1. Introduction

The mission of the Transportation Agency for Monterey County is to plan and proactively 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 2018 Regional Transportation Plan is a road map to meeting our transportation challenges and achieving these goals. 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. The Agency prepares its plan in coordination with the Association of Monterey Bay Area Governments, which prepares a Metropolitan Transportation Plan for the three-county Monterey Bay Area in its role as the region's federal Metropolitan Planning Organization. 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 revenues forecast over the 22-year planning horizon of the document.

Document Structure

The 2018 Monterey County Regional Transportation Plan includes the following components:

- **Chapter 1: Introduction**

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

- **Chapter 2: The Policy Element**

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

- **Chapter 3: The Financial Element**

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

- **Chapter 4: Transportation Investments**

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

- **Chapter 5: Environmental Documentation**

  A coordinated Draft Environmental Impact Report was prepared by AMBAG for the 2040 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS), which also evaluates the program-level environmental impacts associated with implementation of the 2014 Monterey County Regional Transportation Plan.

Regionally Significant Transportation Issues

The 2018 Regional Transportation Plan aims to address the major challenges confronting Monterey County's transportation system, while recognizing the new funding opportunities presented by 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 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, Monterey County is forecast 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. 60% of the funds will be distributed to local cities and the county for road maintenance and safety projects. The remaining 40% will be used 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.

SB 1 and Measure X funding will make a significant dent in the large backlog of local street and road maintenance needs, but the length of time these repairs have been underfunded means that it will take many years to fully meet these needs. The 2018 Regional Transportation Plan identifies approximately $3.71 billion in costs for local streets and roads operations, maintenance and rehabilitation needs across Monterey County, of which only 11.8% is assumed to be funded in this plan. Additionally, federal transportation revenues available to Monterey County continue to decrease and be less consistent. The elimination of federal earmarks has significantly reduced the amount of federal funding received for local transit and regional road projects.

Optimistically, the Measure X funding provides an opportunity to build smarter (i.e. complete streets, roundabouts) when funding becomes available, and to leverage the new SB 1 state monies whenever possible. Moving forward, it will be key for TAMC and local agencies to maximize the potential of local funds to leverage matching state and federal funding to make progress on the maintenance backlog and deliver needed transportation improvements.

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 for the County. 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 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, and the City of Watsonville.

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 responsible for making recommendations on critical policy and administrative issues to be considered by the Board.

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 rail projects being planned by the Agency.

Technical Advisory Committee

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

Bicycle & Pedestrian Facilities Advisory Committee

The Bicycle & Pedestrian Facilities Advisory Committee advises staff and the Board on bicycle and pedestrian plans, programs and funding. This citizen advisory committee includes representatives appointed by the Board to represent the Agency's member jurisdictions.

Measure X Citizen Oversight Committee

The Citizens Oversight Committee was appointed by the TAMC Board of Directors on March 22, 2017. The committee is responsible for ensuring that taxpayers' safeguards identified in the Measure X Transportation Safety & Investment Plan are met. The Committee will review independent audits, review and make recommendations on any proposed changes to the plan, review and comment on project delivery schedules, and prepare and present annual reports on the administration of the program.

MST Mobility Advisory Committee

In addition to the standing committees described above, 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 citizen advisory committee includes members appointed by the MST Board 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 meet the needs of the county's citizens. The Agency employs the following strategies to engage the public in the regional transportation planning process to provide a range of opportunities for the public to provide input on the Agency's activities:

- **Public Meetings:** The Agency schedules and holds noticed public meetings of the Board of Directors and advisory committees, which include structured opportunities for the public to provide testimony. All Board of Directors meetings are televised and available for viewing on the Transportation Agency's website.
- **Electronic Media:** The Transportation Agency maintains a website where information about all plans, programs and activities are posted. This includes all public meeting agendas, minutes and outreach material. Questions and requests for information can

be submitted through the website, which are directed to the appropriate staff for response within 24 hours if possible. The Agency also administers a Facebook page to announce public meetings, events, major accomplishments and the weekly Cone Zone report. Some of these announcements are also made on the agency's Twitter account. For corridor studies and construction projects, the Agency issues a periodic newsletter to a list of interested parties who have signed up online or at meetings, to provide information, announce events, and direct the public to online ways to provide input.

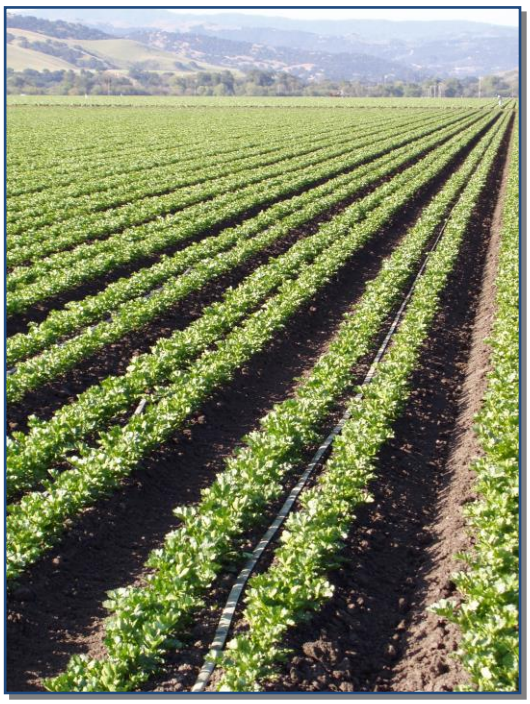
- **Weekly Cone Zone Report:** The Agency assembles information on all the countywide transportation construction work and distributes it to an email mailing list comprised of local agencies, media outlets, stakeholders, and members of the public.
- **Annual Report and Outreach Materials:** The Agency 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 these materials into Spanish whenever possible.
- **Media Outreach:** The Agency regularly issues press releases and responds to media inquiries on news stories.
- **Transportation Forums:** The Agency periodically schedules and hosts forums on transportation topics of relevance to Monterey County, which has included meetings of the California Transportation Commission and other regional and statewide bodies.
- **Ad-hoc Committees:** The Agency creates ad-hoc advisory committees to gain stakeholder input on focused transportation issues, studies or projects.
- **Targeted Presentations:** Agency staff regularly delivers presentations to public groups and local jurisdictions. The Agency also participates in community group, and private industry group associations.
- **Public Outreach Coordination:** The Agency staff includes a public outreach coordinator to serve as the lead contact for responding to questions from the media and public about the Agency, and for engaging in public outreach activities.

These public participation strategies are undertaken on a continual basis. Projects included in the Regional Transportation Plan are shaped by ongoing public engagement. Specific public outreach activities undertaken by the Agency to develop the 2018 Monterey County Regional Transportation Plan are described in more detail later in this Chapter.

Monterey County Geography and the Regional Transportation System

Monterey County covers 3,324 square miles of coastal mountains and valleys stretching along 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 in the southeast, and San Luis Obispo County to the south. The geography of Monterey County is defined by the Monterey Bay, the Santa Lucia Mountain Range that stretches southward from the Monterey Peninsula along the Coast, the Diablo Range along the eastern borders of the County, and the central Salinas Valley.

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



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

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

Figure 1-1 illustrates Monterey County's regional location, the cities and communities within the county, as well as the Regional Transportation System. Existing regional transportation facilities connect the communities described above and are also defined by the County's physical geography. The main north-south interregional facilities include State Route 1 along the coast and US 101 through the inland Salinas Valley, as well as the Union Pacific Coast Mainline railroad. State Routes 156, 183 and 68, as well as various county roads, serve to connect the coast and inland communities.

Land uses in Monterey County are diverse. Agricultural production in North Monterey County and the

Salinas Valley areas contribute significantly to the area's economy. Approximately 1,210,000 acres are devoted to irrigated cropland, dry farming, grazing, animal husbandry, and related agricultural services, representing an over $4 billion industry to Monterey County. More than 80 percent of this land is rangeland, with much of the remainder in locally cultivated prime farmland (187,015 acres) and farmland of statewide importance (42,650 additional acres). These farmlands are most widespread in the North County, greater Salinas area, and central Salinas Valley areas. The importance of agriculture to the Monterey County economy cannot be underestimated: the county grows approximately 80% of the nation's lettuce and roughly the same percentage of its artichokes. Monterey County has also become a significant wine-growing region with approximately 40,000 acres devoted to wine grape cultivation in the county. The transportation needs of the agricultural industry are an important consideration in planning for the movement of goods and commodities in Monterey County, as discussed later in this chapter.

The Monterey Peninsula primarily serves residential, tourism, educational and commercial uses. Several military facilities are located on the Monterey Peninsula. Monterey Bay National Marine Sanctuary and the marine related educational institutions, is a growing contributor to the area's economic mix. Internationally popular visitor attractions are also located in Monterey County, particularly on the Monterey Peninsula and coast which support a roughly $2 billion annual hospitality industry supporting roughly 22,000 jobs. Major attractions include the Monterey Bay Aquarium, annual events such as the Pebble Beach Concours D'Elegance and AT&T Golf Pro-am, and major car races at the Laguna Seca International Raceway, as well as natural attractions such as the Pacific coastline and state and regional parks. The transportation needs of this industry creates significant demands on the County's infrastructure, particularly on 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 accommodate the transportation demands of this segment of Monterey County's economy.

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 form an important part of the region's economy.

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Monterey County Economic and Demographic Trends

The Monterey County Regional Transportation Plan is based on regional growth assumptions included in the 2018 AMBAG forecast. That forecast includes population, employment and housing unit projections over the 20-year planning horizon. Detailed information about the forecast can be found as an Appendix in *Monterey Bay 2035: Moving Forward*, which is the Metropolitan Transportation Plan prepared by AMBAG.

Monterey County Population

Table 1-1 below summarizes forecast population growth by jurisdiction. The forecast estimates that the population of Monterey County will grow by more than 19% during the 20-year planning period. Although the Salinas Valley cities are expected to have largest percent increases in population and housing units (**Table 1-2**), growth is distributed more or less equally between the coast and inland Salinas Valley areas when looking at the county as a whole.

Table 1-1: **Monterey County Population Forecast**

Geography	2015	2020	2025	2030	2035	2040	Compound Annual Growth Rate	Change Over Forecast Period
Monterey County	**432,637**	**448,211**	**462,678**	**476,588**	**489,451**	**501,751**	**0.59%**	**15.97%**
Carmel-By-The-Sea	3,824	3,833	3,843	3,857	3,869	3,876	0.05%	1.36%
Del Rey Oaks	1,655	1,949	2,268	2,591	2,835	2,987	2.39%	80.48%
Gonzales	8,411	8,827	10,592	13,006	15,942	18,756	3.26%	122.99%
Greenfield	16,947	18,192	19,425	20,424	21,362	22,327	1.11%	31.75%
King City	14,008	14,957	15,574	15,806	15,959	16,063	0.55%	14.67%
Marina	20,496	23,470	26,188	28,515	29,554	30,510	1.60%	48.86%
Monterey	28,576	28,726	29,328	29,881	30,460	30,976	0.32%	8.40%
Pacific Grove	15,251	15,349	15,468	15,598	15,808	16,138	0.23%	5.82%
Salinas	159,486	166,303	170,824	175,442	180,072	184,599	0.59%	15.75%
Sand City	376	544	710	891	1,190	1,494	5.67%	297.34%
Seaside	34,185	34,301	35,242	36,285	37,056	37,802	0.40%	10.58%
Soledad	24,809	26,399	27,534	28,285	29,021	29,805	0.74%	20.14%
Balance of County	104,613	105,361	105,682	106,007	106,323	106,418	0.07%	1.73%

Housing Units

Housing unit growth estimated over the planning period is summarized by jurisdiction in **Table 1-2** below. Again, the distribution of total growth over the planning period is expected to be evenly split between coastal and inland communities in Monterey County.

Table 1-2: **Housing Units**

	2015	2020	2025	2030	2035	2040	Compound Annual Growth Rate	Change Over Forecast Period
Monterey County	**139,177**	**144,491**	**149,032**	**153,708**	**158,151**	**163,186**	**0.64%**	**17.25%**
Carmel-By-The-Sea	3,417	3,432	3,436	3,441	3,456	3,462	0.05%	1.32%
Del Rey Oaks	741	874	1,020	1,180	1,297	1,361	2.46%	83.67%
Gonzales	1,987	2,109	2,508	3,083	3,792	4,456	3.28%	124.26%
Greenfield	3,794	4,140	4,403	4,635	4,863	5,081	1.18%	33.92%
King City	3,283	3,672	3,863	4,058	4,210	4,276	1.06%	30.25%
Marina	7,334	8,172	8,776	9,324	9,692	10,014	1.25%	36.54%
Monterey	13,637	13,846	14,126	14,322	14,627	14,908	0.36%	9.32%
Pacific Grove	8,184	8,271	8,303	8,343	8,431	8,516	0.16%	4.06%
Salinas	43,001	44,797	46,683	48,805	50,505	53,043	0.84%	23.35%
Sand City	176	238	298	371	493	619	5.16%	251.70%
Seaside	10,913	11,126	11,264	11,517	11,878	12,342	0.49%	13.09%
Soledad	3,927	4,338	4,552	4,735	4,926	5,107	1.06%	30.05%
Balance of County	38,783	39,476	39,800	39,894	39,981	40,001	0.12%	3.14%

Employment

Employment by industry is summarized in **Table 1-3** below. The forecast is divided between the coast (Carmel by-the-Sea, Del Rey Oaks, Marina, Monterey, Pacific Grove, Sand City, Seaside and unincorporated coastal areas) and inland areas (Gonzales, Greenfield, King City, Salinas, Soledad, and unincorporated inland areas). The AMBAG Population and Employment forecast projects that Agriculture and Tourism will continue to perform strongly, but the largest employment gains to be in education and healthcare. Education has been the third most important sector of the economy, with growing institutions such as California State University at Monterey Bay. Employment in healthcare is expected to grow as the population ages.

Continued development to accommodate the county's growing population, the needs of the agricultural and shipping industries, coastal visitor attractions such as the Monterey Bay Aquarium, and expanding educational facilities, will drive long term regional transportation planning in Monterey County.

Table 1-3: **Employment**

Monterey County - Costal	2015	2020	2025	2030	2035	2040
Monterey County Total	203,550	211,799	218,203	224,207	230,212	235,822
Carmel-By-The-Sea						
Agricultural	16	17	17	17	17	17
Construction	46	46	47	48	49	49
Industrial	106	111	115	117	120	122
Retail	450	458	467	476	483	492
Service	1,907	1,956	2,022	2,091	2,157	2,215
Public	223	219	233	245	257	269
Self-Employed	187	190	195	201	207	213
TOTAL	2,935	2,998	3,096	3,195	3,289	3,378
Del Rey Oaks						
Agricultural	0	0	0	0	0	0
Construction	17	17	17	18	18	18
Industrial	5	5	6	6	6	6
Retail	118	120	123	125	127	129
Service	151	157	165	173	180	188
Public	24	24	25	26	27	29
Self-Employed	44	47	51	56	60	63
TOTAL	359	371	387	404	418	432
Marina						
Agricultural	13	14	14	14	14	15
Construction	385	389	393	400	408	416
Industrial	210	222	229	235	240	245
Retail	1,359	1,386	1,413	1,450	1,481	1,528
Service	2,168	2,267	2,384	2,503	2,618	2,731
Public	1,571	1,708	1,751	1,795	1,840	1,888
Self-Employed	634	664	702	742	771	798
TOTAL	6,340	6,649	6,886	7,140	7,373	7,620
Monterey						
Agricultural	988	1,031	1,036	1,039	1,045	1,046
Construction	906	916	925	944	962	981
Industrial	1,367	1,417	1,467	1,509	1,542	1,575
Retail	3,355	3,419	3,485	3,551	3,603	3,668
Service	13,431	13,831	14,432	15,049	15,615	16,144
Public	12,090	11,896	12,605	13,241	13,896	14,558
Self-Employed	1,894	1,923	2,020	2,073	2,152	2,200
TOTAL	34,030	34,434	35,970	37,405	38,814	40,173
Pacific Grove						
Agricultural	0	0	0	0	0	0
Construction	190	192	194	198	201	205
Industrial	92	98	101	105	107	110
Retail	753	768	783	797	809	824
Service	1,977	2,021	2,093	2,182	2,251	2,317
Public	1,508	1,533	1,606	1,674	1,744	1,815
Self-Employed	481	483	495	510	525	538
TOTAL	5,000	5,093	5,272	5,466	5,637	5,808
Sand City						
Agricultural	0	0	0	0	0	0
Construction	117	118	120	122	124	127
Industrial	110	117	121	125	128	131
Retail	691	711	725	739	749	763
Service	468	488	526	566	602	628
Public	63	62	64	66	68	70
Self-Employed	68	72	76	80	85	90
TOTAL	1,517	1,569	1,633	1,698	1,758	1,810
Seaside						
Agricultural	0	0	0	0	0	0
Construction	316	319	323	329	335	342
Industrial	150	160	167	172	176	195
Retail	1,677	1,710	1,743	1,776	1,801	1,834
Service	2,315	2,392	2,480	2,572	2,658	2,740
Public	4,193	4,565	4,678	4,795	4,913	5,039
Self-Employed	999	1,016	1,065	1,082	1,136	1,149
TOTAL	9,650	10,161	10,455	10,726	11,020	11,299

Monterey County - Inland	2015	2020	2025	2030	2035	2040
Monterey County Total	203,550	211,799	218,203	224,207	230,212	235,822
Gonzales						
Agricultural	3,320	3,568	3,583	3,604	3,629	3,640
Construction	15	15	15	16	16	16
Industrial	22	143	159	164	168	172
Retail	100	102	104	106	107	109
Service	377	446	483	520	556	592
Public	311	341	349	357	365	374
Self-Employed	333	348	371	401	437	469
TOTAL	**4,477**	**4,963**	**5,064**	**5,166**	**5,278**	**5,371**
Greenfield						
Agricultural	5,393	5,797	5,822	5,839	5,872	5,881
Construction	27	27	27	28	28	29
Industrial	40	57	84	87	89	91
Retail	189	243	298	313	318	324
Service	330	343	360	376	393	409
Public	455	471	491	509	528	548
Self-Employed	590	614	647	660	682	702
TOTAL	**7,024**	**7,552**	**7,729**	**7,813**	**7,911**	**7,982**
King City						
Agricultural	1,102	1,235	1,260	1,264	1,271	1,273
Construction	29	29	29	30	31	31
Industrial	99	145	150	165	168	172
Retail	399	407	415	423	428	436
Service	743	770	803	836	868	899
Public	1,648	1,665	1,749	1,825	1,903	1,983
Self-Employed	422	442	457	471	484	493
TOTAL	**4,441**	**4,692**	**4,862**	**5,013**	**5,154**	**5,287**
Salinas						
Agricultural	11,503	12,673	12,737	12,783	12,859	12,882
Construction	1,574	1,591	1,607	1,649	1,691	1,733
Industrial	2,230	2,304	2,354	2,414	2,475	2,520
Retail	9,169	9,334	9,480	9,651	9,792	9,977
Service	13,428	14,112	14,882	15,763	16,495	17,256
Public	21,084	21,689	22,740	23,627	24,536	25,468
Self-Employed	5,408	5,569	5,861	6,072	6,312	6,457
TOTAL	**64,396**	**67,270**	**69,660**	**71,958**	**74,160**	**76,294**
Soledad						
Agricultural	889	956	960	963	968	969
Construction	9	9	9	9	9	10
Industrial	208	222	230	237	243	249
Retail	292	298	304	310	314	320
Service	523	540	560	580	600	618
Public	939	961	1,005	1,046	1,087	1,130
Self-Employed	582	599	627	641	663	681
TOTAL	**3,442**	**3,584**	**3,694**	**3,786**	**3,885**	**3,978**
Balance of County						
Agricultural	30,875	32,854	32,968	33,044	33,226	33,264
Construction	1,469	1,484	1,499	1,519	1,539	1,559
Industrial	1,781	1,826	1,878	1,921	1,951	1,981
Retail	3,248	3,276	3,326	3,382	3,412	3,452
Service	12,766	13,071	13,599	14,031	14,534	14,956
Public	5,491	5,587	5,755	6,002	6,255	6,514
Self-Employed	4,308	4,404	4,472	4,539	4,598	4,664
TOTAL	**59,939**	**62,503**	**63,497**	**64,438**	**65,516**	**66,390**

Development of the Regional Transportation Plan: Planning for Sustainable Communities

In 2008, California Senate Bill 375 was passed 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 emissions targets set by the state for each 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.

SB 375 requires that the Regional Transportation Plan be consistent with the Sustainable Communities Strategy. To develop this strategy, the Transportation Agency coordinated with AMBAG and regional transportation planning partners in the three county Monterey Bay area to craft a Policy Element, a Financial Element and a regional list of transportation investments which achieve regional greenhouse gas emissions targets and support the Sustainable Communities Strategy. The list of projects identified for funding in the Regional Transportation Plan was identified through coordination with member jurisdictions and selected based on extensive public outreach and evaluation of project performance relative to 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 lists. To view the Sustainable Communities Strategy, refer to AMBAG's *2040 Moving Forward Monterey Bay Plan.*

Public Participation

A detailed summary of public outreach activities undertaken by the Transportation Agency to develop the 2018 Monterey County Regional Transportation Plan is included as **Appendix A**. 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.