

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 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 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 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. 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.

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 strives to accommodate 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 main components of the 2018 Regional Transportation Plan include:

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