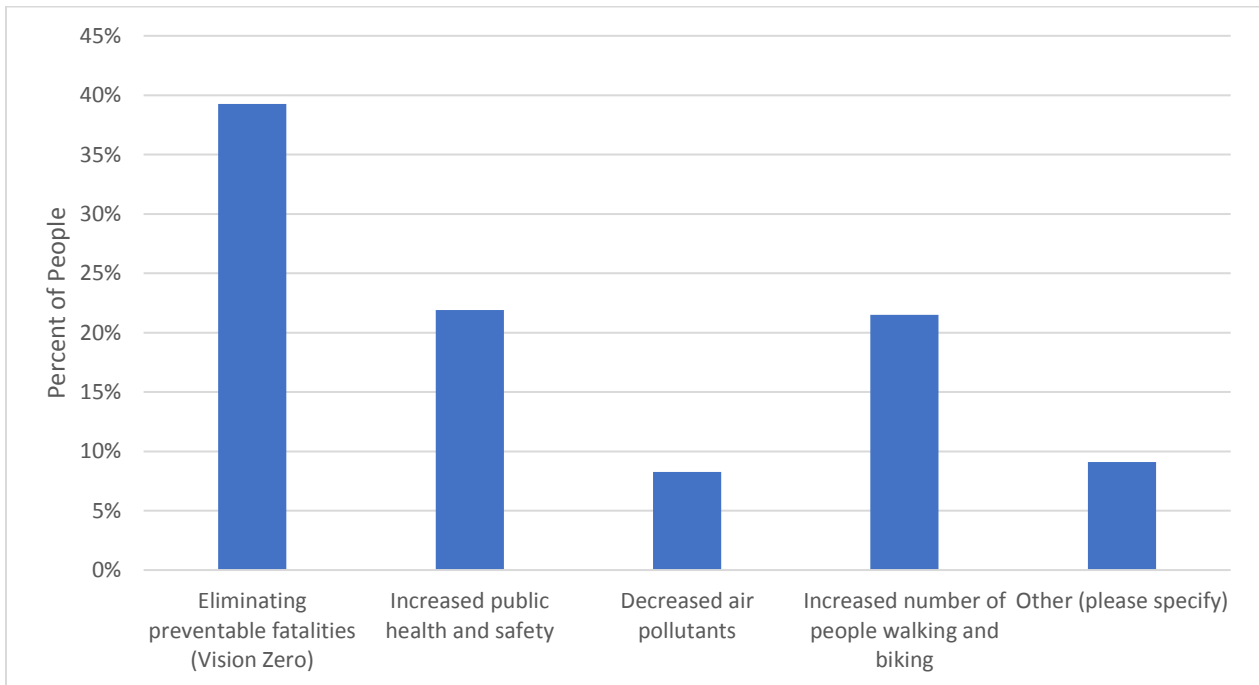


**Question was open-ended. Staff conducted analysis to identify themes to the responses.*

3. What does the goal of Access and Mobility mean to you?*

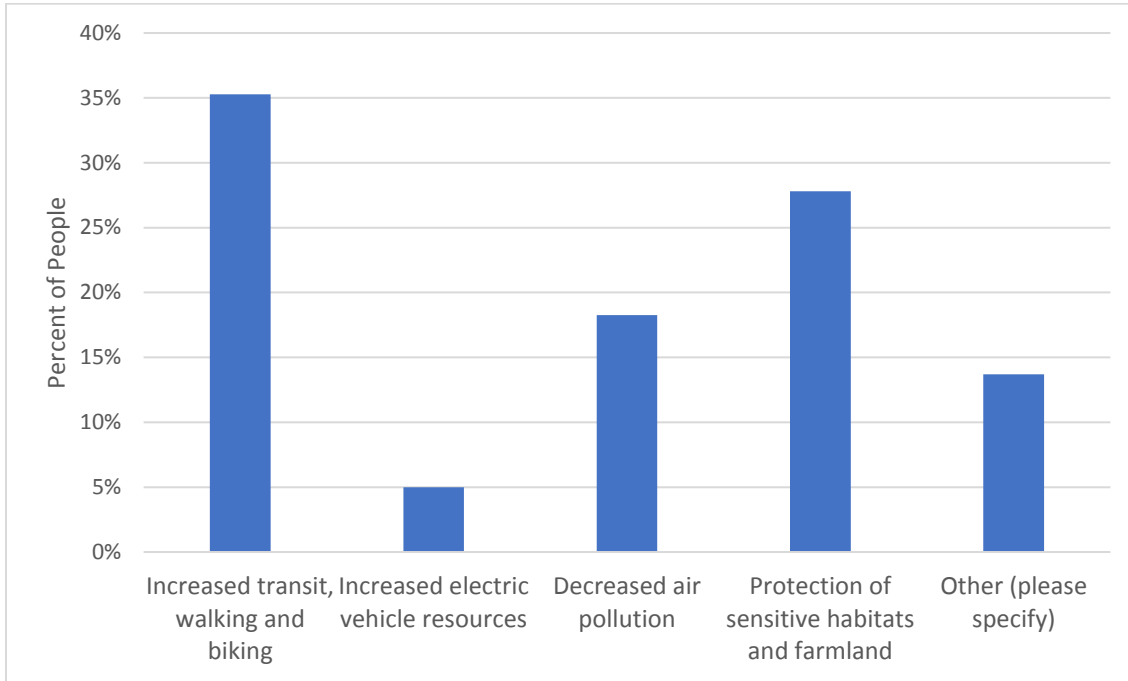


4. What does the goal of Safety and Health mean to you?

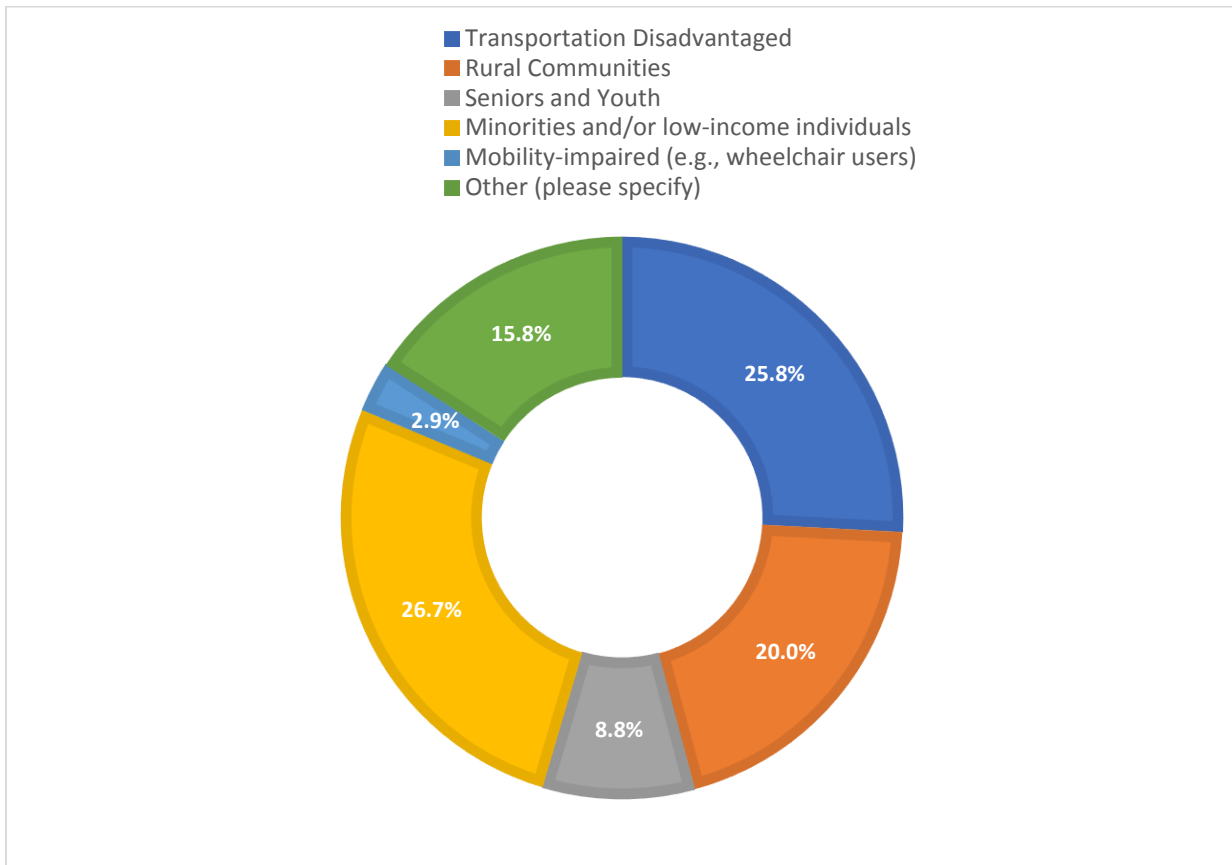


*Question was open-ended. Staff conducted analysis to identify themes to the responses.

5. What does the goal of Environmental Stewardship mean to you?

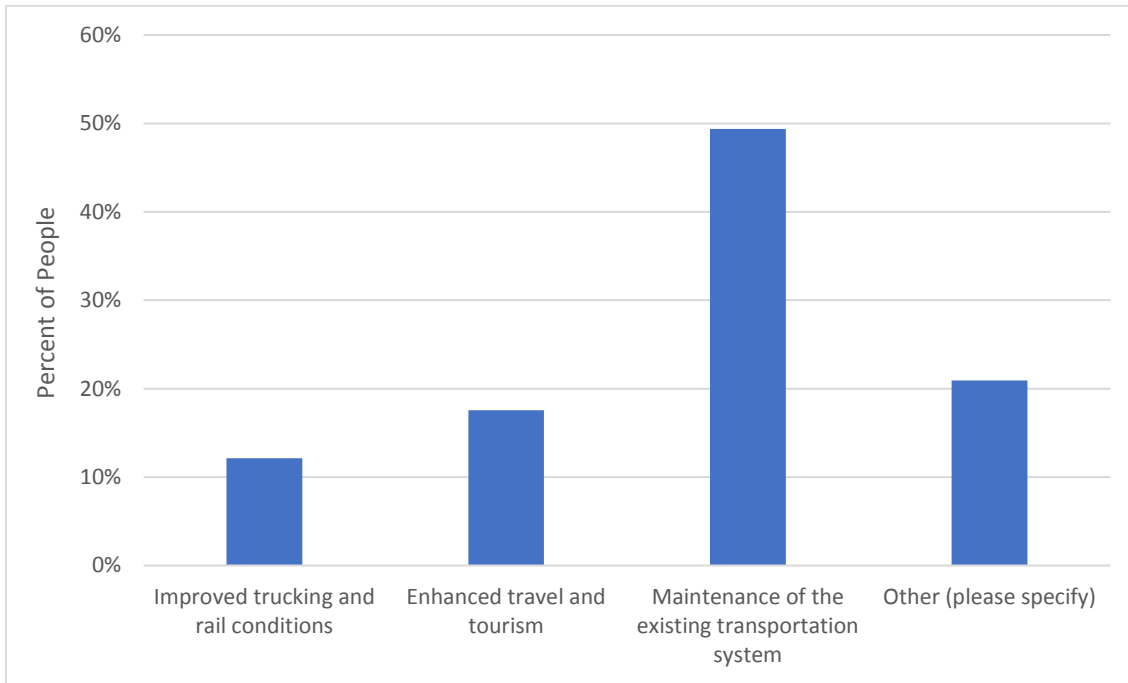


6. Who comes to mind when you think of Equity in Monterey County?

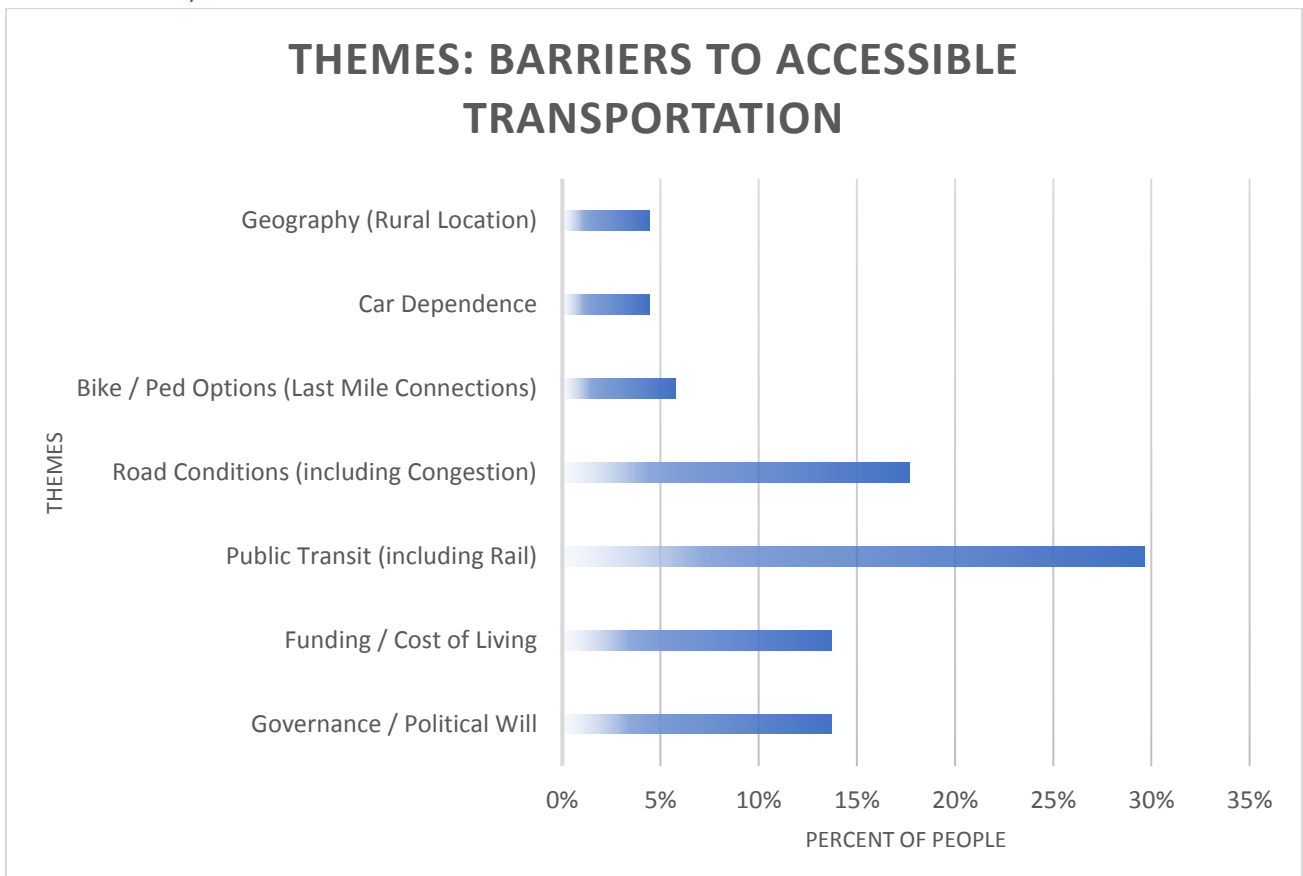


*Question was open-ended. Staff conducted analysis to identify themes to the responses.

7. What does the goal of Economic Vitality mean to you?

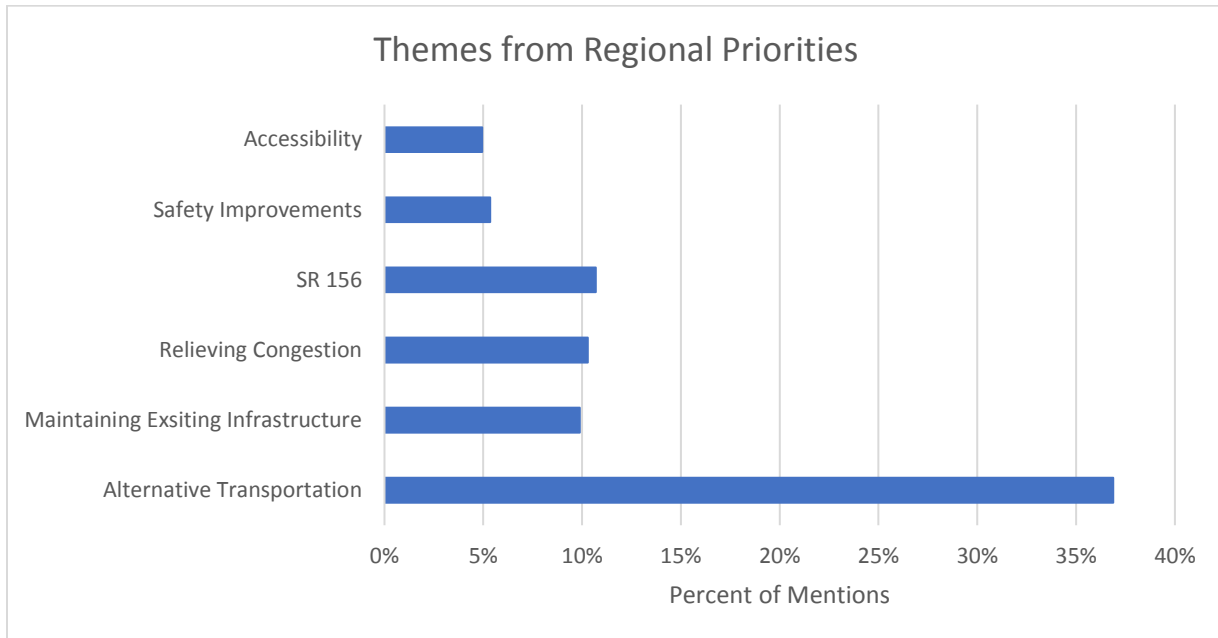


8. What do you identify as a barrier to accessible transportation in Monterey County? *



*Question was open-ended. Staff conducted analysis to identify themes to the responses.

9. Define what you believe should be a Regional Transportation Priority: *



Priorities categorized as **alternative transportation (37%)** include:

- Bicycle and pedestrian improvements (18%)
- Transit (MST) service (36%)
- Regional rail service (28%)
- General suggestions for “alternative modes” (19%).

For more information about feedback received during the survey, please contact Madilyn Jacobsen, Transportation Planner, at madilyn@tamcmonterey.org.

**Question was open-ended. Staff conducted analysis to identify themes to the responses.*

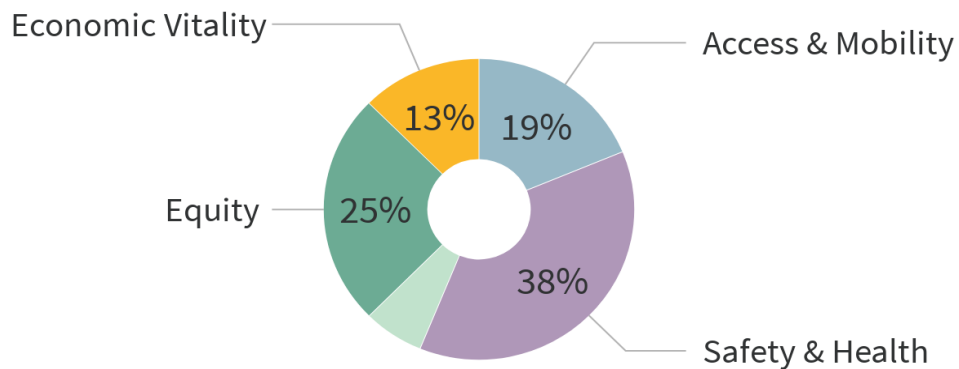
**Results – 2022 Regional Transportation Plan
Interactive Activity
October 23, 2019 – TAMC Board of Directors**

1. What is your number one transportation goal for Monterey County over the next 20 years?

101 South County congestion, safety, expansion for trucks.- Freeway	Mobility and accessibility
Accessibility	More design for pedestrian and bicyclist use on public roads
Alternatives to internal combustion vehicles- active transp, EVs charging infrastructure	Passenger rail service to and through Monterey County
Ease traffic	Rail
Easy access and safety	Safe routes to school
Ensure a healthy blend of coordinated alternative transportation modes that lessen overall traffic loads	Safer roadways updated in an equitable manner.
Freeway conversion for US 101	Safety
less congestion on roads	safety
Widen US 101 to six lanes through Salinas and Prunedale	Well maintained roads and infrastructure

2. Which goal do you think is most important?

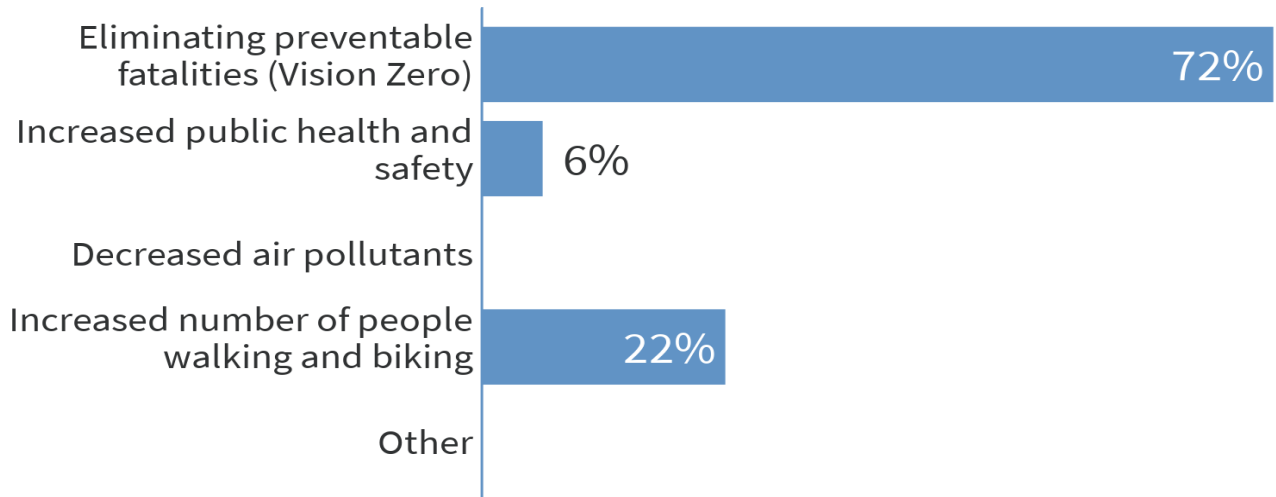
■ Access & Mobility **A**
 ■ Safety & Health **B**
 ■ Environmental Stewardship **C**
 ■ Equity **D**
 ■ Economic Vitality **E**



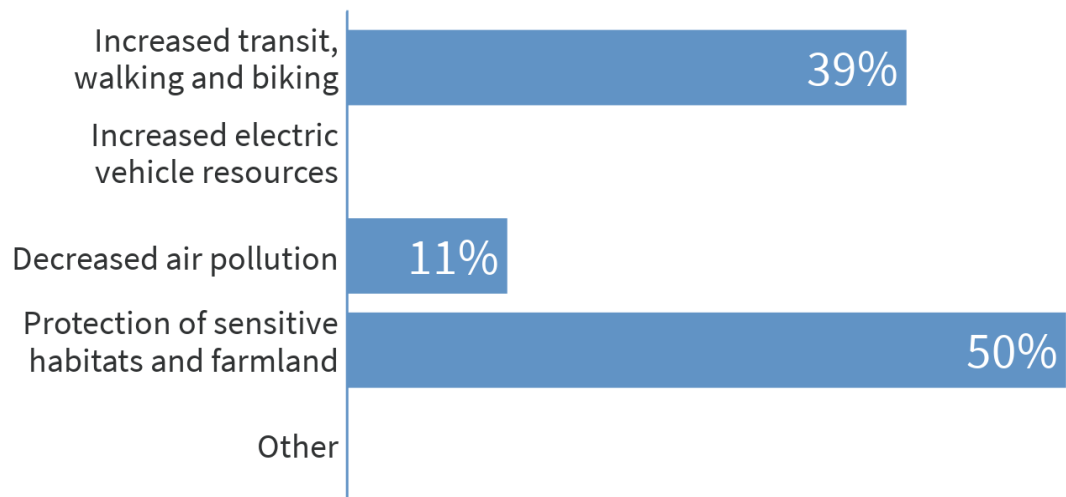
3. In one word, what does the goal of Access & Mobility mean to you?



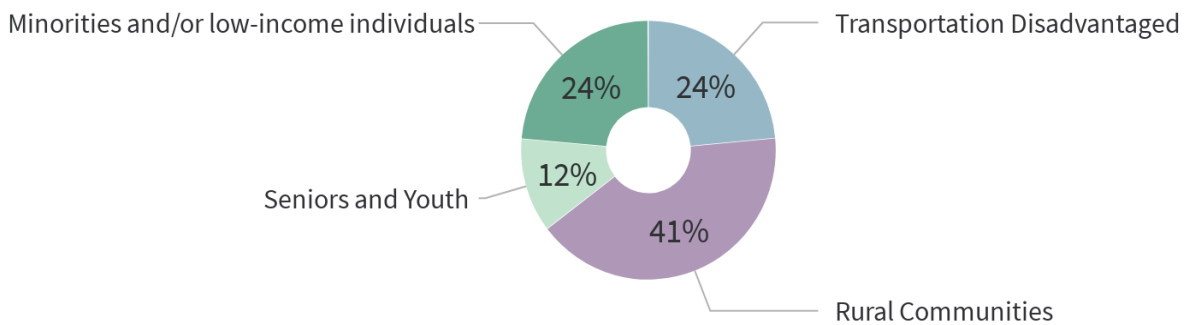
4. What does the goal of Safety & Health mean to you?



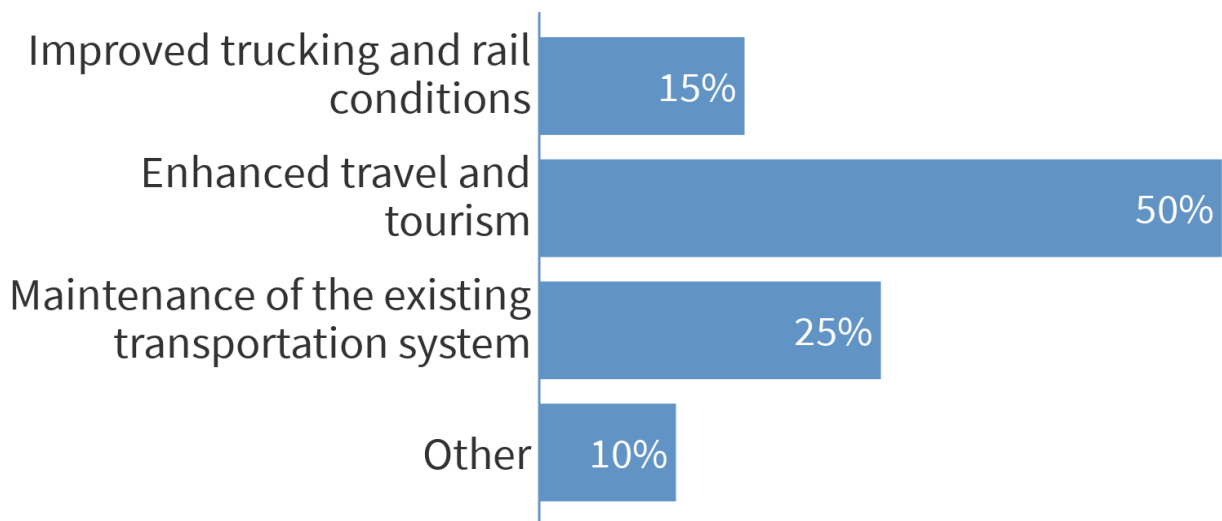
5. What does the goal of Environmental Stewardship mean to you?



6. Who comes to mind when you think about Equity in Monterey County?



7. What does the goal of Economic Vitality mean to you?



Other (Economic Vitality):

- All segments of community actively engaged in (the economy of) the community
- A safe transportation network

8. In one to two words, what do you identify as a barrier to accessible transportation in Monterey County?



9. Define what you believe should be a Regional Transportation Priority.



Activity supported by [Poll Everywhere](#) software!

Appendix E – Regional Transportation Plan Check List

Regional Transportation Plan Checklist for RTPAs

(Revised December 2016)

(To be completed electronically in Microsoft Word format by the RTPA and submitted along with the draft and final RTP to Caltrans)

Name of RTPA: Transportation Agency for Monterey County

Date Draft RTP Completed: December 1, 2021

RTP Adoption Date: June 22, 2022 (Scheduled)

What is the Certification Date of the Environmental Document (ED)? June 2022 (Scheduled)

Is the ED located in the RTP or is it a separate document? Separate Document

By completing this checklist, the RTPA verifies the RTP addresses all of the following required information within the RTP.

Regional Transportation Plan Contents

General

1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.216(a))
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b) "Should" for RTPAs)
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?
4. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?

Yes/No	Page #
Yes	1
Yes	18-21
Yes	1
Yes	3

Consultation/Cooperation

1. Does the RTP contain a documented public involvement process that meets the requirements of Title 23, CFR part 450.210(a)?
2. Does the documented public involvement process describe how the RTPA will seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.210(a)(1)(viii))

Yes	16, App A
Yes	6-9, 16, App A App D

	Yes/No	Page #
3. Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR part 450.210(a)(1)(ix))	Yes	16, App A
4. Did the RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b) "Should" for RTPAs)	Yes	App A
5. Did the RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.216(j))	Yes	App A
6. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.216(j))	Yes	App A, Ch 7
7. Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.216(j))	Yes	19
8. Did the RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR part 450.216(i))	N/A	
9. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public involvement process developed under 23 CFR part 450.210(a)? (23 CFR 450.210(a)(1)(iii))	Yes	Ch 1, App A
10. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.210(a))	Yes	App A
11. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR part 450.208(h))	Yes	Ch 5
12. Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.216(o))	Yes	App A
13. If the RTPA made the election allowed by Government Code 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the <u>estimated</u> date required to be provided in writing to State Department of Housing and Community Development pursuant to Government Code 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the <u>estimated</u> RTP adoption date with the local government Housing Element planning period established from the <u>actual</u> RTP adoption date?	N/A	

Modal Discussion

	Yes/No	Page #
1. Does the RTP discuss intermodal and connectivity issues?	Yes	8-10 Ch 4
2. Does the RTP include a discussion of highways?	Yes	33-43
3. Does the RTP include a discussion of mass transportation?	Yes	49-62
4. Does the RTP include a discussion of the regional airport system?	Yes	77-81
5. Does the RTP include a discussion of regional pedestrian needs?	Yes	63-71
6. Does the RTP include a discussion of regional bicycle needs?	Yes	63-71
7. Does the RTP address the California Coastal Trail? (Government Code 65080.1) (For RTPAs located along the coast only)	Yes	65
8. Does the RTP include a discussion of rail transportation?	Yes	Ch 4 & 5 33, 37, 38
9. Does the RTP include a discussion of maritime transportation (if appropriate)?	Yes	81
10. Does the RTP include a discussion of goods movement?	Yes	31

Programming/Operations

1. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.208(g))	Yes	75
2. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	Ch 6
3. Does the RTP contain a list of un-constrained projects?	Yes	App D

Financial

1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10) ("Should" for RTPAs)?	Yes	Ch 3, App B
2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (Government Code 65080(b)(4)(A))	Yes	27

3. Do the projected revenues in the RTP reflect Fiscal Constraint? (Government Code 65080(b)(4)(A))
4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))
5. Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv)) (“Should” for RTPAs)
6. After 12/11/07, Does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (65080(b)(4)(A) (23 CFR 450.324(f)(11)(i))
7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)
8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)

Yes	30, App B
Yes/No	Page #
Yes	App C
Yes	App C
Yes	App B
Yes	27
Yes	27

Environmental

1. Did the RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?
2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?
3. Does the RTP specify mitigation activities? (23 CFR part 450.216(k))
4. Where does the EIR address mitigation activities?
5. Did the RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?
6. Does the RTP specify the TCMs to be implemented in the region? (**federal nonattainment and maintenance areas only**)

Yes	Ch 7
N/A	
Yes	DEIR
	Exec. Summary
No	
N/A	

I have reviewed the above information and certify that it is correct and complete.

(Must be signed by RTPA Executive Director
or designated representative)

Todd Muck

Print Name

June 22, 2022

Date

Executive Director

Title

Endnotes

ⁱ Kittleson article: <https://www.kittelson.com/ideas/how-covid-19-is-impacting-travel-patterns-and-transportation-mode-choice/>

ⁱⁱ Definition provided by San Francisco County Transportation Authority report entitled “TNCs Today: A Profile of San Francisco Transportation Network Company Activity” (2017).

ⁱⁱⁱ Salinas Valley Express Transit Corridor Planning Study: <https://mst.org/wp-content/media/Draft-Report-5.23.19.pdf>

^{iv} Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line: <https://mst.org/wp-content/media/Final-Bus-on-Shoulder-Branch-Line-Feasibility-Report-062718.pdf>

^v Total number of bikeways based on inventory from Monterey County’s 2018 Active Transportation Plan.