Summary

Draft 2018 Monterey County Regional Transportation Plan

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In Coordination with:
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1. Introduction

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 fund and plan 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 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, 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 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/Sustainable Communities Strategy for the three-county Monterey Bay Area in its role as the federal Metropolitan Planning Organization for this 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 revenues forecast over the 22 year planning horizon of the document.

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 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 in order to make progress on the maintenance backlog and deliver needed transportation improvements.

Planning for Sustainable Communities

In 2008, the State of California enacted Senate Bill 375, requiring Metropolitan Planning Organizations to prepare a Sustainable Communities 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 plan, the Transportation Agency coordinated with AMBAG, regional transportation planning partners and member jurisdictions 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. For more information on the Sustainable Communities Strategy, refer to AMBAG’s 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy.

Plan Components

The following summary describes the main components of the 2018 Regional Transportation Plan:

- The Policy Element;
- The Financial Element and fund estimate;
- Transportation Investments; and
- Environmental Documentation.
2. Policy Element:

A Framework for Meeting Long-term Mobility Needs

The Policy Element of the Regional Transportation Plan provides a framework for selecting and evaluating transportation projects to meet Monterey County’s mobility needs over the twenty-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 2018 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 evaluates how well the planned system transports people and goods.

To accomplish this, the Policy Element of the plan (Figure 1 below) is derived from the Smart Mobility Framework developed by Caltrans, which has been used by other regions across California to address state sustainability planning requirements. This Policy Element is also designed to be consistent with the goals, policies and measures included in the Monterey Bay Area Metropolitan Transportation Plan. The element includes the following broad set of goals, which are tied to objectives and performance measures:

- **Access & Mobility:** Improve ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool and freight.

- **Safety & Health:** Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution.

- **Environmental Stewardship:** Protect and enhance the County’s built and natural environment. Act to reduce the transportation system’s emission of Greenhouse Gasses.

- **Social Equity:** Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations. Demonstrate that planned investments do not adversely impact transportation-disadvantaged populations.

- **Economic Benefit:** Invest in transportation improvements – including operational improvements – that re-invest in the Monterey County economy, improve economic access and improve travel time reliability and speed consistency for high-value trips. Optimize cost-effectiveness of transportation investments.

The Policy Element is structured around identifying both short-term and long-term strategies and actions for meeting mobility needs, evaluating the performance of the planned system according to the 2020, 2035, and 2040 thresholds for meeting state greenhouse gas targets, as described in Chapter 4.
### Regional Transportation Plan Goals, Policies and Performance Measures

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<th>Goals</th>
<th>Policy Objectives</th>
<th>Performance Measures</th>
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<tbody>
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<td><strong>Access &amp; Mobility</strong></td>
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| Improve ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool and freight. | • To improve safe, attractive and affordable access to work, school, goods and other key destinations by walking, bicycling and transit.  
• Improve travel time and travel time reliability for pedestrian and bicycle trips between key origins and destinations.  
• Improve travel time reliability and speed consistency for transit, car/vanpool and freight trips between key origins and destinations.  
• Improve the quality of walk, bicycle, car/vanpool and transit trips. | • Percentage of work trips that are 30 minutes or less by mode.  
• Improve average work trip travel time. |
| **Safety & Health**                        |                                                                                   |                                                            |
| Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution. | • To decrease fatalities and injuries for all travel modes. Pedestrian and bicyclist fatalities and injuries will not be higher than their proportion of total trips.  
• Improve health by increasing percentage of trips made by healthy transportation options (bicycle, pedestrian and transit trips).  
• Decrease the quantities of harmful airborne pollutants and congested vehicle miles traveled. | • Number of fatalities and injuries per capita.  
• Bicycle, pedestrian and transit mode share.  
• Congested vehicle miles of travel.  
• Harmful airborne pollutants (tons/day). |
## Goals

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<th>Environmental Stewardship</th>
<th>Policy Objectives</th>
<th>Performance Measures</th>
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| **Protect and enhance the County's built and natural environment. Act to reduce the transportation system's emission of Greenhouse Gasses.** | • Reduce Greenhouse Gas emissions consistent with regional targets.  
• Avoid or minimize impacts to local, state and federally defined sensitive areas.  
• Conserve farmland resources. | • Projected Greenhouse Gas emissions in 2020 and 2035.  
• Impacts to open space (acres).  
• Impacts to farmland conservation (acres). |

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<th>Social Equity</th>
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| **Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations. Demonstrate that planned investments do not adversely impact transportation-disadvantaged populations.** | • Demonstrate that planned investments reduce or eliminate disparities in Access & Mobility, Economic Benefit, and Safety & Health objectives between transportation-disadvantaged and non-transportation disadvantaged populations.  
• Demonstrate that transportation-disadvantaged communities do not experience disproportionate impacts from transportation construction or operations. | • Distribution of investments.  
• Equitable transit access: Low income and minority populations within 1/2 mile of a high quality transit stop. |

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<th>Economic Benefit</th>
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| **Invest in transportation improvements – including operational improvements – that re-invest in the Monterey County economy, improve economic access and improve travel time reliability and speed consistency for high-value trips. Optimize cost-effectiveness of transportation investments.** | • Improve regional accessibility for freight and reduce truck hours of delay.  
• Prioritize enhancement and maintenance of the existing transportation system. Maintain streets and roads in a condition rated good or higher according to the Pavement Management Index. | • Jobs near transit (percent).  
• Truck delay (hours).  
• Maintain the transportation system (percent of funding). |
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 revenues secured for transportation over the next twenty-two years will be dependent on variables such as the local, state and national economy, and the public’s willingness to approve additional revenues to maintain and improve our transportation infrastructure.

The Agency coordinated with AMBAG and regional transportation planning partners in the Monterey Bay area to develop a 22-year fund estimate of local, state and federal transportation revenues assumed to be available for transportation projects. A detailed summary of the fund sources included in the Financial Element is included in Chapter 3 of the 2018 Regional Transportation Plan. The 22-year fund estimate is included as appendix to that document. The financial estimate identifies a total of approximately $4.63 billion in transportation funding for transportation projects through the 2040 horizon year of the plan, in current year dollars.

Figure 2 below summarizes the Financial Element by funding source. The fund estimate assumes that the primary burden for funding transportation improvements 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. Now added to this is the increase in gas tax and fees recently enacted Senate Bill 1 (Beall), which will double the amount of revenues the jurisdictions each receive from the state for their local street maintenance and rehabilitation needs. A large majority of the new revenues for cities will come out of the newly created Road Maintenance and Rehabilitation Account from which cities will receive funding to fix their existing infrastructure. SB 1 will also shore up the State Transportation Improvement Program – which in the past cycle actually saw a decline in available monies.

In addition, the passage of Measure X represents a critical new source of local funding that can be used to leverage State and federal grant opportunities. As noted above, Measure X is anticipated to generate an estimated $20 million annually for a total of $600 million over thirty years through a retail transactions and use tax of a three-eighths’ of one-percent (3/8%). The revenue from the sales tax measure will be used to fund local and regional transportation safety and mobility projects in Monterey County. As a new self-help county, TAMC will now be eligible to receive SB 1 formula funds (Local Partnership Program), as well as apply to several different SB 1 programs for competitive grants (transit capital, state rail assistance, trade corridor, local partnership – competitive, congested corridors, active transportation).

Even with these new programs, the ambitious project list in this Regional Transportation Plan assumes that new sources of funding are needed to fully fund transportation priorities identified in the plan.
**Figure 2: Transportation Funding by Source**

- Local: 53%
- State: 34%
- Federal: 13%

**Figure 3** below summarizes the Financial Element by discretionary vs. dedicated revenues. The bulk of the funding available is considered dedicated to specific projects or types of projects, limiting the amount of flexibility available to the Agency to move funding to different types of projects. Dedicated funding includes sources such as the Monterey County Regional Development Impact Fee program and federal grants for public transit. Discretionary funds are eligible for allocation to a wider range of types 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: Discretionary Vs. Dedicated Funding**

- Discretionary: 6%
- Dedicated: 80%
- New: 14%
Figure 3 also identifies new revenues. This category represents new discretionary funding sources included in the financial estimate 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 Highways Administration and has been used by other regional agencies in California to develop Regional Transportation Plans to comply with Senate Bill 375. New revenues included in the 2018 Monterey County Regional Transportation Plan include Measure X, a transportation sales tax measure, Measure Q, a new transit-only sales tax, and toll funding being studied by the Agency to construct the State Route 156 West Corridor project (described in Chapter 4).
4. Transportation Investments

The 2018 Regional Transportation Plan identifies a range of transportation investments to be funded over the lifetime of the document to support the goals and policy objectives of plan and the Sustainable Communities Strategy. The Agency coordinated with member jurisdictions to assemble a list of transportation projects for consideration in the plan, then evaluated the project list through a scenario planning process in coordination with AMBAG. After conducting quantitative and qualitative assessments of how different project scenarios performed relative to the adopted goals and policy objectives (described in Chapter 3 of the plan), the Agency selected a preferred project scenario.

**Figure 4** summarizes the total distribution of funding to project categories in the 2018 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 roads projects. Local streets and roads improvements are important for implementing Complete Streets projects that ensure that pedestrian, bicycle and transit facilities appropriate to the type of street and location are included in each project.

**Figure 4: Distribution of Transportation Expenditures by Project Type**

![Pie chart showing transportation expenditures by project type](chart.png)

Although the Regional Transportation Plan highlights large projects that improve the regional transportation system, maintaining local streets and roads, public transit, 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. Investments are divided into four corridors identified on the following maps: North Monterey County Gateways, the Inland Salinas Valley/US 101 Corridor, the Salinas-Monterey Corridor, and the Coastal/State Route 1 Corridor. Detailed information about these projects, including project descriptions and project costs are included in the Draft 2018 Regional Transportation Plan as an appendix.
North Monterey County Gateways

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

A. Rail Extension to Salinas: This project will provide a safe, air-quality beneficial alternative to driving on US 101 by establishing new daily passenger rail service between Salinas and Silicon Valley. Service will extend Caltrain and/or Capitol Corridor trains to Monterey County, with new stations in Pajaro/Watsonville, Castroville and Salinas. Major stops in Gilroy and San Jose will allow convenient transfers to regional rail service to San Francisco, Oakland and Sacramento, as well planned high-speed rail service to central and southern California. In 2013, the Agency created the Kick Start project, which funds the first segment of improvements, focused on bringing two trains daily to Salinas and Gilroy.

B & C. State Route 156 West Corridor: The Transportation Agency and Caltrans are researching the feasibility of installing an electronic toll facility to finance the project, similar to other toll freeways in California. A citizen’s advisory committee is part of this effort. This funding strategy, if financially viable, could bring the full project to construction within 5 years of completion of the supplemental environmental document. While the Agency’s goal is to construct the project all at once if funding is available, the Castroville Boulevard Interchange was selected to be included in the Measure X Expenditure Plan as a separate project to allow phasing in of this critical safety improvement if funding for the full project falls short.

B. Segment 1: This project will construct a new interchange at SR 156 and Castroville Boulevard just east of the current Castroville Boulevard signalized intersection and realign Castroville Boulevard. The project will meet critical safety needs and reduce traffic by removing the at-grade signalized intersection. In addition, the Blackie Road extension will provide a safer means for truck traffic from the Castroville distribution center to directly access State Route 156, by removing the need to travel on SR 183 through town.

C. Segments 2 & 3: These segments of this high priority project will meet critical safety needs and reduce traffic congestion by adding four lanes between Castroville and US 101 to the south of the existing Highway 156 and construct a new US 101/SR 156 interchange. The existing highway will be converted into to a frontage road for improved access to the Oak Hills community, and will become a designated route for bicyclists. The project will also reconstruct the US 101-SR 156 Interchange and reroute the San Miguel Road access to US 101, to remove conflicts between local, regional and interregional traffic, and improve operations on this heavily-traveled section of US 101.

D. State Route 156/Blackie Road: This project will construct a new road connecting Blackie Road with Castroville Boulevard at the new State Route 156 interchange (Project B above). This road will provide a new connection from the major distribution center in south Castroville to
State Route 156, reducing truck traffic, improving traffic flow and pedestrian safety on Merritt Street through the town of Castroville.

**E. Monterey County G12 Operational and Capacity Improvements:** This Pajaro to Prunedale corridor has become a major thoroughfare between State Route 1 and US 101 since the construction of the Salinas Road/SR 1 and San Miguel Canyon Road/US 101 interchanges. Improvements in this corridor, to be conceptually-defined in a new Caltrans-funded Pajaro to Prunedale corridor study, will improve traffic flow and safety along County Road G12: San Miguel Canyon, Hall, Werner and Salinas Roads. The project is anticipated to include improvements to drainage and bicycle facilities along the corridor, as well as intersection improvements at key locations, such as: San Miguel Canyon Road at Castroville Boulevard, Moro Road and Langley Canyon Road, Hall Road at San Miguel Canyon Road, Sill Road and Willow Road, and the Werner/Salinas Road triangle.
Inland Salinas Valley/US 101 Corridor

The inland US 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 2018 Regional Transportation Plan will enhance mobility and expand travel options to and from the City of Salinas. The projects in the plan will also improve access to transportation for the South Monterey County cities for work, recreation, education and travel outside of Monterey County. Improvements to US 101 will upgrade this facility to improve safety and operations and enhance capacity.

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

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

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

D. US 101 Harris Road Interchange: The project will construct a new interchange on US 101 near Harris Road (south of Salinas) to provide access to US 101 for the industrial facilities on Harris Road and in Spreckels, and across the highway on Spence Road. The project will connect to improvements planned in Project D below.

E. US 101 South County Frontage Roads/Freeway Upgrade: This project will eliminate at-grade highway crossings to improve safety and enhance highway operations, and construct frontage roads between Salinas and Soledad for improved access to farms and cities. The project will be phased and will construct a two-lane frontage road on the west side of US 101 between the Abbott Street Interchange and Chualar, close Abbott Street between US 101 and Harris Road, construct a two-lane frontage road on the east side of US 101 from Harris Road to Chualar, extend frontage roads from Chualar to Soledad. These frontage roads will link to Project E above, the interchange near Harris Road/Spence Road. The Agency is working with a coalition of Central Coast counties in to secure state matching funding for these improvements, which are important for moving goods to market.

F. US 101 5th Street Roundabouts The project will construct roundabouts on both sides of the US 101-5th Street Interchange to improve vehicular flow and improve safety for motorists and pedestrians.
[Map 2 – Inland Salinas Valley/US 101 Corridor]
G. US 101 Gloria Road Interchange (Gonzales): The project will re-align and reconstruct the Gloria Road / US 101 interchange in Gonzales.

H. US 101 North Interchange (Soledad): This project will modify the north Soledad interchange and construct related ramp improvements, which could accommodate future widening of US 101 mainline to six lanes.

I. US 101 South Interchange (Soledad): This project will modify south Soledad interchange and construct related ramp improvements to accommodate possible future widening of US 101 mainline to six lanes as well as the planned SR 146 Bypass from Front Street to Metz Road.

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

K. US 101 Walnut Avenue Interchange (Greenfield): This project will reconstruct the existing tight-diamond interchange with a wider Walnut Avenue overcrossing and implement signal improvements at the ramp intersections.

L. US 101 1st Street Interchange (King City): This project will extend San Antonio Drive from Lonoak Road to First Street/US 101 interchange, including a grade separated crossing over the Union Pacific railroad tracks.

M. Amtrak Coast Daylight: The Transportation Agency is coordinating with the Central Coast Coordinating Council to extend once daily Amtrak California Pacific Surfliner service from San Luis Obispo to Downtown San Francisco. The planned project will include station stops in Salinas, Soledad and King City to provide interregional access to and from South Monterey County. New stations are being planned by the City of Soledad and King City for this service, which are included in the 2014 Regional Transportation Plan as separate projects.

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

O. South Monterey County Regional Transit Improvements (Salinas to King City): This project will expand regional transit in South Monterey County by increasing Monterey-Salinas Transit Line 23 service between King City and Salinas to provide 30 minute headways. The project will also include Bus Rapid Transit improvements on the existing route through Salinas to eliminate bottlenecks at major intersections that can impact on-time performance on this line.
Salinas-Monterey Corridor

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

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

Both of these 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 2014 Regional Transportation Plan identifies improvements to both regional routes, which are necessary to accommodate commute needs in this corridor.

A. & B. Marina-Salinas Multimodal Corridor: The planned project will accommodate high quality transit service via a dedicated busway or priority at signals, as well as improvements to improve safety and access for bicyclists and pedestrians along an alignment through the former Fort Ord, and alongside California State University, Monterey Bay. The preferred alignment for this project will connect the downtown Salinas Intermodal Rail and Transit Center with the Monterey Branch Line at 8th Street. The project also includes widening of Imjin Road to four lanes between Reservation Road and Imjin Parkway, and separately, will widen Davis and Reservation Roads between Blanco Road and the existing four lane section of Reservation Road at Intergarrison Road.

C. State Route 68 Safety and Traffic Flow: This project will construct safety, congestion relief, and wildlife connectivity projects along State Route 68 between Blanco Road and State Route 1.
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 and provides interregional access to the Monterey Peninsula and coast from the San Francisco Bay Area and Northern California on weekends, holidays and peak travel periods. The 2018 Regional Transportation Plan accommodates travel needs in this corridor through a combination of transit, rail and roadway improvements.

A. MST Rapid Bus Corridor: To improve travel times and on-time performance for regional transit between Salinas and Monterey, this project will construct bus improvements along the State Route 1 corridor either through bus improvements on the State Route 1 shoulder, or by constructing a dedicated busway parallel to the existing freeway, or a combination of the two. Monterey-Salinas Transit is currently conducting a multimodal feasibility study of the corridor.

B. State Route 1 Monterey Road Interchange: This project will construct a new interchange on SR 1 north of the existing Fremont Boulevard interchange, connecting to Monterey Road, to serve future development on the former Fort Ord.

C. State Route 1 Sand City Widening: This project will widen State Route 1 to 6 lanes between Fremont Boulevard and State Route 218/Canyon Del Rey with interchange improvements at State Route 1 and Fremont Boulevard. This Regional Transportation Plan includes only the interchange components of the project – the roadway widening is assumed to be beyond the time horizon of this plan based on the Regional Development Impact Fee program.

D. Del Monte Avenue Widening (Camino El Estero to Sloat Avenue): This project, sponsored by the City of Monterey, will widen Del Monte Avenue by adding an additional eastbound lane between Camino El Estero and Sloat Avenue to support future Bus Rapid Transit Service.

E. State Route 68 Holman Safety and Traffic Flow - Pacific Grove: This project will make safety and operational improvements to Holman Highway in Pacific Grove, including bicycle, pedestrian, and ADA improvements.

F. State Route 68 Holman Safety and Traffic Flow - Monterey: This project will widen Holman Highway to four lanes near the entrance to the Community Hospital of the Monterey Peninsula and replace the existing signalized intersection with a roundabout; improvements to Highway 68 at Skyline Forest Drive are a future phase of this project.

G. Carmel River FREE: This project is a flood control, habitat restoration and transportation improvement project that will replace a portion of the elevated State Route 1 roadway embankment with a causeway, realign and re-profile the existing highway to improve stormwater flows, and construct new southbound left turn lane to serve the Palo Corona Regional Park. New trails and habitat preservation are also a key feature of this project.
Coastal Corridor/SR 1

A  MST Rapid Bus Corridor
B  SR 1/Monterey Rd. Interchange
C  SR 1/Sand City Widening—Fremont Blvd. Interchange Improvements
D  Del Monte Avenue Widening (Camino El Estero to Sloat Avenue)
E  SR 68 Holman Safety & Traffic—Pacific Grove
F  SR 68 Holman Safety & Traffic—Monterey
G  SR 1 Carmel River Free
H  Fort Ord Recreation Train and Greenway (FORTAG)
H. Fort Ord Recreational Trail and Greenway (FORTAG): The Fort Ord Regional Trail and Greenway Project is a 30-mile paved active transportation facility that will provide a safe, separated route connecting the Monterey Bay Sanctuary Scenic Trail with local parks, schools, shopping and the new Fort Ord National Monument. The project will also connect residents in the cities Marina, Monterey, Del Rey Oaks, and Seaside with jobs, events and classes at California State University Monterey Bay (CSUMB).

I. State Route 1 Carmel Operational Improvements: This project, sponsored by the County of Monterey, will construct a northbound climbing lane on State Route 1 between Rio Road and Carmel Valley Road to relieve congestion on this facility.
5. Environmental Documentation

A Draft Environmental Impact Report (EIR) was prepared for the Monterey Bay Area Metropolitan Transportation Plan pursuant to the California Environmental Quality Act (CEQA). The EIR includes the Regional Transportation Plans prepared by Monterey, San Benito and Santa Cruz County Regional Transportation Planning Agencies, and analyzed the program-level environmental impacts associated with implementation of these plans. AMBAG serves as lead agency to prepare the environmental document.

The reader is referred to the Draft EIR more information on the environmental review of the Regional Transportation Plan, potential environmental impacts and mitigation measures.
The Draft 2018 Monterey County Regional Transportation Plan will be available for public review beginning in **December 2017**. The draft can be accessed on the Transportation Agency website: [www.tamcmonterey.org/programs/rtp](http://www.tamcmonterey.org/programs/rtp). The document can also be obtained by contacting the TAMC offices. Comments can be directed to Grant Leonard, Transportation Planner at the Transportation Agency for Monterey County by the deadline listed below. Public testimony can also be provided at a public hearing on the plan to be held at the following date, time and location:

**January 24, 2018**  
**TAMC Board of Directors Meeting**  
**Monterey County Agricultural Commission Conference Room**  
**1428 Abbott Street**  
**Salinas, CA 93901**  
**9:00am**

**Deadline for public comment:**  
**February 5, 2018**

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