



2026-2050 Monterey County Regional Transportation Plan

Prepared By:

Transportation Agency for Monterey County

55 B Plaza Circle

Salinas, CA 93901

www.tamcmonterey.org



In Coordination with:

Association of Monterey Bay Area Governments

24580 Silver Cloud Court

Monterey, CA 93940



The preparation of this report was financed by the California State Department of Transportation and facilitated by the Association of Monterey Bay Area Governments.

Transportation Agency for Monterey County

Board of Directors

Luis Alejo, *Supervisory District 1*
Glenn Church, *Supervisory District 2*
Chris Lopez, *Supervisory District 3*
Wendy Root Askew, *Supervisory District 4*
Kate Daniels, *Supervisory District 5*
Jeff Baron, *City of Carmel-by-the-Sea*
Scott Donaldson, *City of Del Rey Oaks*
Jose L. Rios, *City of Gonzales*
Rachel Ortiz, *City of Greenfield*
Michael LeBarre, *King City*
Bruce Delgado, *City of Marina*
Ed Smith, *City of Monterey*
Chaps Poduri, *City of Pacific Grove*
Dennis Donohue, *City of Salinas*
Mary Ann Carbone, *Sand City*
Ian Oglesby, *City of Seaside*
Anna Velazquez, *City of Soledad*

Ex-Officio Members

Maura Twomey, *AMBAG*
Scott Eades, *Caltrans District 5*
Eduardo Montesino, *City of Watsonville*
Richard Stedman, *Monterey Bay Air*

Resources District

Carl Miller, *Monterey Regional Airport*
Carl Sedoryk, *Monterey-Salinas Transit*
Mathew McCluney, *California State University Monterey Bay*

Management

Todd Muck, *Executive Director*
Christina Watson, *Director of Planning*
Michael Zeller, *Director of Programming & Project Delivery*
Jeff Kise, *Director of Finance & Administration*

Planning Staff

Ariana Green, *Principal Transportation Planner*
Doug Bilse, *Principal Engineer*
Theresa Wright, *Senior Transportation Planner*
Laurie Williamson, *Senior Engineer*
Janneke Strause, *Associate Transportation Planner*
Alissa Guthrie, *Associate Transportation Planner*
Aaron Hernandez, *Transportation Planner*
Ariadne Sambrano, *Transportation Planner*

Administration

Mi Ra Park, *Finance Officer/Analyst*
Elouise Rodriguez, *Senior Administrative Assistant*
Maria Montiel, *Administrative Assistant*
Matt Sheehan, *Accounting Clerk*
Ryan Bigelow, *Contract Specialist*

Table of Contents

EXECUTIVE SUMMARY	1
1. INTRODUCTION	3
1.1. DOCUMENT STRUCTURE	3
1.2. REGIONALLY SIGNIFICANT TRANSPORTATION CHALLENGES	4
1.2.1. ADVANCING EQUITY IN MONTEREY COUNTY	5
1.3. THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND THE REGIONAL PLANNING PROCESS	6
1.4. MONTEREY COUNTY GEOGRAPHY AND THE REGIONAL TRANSPORTATION SYSTEM	9
1.5. MONTEREY COUNTY ECONOMIC AND DEMOGRAPHIC TRENDS	11
1.6. DEVELOPMENT OF THE 2026 MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN: PLANNING FOR SUSTAINABLE COMMUNITIES	16
1.7. PUBLIC PARTICIPATION	17
2. POLICY ELEMENT: A FRAMEWORK FOR MEETING LONG-TERM MOBILITY NEEDS	18
2.1. PUBLIC INVOLVEMENT IN DEFINING REGIONAL TRANSPORTATION PRIORITIES	18
2.2. DEFINED GOALS, POLICY OBJECTIVES AND PERFORMANCE MEASURES	18
2.3. ADDRESSING CLIMATE CHANGE IMPACTS	21
2.4. MEASURING PERFORMANCE	22
3. FINANCIAL ELEMENT – INVESTING IN OUR TRANSPORTATION SYSTEM	26
3.1. KEY FUND SOURCES	30
3.1.1. LOCAL TRANSPORTATION SALES TAX	30
3.1.2. STATE AND FEDERAL GRANT FUNDING	31
3.1.3. REGIONAL DEVELOPMENT IMPACT FEE	31
3.1.4. STATEWIDE GAS TAX/GAS TAX REPLACEMENT	31
3.2. FINANCIAL ESTIMATE	32
4. TRANSPORTATION INVESTMENTS	34
4.1. VISION ZERO	35

4.2. GOODS MOVEMENT	36
4.3. REDUCING VEHICLE MILES TRAVELED	37
4.4. REGIONALLY SIGNIFICANT INVESTMENTS	38
4.4.1. CORRIDOR 1: NORTH MONTEREY COUNTY GATEWAYS	38
4.4.2. CORRIDOR 2: SALINAS VALLEY/U.S. 101 CORRIDOR	41
4.4.3. CORRIDOR 3: SALINAS-MONTEREY CORRIDOR	44
4.4.4. CORRIDOR 4: COASTAL CORRIDOR/STATE ROUTE 1	48
4.4.5. OTHER REGIONALLY SIGNIFICANT PROJECTS AND PROGRAMS	51
5. MULTIMODAL TRANSPORTATION SYSTEM AND NON-REGIONAL INVESTMENTS	53
5.1. NON-REGIONAL PROJECTS	53
5.2. HIGHWAY OPERATIONS, MAINTENANCE AND REHABILITATION	54
5.3. LOCAL STREETS AND ROADS	54
5.4. PUBLIC TRANSIT: BUS AND RAIL	57
5.4.1. PUBLIC TRANSIT OPERATIONS	59
5.4.2. SERVICE IMPROVEMENTS, PANDEMIC RECOVERY, AND UNMET PUBLIC TRANSIT NEEDS	62
5.4.3. TRANSIT CAPITAL, REHABILITATION, AND REPLACEMENT	67
5.4.5 PASSENGER RAIL	73
5.5. ACTIVE TRANSPORTATION: BICYCLE AND PEDESTRIAN INVESTMENTS	76
5.5.1. BICYCLE FACILITIES	78
5.5.2. PEDESTRIAN FACILITIES	82
5.5.3. FUTURE NEEDS: ACTIVE TRANSPORTATION PLAN FOR MONTEREY COUNTY	84
5.6. TRANSPORTATION SYSTEM MANAGEMENT	85
5.6.1. GO831 SMART COMMUTE – TRAVEL DEMAND MANAGEMENT PROGRAM	86
5.6.2. STATE HIGHWAY SAFETY PROGRAMS	87
5.6.3. INTELLIGENT TRANSPORTATION SYSTEMS	89
5.7. AIRPORTS	92
5.7.1. REGIONAL AIRPORT SYSTEM PLAN	92
5.8. MARITIME TRANSPORTATION	98
5.9. FUTURE TRANSPORTATION TECHNOLOGIES	99
6. MEASURING SYSTEM PERFORMANCE	100

6.1. PERFORMANCE OUTCOMES	100
7. ENVIRONMENTAL DOCUMENTATION	106
7.1. COORDINATED ENVIRONMENTAL REVIEW	106
7.2. AIR QUALITY CONFORMITY	107
APPENDIX A – PUBLIC OUTREACH	A
APPENDIX B – FUND ESTIMATE	B
APPENDIX C – PROJECT LIST	C
APPENDIX D – REGIONAL TRANSPORTATION PRIORITIES PUBLIC SURVEY RESULTS	D
APPENDIX E – <i>REGIONAL TRANSPORTATION PLAN</i> CHECK LIST	E

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 2026 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 24-year planning horizon of the document.

Goals and Policies

The Transportation Agency for Monterey County's 2026 *Regional Transportation Plan's* adopted policy element includes a framework of goals and policy objectives used to guide the development of the 2026 Plan. Chapter 2 presents the goals, policy objectives, and performance metrics for the Plan. Goal areas include:

- Access & Mobility;
- Safety & Health;
- Sustainability and Environment
- Equity; and
- Economic Benefit.

Dozens of performance metrics were established to measure how well the 2026 Plan performs relative to these performance metrics. Investments in the 2026 Plan are expected to result in significant benefits to the region concerning transportation mobility, economic activity and job creation, sustainability, and equity. The *2026 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 has received 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 *2026 Regional Transportation Plan* includes a revenue forecast of \$7.9 billion in state, federal, and local funding that is reasonably expected to be available through the 2050 horizon year of the Plan.

Public Outreach

The *2026 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.

The 2026 Monterey County Regional Transportation Plan represents a comprehensive, forward-looking strategy to meet the evolving transportation needs of our region. Grounded in community input, guided by clear policy goals, and supported by a robust financial framework, the Plan positions Monterey County to make meaningful progress in mobility, safety, sustainability, equity, and economic vitality. Through strategic investments and collaborative partnerships, the Transportation Agency for Monterey County is committed to delivering a transportation system that serves all residents, businesses, and visitors, now and into the future.

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 *2026 Regional Transportation Plan* is a road map to meeting our transportation challenges and goals through the Plan's horizon year of 2050. 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 24-year planning horizon of the document.

1.1. Document Structure

The 2026 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 24-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 focuses 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 *Connect Monterey Bay 2050 Plan* and Sustainable Communities Strategy (MTP/SCS), which includes the program-level evaluation of environmental impacts associated with implementation of the 2026 Monterey County *Regional Transportation Plan*.

1.2. Regionally Significant Transportation Challenges

The *2026 Regional Transportation Plan* aims to address the major challenges confronting Monterey County's transportation system, while recognizing 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 helps 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 *2026 Regional Transportation Plan* identifies approximately \$1.5 billion in costs for local street and road operations, maintenance, and rehabilitation needs across Monterey County, of which 86% 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 State and federal grants 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.

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: the 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 advise 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 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.

Social Services Transportation Advisory Committee / 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 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 is posted. This includes all public meetings, agendas, minutes, and outreach materials. Questions and requests for information can be submitted through the Agency's website and are directed to the appropriate staff. The Agency also

administers a Facebook page and Instagram 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 as well. 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, flyers and news releases. All other outreach material can be requested in an alternative language if needed.

Media Outreach: The Agency regularly issues news releases and responses 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 deliver 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 continuing 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 2026 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:** comprised of the unincorporated communities of Castroville, Prunedale, Moss Landing, and Aromas;
2. **Greater Salinas area:** includes Salinas and unincorporated communities to the west;
3. **Monterey Peninsula:** includes 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:** includes 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 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, U.S. 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. According to the USDA, in 2022 approximately 1,338,477 acres were devoted to irrigated cropland, dry farming, grazing, animal husbandry, and related agricultural services. More than 60% of this land is pastureland, with much of the remaining in cropland (363,670 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 region's top grossing crops include strawberries at \$1,039,220,000, leaf lettuce at \$933,907,000, and head lettuce at \$596,602,000, according to the 2024 Monterey County Crop Report. The production value of crops in Monterey County represents a nearly \$5 billion-dollar industry. Monterey County has also become a significant wine-growing region, with approximately 46,000 acres devoted to wine grape cultivation. 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 are a growing contributor to the area's economy. Internationally popular visitor attractions are located along the Peninsula, which contribute to the approximately \$3.1 billion-dollar annual hospitality industry in Monterey County that supports over 27,500 jobs, according to the 2024 See Monterey report on the Economic Impact of Travel. 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, Monterey County's coastline attracts visitors 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, the Defense Language Institute, the Monterey Institute for International Studies, and Monterey Peninsula and Hartnell Community Colleges also contribute to the region's economy.

Figure 1-1: Map of Monterey County



1.5. Monterey County Economic and Demographic Trends

The Monterey County *Regional Transportation Plan* is based on regional growth assumptions included in the 2026 AMBAG forecast. That forecast includes population, employment and housing projections over the 24-year planning horizon. Detailed information about the forecast can be found in *Connect Monterey Bay 2050*, which is the Metropolitan Transportation Plan prepared by AMBAG.

1.5.1. Monterey County Population

Table 1.1. and **Table 1.2.** summarize forecast population growth by jurisdiction. The forecast estimates that the population of Monterey County will grow 5% between 2020 and 2050. Sand City, Gonzales, and Marina are expected to have the largest percentage increase in population and housing units (**Table 1.3.**).

Table 1.1. Monterey County Population Forecast

Geography	2010	2015	2020	2023	2030	2035	2040	2045	2050
Monterey County	415,057	429,887	439,035	433,953	446,857	451,331	454,652	458,107	461,279
<i>Carmel-By-The-Sea</i>	3,722	3,473	3,168	3,105	2,881	2,961	3,018	3,057	3,082
<i>Del Rey Oaks</i>	1,624	1,625	1,579	1,559	1,670	1,782	1,850	1,912	1,958
<i>Gonzales</i>	8,187	8,486	8,548	8,384	11,430	11,489	11,555	11,631	11,647
<i>Greenfield</i>	16,330	17,456	18,782	20,155	21,149	21,371	21,498	21,557	21,633
<i>King City</i>	12,874	13,058	13,395	13,968	14,871	14,938	14,975	15,044	15,158
<i>Marina</i>	19,718	20,815	21,738	22,269	27,568	29,100	31,706	33,071	34,305
<i>Monterey</i>	27,810	28,186	28,474	27,189	28,714	29,428	29,995	30,526	30,859
<i>Pacific Grove</i>	15,041	15,273	14,978	14,872	15,223	15,404	15,602	15,768	15,894
<i>Salinas</i>	150,441	158,116	161,776	160,870	161,947	162,791	163,127	163,871	164,615
<i>Sand City</i>	334	350	368	378	1,025	1,068	1,092	1,113	1,121
<i>Seaside</i>	33,025	33,431	32,731	30,187	30,507	30,906	31,521	32,120	32,626
<i>Soledad</i>	25,738	25,777	27,550	26,462	26,061	26,174	26,176	25,754	25,292
<i>Unincorporated</i>	100,213	103,841	105,948	104,555	103,811	103,919	102,537	102,683	103,089

Source: AMBAG 2026 Subregional Growth Forecast

Table 1.2. Total Population Growth Over Planning Horizon

Geography	2020 Population	2050 Population	Total Forecasted Population Growth	Percent Change (2020 – 2050)
Monterey County	439,035	461,279	22,244	5%
Carmel-By-The-Sea	3,168	3,082	-86	-3%
Del Rey Oaks	1,579	1,958	379	19%
Gonzales	8,548	11,647	3,099	27%
Greenfield	18,782	21,633	2,851	13%
King City	13,395	15,158	1,763	12%
Marina	21,738	34,305	12,567	37%
Monterey	28,474	30,859	2,385	8%
Pacific Grove	14,978	15,894	916	6%
Salinas	161,776	164,615	2,839	2%
Sand City	368	1,121	753	67%
Seaside	32,731	32,626	-105	0%
Soledad	27,550	25,292	-2,258	-9%
Unincorporated	105,948	103,089	-2,859	-3%

Source: AMBAG 2026 Subregional Growth Forecast

1.5.2. Housing Forecast

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

Table 1.3. Housing Unit Forecast

Geography	2015	2020	2023	2030	2035	2040	2045	2050
Monterey County	140,052	143,631	145,965	157,426	162,788	166,736	168,963	170,605
Carmel-By-The-Sea	3,227	3,056	3,067	3,135	3,232	3,300	3,344	3,374
Del Rey Oaks	741	739	746	820	893	938	973	998
Gonzales	2,037	2,088	2,091	3,105	3,188	3,244	3,277	3,293
Greenfield	3,904	4,207	4,724	4,941	5,133	5,268	5,372	5,436
King City	3,298	3,465	3,691	3,870	3,990	4,065	4,140	4,219
Marina	7,449	8,022	8,444	11,268	11,637	11,740	11,809	11,833
Monterey	13,677	13,787	13,825	15,542	16,204	16,680	17,110	17,406
Pacific Grove	8,144	8,121	8,232	8,559	8,804	9,025	9,153	9,234
Salinas	43,481	44,405	44,939	48,234	50,082	51,350	52,174	52,717
Sand City	176	186	197	553	585	605	618	623
Seaside	10,853	10,801	10,847	11,080	11,415	11,776	12,051	12,261
Soledad	4,117	4,524	4,633	5,183	5,663	6,064	6,146	6,210
Unincorporated	38,948	40,230	40,529	41,136	41,962	42,681	42,796	43,001

Source: AMBAG 2026 Subregional Growth Forecast

Table 1.4. Total Growth in Housing Units Over Planning Horizon

Geography	2020 Units	2050 Units	Total Forecasted Growth in Housing Units	Percent Change (2020 – 2050)
Monterey County	143,631	170,605	26,974	19%
<i>Carmel-By-The-Sea</i>	3,056	3,374	318	10%
<i>Del Rey Oaks</i>	739	998	259	35%
<i>Gonzales</i>	2,088	3,293	1,205	58%
<i>Greenfield</i>	4,207	5,436	1,229	29%
<i>King City</i>	3,465	4,219	754	22%
<i>Marina</i>	8,022	11,833	3,811	48%
<i>Monterey</i>	13,787	17,406	3,619	26%
<i>Pacific Grove</i>	8,121	9,234	1,113	14%
<i>Salinas</i>	44,405	52,717	8,312	19%
<i>Sand City</i>	186	623	437	235%
<i>Seaside</i>	10,801	12,261	1,460	14%
<i>Soledad</i>	4,524	6,210	1,686	37%
<i>Unincorporated</i>	40,230	43,001	2,771	7%

Source: AMBAG 2026 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 are in education, health care, and other services.

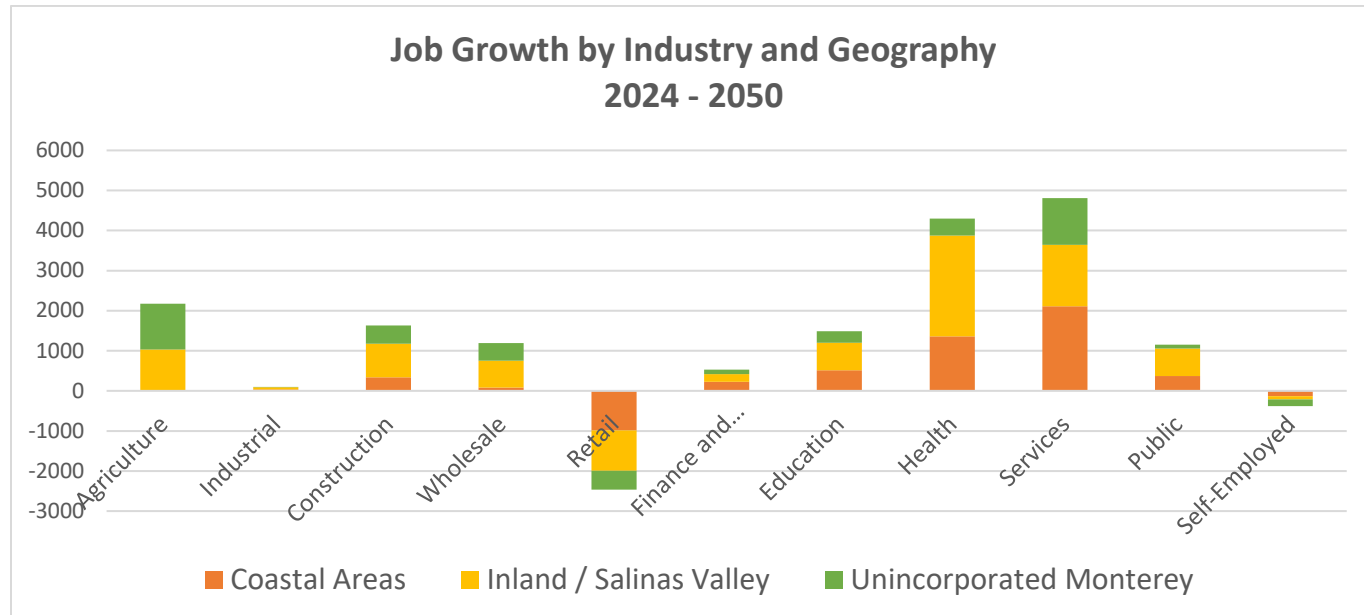
Table 1.5. Employment Forecast by Industry

Monterey County	2015	2020	2023	2030	2035	2040	2045	2050
<i>Agriculture</i>	28,138	28,530	31,555	33,858	33,966	34,071	34,175	34,279
<i>Manufacturing</i>	6,612	6,741	7,914	8,101	8,094	8,075	8,060	8,056
<i>Skilled Trade</i>	24,322	25,748	27,414	28,402	28,240	28,567	28,840	29,105
<i>Wholesale</i>	21,044	21,115	22,982	24,174	24,208	24,280	24,361	24,455
<i>Retail</i>	24,474	22,570	23,332	22,974	22,467	21,932	21,382	20,824
<i>Financial & Professional Services</i>	20,245	20,834	21,820	22,072	22,239	22,328	22,363	22,368
<i>Education</i>	14,405	14,999	14,964	15,223	15,575	15,895	16,190	16,468
<i>Health Care</i>	23,894	24,533	25,651	26,993	27,925	28,760	29,495	30,139
<i>Other Services</i>	36,538	31,781	38,876	40,909	41,762	42,557	43,318	44,047
<i>Public</i>	17,102	17,833	17,488	17,926	18,128	18,314	18,500	18,688
<i>Self-employed</i>	5,994	6,378	6,381	6,380	6,334	6,234	6,119	5,997
Total	222,768	221,062	238,377	247,012	248,938	251,013	252,803	254,426

Source: AMBAG 2024 Regional Growth Forecast

Figure 1.2 below portrays job growth by industry according to the 2026 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 between 2024 - 2050



1.6. Development of the 2026 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 that 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 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 *Connect Monterey Bay 2050 Plan*.

1.7. Public Participation

A detailed summary of public outreach activities undertaken by the Transportation Agency to develop the 2026 Monterey County *Regional Transportation Plan* is included as **Appendix A**. Outreach activities undertaken for the *2026 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. Policy Element: A Framework for Meeting Long-Term Mobility Needs

The Policy Element of the *Regional Transportation Plan* provides a framework for selecting, prioritizing, and evaluating transportation projects to meet Monterey County’s mobility needs over the twenty-four-year lifetime of the Plan. To develop a list of transportation improvements that support land use assumptions in the regional Sustainable Communities Strategy, the Policy Element of the *2026 Regional Transportation Plan* incorporates goals, objectives and performance measures that are oriented toward achieving a balanced transportation system. This policy framework moves away from automobile-oriented goals and measures and instead approaches transportation as a system to transport people and goods across modes.

To accomplish this, the Policy Element of the Plan is derived from the *Smart Mobility Framework* developed by Caltrans, which has been used across California to address state sustainability planning requirements. The Policy Element is also designed to be consistent with the goals, policies and measures included in the *Connect Monterey Bay 2050* prepared by the Association of Monterey Bay Area Governments (AMBAG) for the Monterey Bay region.

2.1 Public Involvement in Defining Regional Transportation Priorities

The 2026 Policy Element builds on the efforts from prior years, with a renewed integration of regional transportation priorities, as expressed in a public survey titled “Regional Transportation Plans.” The survey received 122 responses over the course of approximately one month. In addition to the public survey, staff conducted the same survey with members of the Agency’s Board of Directors at a Board meeting, which provided another lens for consideration in evolving the goals, policy objectives, and performance measures for the Plan. The survey results from the Board of Directors and the general public can be seen in Appendix D.

2.2 Defined Goals, Policy Objectives and Performance Measures

The *2026 Regional Transportation Plan* presents goals, policy objectives and performance measures that have evolved from the 2022 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 accessible transportation system that promotes viable transportation alternatives for all users.

2. **Safety & Health:** Create a safe transportation system that fosters county-wide health and well-being through promoting active lifestyles.
3. **Sustainability & Environment:** Protect and enhance the County's built and natural environment and promote energy conservation.
4. **Equity:** Promote social and geographic equity through transportation planning, engineering and design.
5. **Economic Benefit:** Foster an economically viable, sustainable transportation system that supports the regional economy.

Figure 2-1: Policy Element for 2026 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	Decrease quantities of harmful air pollutants resulting from transportation.
	2.3	Increase mode share of active transportation alternatives for commute to work trends.

	2.4	Enhance public safety for all modes with a focus on pedestrian and bicycle facilities.
Goal 3: Sustainability & Environment		
Protect the County's built and natural environment and promote energy conservation.	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
	3.4	Funding projects and programs that will help protect communities from the impacts of extreme heat, intense storms, flooding and wildfires.
Goal 4: Equity		
Promote social and geographic equity through transportation planning, engineering and design	4.1	Prioritize funding in communities that currently have fewer transportation options, especially in transportation disadvantaged and rural communities.
	4.2	Ensure that new developments include sidewalks, crosswalks, and safe and comfortable bike routes, especially in rural areas.
	4.3	Reduce barriers to safe transportation options for youth and seniors
	4.4	Empower community members to help choose transportation projects through an effective transportation planning process.
Goal 5: Economic Vitality		
Foster an economically viable, sustainable, transportation system that supports the regional economy	5.1	Prioritize enhancement and maintenance of the existing transportation system
	5.2	Increase quality and quantity of walkable and vibrant city centers and commercial corridors
	5.3	Invest in transportation solutions that improve regional accessibility for freight and reduce truck hours of delay
	5.4	Support transportation solutions that reduce transportation costs, reduce congestion and average commute time.

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 2026 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 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 heat and 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.

In 2021, Caltrans District 5 completed a Climate Adaptation Priorities Report, which prioritized the order in which assets found to be exposed to climate hazards will undergo detailed asset-level climate assessments. The timing of climate impacts, their severity, condition of each asset and the number of system users affected among other factors, are considered. TAMC is creating a similar report, to be completed in 2026, for North Monterey County that will include a hazards overview, vulnerability assessment of the transportation network in the North Monterey County area, and a list of priority assets as well as potential adaptation solutions for the highest priority parts of the network.

The Agency's Regional Conservation Investment Strategy (RCIS) discusses how species and habitats 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, 2018).

The currently underway Highway 1 Elkhorn Slough Corridor Climate Resiliency Project aims to address the increasing threat of sea level rise, storm surge and coastal erosion to the transportation corridor that spans the Elkhorn Slough Reserve in Moss Landing. This corridor of eight miles of highway and five miles of rail line is vulnerable to the flooding from rising oceans, higher levels of storm surge. The project improves Highway 1 transportation infrastructure through implementation of adaptation strategies that most benefit Elkhorn Slough and the surrounding ecosystem. The current phase of the project is a Planning and Environmental Linkages (PEL) study that bridges previous feasibility work to environmental review. The PEL process engages stakeholders to develop an alternative to the current alignment. The PEL alternatives will prioritize the most current science related to reducing tidal flooding and dangers to the health of the Elkhorn Slough National Estuarine Reserve and the Monterey Bay Marine Sanctuary at Moss Landing. The project will improve safety for motorists, pedestrians, and bicyclists and provide congestion relief, and improve interregional travel along the primary link between the Counties of Santa Cruz and Monterey. This process will help prepare the Elkhorn Slough Resiliency Project for future local, state, and federal grant opportunities.

The 2026 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 *2026 Regional Transportation Plan* align with the measures included in AMBAG's *Connect Monterey Bay 2050 Plan*. The performance measures also include a few performance monitoring strategies to assess the impact of Measure X Projects and current TAMC Programs, such as the Safe Routes to Schools program.

Figure 2-2: Performance Measures for 2026 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 Near High Quality Transit (%)
	1.2	Peak Period Congested Vehicle Miles of Travel (%)
	1.3	Alternative Transportation Trips (%)
	1.4	Access to transit w/in 1/2 mile (%): low income, non-low income, minority, non-minority, low community engagement
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
	2.2	Harmful airborne pollutants (pounds/day)
	2.3	Jobs near bike facilities
	2.4	Annual projected bike/ped fatalities and injuries per 1,000 VMT
Goal 3: Sustainability & Environment		
Protect and enhance the County's built and natural environment	3.1	Green-house gas reductions (% reduction from 2005 baseline)
	3.2	Open Space Consumed (acres)
	3.3	Farmland Converted (acres)
	3.4	Population in Climate Risk areas (percentage)
Goal 4: Equity		
Promote social and geographic equity through transportation	4.1	Distribution of MTP/SCS investments (%): low-income, non-low income, minority, non-minority, low mobility and low-community engagement areas

planning, engineering and design	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
	4.4	Empower community members to help choose transportation projects through an effective transportation planning process.
Goal 5: Economic Vitality		
Foster an economically viable, sustainable, transportation system that supports the regional economy	5.1	Maintain the Transportation System (%)
	5.2	Distribution of MTP/SCS Investments (%): low income, non-low income, minority, non-minority, low mobility, low community engagement
	5.3	Daily Truck Delay (hours)
	5.4	Access to transit w/in 1/2 mile (%): low income, non-low income, minority, non-minority, low mobility, low community engagement

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-four 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 24-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 \$7.9 billion in projected funding for transportation projects in Monterey County through the 2050 horizon year of the plan, in current dollars.

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

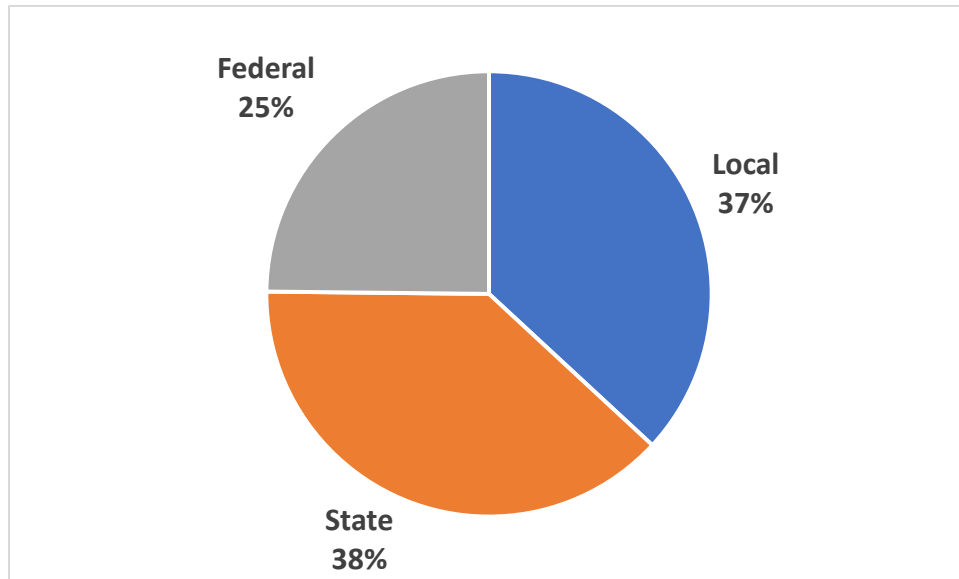


Figure 3-2 below summarizes the Financial Element by discretionary vs. dedicated revenues. The bulk of the funding available is considered dedicated to a specific project or type of project, limiting the amount of flexibility available to the Agency to move funding to different types of projects. Dedicated 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)

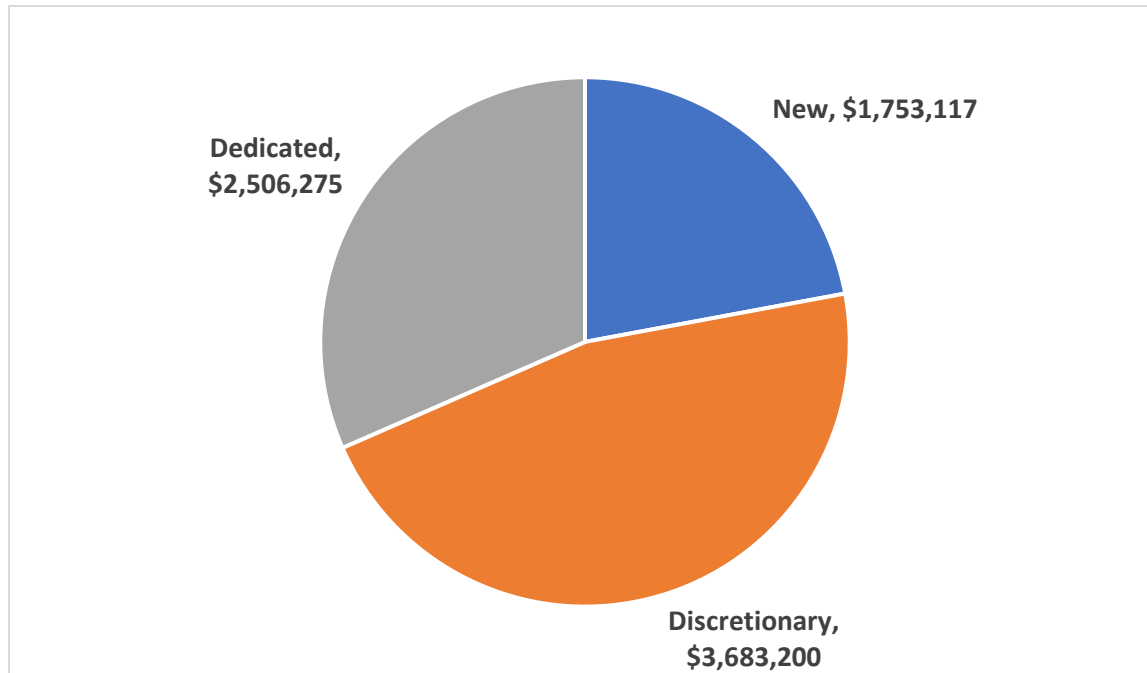


Figure 3-2 also identifies new revenues. This category represents new funding sources included in the Financial Element based on regional efforts to plan and secure these funds in the future. These new revenues are included to document the level of funding needed to deliver regional projects to achieve 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 Strategy to ensure coordination between various fund-sources. The Integrated Funding Strategy demonstrates a near-term investment strategy, which is folded into the long-range *Regional Transportation Plan*. The Integrated Funding Strategy identifies transportation funding for the five-year period between Fiscal Year 2025/26 through 2030/31. Regionally significant projects included in the Integrated Funding Strategy are portrayed in **Figure 3-3** below.

Figure 3-3: Integrated Funding Strategy – Regional Projects



New revenues included in the 2026 Monterey County *Regional Transportation Plan* include a local transportation sales tax measure, an updated regional development impact fee, state and federal grant funding, and an update to the gas tax. These new sources have been approved, implemented, or are reasonably anticipated to be available. More details about the new funding sources in the Strategy are provided below.

3.1. Key Fund Sources

3.1.1. Local Transportation Sales Tax

The *Regional Transportation Plan* includes a 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 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 exceeded the \$20 million per year estimate. During the first three 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. 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. As an example, actual revenues for the most recent past fiscal year, 2023/2024, Measure X generated \$38.8 million. To manage the higher-than-expected revenue generation, Agency staff have 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.

3.1.2. 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.

3.1.3. Regional Development Impact Fee

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. Since the 2018 update, recent changes to the Mitigation Fee Act now require nexus studies to be updated every eight years instead of five. The Transportation Agency is currently underway on updating the nexus study for the fee program which is expected to be complete by June 2026.

3.1.4. 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

comments 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.

3.2. 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 24-year life of the plan.

The tables below present a summary of the fund sources in the Financial Element by Local, State and Federal (**Table 3-1**) 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 24-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, State, and Federal Transportation Revenue Sources

<i>Revenue Sources (All Figures in 1000's)</i>	24 Year \$ Current	24 Year \$ Future
Local		
<i>City Sales Taxes Used on Transportation</i>	\$0	\$0
<i>City/County Developer Fees</i>	\$12,500	\$16,335
<i>City/County General Funds for Transportation Projects</i>	\$380,650	\$497,447
<i>Gas Tax (HUTA) and Gas Tax Replacement</i>	\$375,000	\$476,804
<i>SB1 LSRP/RMRA Local Gas Tax</i>	\$375,000	\$375,000
<i>Airport Revenues</i>	\$55,400	\$65,371
<i>Rail Line Lease Revenue</i>	\$6,400	\$8,364
<i>Regional Developer Fees</i>	\$143,850	\$187,988
<i>Transit Fares</i>	\$106,250	\$138,851
<i>Transit Non-Fare Revenue</i>	\$37,500	\$49,006
<i>Transit Sales Tax: Measure Q</i>	\$375,000	\$510,784
<i>TDA Local Transportation Fund (LTF)</i>	\$522,300	\$682,561
<i>Vanpool Lease</i>	\$0	\$0

Transportation Sales Tax	\$500,000	\$681,046
AB2766	\$40,000	\$52,273
	\$2,929,850	\$3,741,832
State		
Airport Improvement Program Match and A&D Grant	\$56,250	\$73,510
California Aid to Airports Program, Annual Credit	\$1,000	\$1,307
Freeway Service Patrol	\$12,925	\$16,891
Service Authority for Freeways and Expressways (SAFE)	\$5,175	\$6,763
SHOPP	\$1,800,000	\$2,352,305
TDA State Transit Assistance (STA)	\$135,175	\$176,652
SB1 Trade Corridor Enhancement Program (TCEP)	\$112,500	\$147,019
SB1 Solutions for Congested Corridors Program (SCCP)	\$112,500	\$147,019
SB1 Local Partnership Program (LPP), Competitive	\$87,500	\$114,348
SB 1 State of Good Repair (SOG)	\$21,050	\$27,509
STIP Interregional Share	\$62,500	\$81,677
STIP Regional Share	\$125,000	\$163,355
Active Transportation Program (ATP)	\$280,050	\$365,979
Low Carbon Transit Operations Program (LCTOP)	\$30,525	\$39,891
SB1 Local Partnership Program (SB1 LPP), Formula	\$22,525	\$22,525
Affordable Housing & Sustainable Communities	\$25,000	\$26,692
Transit and Intercity Rail Capital Program (TIRCP)	\$125,000	\$125,000
CPUC TNC Access For All Program	\$1,575	\$2,058
Local Transportation Climate Adaptation Program (LTCAP)	\$0	\$0
SB125 TIRCP	\$22,246	\$22,246
Zero-Emission Transit Capital Program (ZETCP)	\$1,996	\$1,996
	\$3,040,492	\$3,914,742
Federal		
Fixed Guideway Capital Investment Grants (5309)	\$125,000	\$163,355
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	\$62,500	\$81,677
State Planning (5304)	\$0	\$0
Metropolitan Planning (5303)	\$175	\$229
Rural Area Formula Program (5311)	\$37,500	\$49,006
Urbanized Area Formula Program (5307)	\$300,000	\$392,051
Small Transit Intensive Cities (5307c)	\$125,000	\$163,355
State of Good Repair Grants (5337)	\$75,000	\$98,013
Bus and Bus Facilities Formula Program (5339a)	\$50,000	\$65,342
Bus and Bus Facilities Discretionary Program (5339b)	\$50,000	\$65,342
Rural Intercity Bus Program (5311f)	\$50,000	\$50,000
Low and No Emission Vehicle Program (5339c)	\$187,500	\$32,000

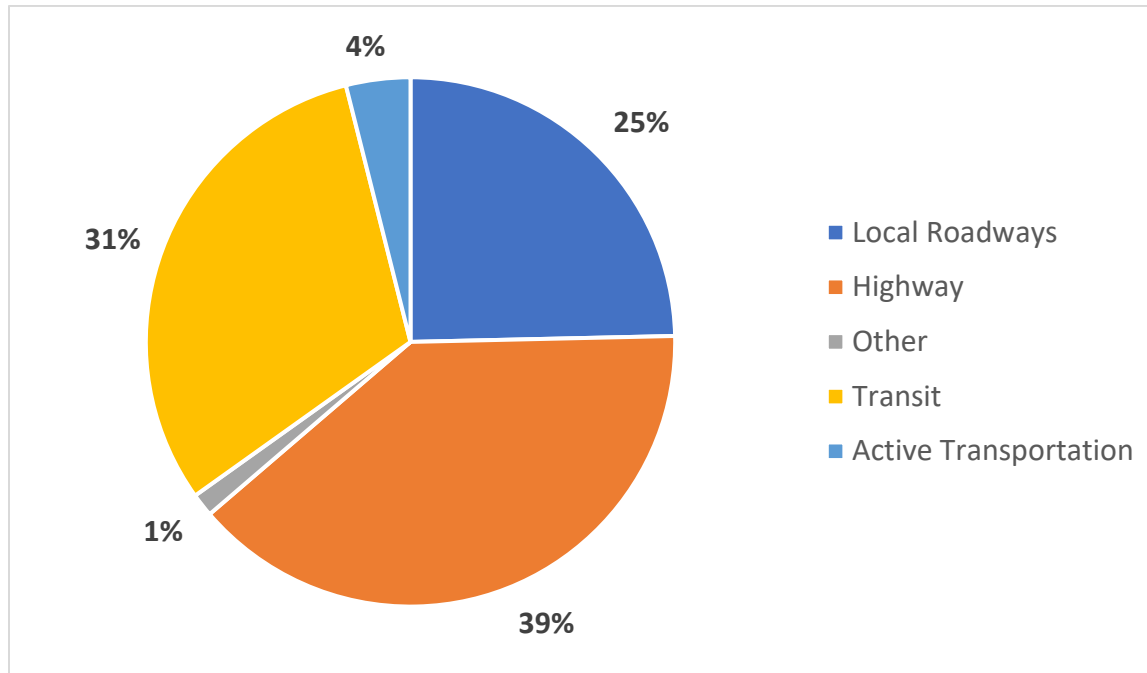
<i>RAISE, formerly BUILD</i>	\$150,000	\$196,025
<i>Highway Bridge Program (HBP)</i>	\$190,175	\$248,528
<i>Highway Safety Improvement Program (HSIP)</i>	\$42,800	\$55,933
<i>Surface Transp. Block Grant (STBG) /Regl Surface Transp Pgm (RSTP)</i>	\$170,000	\$222,162
<i>FEMA/CalOES/ER - Emergency Road Repair Funding</i>	\$69,100	\$90,302
<i>Federal Lands Access Program (FLAP)</i>	\$18,750	\$18,750
<i>Carbon Reduction Program</i>	\$18,750	\$18,750
<i>FAA Airport Improvement Program (AIP)</i>	\$0	\$0
<i>Federal Railroad Administration (FRA)</i>	\$250,000	\$250,000
	\$1,972,250	\$2,260,819
	\$7,942,592	\$9,917,393

4. Transportation Investments

The *2026 Regional Transportation Plan* identifies a range of transportation improvements to be funded over the 24-year lifetime of the document that supports 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 *2026 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. Vision Zero

Vision Zero is an international movement that aims to eliminate traffic fatalities and serious injuries. In 2025 more than 60 U.S. cities had adopted Vision Zero goals. TAMC received grant funding in 2023 to develop the Monterey County Regional Vision Zero Action Plan, which analyzes high-collision corridors throughout the county and develops recommendations to improve safety. The plan includes all jurisdictions in Monterey County that do not already have a safety plan (the Cities of Salinas, Monterey, and Seaside have already adopted or are

developing a safety plan). A list of safety projects has been developed for each city and the County of Monterey, and that list can be used in the future to focus transportation investments in areas with the highest need.

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 *2026 Regional Transportation Plan* have been identified to serve goods movement needs and are consistent with the past corridor-based studies and funding efforts. These include the *2024 California Central Coast Sustainable Freight Study* produced by AMBAG and the *2023 California Freight Mobility 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 the 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. The *California Central Coast Sustainable Freight Study* cites the top ten bottlenecks on U.S. 101, of which six are in Monterey County.

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 serves as the primary east-west link between the U.S. 101 corridor and the Monterey Peninsula, and was identified as both a freight bottleneck and one of the top locations for truck-involved collisions in the *California Central Coast Sustainable Freight Study*. The *California Freight Mobility Plan* encourages the need to strategically improve travel time reliability and eliminate bottlenecks on key trade corridors.

The Transportation Agency is working with the Central Coast Coalition, which is a partnership of Central Coast transportation agencies from Santa Cruz to Santa Barbara, to increase funding in the region and to seek funding for U.S. 101 improvements that support goods movement and regional access. This group partnered with Caltrans to create the *U.S. 101 Business Plan*, a study that outlines needs along the U.S. 101 corridor and a financial plan that identifies project costs and potential funding sources. The plan was informed by a combination of partner-led planning efforts, guided stakeholder participation, and public engagement and outreach activities. The *Business Plan* has the Central Coast Coalition's mutual support. The *U.S. 101 Business Plan* includes the following goals:

1. Safety & Health
2. Sustainability and Climate Change
3. Economy
4. Mobility
5. Equity

The *U.S. 101 Business Plan* identified five Priority Project Types linked directly to these goals. The Priority Project Types were identified based on the impact the specific project type will have on the respective *Business Plan* goal. The five project types are as follows:

- Operational Improvements and Conflict Point Reduction
- Alternative Fuel Charging Stations and Air Pollutant Reduction
- Freight and Goods Movement Improvements
- Freeway Conversion and New Interchanges Bike, Ped, Transit, Rail, and Park & Ride Improvements

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. The goal of 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 to aggressively combat climate change while supporting public health, safety, and equity.

The *2026 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; and
- SURF! Busway and Bus Rapid Transit Project;

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/U.S. 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, students, and visitors to Monterey County, transporting 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 - Monterey County Rail Extension

The Monterey County Rail Extension project includes the Kick-Start Project, which will extend existing rail service from Santa Clara County 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. For more details, see the "Rail Transit" section (5.4.5).

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 that are anticipated to be constructed from west to east. The first segment is the Castroville Boulevard Interchange project and the last segment will reconstruct 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 congestion 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 U.S. 101 Interchange:** This project will reconstruct the U.S. 101 – State Route 156 Interchange and reroute access from San Miguel Canyon Road to U.S. 101. This project will remove conflicts between local, regional, and interregional traffic and improve operations and safety on 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 (described above). This road will provide a new connection from the major distribution center in Castroville to State Route 156, reducing truck traffic and improving traffic flow and pedestrian safety on Merritt Street through the town of Castroville.

D – Monterey County G12 Operational and Capacity Improvements

The G12 corridor runs from Pajaro to Prunedale and 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 *G12: Pajaro to Prunedale Corridor Study*. Recommended projects will make operational and capacity improvements, including road widening, turning lanes,

signalization, and intersection improvements. Additionally, these projects will support improved bicycle and pedestrian facilities.

Figure 4-2: North Monterey County Gateways



4.4.2. Corridor 2: Salinas Valley/U.S. 101 Corridor

The U.S. 101 Corridor includes the City of Salinas and 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 *2026 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 U.S. 101 will improve safety and operations of the corridor.

A – Russell Road Widening

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

B – U.S. 101 Alvin Drive Project

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

C – U.S. 101 Salinas Corridor

This project will widen U.S. 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 by eliminating turning movements at 11 existing at-grade intersections, relocating and reconstructing the existing Abbott Street interchange, relocating and reconstructing the Chualar Main Street interchange, and constructing frontage roads to allow access to existing residences, businesses, and farms. Frontage roads along U.S. 101 south of Salinas and related intersection improvements will also 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 U.S. 101 - 5th Street Interchange in Gonzales to improve vehicular flow and improve safety for motorists and pedestrians.

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.

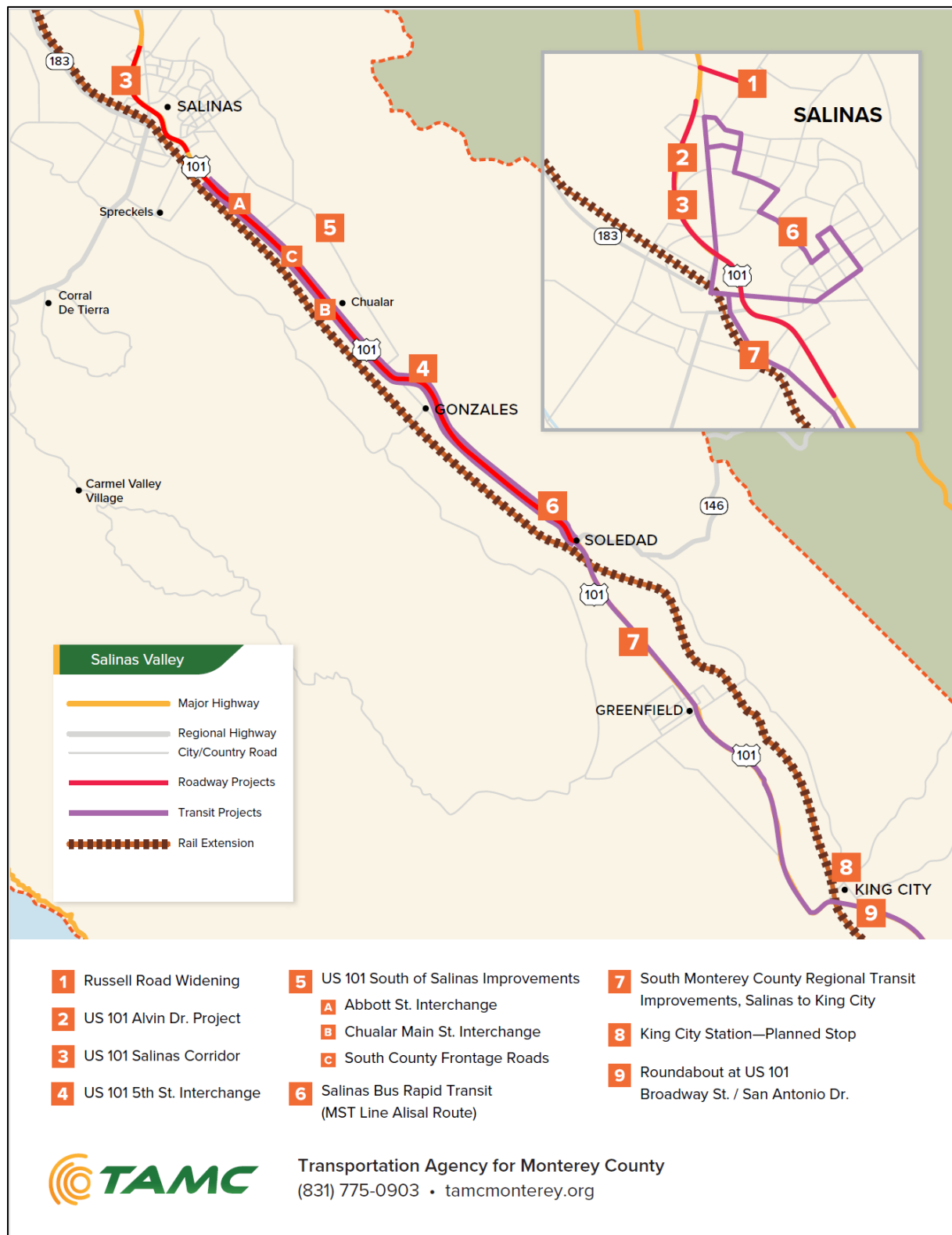
I – Salinas Bus Rapid Transit

This project will expand transit access and improve travel options in the City of Salinas by constructing high quality Bus Rapid Transit improvements for Monterey-Salinas Transit Line 41, 42, and 47 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 U.S. 101 and Romie Lane in Salinas. The project includes stops in King City, Greenfield, Soledad, Gonzales, Chualar, and Salinas.

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



4.4.3. Corridor 3: Salinas-Monterey Corridor

The Salinas-Monterey Corridor includes two major regional commute routes 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 *2026 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

The goal of the Scenic Highway 68 Corridor Improvement Project is to address safety concerns for motorists and improve traffic flow between Monterey and Salinas. The project will be designed to provide new wildlife connections under the highway. The environmentally sensitive setting required this project to meet these objectives without adding new travel lanes. After a thorough environmental evaluation, the California Department of Transportation (Caltrans) is proposing to construct a project to convert all nine signalized intersections into roundabouts. The first project phase was selected to install roundabouts at the intersections of San Benancio Road, Corral de Tierra and Laureles Grade.

In March 2025, the Transportation Agency Board approved using Measure X funds for a project to install Adaptive Traffic Signal Controls at nine intersections on State Route 68 between Toro Park and Highway 1. The upgraded system allows “smart” traffic controllers to use artificial intelligence to control the signals. The system monitors real-time traffic information to adjust timing plans to ease congestion. Adaptive signal operations installed in other areas have performed well addressing severe congestion during peak times and unanticipated changes in traffic such as special events. This project is scheduled to be operational in 2026 and aims to reduce congestion and collision rates. The adaptive traffic signal operations will become the baseline when evaluating future investments.

B – Salinas-Marina Multi-modal Corridor

This project will accommodate high quality transit service via a dedicated busway or transit 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 the 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 four lanes from Reservation Road to Imjin Road and construct four new roundabouts at intersections. The project also includes Class 2 buffered bike lanes, a multi-use path, flashing beacons at crosswalks, stormwater improvements, street lighting, artwork, and landscaping. The project started construction in 2024 and is expected to be completed in 2026.

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 during peak travel periods.

The 2026 *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-owned Monterey Branch Line rail right-of-way. This project includes construction of a new multimodal transit station at 5th Street in the former Fort Ord. The project started construction in 2025 and is expected to be completed in 2028.



B – Fort Ord Regional Trail and Greenway



This project will build approximately 28-miles of 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.

Construction of the project is anticipated to take place in segments. The first segment in construction is the State Route 218 / Canyon Del Rey segment in Del Rey Oaks and Seaside. Additional phases anticipated to be constructed in the near term include a segment near California Avenue in Marina and a segment connecting to the Jerry Smith trailhead in the Fort Ord National Monument.

C- Highway 1 Elkhorn Slough Corridor Climate Resiliency Project

This project will address vulnerability of State Route 1 and a portion of the rail line through Moss Landing and the Elkhorn Slough to sea level rise and other climate related hazards

and risks. This project will determine the best alternative to the current alignment through intensive stakeholder engagement and thorough environmental review, design and engineering work.

D– State Route 218 Operational Improvements

This project will construct operational improvements along State Route 218 in Seaside and Del Rey Oaks, including the addition of turn pockets, signal improvements, and bicycle and pedestrian enhancements.

E – Del Monte Corridor Improvements

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

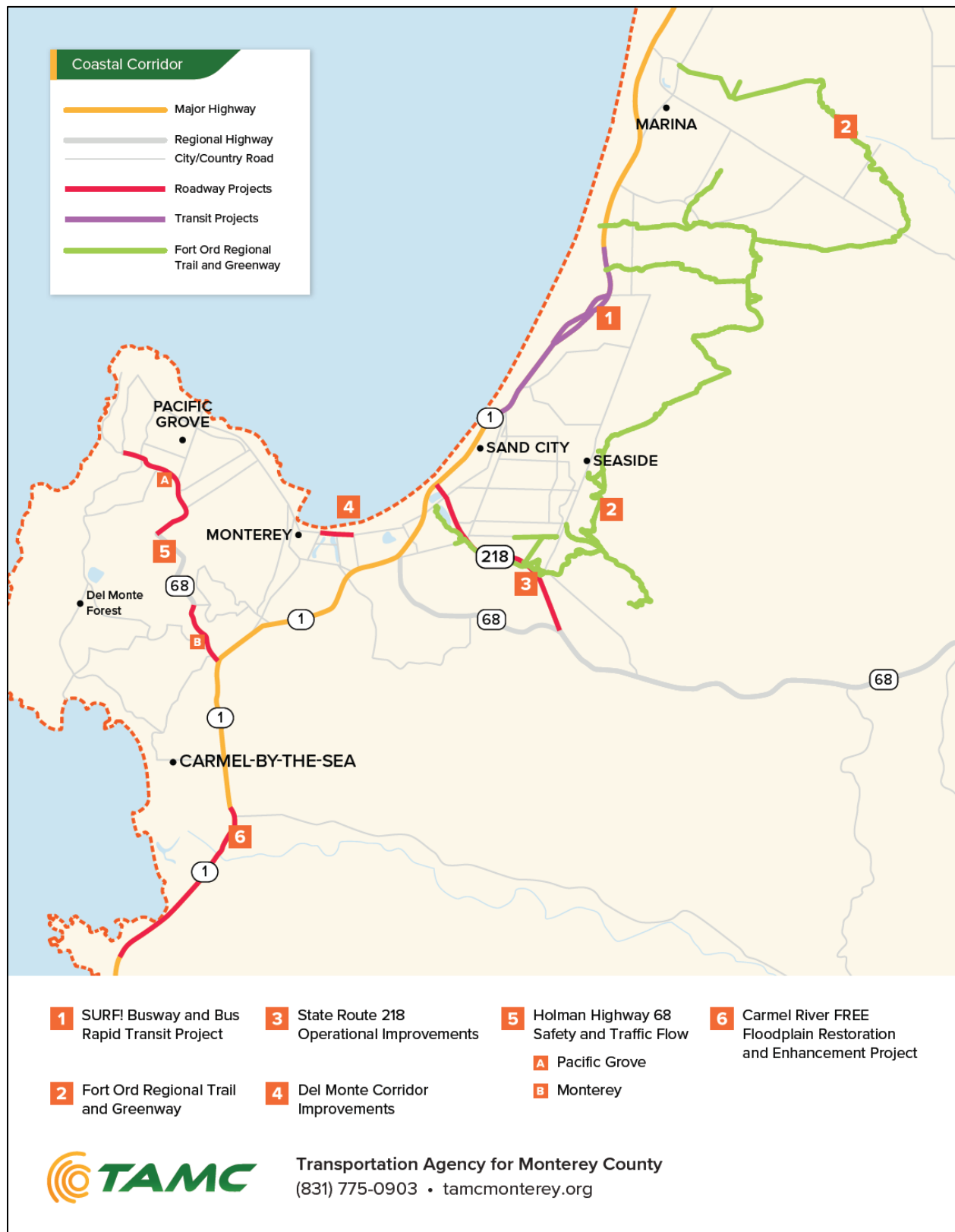
F – Holman Highway 68 Safety Improvements

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

G – Carmel River Floodplain Restoration and Environmental Enhancement (FREE)

This project will replace a portion of the elevated State Route 1 roadway embankment with a causeway and 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 projects listed above, there are regionally significant programs that are underway in Monterey County. Each of these regional programs are identified in the Measure X Transportation Safety & Investment Plan.

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. The program is 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. TAMC has also adopted Safe Routes to Schools Plans in Salinas (2022) and the four Salinas Valley cities (2024) and is currently working on a Safe Routes to Schools Plan for North Monterey County.

One of the core pillars of the Safe Routes to School Program is youth educational training. The “Walk Smart” and “Bike Smart” programs train students on how to walk and bike safely to facilitate an increase in walking and bicycling among youth and reduce the rate of crashes involving youth.

The Agency integrated a 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 people with disabilities to support their ability to live independently in their homes and communities. Monterey County's elderly population is growing rapidly, with an estimated 36% growth between 2020 and 2040 according to data from AMBAG's *Connect Monterey Bay 2050 Plan*.

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

To measure the impact of the Senior & Disabled Transportation Services Program, the Transportation Agency has integrated a performance metric to monitor the number of seniors and people 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 list of all non-regional transportation costs proposed by municipalities and public transit operators.

The *2026 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 and show 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, such as street and road maintenance or operating costs, that are difficult to predict over the 2050 planning horizon. Costs for these minor projects, although important for planning and funding purposes, are therefore accounted for in grouped categories within the 2026 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 updates to the regional plan.

The current Federal Transportation Act also mandates that all project costs be escalated to show “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 four-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 *2026 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

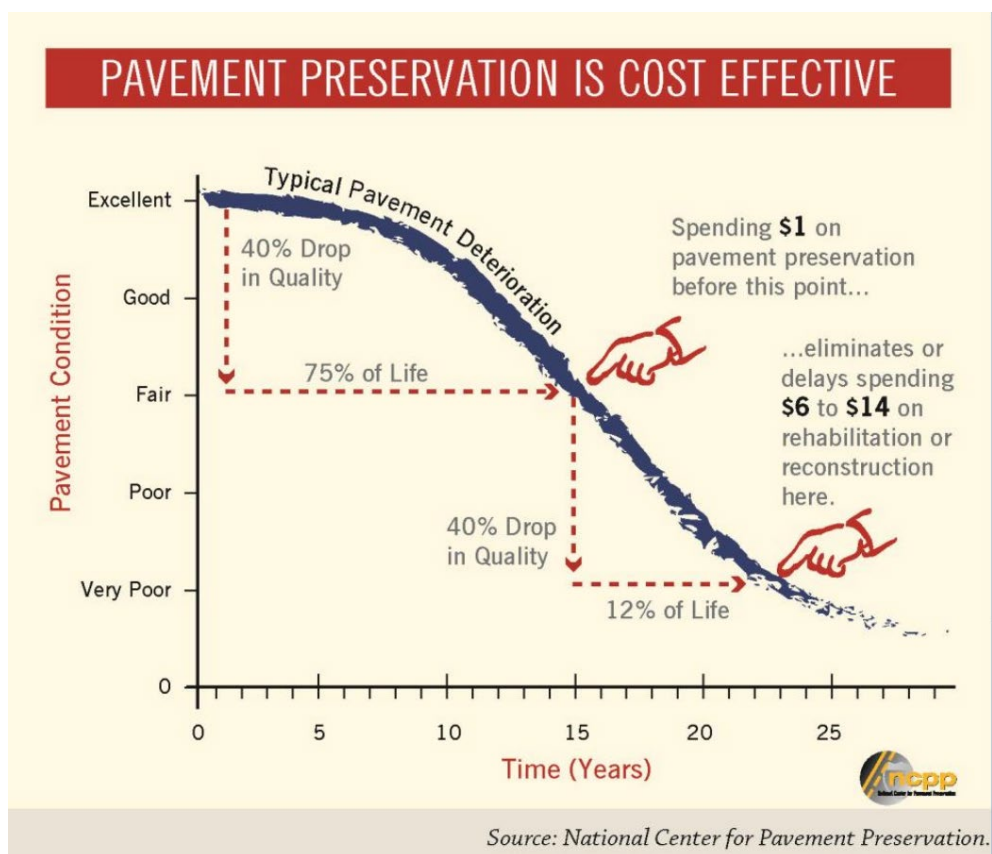
The costs for new street and road facilities include new streets and roads, as well as projects to upgrade existing facilities for safety or operational needs. Costs for new facilities in the *2026 Regional Transportation Plan* are targeted at serving planned growth in priority areas, including the City 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 *2026 Regional Transportation Plan* supports increased investment in street and road operations, maintenance, and rehabilitation over the

2022 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 the 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 2018, the condition of Monterey County roadways deteriorated from a score of 63, which is considered at risk in the assessment, to a failing score of 49. As part of Measure X, all cities and the County are required to participate in a comprehensive pavement management program. As of the 2022 Needs Assessment, Monterey County's roadways received a score of 50 – with \$1.457 billion in funds needed over the next 10 years to maintain the roadway network.



This plan identifies a total of \$3.1 billion in costs needed to improve and maintain the system in a state of good repair. 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.

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 the [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 *2026 Regional Transportation Plan*. Roundabouts allow for free movement of vehicles at intersections, which reduces vehicle emissions. Roundabouts 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 intersections safer and easier to navigate for all users.

Roundabouts are increasingly supported by state and federal policy and technical guidance. Specifically, the Intersection Safety and Operational Assessment Process (ISOAP) 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 ISOAP guidance available through the Caltrans website whenever considering intersection improvements.

Several projects in the *2026 Regional Transportation Plan* have used the intersection assessment process to determine whether roundabouts are a cost-effective strategy, most notably the Scenic Route 68 Corridor Improvement Project.

5.4. Public Transit: Bus and Rail

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 on regional transportation corridors were described above. This section describes the public transit system supported by funding in the *Regional Transportation Plan*.

The *2026 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 has 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 had mixed results in 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 over the last several transportation bills consolidated programs and limit the amount of competitive funding that can be secured for operations.

Three COVID-19 recovery bills aided 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 provided a total of \$30.5 billion in federal funding. 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 \$50 million in COVID-19 recovery funds across the three bills and among the numerous grant programs for which MST is eligible (5307, 5310, 5311, 5311f, etc.)

As described in Chapter 3, the *2026 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 163-square mile service area stretching between Paso Robles in San Luis Obispo County, Gilroy in Santa Clara County, and Watsonville in Santa Cruz County. MST also operates an Americans with Disabilities Act (ADA)-compliant paratransit service fleet of 39 vehicles with service for people living within ¾-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.

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 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 to serve 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. 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, the Monterey Peninsula, North and South Monterey County 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 *2026 Regional Transportation Plan* support the services operated by MST. As a result of the COVID-19 pandemic, many MST services were suspended, and MST completed a comprehensive operational analysis leading to a new transit network that launched in December 2022.

As of fall 2025, the MST system operated 39 fixed-route lines with a fleet of 81 directly operated vehicles and 34 vehicles operated under contract with Transdev. **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 declined 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.

Partnerships with Colleges and Universities: MST partners with California State University, Monterey Bay (CSUMB), Hartnell College, and Monterey Peninsula College (MPC) to provide free bus rides to active students during the fall and spring semesters through MST's College EcoSmart

Pass Program. Each school makes a financial contribution every semester so students can board any MST bus for free with a valid school identification card. CSUMB pays an extra fee to allow faculty and staff to ride for free as well. The College EcoSmart Pass Program allows students to ride free anytime which reduces barriers to accessing education, internships, employment, and other importation destinations.

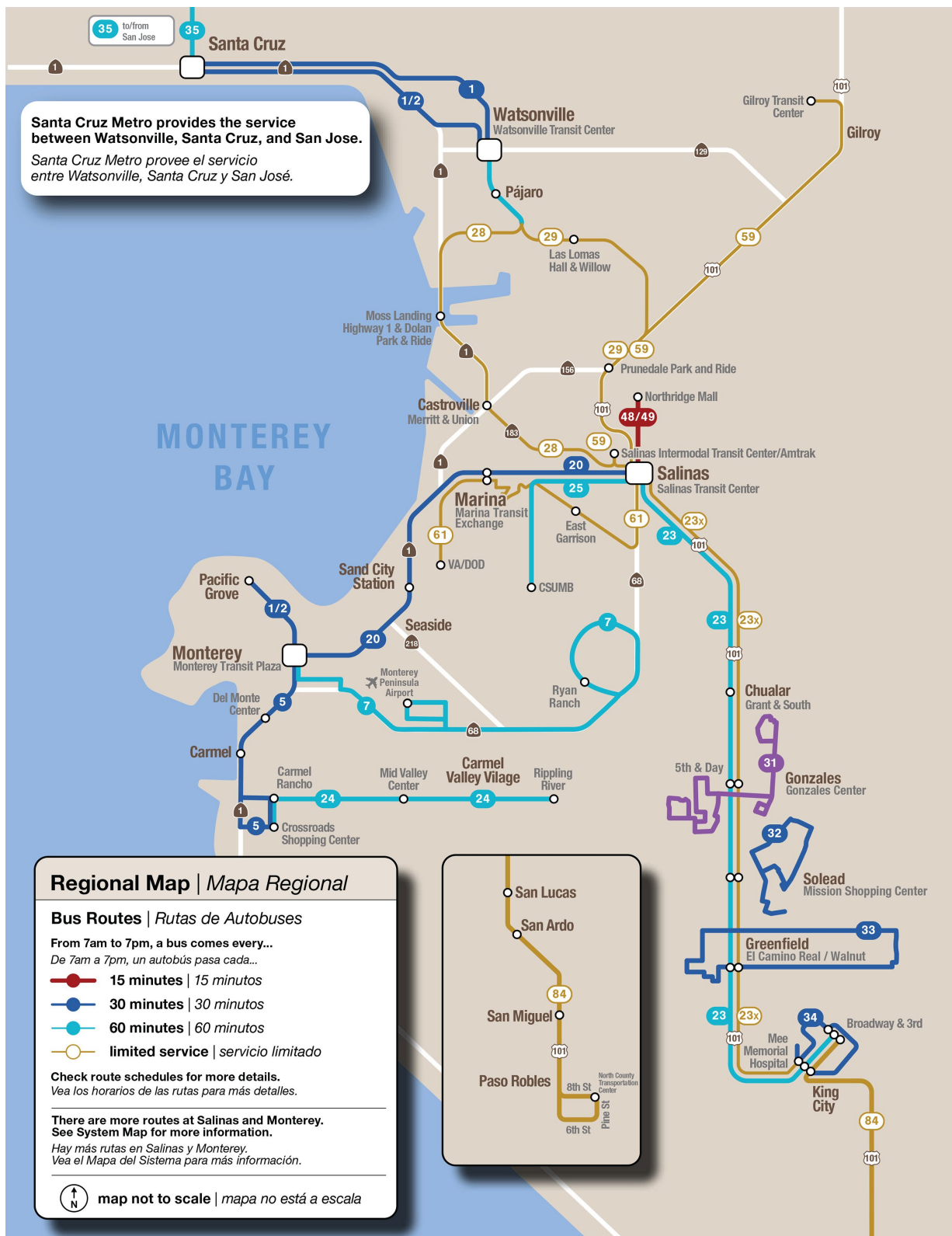
MST Trolley: MST operates free seasonal trolley service oriented towards visitors on the Monterey Peninsula between Memorial Day and Labor Day. While the Trolley was out of service during the COVID-19 pandemic, MST celebrated the return of the trolley in July 2021.

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 by reservation only and is open to all Monterey County residents. On the first Tuesday and Thursday of each month, trips are provided to medical facilities in San Jose and Palo Alto, and on the third Tuesday and Thursday of each month trips are offered to medical facilities in San Francisco.

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, and the north San Luis Obispo communities of San Miguel and Paso Robles.

MST Line 59 – Salinas-Gilroy: Line 59 began operating in October 2023, filling a gap in service from Monterey to Santa Clara County that was created at the start of the pandemic. With funding from the State of California and the Santa Clara Valley Transportation Authority (VTA), MST provides weekday connections in Gilroy to Caltrain, VTA and the San Benito Express bus.

Figure 5-1: MST Regional Service Map (as of August 2025)



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

The *2026 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 *2026 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 *Transit-oriented Development Planning Study* (May 2024). As community needs and environmental conditions evolve, MST continues to work on various planning studies.

The *Salinas Valley Express Transit Corridor Planning Study* 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 opened in Fall 2021.

The *Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line* 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 was a precursor for the development of the SURF! Busway and Bus Rapid Transit project discussed earlier in Chapter 4.

MST launched a *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 informed 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* was completed in February 2022 and served as a tool to guide how MST should adjust its services to support continued growth and development of Monterey County. The resulting Better Bus Network took effect in December 2022.

The *Transit-oriented Development Planning Study* was prepared in coordination with the SURF! Busway and Bus Rapid Transit Project. This planning study identifies opportunities to increase transit-oriented development (TOD) viability by enhancing multimodal connections within the SURF! Busway and Bus Rapid Transit project corridor through the implementation of enhanced bicycle, transit, and pedestrian facilities, and Transportation Demand Management (TDM) strategies. The goals are decreasing greenhouse gas (GHG) emissions, reducing vehicle miles travelled (VMT) from development, and lowering TOD parking requirements to collectively make TOD more effective and attractive to developers and more desirable and affordable to Monterey County residents. The study was completed in 2024.

Innovative Clean Transit (ICT) Rollout Plan

The California Air Resources Board adopted the ICT regulation in December 2018 which requires all public transit agencies to gradually transition their fleet of buses to zero-emission technologies by 2029. The ICT regulation applies to all public transit agencies within California that own, operate, or lease buses with a gross vehicle weight rating greater than 14,000 pounds. The ICT applies to standard, articulated, over-the-road, double-decker, and cutaway buses. The ICT regulation requires a percentage of new bus purchases to be zero-emission. MST's most recent ICT Rollout Plan was updated and approved by the MST board of directors in August 2025.

East Alisal Bus Rapid Transit and Salinas Transit Center Relocation Study

MST is studying the feasibility of bus rapid transit (BRT) in the East Alisal corridor and relocating the Salinas Transit Center to better serve that community. The study will evaluate primary boarding locations and key sites for transit information technology to aid in the implementation of a BRT corridor with limited stops and frequent headways during peak hours. By relocating the Salinas Transit Center along the proposed BRT line, MST would provide a safe and efficient way to connect disadvantaged neighborhoods to employment hubs downtown. The Study is scheduled for completion by June 2027.

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, Monterey Transit Plaza and Aquarium in the City of Monterey. The JAZZ Line integrates transit signal priority and coordination and includes transit station and street improvements as well as bus queue jump lanes. It results in improved on-time performance and travel time savings for riders.



Source: MST

The *2026 Regional Transportation Plan* reflects Monterey-Salinas Transit's regional vision for Bus Rapid Transit. The regional vision for bus rapid transit includes building on the existing JAZZ Line to create connections to 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 can be reasonably met 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 assists in prioritizing projects as funds become available. The Agency regularly solicits public input on unmet needs and places comments in 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 six buses simultaneously among the three gates at the city park. A fourth bus gate is 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. The SURF Busway and Bus Rapid Transit Project will expand this transit exchange with dedicated SURF boarding areas across California Avenue and within TAMC's Monterey Branch Line right of way.
- **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, 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 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 and allows transfers between Salinas and inter-city routes. MST has retained this transit center following construction of the Salinas Intermodal

Transportation 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 completed in 2021 in King City. The South County Operations and Maintenance Facility serves the needs of the buses operating in southern Monterey County. In 2025, MST began leasing a property on Rianda Street in Salinas. The Rianda Operations Center is used as an operating base for the minibuss fleet operated by MST’s contractor, Transdev.

Future Facility and Transit Needs

MST has outgrown its existing maintenance and operations facilities, which are a barrier to expanding and improving service. MST’s 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 facilities in Salinas and Monterey.

The following capital improvements are envisioned within the 2050 planning horizon of the *2026 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, as well as recent additions to its zero emissions bus fleet, for routes in Salinas. MST is evaluating other locations within the City of Salinas for the operations and maintenance center.
- **Salinas Transit Center:** The Salinas Transit Center is centrally located in downtown Salinas, within walking distance of city and county government services, restaurants and

retail uses. The City of Salinas has expressed interest in redeveloping the land at the Salinas Transit Center, and MST is exploring other locations within the city for the passenger station.

- **Monterey Transit Plaza:** The existing Monterey Transit Plaza location is not adequate to meet existing and projected operating needs. Over the years MST has coordinated with the City of Monterey to plan a replacement exchange, which may be located elsewhere in the downtown area. Reviews of several sites have been conducted; however, community consensus has not formed around a particular 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 connections 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 no longer owns accessible taxis; however taxis have a useful life of four years or 100,000 miles.

Electric Vehicles



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.

Source: MST

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 fare 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 street and development projects, including complete streets, safe routes to schools, and other traffic calming projects. 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 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 on MST's website.

Americans with Disabilities Act – Mobility Management

Meeting the goal of improving access and mobility in the *Regional 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 to directly support 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 last door to first door paratransit transportation services to individuals with disabilities who cannot independently use regular bus services within ¼ mile of MST fixed-route transit services. Eligible riders 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, people 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 vulnerable populations, 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 people with disabilities and complements the Travel Training Program.
- **Transportation Reimbursement Incentive Program (TRIPs):** MST TRIPs is a volunteer-based transportation program for people 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 62.5 cents (62.5¢) per mile up to 240 miles per month to compensate their volunteer driver(s) for the trips they received.

- MST Mobility Services Center:** The Mobility Services Center (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 people 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:

- 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:

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.

Transitioning to a cash-free environment: As the older farebox equipment aboard the buses becomes outdated and unsupported by the manufacturer, MST is shifting more importance to the open-loop payment technology system.

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.

5.4.5 Passenger Rail

A - Monterey County Rail Extension

The Monterey County Rail Extension Project will extend passenger rail service from Santa Clara County south to Salinas along the existing Union Pacific-owned Coast Mainline tracks. This is a transformative project that will revitalize the downtown Salinas train station and create new multimodal transportation hubs for the disadvantaged communities of Pajaro and Castroville.



These multimodal stations will be served by new passenger rail service and bus transit that will provide peak period connections for the residents of Salinas, North Monterey County, Monterey Peninsula, and Santa Cruz County to access Silicon Valley, San Jose, the greater San Francisco Bay Area, and Sacramento. TAMC is pursuing a phased implementation of the Project in collaboration with many stakeholders.

Phase 1, known as the Kick Start Project, includes circulation improvements at the Salinas train station, a train layover facility in Salinas, and track improvements at the Gilroy station and between Salinas and Gilroy. The Kick Start Project has completed construction

of circulation improvements at the Salinas train station, known as Package 1. The layover facility (Package 2) and Gilroy track improvements (Package 3) are in final design as of 2025.

The next phases of the Rail Extension project include constructing the Pajaro/Watsonville multimodal transit hub and the Castroville multimodal station.

B – Pajaro/ Watsonville Multimodal Transit Hub

The Pajaro-Watsonville Multimodal Transit Hub is Phase 2 of the Monterey County Rail Extension project. The proposed Pajaro-Watsonville station is located in the Monterey County unincorporated community of Pajaro. The station site is approximately 1.5 miles from downtown Watsonville, which is in the County of Santa Cruz. This station will be the connection point for Santa Cruz County residents to new passenger rail service on the Coast mainline tracks between Salinas and the San Francisco Bay Area. The station will transform a currently underserved area by providing a new community transportation hub that will encourage transit-oriented housing and community services in the surrounding area. The Pajaro-Watsonville Multimodal Transit Hub in the environmental review phase of development as of 2025.

C – Castroville Multimodal Station

The Castroville Multimodal Station is Phase 3 of the Monterey County Rail Extension project. The Castroville Station will serve as a connection point for passengers coming from the Monterey Peninsula to board passenger rail service on the Coast mainline tracks. The Castroville station will be the link to the future Monterey Branch Line passenger rail service and provide cross-platform transfer to long-distance services. The proposed station is located in an industrial area that is within walking distance for residents. Revitalizing this underutilized part of Castroville will transform the neighborhood and give the eastern part of town a community gathering place. As of 2025, the Castroville station is pending future funds to resume the environmental review and design.

D – Monterey Branch Line Rail Corridor

TAMC acquired the Monterey Branch Line rail corridor in 2003. The 16-mile corridor extends between Monterey and Castroville on the publicly owned tracks adjacent to Highway 1. The current project for this corridor is the SURF! Busway and Bus Rapid Transit (BRT) project.

The future unfunded plans for this corridor include a passenger rail service between Monterey and Marina, serving local commute traffic needs, and a round-the-bay



passenger rail service to Santa Cruz. As of 2025, TAMC and MST are collaborating on the SURF! Busway and Bus Rapid Transit project, which will construct approximately 6-miles of dedicated bus-only lanes to accommodate regional MST bus service along the TAMC-owned Monterey Branch Line rail right-of-way. This project includes the construction of a new multimodal transit station at 5th Street in the former Fort Ord.

E – Coast Rail Service

The mission of the Coast Rail Coordinating Council (CRCC) is to improve the frequency, speed, reliability, and ease of use of passenger trains on the coastal route between San Francisco and Los Angeles. The CRCC is committed to establishing and maintaining an effective intercity passenger rail system for people that live, work, or play on the Central Coast. Providing effective and reliable passenger rail options for residents and visitors is critical for sustaining our quality of life, reducing air pollution, and easing the ever-increasing traffic congestion that exists on S.R. 1 and U.S. 101.

The CRCC is focused on improving and expanding passenger rail service on the Coast Route between Los Angeles and the San Francisco Bay Area, with an emphasis on filling the critical gap in state-supported service between San Jose and San Luis Obispo. As of 2025, the CRCC has secured a major State grant for infrastructure improvements to enable a new round trip of passenger rail service along the corridor and is supporting the State’s work to implement Positive Train Control crash avoidance safety technology on the corridor.

F – King City Station

The King City Multimodal Transportation Center project will re-establish a passenger rail station for the Amtrak Coast Starlight and the planned Coast Rail Service project. A new platform, track improvements, and connecting regional and intercity bus facilities will bring multimodal connectivity to the Army Fort Hunter Liggett and the region. The King City Multimodal Transportation Center project will construct a train platform; build a parking lot for transit connections, passenger drop-off and loading zone, and a staging area for soldiers training at the US Army Garrison Fort Hunter Liggett Base (FHL); relocate an at-grade road crossing of the tracks; make bicycle and pedestrian improvements; realign tracks, extend a rail siding, and make other relevant upgrades to the tracks. As of 2025, the King City rail platform project is fully funded and in the design phase.

5.5. Active Transportation: Bicycle and Pedestrian Investments

Bicycle and pedestrian facilities are integral components of Monterey County's 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 supports the use of bicycles and walking as a transportation alternative, although gaps in the network currently exist.

The 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 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.

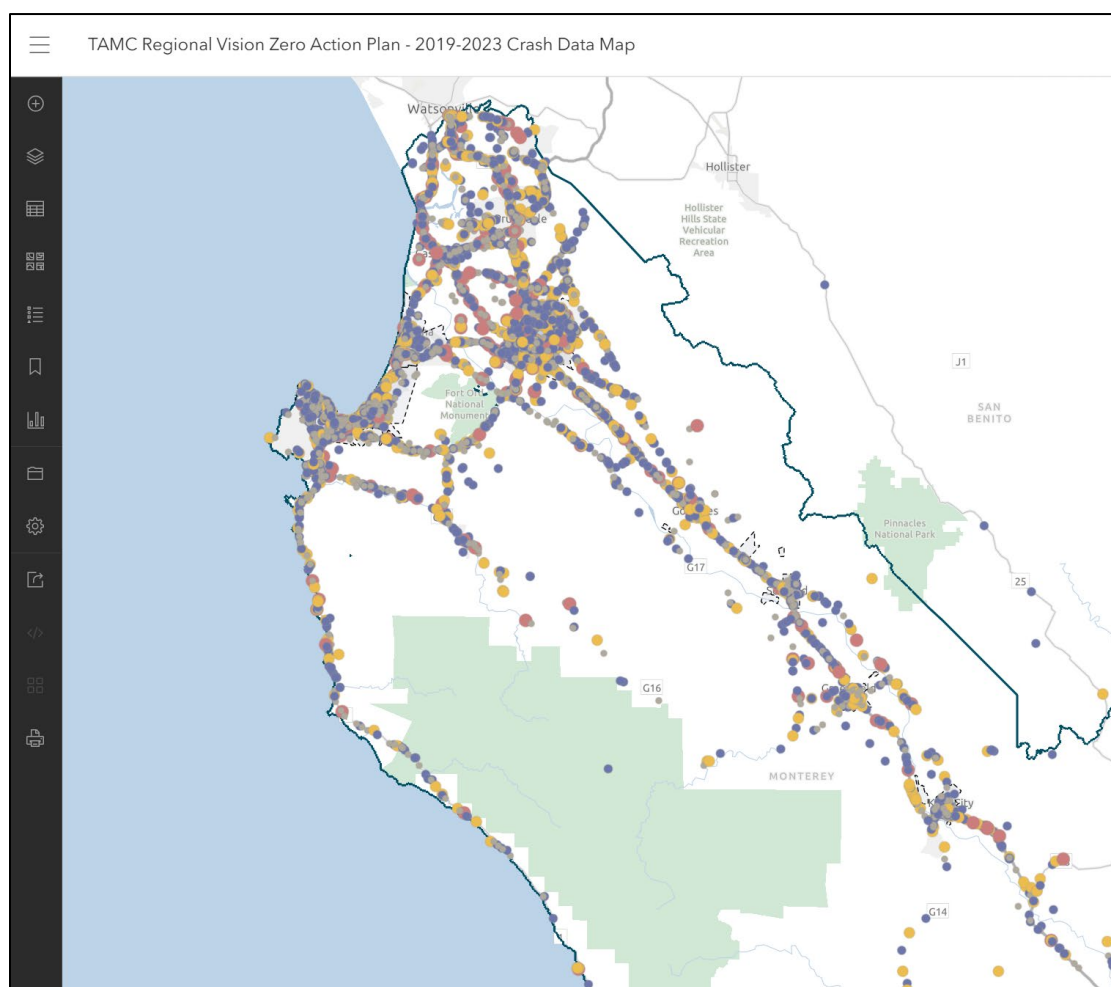
TAMC adopted a policy as part of the *2022 Regional Transportation Plan* reflective of Vision Zero. In 2023, TAMC received a federal *Safe Streets for All* grant to develop a Monterey County Vision

Zero Action Plan. The Plan will be a comprehensive county-wide safety action plan developed by TAMC in collaboration with partner agencies and other stakeholders to promote coordinated solutions to reduce fatalities and injuries due to traffic collisions.

The Plan will develop individual action plans for the ten jurisdictions that do not currently have an adopted plan (the Cities of Monterey, Salinas, and Seaside have already adopted or are currently developing Vision Zero or other safety plans). Caltrans District 5 and California Highway Patrol are participating in the plan, and both local roadways and state highways will be included.

The Plan will be grounded in the Safe System Approach, which is a framework that aims to address and mitigate risks in our transportation system. Through data analysis, community input, and close coordination with partner agencies, the plan will be a guide to investing in safety solutions that align with federal requirements while responding to local priorities and needs.

Figure 5-3: Collision in Monterey County, 2019 - 2023



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 240 miles 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 that are separated from vehicle traffic.
- **Class II: Bicycle Lanes** provide bicyclists 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 within the roadway 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 through the Monterey Peninsula. It is anticipated that the Monterey Bay Coastal Trail will be an important link to the planned Monterey Bay Sanctuary Scenic Trail (described later in this chapter) and larger California Coastal Trail.



In addition to the Monterey Bay Coastal Trail, new Class I facilities are currently in construction. The first segment of the Fort Ord Regional Trail and Greenway is being built in Del Rey Oaks. A Class I facility is being constructed as part of the Imjin Parkway Roundabout and Road Widening

project and will connect cyclists from the East Garrison area of the City of Marina to the Monterey Bay Coastal Trail and nearby coastal cities.

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, installed new smart traffic signals, and implemented 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 serve recreational users as well as commuters. 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 year. 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, and is designed to connect directly with other key recreational facilities in the county.

Intermodal Transportation Links

People can combine bicycle trips with other transportation modes if facilities are available. These modes include transit, carpool, rail, and air transportation. Bike racks are now available on all MST buses. MST estimates that they carried more than 26,800 bikes on buses between July 2024 and June 2025 with an average of 2,234 bikes on buses every month. Line 20 between Monterey and Salinas had the highest number of bikes with an average of 523 bikes per month.

The Salinas train station, also known as the Intermodal Transportation Center, located in downtown Salinas supports 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 unboxed bicycle storage. Amtrak stations are not equipped with secure bicycle locking facilities

for either employees or passengers, which creates another barrier to using bicycles to access rail transit. Local jurisdictions may apply for funding for such facilities near or at the stations. Improvements to the area's rail system will also improve bicycle access, 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 on 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 II 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 2018 Monterey County Active Transportation 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 2023, illustrating bikeways, regional bike routes, and bicycle shops throughout Monterey County. The Agency will update the Bike Map through the 2026 Active Transportation Plan and Level of Traffic Stress Analysis. Digital cut-outs of the Bike Map are available on the Agency's website and hard copies are available at the Agency's office and at select local businesses throughout the County.
- **Bicycle Service Request Form Program:** In 2001, the Agency initiated a Bicycle Service Request Form Program. The Bike Service request form is available on the Agency's website to report roadway hazards to bicyclists such as potholes, vegetation overgrowth,

and traffic signals not triggered by bicycle. The Agency distributes these request forms to local public works departments for their response and action.

- **Active Transportation Support 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. In 2022 the Agency increased the annual budget to \$60,000. The Active Transportation Support Program helps private businesses, local jurisdictions, nonprofit organizations, school districts and other public agencies in Monterey County acquire active transportation resources and equipment to service their employees, clients, students, and other community members. The Active Transportation Support Program has funded 350 bike racks with 1,041 spaces of storage capacity since 2001. 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 helped plan and coordinate a Monterey County Bike Week public awareness campaign each May for many years in coordination with National Bike Month. The Agency has also sponsored Ciclovía, an annual open streets event on East Alisal in Salinas and on 4th Street, Elko St, and Center Street in Gonzales. 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 education 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 with more than 150 docked and dockless bike share systems across the nation, according to the U.S. Department of Transportation Bureau of Transportation Statistics. Bicycle sharing is a form of public transportation that allows riders to rent and return bicycles through a free-standing or parked

dock program. Like 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, increases 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.

Dockless bike and/or scooter share 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.

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 between work and bus stop, shop and car, and school and bike trips. Pedestrian facilities also serve as a critical tool to advance transportation equity in the County, as good pedestrian facilities are a critical mobility need for individuals with mobility impairments, such as those who are wheelchair dependent or 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 to encourage more walking trips 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 such as 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 Davenport in Santa Cruz County. 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 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. From the 2008 Master Plan, the cost for the entire network is estimated to be \$28.5 million; additional analysis would be required to update the cost estimates.

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.

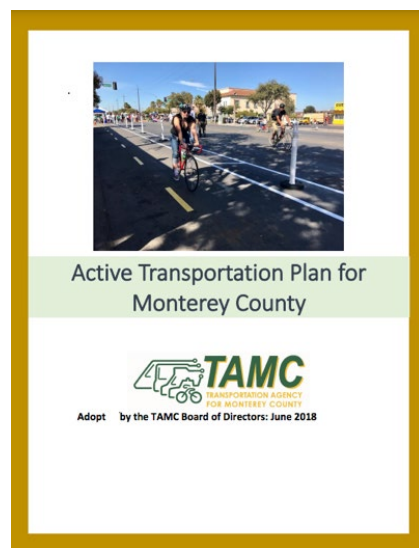
The Agency coordinates with county jurisdictions and congressional representatives to fund and construct trail segments identified in the Master Plan, which will be incorporated in a larger California Coastal Trail project being developed statewide. Former congressman Sam Farr (D-Carmel) worked to provide federal funding for the trail construction effort, delivering \$4.5 million to Monterey County.

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 incorporating the needs of people with disabilities into 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 disabled people are driveway cuts, lack of curb cuts, signposts, benches, and rough and 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 existing and proposed bicycle and pedestrian facilities in Monterey County. In 2025, the Transportation Agency was awarded a Sustainable Communities Planning Grant to update the Active Transportation Plan with a Level of Traffic Stress Analysis. The Transportation Agency worked closely with its Bicycle and Pedestrian Facilities Advisory Committee and 12 member jurisdictions to develop the 2018 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 was 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.

The *2025 Monterey County Active Transportation Plan and Level of Traffic Stress Analysis* will update the Agency's adopted 2018 Active Transportation Plan and incorporate a countywide assessment of bicycle and pedestrian level of traffic stress that will identify and highlight existing network gaps. The plan will support local agency efforts to improve bicycling and walking facilities using a data-driven approach to create a project list of high benefit-to-cost ratio projects and produce a low-stress bicycle and pedestrian interactive map in ArcGIS. Detailed information on the planned bicycle and pedestrian facilities in Monterey County can be found in the *2018 Active Transportation Plan for Monterey County*.

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** 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.
- **Intelligent Transportation Systems** to utilize 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

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
- 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. 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](https://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 offer creative approaches to those modes and a way to track them and connect with others on the 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 lots are "change of mode facilities" where individuals meet and then travel together to their destinations via vanpool, carpool, or transit. Residents can 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 travel together to work.

Additional strategies implemented through the Go831 program include 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, co-sponsored 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 U.S. 101 between Salinas and San Luis Obispo County (at two-mile increments) and Salinas and San Benito County lines (at one-mile increments), along Route 156 (at two-mile increments), along Route 1 between the Monterey Peninsula and the northern county line (at two-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 U.S. 101, SR-156, SR-68, and SR-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. In 2024, TAMC completed implementation of the Modernization Plan reducing the number of call boxes to thirty-two.

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 U.S. 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 U.S. 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 on weekends during summer peak travel months, specific holidays, and 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) enable 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.

An example of this is the installation of adaptive traffic signal controls along State Route 68. In 2024, the TAMC Board of Directors approved a cooperative agreement with Caltrans to fund the purchase and installation of adaptive signal controls at nine intersections along State Route 68. This project aims to improve traffic flow and safety by using real-time data to adjust signal timing, thereby reducing congestion and travel times. TAMC will evaluate the benefits and impacts on State Route 68 traffic, and the results of the project will be used as a baseline when making future decisions about proceeding with constructing roundabouts on the SR 68 corridor.

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 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, Marina Airport, and Salinas Municipal Airport are based on their 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 completed Master Plans which forecast to different years, using a baseline year of 2013. The Salinas Municipal Airport Master Plan was completed in 2025 and uses a baseline year of 2022.

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>2022</i>	<i>2023</i>	<i>2025</i>	<i>2027</i>	<i>2033</i>	<i>2042</i>
<i>Marina Municipal</i>	-	50	-	-	60	-	-	70	-
<i>Salinas Municipal</i>	-	-	-	163	-	-	173	-	203
<i>Monterey Regional</i>	-	152	-	-	175	-	-	200	-
<i>Mesa Del Rey (King City)</i>	33	-	50	-	-	55	-	-	-
Annual Aviation Operations	2005	2010	2013	2022	2015	2023	2027	2033	2042
<i>Marina Municipal</i>	-	-	30,000	-	-	35,900	-	43,000	-
<i>Salinas Municipal</i>	-	-	-	62,335	-	-	82,688	-	85,879
<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 Bay region, the plans forecast 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 are 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>	7,175	6,004	3,483	4,479
<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

*Surveillance Radar is located at the Marina Airport but serves the Monterey Regional Airport

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 Regional 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 507 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 two fixed base 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 U.S. 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, Uber, and Lyft. 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 *2026 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;
- U.S. 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 an updated comprehensive land use plan for the Monterey Peninsula Airport influence area in 2019. 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 March 2022.

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. The airport operates 24 hours a day. More than 40 individual buildings serve airport users, including a terminal building with a flight service station. The airport has one Fixed Base Operator (FBO) and two car rental facilities.

Planning Activities

An Airport Master Plan and Airport Layout Plan was completed for the Salinas Municipal Airport in 2025.

Mesa Del Rey (King City) Airport

Facilities and Services

Mesa Del Rey Airport is owned and operated by the City of King and covers 149 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. To the west of the runway is approximately 603,000 square feet of asphalt apron that contains tiedowns, hangars, fuel island, and a helipad. Terminal facilities include a service and maintenance hangar for the Fixed Based Operator (FBO). A radio station is used for homing. The airport meets general aviation requirements for the areas extending generally from Greenfield in the north to San Lucas in 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

The 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 recreational vessels. Shipping occurs mainly from seaports in San Francisco and Oakland. Combined, the two harbors have 1,023 slips. Each slip may be used by one or more boats, and slips are filled to capacity most of the time. Access to both 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 always evolving, and the 2026 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 Connect Monterey Bay 2050 Plan and Sustainable Communities Strategy*.

6. Measuring System Performance

Investments identified in the *2026 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 2026 Plan with respect to the adopted performance metrics.

As the *2026 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 regional *Connect Monterey Bay 2050 Plan* and the *2026 Regional Transportation Plan* perform. The tables below list the outcomes of performance measures forecasted using the AMBAG Regional Travel Demand Model and Geographic Information Systems (GIS). This chapter includes summaries of the performance improvements expected from implementation of the *Connect Monterey Bay 2050 Plan* and the *2026 Regional Transportation Plan*. Additional detail may be found in Appendix G of the *Connect Monterey Bay 2050 Plan*.

In the discussion on performance and outcomes, three scenarios are referenced: Existing conditions (Year 2022), No Build conditions (Year 2050), and the Plan (Year 2050). Additionally, there are three performance metrics that 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 accessible transportation system for all users that promotes viable transportation alternatives 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.

Table 6-1: Access and Mobility Performance Metrics

	<i>Existing Conditions</i>	<i>No Build Conditions</i>	<i>Plan Conditions</i>
Population Near High Quality Transit (%)	19.2%	25.0%	42.9%
Peak Period Congested Vehicle Miles of Travel (miles) (LOS E & F)	538,951	684,645	614,814
Alternative Transportation Trips Access to transit within 1/2 mile (%)	350,340	394,630	395,547
- Low Income	6.1%	10.2%	29.0%
- Non Low-Income	5.7%	8.9%	19.4%
- Minority	5.9%	9.2%	27.5%
- Non-Minority	5.5%	11.9%	15.2%
- Low Community Engagement	6.2%	7.1%	31.0%

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.

Table 6-2: Safety and Health Performance Metrics

	<i>Existing Conditions</i>	<i>No Build Conditions</i>	<i>Plan Conditions</i>
Injuries and fatalities per 1,000 vehicle miles traveled	1.03	0.90	0.90
Harmful airborne pollutants (pounds/day)	8,740	3,808	3,805
Jobs near bike facilities (%)	72.7	72.5	82.5
Annual projected bike/ped fatalities and injuries per 1,000 VMT	0.27	0.23	0.23

Goal #3: Sustainability and Environment

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.

Table 6-3: Sustainability and Environment Performance Metrics

	Existing Conditions	No Build Conditions	Plan Conditions
Greenhouse gas reductions (% reduction from 2005 baseline)	n/a	n/a	n/a
Open space consumed (acres)	n/a	29.7	29.7
Farmland converted (acres)	n/a	3,685	3,685
Population in climate risk areas (%)			

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.

Table 6-4: Equity Performance Metrics

	Existing Conditions	No Build Conditions	Plan Conditions
Distribution of MTP/SCS Investments (%)			
- Low-Income	N/A	N/A	76.78%
- Non-Low Income	N/A	N/A	83.22%
- Minority	N/A	N/A	77.70%
- Non-Minority	N/A	N/A	84.65%
- Low Mobility	N/A	N/A	80.20%
- Low-Community Engagement	N/A	N/A	63.12%
Access to transit within ½ mile by percentage in (%):			
- Low-Income	6.1%	10.2%	29.0%

- Non-Low Income	5.7%	8.9%	19.4%
- Minority	5.9%	9.2%	27.5%
- Non-Minority	5.5%	11.9%	15.2%
- Low Mobility	9.5%	17.0%	27.9%
- Low-Community Engagement	6.2%	7.1%	31.0%

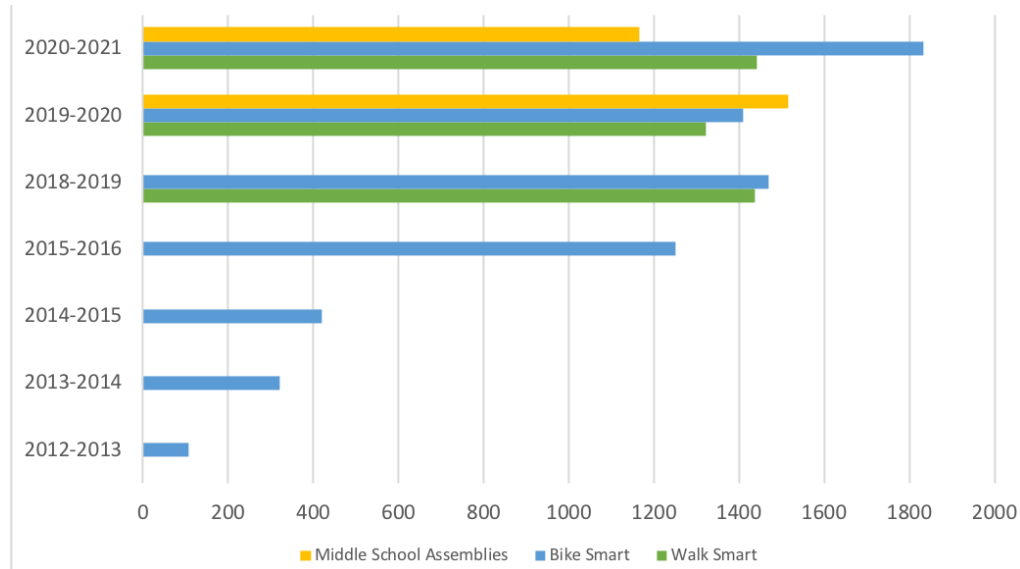
The Plan also integrates a performance monitoring metric aimed at tracking the estimated number of youth, seniors, and persons with disabilities reached through the Transportation Agency’s Safe Routes to Schools and Senior and Disabled Transportation programs. This metric will be used to monitor the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

Measure X – Safe Routes to Schools Performance: performance metrics 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.

Table 6-5: **Number of Youth Reached Through Safe Routes to Schools Planning**

	<i>Year</i>	<i>Number of Students Served Per Plan</i>	<i>Number of Schools Served</i>
<i>Adopted Plans</i>			
<i>Monterey</i>	2017, Adopted	3,082	5
<i>Seaside & Marina</i>	2019, Adopted	7,506	15
<i>Salinas</i>	2020, Adopted	37,015	45
<i>Salinas Valley</i>	2024, Adopted	15,927	22
<i>Plans In Progress</i>			
<i>North Monterey County</i>	2026, Adopted	6,073	11

Table 6-6: Number of Youth Served through Educational Programming



Measure X – Senior & Disabled Transportation Program: performance metrics track the number of seniors served through the Measure X-funded Senior & Disabled Transportation grant program per grant cycle. Impacts of the first two grant cycles are based on final reporting from recipients and impacts from Cycle 3 are based on quarterly reports from current grant recipients. Cycle 3 is active through fiscal year 2026.

Table 6-7: Number of Seniors and Persons with Disabilities Served

	<i>Cycle 1</i>	<i>Cycle 2*</i>	<i>Cycle 3*</i>
<i>Number of Seniors & Disabled Residents Served</i>	8,704	7,273	8,186
<i>Number of Rides Given to Seniors and Persons with Disabilities</i>	18,555	22,131	21,201

**Cycle 3 grant activities are active through FY 2025-26. Reflected Cycle 3 data is from the two years of the three-year grant cycle.*

Goal #5: Economic Benefit

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.

Table 6-8: Economic Benefit Performance Metrics

	<i>Existing Conditions</i>	<i>No Build Conditions</i>	<i>Plan Conditions</i>
<i>Maintenance of the existing transportation system (%)</i>	N/A	N/A	62.1%
<i>Distribution of MTP/SCS transportation investments (%)</i>			
<i>Low income</i>	N/A	N/A	76.78%
<i>Non-low income</i>	N/A	N/A	83.22%
<i>Minority</i>	N/A	N/A	77.70%
<i>Non-minority</i>	N/A	N/A	84.65%
<i>Low mobility</i>	N/A	N/A	80.20%
<i>Low community engagement</i>	N/A	N/A	63.12%
<i>Daily Truck Delay (hours)</i>	2,538	6,139	5,917
<i>Access to transit w/in 1/2 mile (%)</i>			
- <i>Low-Income</i>	6.1%	10.2%	29.0%
- <i>Non-Low Income</i>	5.7%	8.9%	19.4%
- <i>Minority</i>	5.9%	9.2%	27.5%
- <i>Non-Minority</i>	5.5%	11.9%	15.2%
- <i>Low mobility</i>	9.5%	17.0%	27.9%
- <i>Low community engagement</i>	6.2%	7.1%	31.0%

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 2026 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 *Connect Monterey Bay 2050 Plan* prepared by AMBAG and the *2026 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 *Connect Monterey Bay 2050 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 26, 2024. AMBAG held two scoping meetings on the EIR in January 2024, 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 *2026 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 reviewed at both AMBAG or the Transportation Agency offices.

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 Air Resources 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

2026 Monterey County Regional Transportation Plan

Public Outreach

Chapter 1 of the 2026 Monterey County Regional Transportation Plan describes the regional transportation planning process through which public outreach is conducted on an ongoing basis to inform plans, programs, and decision-making. AMBAG's 2023 Public Participation Plan (PPP) serves as the framework for structuring public outreach and identifies a range of strategies to actively solicit public feedback from diverse communities throughout the region.

The PPP is a regionally coordinated document that guides public participation for federally funded transportation planning across the tri-county area. The Transportation Agency for Monterey County (TAMC) also utilizes and has formally adopted the same 2023 PPP and participates in its development and implementation to ensure consistent and coordinated outreach practices across agencies.

Consistent with federal requirements, AMBAG and its partner agencies, including TAMC, conduct a periodic review of the effectiveness of the strategies and procedures contained in the PPP through its regular update cycle, which occurs approximately every four years, as well as through ongoing evaluation of outreach activities, participation levels, and stakeholder engagement outcomes.

This process allows AMBAG and TAMC to assess whether outreach methods provide full and open participation, including participation by traditionally underserved populations, and to refine engagement strategies as needed. Updates to the PPP incorporate lessons learned, public input, and changes in federal and state requirements to ensure continued effectiveness and compliance with 23 CFR 450.210(a)(1)(ix). Public outreach efforts undertaken to develop the Regional Transportation Plan are summarized below.

2026 Regional Transportation Plan Development

Public participation in the planning process for the 2026 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 2023. 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 122 responses.

Survey questions were presented to the Transportation Agency's Board of Directors during the October 25, 2023 meeting through a live, interactive presentation. Board members expressed a variety of input regarding their priority in goals for the 2026 Plan and their perspective on what equity in Monterey County looks like.

Responses from Board members and general public are included in Appendix D: Regional Transportation Priorities Survey results.

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 2026 Regional Transportation Plan were initiated in 2023 and meetings were scheduled to provide information and request actions at key milestone points during development of the plan.

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

Transportation Agency for Monterey County Board of Directors

October 2023:	Public participation survey to define regional transportation goals and policies
March 2024:	Adoption of goals, policy objectives and performance measures
December 2024:	Review and input on project list and financial assumptions for inclusion and analysis in the Regional Transportation Plan / Sustainable Communities Strategy
January 2025:	Approval of project list and financial assumptions for inclusion and analysis in the Regional Transportation Plan / Sustainable Communities Strategy
December 2025:	Authorization to release Draft Regional Transportation Plan
January 2026:	Noticed Public Hearing on the Draft 2026 Regional Transportation Plan
June 2026:	Adoption of 2026 Monterey County Regional Transportation Plan and EIR

Technical Advisory Committee

October 2023:	Discussion/feedback on planning process, timeline and goal development
---------------	--

March 2024:	Plan development update and call for projects
October 2024:	Plan development update
January 2026:	Review of Draft Regional Transportation Plan and MTP/SCS
June 2026:	Review of Final Regional Transportation Plan

Bicycle & Pedestrian Facilities Advisory Committee

November 2023:	Discussion/feedback on planning process, timeline and goal development
June 2026:	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:

February 2024: Public Workshop for the Notice of Preparation for the Environmental Impact Report for all documents

- February 21-Virtual Workshop, scoping meeting
- February 22-Virtual workshop, scoping meetings

April 2025: In-person and virtual public workshops on initial scenarios, land use and transportation investments for the Sustainable Communities Strategy. In-person 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 all 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.

- April 1st – Monterey County focus
- April 2nd – Virtual Workshop, regional focus
- April 3rd – Virtual Workshop, regional focus
- April 8th – San Benito County focus

- April 10th – Santa Cruz County focus

January 2026: Public hearings on the final Metropolitan Transportation Plan, Sustainable Communities Strategy and Regional Transportation Plan

- Tuesday, January 13, 2026 at 12pm (General)
- Wednesday, January 14, 2026 at 6pm (General)
- Tuesday, January 20, 2026 at 12pm (General)
- Thursday, January 22, 2026 at 6pm (Monterey County focus)

A wide range of groups 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 2026 Monterey County Regional Transportation Plan were made available through posting to the Transportation Agency website. 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 an outreach plan to increase public awareness and understanding of transportation needs and funding challenges. The plan's focus was to identify 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 the local transportation network moves people and goods and enhances quality of 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, focus groups, stakeholder 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, an a Transportation Safety & Investment Plan that included policies and project descriptions.

The projects identified through the development of the Measure X Transportation Safety and Investment Plan continue 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 to 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. 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.

State Route 68 Scenic Corridor Project

Recent outreach for the SR 68 Scenic Corridor Project focused on operational and safety improvements along the corridor between Salinas and Monterey. Activities included public workshops, stakeholder meetings, and online engagement tools to gather feedback on proposed concepts.

Key Events:

- Nov 15, 2023 – WeatherTech Raceway Laguna Seca
- Nov 16, 2023 – Salinas PAL Armory
- Dec 6, 2023 – Monterey Conference Center

Each session ran from 3–7 PM with bilingual materials and interpretation. Over 250 attendees participated across hearings, submitting comments via email, phone, and in person.

US 101 South of Salinas Project

For the US 101 South of Salinas project, TAMC conducted community meetings and presentations to local jurisdictions to discuss alternatives for improving safety and traffic flow. Outreach included bilingual materials and surveys to capture input from residents and businesses along the corridor.

Key Events:

- Oct 22, 2025 – Chualar School Gymnasium (approx. 80 attendees)
- Oct 29, 2025 – Salinas Agriculture Commissioners Office (approx. 120 attendees)

Spanish interpretation was provided at both meetings.

Fort Ord Regional Trail and Greenway (FORTAG) – Canyon Del Rey & California Avenue Segments

Public engagement for the FORTAG segments included pop-up events, walking tours, and interactive workshops to solicit feedback on trail alignment, access points, and design features. Outreach targeted neighborhoods adjacent to the proposed trail segments and incorporated input from cyclists, pedestrians, and environmental advocates.

Key Events:

- Canyon Del Rey Segment: Construction began in June 2024, with ongoing updates through pop-up events and notices.
- California Avenue Segment: A family-friendly community meeting on June 18, 2025 at Marina Equestrian Center drew over 100 participants, featuring interactive stations and bilingual materials.

Ciclovia

Ciclovia events provided an opportunity for residents to experience streets as public spaces for walking, biking, and recreation. These events served as both outreach and education, promoting active transportation and gathering community feedback on future bicycle and pedestrian improvements. TAMC partnered with local organizations to host these events, ensuring broad participation across diverse communities.

Key Events:

- Ciclovía Salinas: Oct 12, 2025, along Alisal Street, attracted thousands of participants for biking, walking, and family activities.
- Ciclovía King City: Oct 19, 2025, on Broadway Street, engaged local businesses and families.

Monterey County Regional Vision Zero Action Plan

The Monterey County Regional Vision Zero Action Plan (Plan) is a county-wide safety action plan developed by TAMC in collaboration with partner agencies and other stakeholders to promote coordinated solutions to reduce fatalities and injuries due to traffic collisions. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. The Monterey County Regional Vision Zero Action Plan includes individual action plans for the 11 jurisdictions that do not currently have an adopted plan.

The first round of plan outreach took place in spring 2025 and included seven public meetings and pop-up events as well as social media outreach. A survey on safety issues throughout the county received 209 responses through in-person outreach and an online map. Development of the plan was also guided by three Vision Zero Task Force groups, which were comprised of local agency public works, police, & fire department staff as well regional agencies with a role in traffic safety. Task Force groups each met three times to share safety issues and help identify solutions.

Participatory Budgeting

TAMC has developed Safe Routes to Schools Plans for eight jurisdictions in Monterey County. The two most recently developed plans, for Salinas Valley cities and unincorporated north Monterey County, have included participatory budgeting processes. Participatory budgeting is a process in which members of the public vote on how public funds are spent. For both the Salinas Valley and North Monterey County Safe Routes to Schools Plans, TAMC provided \$1 million in funding for projects identified by the community as high priority. The planning team, which included TAMC, the Monterey County Health Department, and Ecology Action, established a steering committee in each community to design the election process and select projects for the ballot. Steering committee members included parents, school staff, and community advocates.

In the Salinas Valley four steering committees were established, one for each city. The four committees had a total of 82 members, 66% of whom were monolingual Spanish speakers. The committees planned an election in each city and received a total of 1,736 ballots. Eighteen projects were funded across the four cities. In North Monterey County there was one steering committee with 84 total members, 46% of whom were monolingual Spanish speakers. 999 ballots were submitted in the election, and five proposals were funded that included 32 projects.

Meetings for all steering committees were held in Spanish with simultaneous English translation. Dinner and childcare were provided to make it easier for members to participate, and committee members were provided with a stipend of \$50 per meeting to compensate them for their time. The participatory budgeting processes were very successful in building relationships with local residents, empowering steering committee members to advocate for changes in their communities, and funding projects that reflect community needs.

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

Monterey County (TAMC) - Fund Estimate

Revenue Sources (All Figures in 1000's)	Dedicated vs. Discretionary	Funding Type (Use)	2035 Not Escalated	2045 Not Escalated	2050 Not Escalated	Total Not Escalated	25 Year Escalated
City Sales Taxes Used on Transportation	Dedicated	Local Streets-Roads	\$0	\$0	\$0	\$0	\$0
City/County Developer Fees	Dedicated	Local Streets-Roads	\$5,000	\$5,000	\$2,500	\$12,500	\$16,335
City/County General Funds for Transportation Projects	Dedicated	Local Streets-Roads	\$152,260	\$152,260	\$76,130	\$380,650	\$497,447
Gas Tax (HUTA) and Gas Tax Replacement	New	Local Streets-Roads	\$150,000	\$150,000	\$75,000	\$375,000	\$476,804
SB1 LSRP/RMRA Local Gas Tax	Dedicated	Local Streets-Roads	\$150,000	\$150,000	\$75,000	\$375,000	\$375,000
Airport Revenues	Dedicated	Other	\$22,160	\$22,160	\$11,080	\$55,400	\$65,371
Rail Line Lease Revenue	Dedicated	Transit	\$2,560	\$2,560	\$1,280	\$6,400	\$8,364
Regional Developer Fees	Dedicated	Flexible	\$57,540	\$57,540	\$28,770	\$143,850	\$187,988
Transit Fares	Dedicated	Transit	\$42,500	\$42,500	\$21,250	\$106,250	\$138,851
Transit Non-Fare Revenue	Dedicated	Transit	\$15,000	\$15,000	\$7,500	\$37,500	\$49,006
Transit Sales Tax: Measure Q	Dedicated	Transit	\$150,000	\$150,000	\$75,000	\$375,000	\$510,784
TDA Local Transportation Fund (LTF)	Dedicated	Flexible	\$208,920	\$208,920	\$104,460	\$522,300	\$682,561
Vanpool Lease	Dedicated	Other	\$0	\$0	\$0	\$0	\$0
Transportation Sales Tax	New	Flexible	\$200,000	\$200,000	\$100,000	\$500,000	\$681,046
AB2766	Discretionary	Flexible	\$16,000	\$16,000	\$8,000	\$40,000	\$52,273
Airport Improvement Program Match and A&D Grant	Discretionary	Other	\$22,500	\$22,500	\$11,250	\$56,250	\$73,510
California Aid to Airports Program, Annual Credit	Dedicated	Other	\$400	\$400	\$200	\$1,000	\$1,307
Freeway Service Patrol	Dedicated	Highway	\$5,170	\$5,170	\$2,585	\$12,925	\$16,891
Service Authority for Freeways and Expressways (SAFE)	Dedicated	Highway	\$2,070	\$2,070	\$1,035	\$5,175	\$6,763
SHOPP	Discretionary	Highway	\$720,000	\$720,000	\$360,000	\$1,800,000	\$2,352,305
TDA State Transit Assistance (STA)	Discretionary	Transit	\$54,070	\$54,070	\$27,035	\$135,175	\$176,652
SB1 Trade Corridor Enhancement Program (TCEP)	New	Highway	\$45,000	\$45,000	\$22,500	\$112,500	\$147,019
SB1 Solutions for Congested Corridors Program (SCCP)	New	Highway	\$45,000	\$45,000	\$22,500	\$112,500	\$147,019
SB1 Local Partnership Program (LPP), Competitive	New	Highway	\$35,000	\$35,000	\$17,500	\$87,500	\$114,348
SB 1 State of Good Repair (SOGR)	Discretionary	Transit	\$8,420	\$8,420	\$4,210	\$21,050	\$27,509
STIP Interregional Share	Discretionary	Highway	\$25,000	\$25,000	\$12,500	\$62,500	\$81,677
STIP Regional Share	Dedicated	Highway	\$50,000	\$50,000	\$25,000	\$125,000	\$163,355
Active Transportation Program (ATP)	Discretionary	Active Transportation	\$112,020	\$112,020	\$56,010	\$280,050	\$365,979
Low Carbon Transit Operations Program (LCTOP)	Discretionary	Transit	\$12,210	\$12,210	\$6,105	\$30,525	\$39,891
SB1 Local Partnership Program (SB1 LPP), Formula	Dedicated	Flexible	\$9,010	\$9,010	\$4,505	\$22,525	\$22,525
Affordable Housing & Sustainable Communities	Discretionary	Transit	\$10,000	\$10,000	\$5,000	\$25,000	\$26,692
Transit and Intercity Rail Capital Program (TIRCP)	New	Transit	\$50,000	\$50,000	\$25,000	\$125,000	\$125,000
CPUC TNC Access For All Program	Discretionary	Transit	\$630	\$630	\$315	\$1,575	\$2,058
Local Transportation Climate Adaptation Program (LTCAP)	Discretionary	Flexible	\$0	\$0	\$0	\$0	\$0
SB125 TIRCP	New	Transit	\$22,246	\$0	\$0	\$22,246	\$22,246
Zero-Emission Transit Capital Program (ZETCP)	New	Transit	\$1,996	\$0	\$0	\$1,996	\$1,996
Fixed Guideway Capital Investment Grants (5309)	Discretionary	Transit	\$50,000	\$50,000	\$25,000	\$125,000	\$163,355
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Discretionary	Transit	\$25,000	\$25,000	\$12,500	\$62,500	\$81,677
State Planning (5304)	Discretionary	Transit	\$0	\$0	\$0	\$0	\$0
Metropolitan Planning (5303)	Discretionary	Transit	\$70	\$70	\$35	\$175	\$229
Rural Area Formula Program (5311)	Discretionary	Transit	\$15,000	\$15,000	\$7,500	\$37,500	\$49,006
Urbanized Area Formula Program (5307)	Discretionary	Transit	\$120,000	\$120,000	\$60,000	\$300,000	\$392,051
Small Transit Intensive Cities (5307c)	Discretionary	Transit	\$50,000	\$50,000	\$25,000	\$125,000	\$163,355
State of Good Repair Grants (5337)	Discretionary	Transit	\$30,000	\$30,000	\$15,000	\$75,000	\$98,013
Bus and Bus Facilities Formula Program (5339a)	Discretionary	Transit	\$20,000	\$20,000	\$10,000	\$50,000	\$65,342
Bus and Bus Facilities Discretionary Program (5339b)	Discretionary	Transit	\$20,000	\$20,000	\$10,000	\$50,000	\$65,342
Rural Intercity Bus Program (5311f)	Discretionary	Transit	\$20,000	\$20,000	\$10,000	\$50,000	\$50,000
Low and No Emission Vehicle Program (5339c)	Discretionary	Transit	\$75,000	\$75,000	\$37,500	\$187,500	\$32,000
RAISE, formerly BUILD	Discretionary	Flexible	\$60,000	\$60,000	\$30,000	\$150,000	\$196,025
Highway Bridge Program (HBP)	Discretionary	Local Streets-Roads	\$76,070	\$76,070	\$38,035	\$190,175	\$248,528
Highway Safety Improvement Program (HSIP)	Discretionary	Local Streets-Roads	\$17,120	\$17,120	\$8,560	\$42,800	\$55,933
Surface Transp. Block Grant (STBG) /Regl Surface Transp'n Pgm (RSTP)	Dedicated	Flexible	\$68,000	\$68,000	\$34,000	\$170,000	\$222,162
FEMA/CalOES/ER - Emergency Road Repair Funding	Dedicated	Local Streets-Roads	\$27,640	\$27,640	\$13,820	\$69,100	\$90,302
Federal Lands Access Program (FLAP)	Discretionary	Flexible	\$7,500	\$7,500	\$3,750	\$18,750	\$18,750
Carbon Reduction Program	Discretionary	Flexible	\$7,500	\$7,500	\$3,750	\$18,750	\$18,750
FAA Airport Improvement Program (AIP)	Dedicated	Other	\$0	\$0	\$0	\$0	\$0
Federal Railroad Administration (FRA)	Discretionary	Transit	\$100,000	\$100,000	\$50,000	\$250,000	\$250,000
			\$3,191,582	\$3,167,340	\$1,583,670	\$7,942,592	\$9,917,393

Appendix C – Project List

2026 Monterey County Regional Transportation Plan Project List
Financially Constrained Regionally Significant Projects (Current Year; \$1,000s)

AMBAG ID	Implementing Agency	Project Name	Description	Project Type	2035 Cost	2045 Cost	2050 Cost	Total
MON-CT011-CT-2026	CALTRANS	Scenic Route 68 Corridor Improvements	Make intersection and other operational improvements to increase safety and improve traffic flow from Salinas to Monterey. (Phase 1,three (3) easternmost intersections (San Benancio, Corral de Tierra and Laureles Grade).	H-NEW	\$165,002	\$165,002	\$0	\$330,004
MON-CT030-SL-2026	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	\$0	\$0	\$52,000
MON-CT031-CT-2026	CALTRANS	US 101 - South of Salinas Improvements	Purpose of this project is to improve safety by closing the center median eliminating turning movements at 11 existing at-grade intersections, relocating/reconstructing the existing Abbott Street interchange, relocating/reconstructing the Chualar Main Street interchange, and providing necessary frontage roads to allow access to existing residences, businesses, and farms. Frontage roads along US 101 south of Salinas (Abbott Street on/off ramp) and related intersection improvements will also enhance bicycle and pedestrian mobility and facilitate transit access.	H-NEW	\$350,000	\$0	\$0	\$350,000
MON-CT036-CT-2026	CALTRANS	SR 156 - Castroville Boulevard Interchange	Construction new interchange for SR 156 and Castroville Boulevard/Blackie Road. (related to CT022 and CT023)	H-NEW	\$0	\$126,000	\$0	\$126,000
MON-CT039-CT-2026	CALTRANS	SR 218 - Operational Improvements and Complete Streets	Add bicycle and pedestrian enhancements, turn pockets, signal and operational improvements, shoulder widening, and Zero Emission Vehicle chargers.	H-OMR	\$0	\$16,450	\$0	\$16,450
MON-GON014-GO-2026	GONZALES	US 101/5th Street Interchange	Install roundabouts at on and off ramps	H-OMR	\$0	\$20,000	\$0	\$20,000
MON-KCY043-CK-2026	KING CITY	Roundabout @ US 101/Broadway St/San Antonio Dr	Install Roundabout @ US 101/Broadway St/San Antonio Dr	LSR-OMR	\$5,000	\$2,000	\$0	\$7,000
MON-MAR154-MA-2026	MARINA	Imjin Pkwy Widening Project	Measure X and SB1 LPP project to widen Imjin Pkwy to 4 lanes from Reservation Rd to Imjin Rd.	LSR-NEW	\$41,750	\$0	\$0	\$41,750
MON-MRY005-MY-2026	CITY OF MONTEREY	Del Monte Corridor	Add eastbound lane from El Estero to Sloat Ave.	LSR-NEW	\$0	\$8,000	\$0	\$8,000
MON-MST008-MST-2026	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	\$0	\$0	\$60,000	\$60,000
MON-MST009-MST-2026	MST	Operations & Maintenance Facilities	Maintenance and Operations Facilities including: \$8M Measure X for Salinas Maintenance & Ops Facility	TR-NEW	\$0	\$0	\$100,000	\$100,000
MON-MST011-MST-2026	MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along E. Alisal Street.	TR-NEW	\$0	\$0	\$50,000	\$50,000
MON-MST016-MST-2026	MST	Transit Capacity for SR 1/Surf! Busway and BRT	Construct improvements to accommodate regional MST bus service along the TAMC Branch Line during peak travel periods and construct 5th Street Station. (estimated to be under construction in 2025 adn completed in 2028)	TR-NEW	\$0	\$0	\$99,000	\$99,000
MON-MST018-MST-2026	MST	South Monterey County Regional Transit Improvements	Increases the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.	TR-NEW	\$0	\$0	\$50,000	\$50,000
MON-MYC147-UM-2026	MOCO	SR 156 - Blackie Road Extension	Construct new road from Castroville Blvd to Blackie Rd.	LSR-NEW	\$0	\$18,000	\$0	\$18,000
MON-MYC181-UM-2026	MOCO	G12 Pajaro to Prunedale Corridor - Project Area 1	Operational and capacity improvements, including road widening, turning lanes, signalization and intersection improvements, and bicycle and pedestrian facilities. Refer to project area 1 to 6 of the G12 Pajaro to Prunedale Corridor Study (Two Project Areas are listed individually as MYC311 & MYC312)	LSR-OMR	\$0	\$0	\$33,335	\$33,335

MON-MYC288-UM-2026	MOCO	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 serve the Palo Corona Regional Park entrance.	H-OMR	\$0	\$14,900	\$0	\$14,900
MON-MYC307-UM-2026	MOCO	Davis Road Bridge Replacement and Road Widening	Replace an existing two-lane, low-level bridge with an high-level four-lane bridge. Widen Davis Road to four lanes from Blanco and Reservation Roads. (PW&F)	LSR-NEW	\$0	\$71,742	\$0	\$71,742
MON-SNS006-SL-2026	SALINAS	US 101 - Alvin Drive overpass/underpass and Bypass	Construct overpass/underpass and 4 lane street structure.	LSR-NEW	\$12,325	\$0	\$0	\$12,325
MON-SNS050-SL-2026	SALINAS	Russell Rd Widening	Widen Street from US 101 to San Juan Grade Rd.	LSR-NEW	\$3,078	\$0	\$0	\$3,078
MON-TAMC003-TAMC-2026	TAMC	Monterey County Rail Extension Kick Start	Extends existing rail service from Gilroy to Salinas and constructs stations and track improvements in Gilroy and Salinas.	TR-NEW	\$87,000	\$0	\$0	\$87,000
MON-TAMC008-TAMC-2026	TAMC	Holman Highway Safety Improvements	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	\$0	\$22,300
MON-TAMC009-TAMC-2026	TAMC	Habitat Preservation/Advance Mitigation	Countywide Habitat Preservation/Advance Mitigation for projects	Other	\$5,000	\$5,000	\$0	\$10,000
MON-TAMC010-TAMC-2026	TAMC	Fort Ord Regional Trail and Greenway (FORTAG)	Approximately 28-mile bike and pedestrian access path through the former Fort Ord. (TAMC projects 16, 17, 18, and 20 are segments of this overall project)	AT	\$0	\$80,000	\$0	\$80,000
MON-TAMC011-TAMC-2026	TAMC	Safe Routes to Schools	Countywide Safe Routes to Schools program	AT	\$2,000	\$8,000	\$10,000	\$20,000
MON-TAMC012-TAMC-2026	TAMC	Senior & Disabled Transportation	Countywide support for Senior & Disabled Transportation	TR-ADA	\$0	\$10,000	\$0	\$10,000
MON-TAMC014-TAMC-2026	TAMC	Pajaro Station	Constructs the Pajaro/ Watsonville passenger rail/multimodal station	TR-NEW	\$0	\$11,055	\$124,684	\$135,739
MON-TAMC015-TAMC-2026	TAMC	Castroville Station	Constructs the Castroville passenger rail/multimodal station	TR-NEW	\$0	\$34,000	\$0	\$34,000
MON-TAMC016-TAMC-2026	TAMC	FORTAG - 218 Canyon Del Rey Segment	Constructs 1.5 miles of bike and pedestrian path adjacent to Canyon Del Rey.	AT	\$0	\$23,860	\$0	\$23,860
MON-TAMC017-TAMC-2026	TAMC	FORTAG - Laguna Grande	Constructs 0.35 miles of bike and pedestrian path adjacent to Laguna Grande.	AT	\$0	\$10,500	\$0	\$10,500
MON-TAMC018-TAMC-2026	TAMC	FORTAG - California Ave Segment	Constructs 1.8 miles of bike and pedestrian path adjacent to California Avenue in the City of Marina.	AT	\$9,449	\$0	\$0	\$9,449
Regionally Significant Projects Subtotal					\$734,388	\$645,025	\$527,019	\$1,906,432

Non-Regional Grouped Project Costs (Current Year; \$1,000s)

Non-Regional Grouped Project Costs (Current Year, \$1,000s)				Project Type	2035 Cost	2045 Cost	2050 Cost	Total
Transit								
	Rail and Bus Rapid Transit New Facilities			TR-NEW	\$7,500	\$37,500	\$481,420	\$526,420
	Transit Capital Rehabilitation			TR-REHAB	\$2,300	\$0	\$49,400	\$51,700
	Transit Operations			TR-OPS	\$0	\$0	\$950,000	\$950,000
	ADA and Mobility Management			TR-ADA	\$0	\$0	\$404,062	\$404,062
Highways								
	New Operational Improvements and Capacity			H-NEW	\$72,925	\$171,545	\$0	\$244,470
	Operations, Maintenance, and Rehabilitation			H-OMR	\$936,685	\$437,765	\$482,943	\$1,857,393
Local Streets and Roads								
	New Operational Improvements and Capacity			LSR-NEW	\$39,277	\$204,843	\$0	\$244,120
	Operations, Maintenance, and Rehabilitation			LSR-OMR	\$632,632	\$411,874	\$252,309	\$1,296,815
Active Transportation, Transportation Demand and System Management								
	Active Transportation			AT	\$221,243	\$79,253	\$4,025	\$304,521
	Transportation Demand Management			TDM	\$5,250	\$3,750	\$0	\$9,000
	Transportation System Management			TSM	\$0	\$0	\$0	\$0
Other								
	Airports			OTHER	\$5,128	\$93,500	\$0	\$98,628
			Grouped Listings Projects Subtotal		\$1,922,940	\$1,440,030	\$2,624,159	\$5,987,129

Total Constrained Project Costs	\$2,657,328	\$2,085,055	\$3,151,178	\$7,893,561
--	--------------------	--------------------	--------------------	--------------------

2026 Monterey County Regional Transportation Plan Project List
Financially Unconstrained Regionally Significant Projects (Current Year; \$1,000s)

AMBAG ID	Implementing Agency	Project Name	Description	Project Type	2035 Cost	2045 Cost	2050 Cost	Total
MON-CT-046-CT-2026	CALTRANS	SR 1 Improvements	Elevate and widen Highway 1 from SR 183 to Salinas Road with operational improvements and a frontage road	H-NEW	\$0	\$750,000	\$0	\$750,000
MON-CT022-CT-2026	CALTRANS	SR 156 - Expressway Conversion	Expressway to freeway conversion; Construct new 4 lane highway south of existing alignment, convert existing highway to frontage road (Related to CT023 and CT036)	H-NEW	\$0	\$0	\$150,000	\$150,000
MON-CT023-CT-2026	CALTRANS	State Route 156 and US 101 Interchange	Construct new interchange for SR156 and US101 (related to CT022 and CT036)	H-NEW	\$0	\$0	\$350,000	\$350,000
MON-MST020-MST-2026	MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along North Main Street.	TR-NEW	\$0	\$0	\$15,000	\$15,000
MON-SEA042-SE-2026	SEASIDE	Fremont/Highway 1/Monterey Rd Intersection	Improvements to intersection at Fremont, Monterey Rd and Highway 1 on/off ramps. Includes a double-roundabout and an underground tunnel for the continuation of the SURFI Busway corridor on the TAMC rail right-of-way.	LSR-OMR	\$25,000	\$0	\$0	\$25,000
MON-TAMC001-TAMC-2026	TAMC	Monterey Branch Line Passenger Rail	Provide passenger rail service using the existing 16-mile Monterey Branch Line between Castroville and Monterey adjacent to Highway 1. Includes Salinas River Bridge Replacement.	TR-NEW	\$0	\$0	\$347,700	\$347,700
MON-TAMC004-TAMC-2026	TAMC	Soledad Station	Constructs the Soledad passenger rail/multimodal station to run passenger service on main line.	TR-NEW	\$0	\$27,200	\$0	\$27,200
MON-TAMC019-TAMC-2026	TAMC	Around the Bay Rail	Provide passenger rail service between Monterey and Santa Cruz. Includes access fees on rail line between Pajaro and Castroville, train equipment, and Maintenance Facility.	TR-NEW	\$0	\$103,300	\$0	\$103,300
Regionally Significant Projects Subtotal					\$25,000	\$880,500	\$862,700	\$1,768,200

Non-Regional Grouped Project Costs (Current Year; \$1,000s)

Transit				Project Type	2035 Cost	2045 Cost	2050 Cost	Total
	Rail and Bus Rapid Transit New Facilities			TR-NEW	\$1,000	\$2	\$93,488	\$94,490
	Transit Capital Rehabilitation			TR-REHAB	\$0	\$0	\$0	\$0
	Transit Operations			TR-OPS	\$0	\$0	\$1,066,845	\$1,066,845
	ADA and Mobility Management			TR-ADA	\$0	\$0	\$0	\$0
Highways								
	New Operational Improvements and Capacity			H-NEW	\$12,375	\$174,964	\$0	\$187,339
	Operations, Maintenance, and Rehabilitation			H-OMR	\$0	\$52,006	\$0	\$52,006
Local Streets and Roads								
	New Operational Improvements and Capacity			LSR-NEW	\$1,857	\$455,061	\$233,000	\$689,918
	Operations, Maintenance, and Rehabilitation			LSR-OMR	\$55,215	\$122,978	\$15,700	\$193,893
Active Transportation, Transportation Demand and System Management								
	Active Transportation			AT	\$9,830	\$305,844	\$90,601	\$406,275
	Transportation Demand Management			TDM	\$0	\$0	\$0	\$0
	Transportation System Management			TSM	\$0	\$0	\$0	\$0
Other								
	Airports			OTHER	\$74,468	\$167,606	\$43,000	\$285,074
			Grouped Listings Projects Subtotal		\$154,745	\$1,278,461	\$1,542,634	\$2,975,840

Total Unconstrained Project Costs **\$179,745 \$2,158,961 \$2,405,334 \$4,744,040**

Appendix D – Regional Transportation Priorities Public Survey Results

APPENDIX D

Regional Transportation Priorities Public Survey Results

Regional Transportation Plan

Project Engagement Survey Results

PARTICIPANTS	RESPONSES	COMMENTS
122	3,035	81

1. Please rank your top transportation priorities in Monterey County:

77%	a. Safer streets	Rank: 2.10	79 ✓
82%	b. Less congestion	Rank: 2.73	84 ✓
71%	d. More reliable transit (bus and rail)	Rank: 3.01	72 ✓
67%	e. More comfortable biking and walking	Rank: 3.34	68 ✓
70%	c. Lower greenhouse gas emissions	Rank: 3.86	71 ✓
67%	f. Protection of infrastructure from sea-level rise and natural hazards	Rank: 4.75	68 ✓

102 Respondents

2. Please rank which outcomes are the most important for the Plan to advance:

79%	b. Health & Safety	Rank: 2.01	77 ✓
78%	a. Access & Mobility	Rank: 2.17	76 ✓
69%	c. Equity	Rank: 3.01	68 ✓
74%	e. Sustainability & Environment	Rank: 3.12	73 ✓
71%	d. Economic Vitality	Rank: 3.71	70 ✓

98 Respondents

3. What does Access & Mobility mean to you? (*Select up to 3*)

67%	b. Improve public transit options, frequency, and reliability	72 ✓
54%	a. Improve the walking and bicycling network	58 ✓
48%	c. Reduce traffic congestion and travel times	51 ✓
48%	e. Improve options for people who need mobility assistance	51 ✓
36%	d. Improve safe routes to school for students	38 ✓
4%	Other	4 ✓

107 Respondents

4. What does Health & Safety mean to you? (*Select up to 3*)

72%	b. Eliminate preventable transportation-related injuries and fatalities	78 ✓
45%	a. Decrease air and environmental pollutants	49 ✓
45%	c. Enhance pedestrian infrastructure and build upgrade bike facilities	49 ✓
39%	e. Encouraging healthy lifestyles through active transportation	42 ✓
30%	f. Better access to parks, trails and open spaces	32 ✓
25%	d. Improve transportation system for social and emergency services	27 ✓
5%	Other	5 ✓

108 Respondents

5. What does Equity mean to you? *(Select up to 3)*

65%	a. Prioritize funding in communities that currently have fewer transportation options	69 ✓
52%	b. Provide more transportation options in rural areas	55 ✓
47%	f. Make sure that new development include sidewalks, crosswalks, and safe and comfortable bike routes.	50 ✓
37%	d. Empower community members to help choose transportation projects.	39 ✓
32%	e. Address transportation projects that negatively affect communities	34 ✓
21%	c. Promote alternative transportation technology such as e-bike and electric vehicle rebates	22 ✓
7%	Other	7 ✓

106 Respondents

6. What does Economic Vitality mean to you? *(Select up to 3)*

48%	d. Reduce congestion on commute routes	50 ✓
48%	g. Walkable and vibrant city centers and commercial corridors	50 ✓
46%	c. Maintain and improve existing transportation system	48 ✓
37%	e. Increase transportation options to reduce transportation costs	39 ✓
33%	a. Improve truck routes that are important to the regional economy	35 ✓
30%	b. Enhance travel and recreational corridors for visitors to Monterey County	32 ✓
27%	f. Invest in infrastructure that will support remote work and education	28 ✓
3%	Other	3 ✓

105 Respondents

7. What does Sustainability & Environment mean to you? *(Select Up to 3)*

68%	d. Encourage modes of transportation that use less or no fossil fuels	71 ✓
64%	a. Funding projects and programs that will help protect communities from the impacts of extreme heat, intense storms and flooding and wildfires.	67 ✓
52%	c. Improve access to transit, vanpools and carpools	54 ✓
30%	b. Increase availability of electric vehicle charging stations	31 ✓
27%	e. Research & develop alternative energy sources (e.g., hydrogen) for transportation	28 ✓
6%	Other	6 ✓

104 Respondents

8. Please rank the following types of projects that are priorities to you and your community:

74%	b. Safe and comfortable sidewalks and crosswalks	Rank: 3.20	70 ✓
79%	f. Maintenance of Existing Roads	Rank: 3.22	74 ✓
82%	e. Projects and programs that reduce traffic congestion.	Rank: 3.30	77 ✓
71%	c. Improved transit (bus and rail service)	Rank: 3.45	67 ✓
83%	d. Highway and Local Road Improvements	Rank: 3.55	78 ✓
73%	a. Safe and low-stress bicycle routes	Rank: 3.61	69 ✓
64%	g. Infrastructure to support remote work and education	Rank: 5.83	60 ✓

94 Respondents

9. Please let us know any other feedback that you have about transportation in Monterey County:

Monterey County is extremely susceptible to climate change impacts such as sea level rise and heat impacts on farmworkers. The transportation plan should do all possible to reduce single occupant vehicles and promote safe and accessible public and active transportation.

11/29/2023

👍 2 Agree

Great survey!

11/29/2023

👍 2 Agree

Build affordable housing near current and future public transit corridors to reduce dependence on automobiles, reduce congestion and protect air quality.

10/31/2023

👍 2 Agree

This! 📌 📌 📌

11/19/2023

Improve access to affordable, timely, frequent, and reliable public transportation for the elderly, high school and college students, and low income families to get to their medical appointments, jobs, and/or to meet their shopping needs. .

11/29/2023

👍 1 Agree

Please fix the highway 1 corridor from the Salinas Rd overpass to Castroville. It is so dangerous and we keep having head on collisions and it is so unsafe for cyclists and pedestrians. Thank you.

11/20/2023

👍 1 Agree

We need a rail. Improving current public transit (buses and vanpools) have the same impact, both environmentally and traffic-wise, than individual cars. If we want to improve congestions on the road and greener options, the rail is the only solution, not only within each county but also between cities like (i.e.: Monterey-Santa Cruz)

11/19/2023

👍 1 Agree

Thank you!

12/15/2023



Jolon Road in Southern Monterey County needs resurfacing, with additions to bike lanes on both sides of the road.

12/1/2023

Jolon Road in Southern Monterey County is dangerous. The exit 152 coming from Paso Robles is full of potholes. Also weeds are high on both sides of Jolon fire is possible or injury from animals.

12/1/2023

I'd like to see some greenways built for safe wildlife migration.

12/1/2023

When a road/street is restriped/resurfaced, make alternative mobility lanes mandatory. This means real separation between fast moving cars and the slower users.

Any new or improved streets MUST have active transportation component as part of the solution so we can have a well connected network.

11/29/2023

We need rail - not just regional rail, but municipal rail. A streetcar/tramway from the aquarium to sand city, for example, connects major commercial areas and runs along an important commuter's route. Better options between Monterey and Santa Cruz as well!

11/19/2023

Exactly!

11/19/2023

Lots of new housing in Marina. Plans to address future traffic congestion issues should be robust.

11/19/2023

Add a passing lane on Highway 68. The one lane each way is from the 1950's!

11/10/2023

No on the Surf Bus project. The coastal trail is important to our community and should not be negatively impacted by the construction and operation of a bus line.

11/7/2023

We need a safe dedicated path for pedestrians and bicyclists to get between SALINAS and Marina.

11/5/2023

I ride a bike often in North Monterey County. The lack of dedicated bike lanes is a huge disincentive for myself and others

11/4/2023

Traffic on 156 is horrific. Getting safely out to 156 from oak hills is always an adventure

11/3/2023

Develop transportation strategies based on workforce commute trends

11/2/2023

There are too many speeders in my neighborhood specially around or near parks and schools. Anything that would help like roundabouts, speed bumps, etc. I know that they're not ideal for emergency vehicles, but something needs to be done.

11/1/2023

Traffic on Highway 68 in the mornings renders it nearly unusable. It is a shame what is happening daily in the Toro Park Community with drivers using the residential streets, and even the Toro School parking lot, to bypass traffic on 68. Highway traffic needs to be shut down in Toro Park. I have communicated with Mary Adams office, the CHP, and left a message with Doug @ TAMC office. The traffic is creating dangerous situations daily, and must be addressed.

10/31/2023

Class 4 bike bath from Salinas to FORTAG.

10/30/2023

Yes!

11/5/2023

Marina needs a small bus shuttle to move residents and visitors around Marina. Too much emphasis is on moving people through Marina, not enough resources has been given to Marina residents transport to Marina commercial areas, public parks and education needs within South, Central and future North Marina. Wake up!!! An elderly Marina resident just told me it's easier for her to take a bus to a movie theatre in Salinas than to take a bus to the theatre in South Marina! That's insane!

10/29/2023

Restore rail service to the area.

10/29/2023

Work with all jurisdictions to adopt complete streets policies which include connected sidewalks and bike lanes. Enhancements of crosswalks should include signalized crosswalks near busy intersections and schools be changed to provide a pedestrian phase (all traffic is stopped with red lights in all directions). Bike and pedestrian safety campaigns targeted at drivers. Improved lighting and striping, some streets areas are missing both.

10/28/2023

Roads like Blackie, Pesante are in terrible condition and need repaving not just occasionally holes filed. They are damaging to vehicles.

10/28/2023

We need faster bus routes, BRT, and or rail options!

10/28/2023

No SURF project!!!

10/28/2023

Please provide better access to our parks, eg. Point Lobos, Andrew Molera, Big Sur, Creekside entrance to FO National Monument, Toro Park, etc. I have no car and can't get there.

10/28/2023

Housing projects may resolve some of the traffic congestion issues allowing funds to be allocated to maintenance.

10/27/2023

Parts of Old Stage Road are in terrible shape.

10/27/2023

Make Hwy 1 4 lanes from Watsonville to Castroville

10/27/2023

WE SHOULD BE PLANNING IN EARNEST FOR THE ALTERNATE 3RD MAIN ROUTE BETWEEN THE TWO MAIN ECONOMIC CENTERS IN MTRY COUNTY -- THE SALINAS AREA & MONTEREY PENINSULA !!!!! Davis Road Bridge is a first step in moving forward on this project.

10/26/2023

Focus on senior mobility

10/26/2023

Address people living on your property illegally, partner with Interim housing and the county.

10/26/2023

Interested in learning more about the Regional Transportation Plan

10/26/2023

Concerned about all the new housing in Marina and how that's going to affect an already congested area.

10/26/2023

none

10/25/2023

There are no bus stops at the Montage Wellness Center in Salinas, takes me 40 plus minutes to even go there.

10/25/2023

NotJustBikes on YouTube has good discussions on transportation and what makes cities walkable. Worth a look so that we can implement things that support community development.

10/25/2023

Accessible sidewalks where people will not trip is important to me as well as assessing where speed bumps may be needed by schools and parks. Additionally, finding routes where larger trucks can go through can help reduce congestion and traffic. South County has very limited resources apart from the MST and there are entire communities that are greatly impacted by this, that is where equity factors in. South County needs more transportation resources and

10/25/2023

To reduce the amount of traffic weekdays we need housing for single people where they work. Not everyone is a income "family". Most adults in America are single. If people could live near where they live then there would be much less traffic.

10/25/2023

For the love of all things holy, please ADD A PASSING LANE ON HIGHWAY 68!!! We are tired of getting stuck behind slow-moving trucks!

10/25/2023

Please consider all the ways to improve the daily commute into Monterey off of Reservation and Intergarrison. Can TAMC work with the school districts to fund or support school busses so that parents/guardians aren't driving their students into school?

10/25/2023

Thank you!

10/25/2023

Need more EV charging stations

10/25/2023

Our current road conditions are exceedingly poor and contribute to a number of congestion and safety issues.

10/25/2023

None

10/25/2023

more transportation routes.

10/25/2023

My newly teenaged children are using the bus regularly now and much more aware of congestion and traffic patterns. Engaging youth in this survey would be of high interest to them!

10/25/2023

Great job team!

10/25/2023

Good interactive survey!

10/25/2023

None

10/25/2023

Great Survey

10/25/2023

encourage car pooling to County Offices, scooters, BUS transit at no charge to customers

10/25/2023

I support efficient transit options between Monterey and Santa Cruz counties. Thank you for your work!

10/25/2023

good survey

10/25/2023

Great!

10/24/2023

Fabulous survey

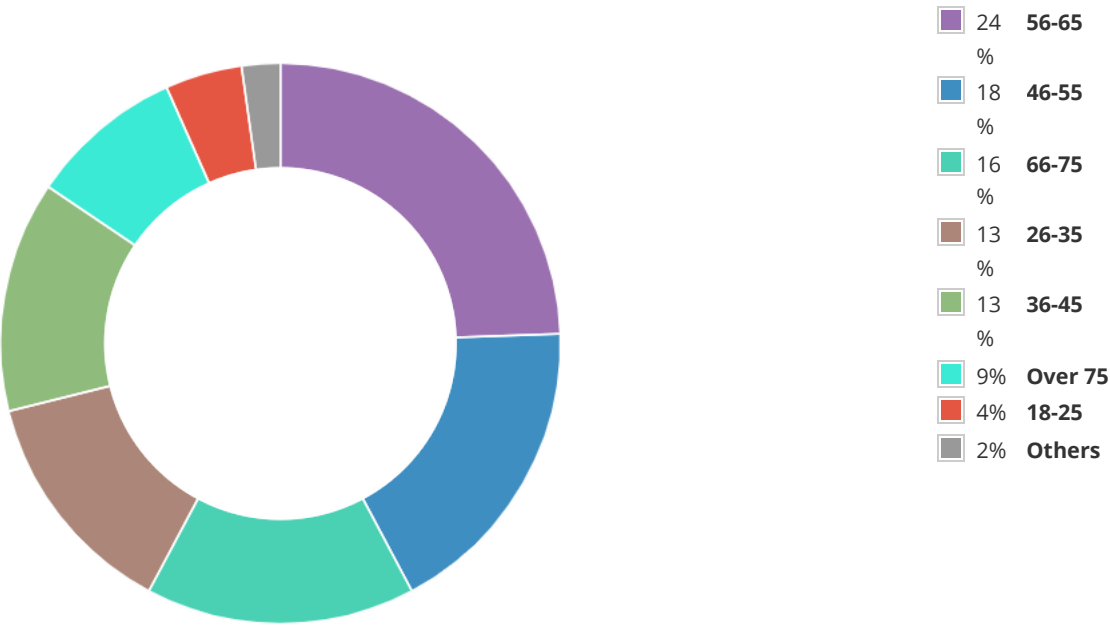
10/24/2023

 All participants

All participants ▾

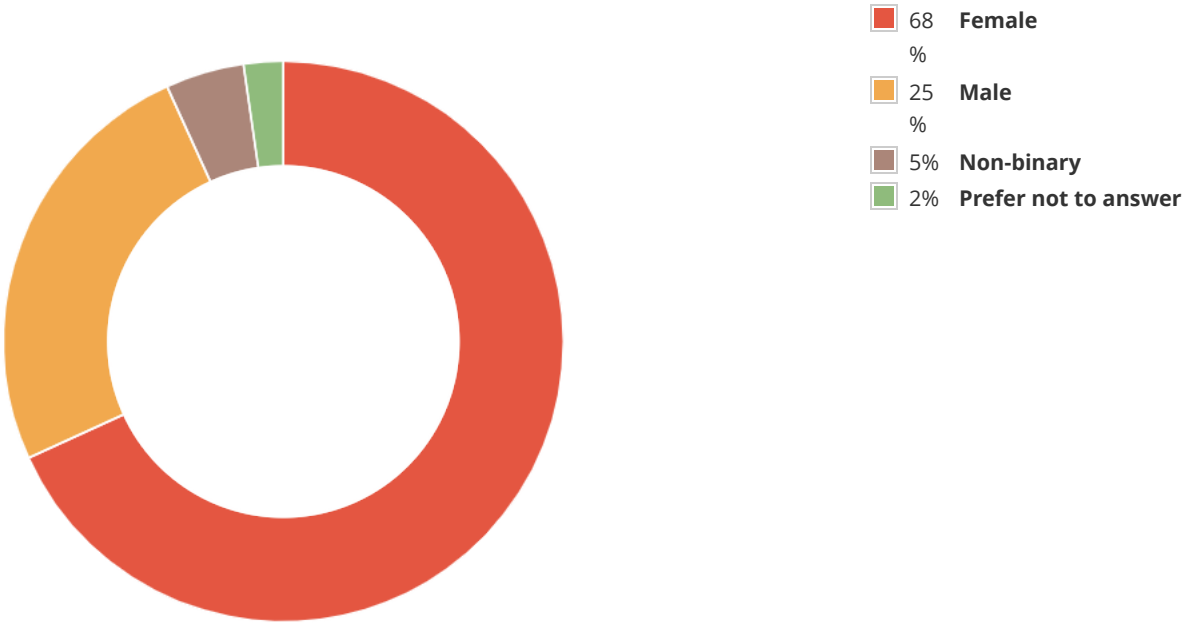
All Time ▾

What is your age?



45 respondents

What is your gender?



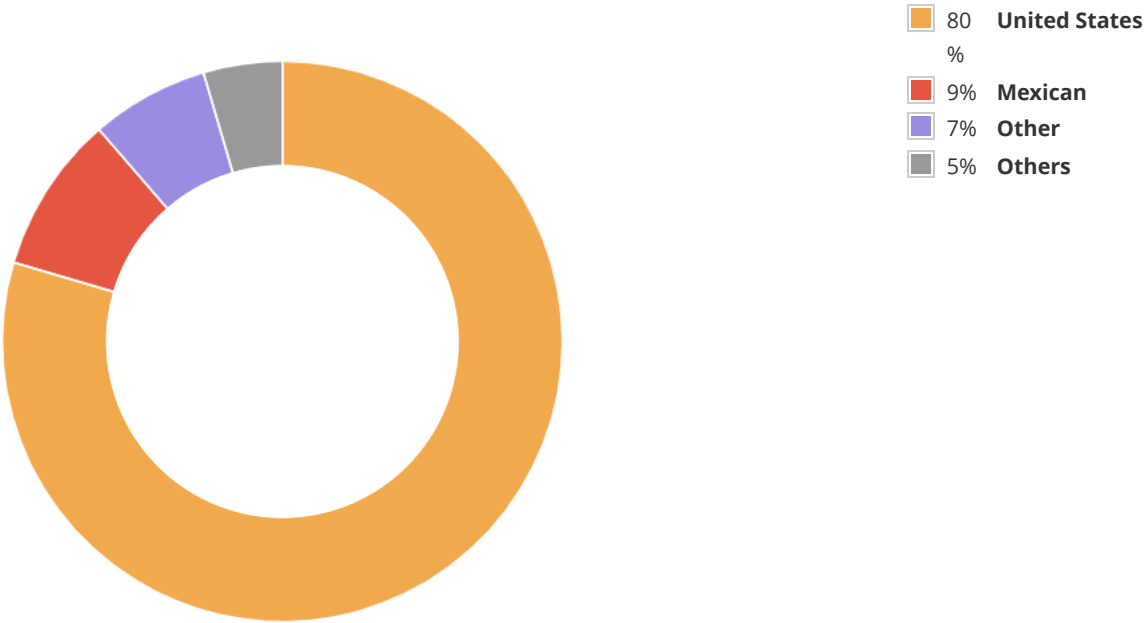
44 respondents

What is your race/ethnicity?

58%	White	26 ✓
24%	Hispanic, Latino, or Spanish	11 ✓
9%	Black or African-American	4 ✓
9%	I prefer not to answer	4 ✓
2%	Asian	1 ✓
2%	Other	1 ✓
0%	American Indian or Alaska Native	0 ✓
0%	Native Hawaiian or Other Pacific Islander	0 ✓

45 Respondents

What is your National Origin?



44 respondents

What is the main language you use at home?

95%	English	42	✓
5%	Spanish	2	✓
2%	Prefer not to answer	1	✓
0%	Other	0	✓

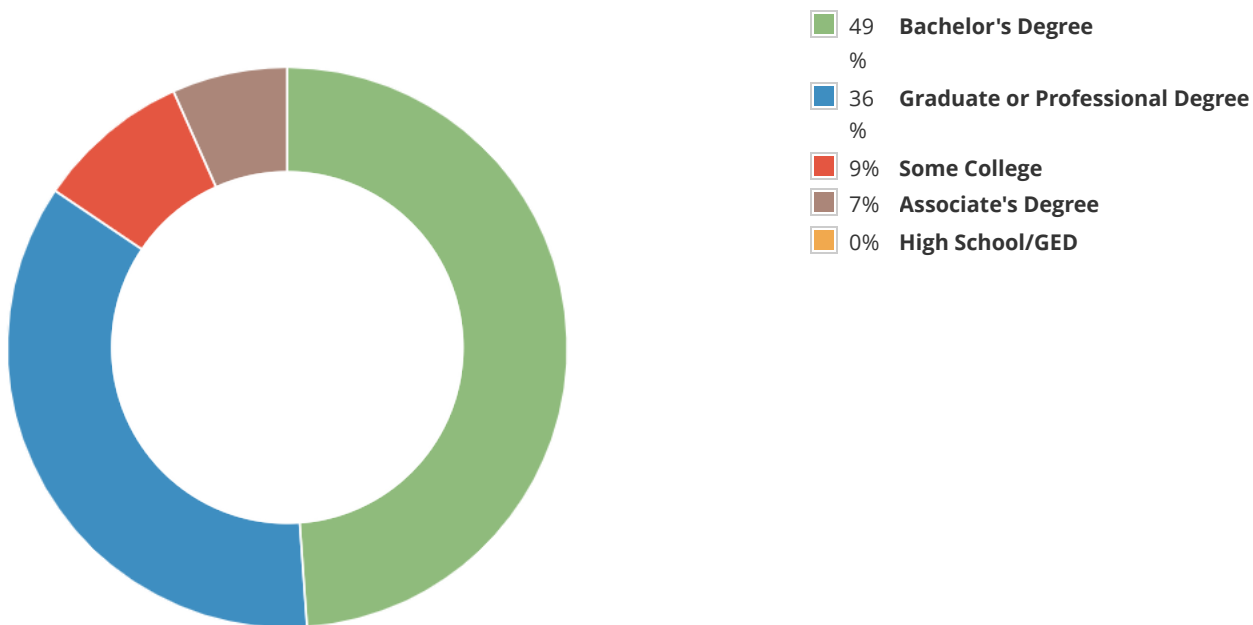
44 Respondents

All participants

All participants ▾

All Time ▾

What is your highest formal education level?



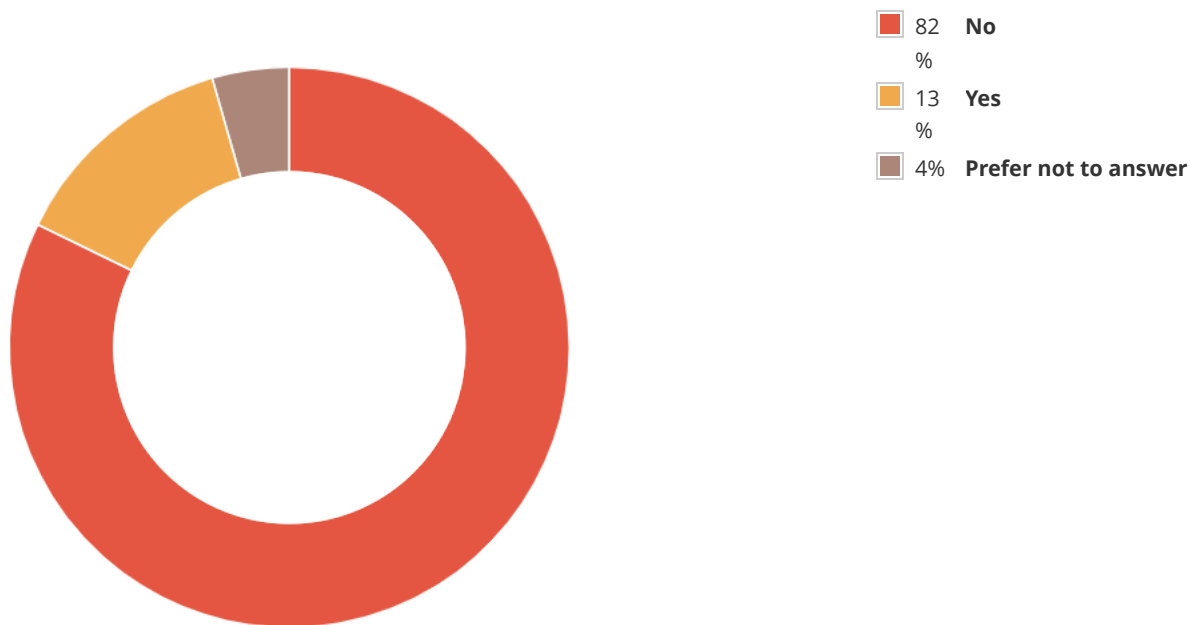
45 respondents

All participants

All participants ▾

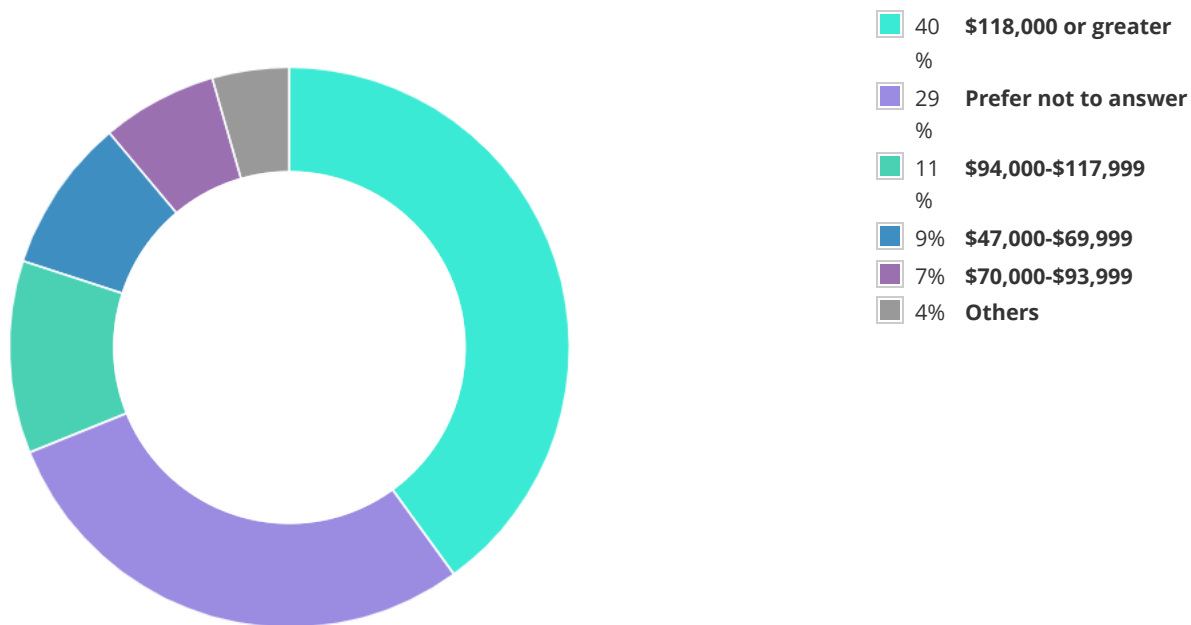
All Time ▾

Do you have a disability?



45 respondents

What is your total household income?



45 respondents

Appendix E – *Regional Transportation Plan* Check List

Appendix E: RTP Checklist

Regional Transportation Plan Checklist for RTPAs (Revised November 2023)

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

Name of RTPA: Transportation Agency for Monterey County

Date Draft RTP Completed: December 3, 2025

RTP Adoption Date: June 24, 2026

What is the Certification Date of the Environmental Document (ED)? June 2026

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, where applicable.

Regional Transportation Plan Contents

General

	Yes/No/ N/A	Page #
1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a))	Yes	1
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b) "Should" for RTPAs)	Yes	18-21
3. Does the RTP address issues specified in the policy, action and financial elements identified in California GC Section 65080?	Yes	1
4. Does the RTP include Project Intent i.e., Plan Level Purpose and Need Statements?	Yes	3

Consultation/Cooperation

	Yes/No/ N/A	Page #
1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a)?	Yes	17, App 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	6-8, 17, App A, App D
3.	Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR 450.210(a)(1)(ix))	Yes	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	21
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	6-8, 17, 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	72

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 GC 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the <u>estimated</u> date required to be provided in writing to State Department of Housing and Community Development pursuant to GC 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the <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/ N/A	Page #
1. Does the RTP discuss intermodal and connectivity issues?	Yes	18–25, 34–51, and 52–98
2. Does the RTP include a discussion of highways?	Yes	33-43
3. Does the RTP include a discussion of mass transportation?	Yes	18–25, 34–51, and 56–74
4. Does the RTP include a discussion of the regional airport system?	Yes	92-98
5. Does the RTP include a discussion of regional pedestrian needs?	Yes	18–25, 34–51, and 75–83
6. Does the RTP include a discussion of regional bicycle needs?	Yes	18–25, 34–51, and 75–83
7. Does the RTP address the California Coastal Trail? (GC 65080.1) (For RTPAs located along the coast only)	Yes	83-84
8. Does the RTP include a discussion of rail transportation?	Yes	18–25, 34–51, and 56–72

9. Does the RTP include a discussion of maritime transportation (if
10. Does the RTP include a discussion of goods movement?

Yes	98
Yes	36-37

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))
2. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?
3. Does the RTP contain a list of un-constrained projects?

Yes/No / N/A	Page #
Yes	89-90
Yes	Ch 6
Yes	App C

Financial

1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(11) ("Should" for RTPAs)?
2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (GC 65080(b)(4)(A))
3. Do the projected revenues in the RTP reflect Fiscal Constraint? (GC 65080(b)(4)(A))
4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (GC 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	Ch 3, App B
Yes	32
Yes	30, App B
Yes	App C
Yes	App C
Yes	App B
Yes	32
Yes	32

Environmental

Yes/No / N/A	Page #
Yes	Ch 7
N/A	
Yes	DEIR
	Exec. Summ ary
No	
N/A	

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 450.324(f)(10))
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)

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



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

Michael Zeller

Print Name

June 24, 2026

Date

Director of Programming & Project Delivery

Title