2005 Monterey County Regional Transportation Plan

Prepared by:

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2005 MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN

EXECUTIVE SUMMARY

The Transportation Agency for Monterey County (TAMC) is responsible for periodically completing a long-range transportation-planning document known as the Regional Transportation Plan (RTP). The purpose of the 2005 RTP is to provide a basis for the planning and programming of local, state, and federal transportation funds to transportation projects in Monterey County for the next twenty-five years according to state and federal requirements. To accomplish this, the regional plan identifies existing and future transportation related needs, considers all modes of travel, and identifies what can be completed with anticipated available funding for projects and programs. The RTP provides an underlying blueprint for investing in Monterey County's transportation future.

Under direction of the California Transportation Commission (CTC) Regional Transportation Plan Guidelines, pursuant to Government Code, Section 14522, TAMC has prepared the 2005 Regional Transportation Plan. The original Monterey County Regional Transportation Plan was adopted in 1975 and was most recently updated in 2002. Given the substantial scope of the 2002 plan update, the 2005 plan represents a more minor revision to make the list of Monterey County's regional transportation projects consistent with the latest funding assumptions and planning efforts that have occurred since the 2002 plan was adopted. Projects on the regional roadway network, identified based on an analysis of regional needs, are assembled with projects identified by cities, the county, Caltrans, and AMBAG to constitute the updated Regional Transportation Plan for 2005.

Public input and participation is essential to TAMC's planning and decision-making process. Comments from a variety of local agencies, public advisory committees, and individuals have been received in preparation of the 2005 update of the plan. The RTP also addresses special factors affecting the transportation system, such as environmental and air quality, land use, specialized transportation needs, environmental justice, intelligent transportation, and multi-modal coordination.

2005 PLAN CONTENTS AND ORGANIZATION

The 2005 RTP is organized into eight sections as follows:

Executive Summary – summarizes the purpose of the plan as well as the overall regional transportation goals and recommendations, transportation needs and issues, air and environmental quality issues, and multi-modal programs.

Chapter 1 – The introduction includes a review of TAMC and the regional transportation planning process.

Chapter 2 – The Multi-modal Transportation System includes a discussion on Monterey County geography and demographics, existing transportation conditions and forecasted conditions, and both current and anticipated needs and deficiencies of the system.

Chapter 3 – This chapter constitutes the Policy Element of the RTP. This element lists the regional transportation goals, objectives, and policies that guide the selection of projects and allocation of transportation funding in the Action and Financial Elements of the plan, and on an ongoing basis.

Chapter 4 – The combined Financial and Action Elements includes TAMC's twenty-five year describes how TAMC's twenty-five year list of countywide investments was developed. The purpose of this component of the plan is to prioritize transportation projects and programs according to the need identified in Chapter 2, the policy direction provided in Chapter 3, and within the constraints of available financial resources and environmental quality requirements. This chapter includes a twenty-five year forecast of expected revenues and shortfalls in the funding of transportation needs for the projected long-range transportation needs/costs countywide. These projections are used to develop the final funded project list for the regional plan.

Chapter 6 – A summary of the Environmental and Air Quality Documentation prepared for the RTP (a separate document prepared in coordination with this RTP), Chapter 6 reviews the environmental analysis of the plan as required by the California Environmental Quality Act. Environmental review of the plan was prepared in coordination with the Association of Monterey Bay Area Governments and the Santa Cruz County Regional Transportation Commission. One overarching environmental impact report (EIR) was prepared to address the coordinated transportation plan updates prepared by each respective agency. The Environmental Impact Report (EIR) for the 2005 RTP has been bound as a separate, stand-alone, document.

Appendices include the list of TAMC committees and membership, model analysis results prepared for process undertaken to identify projects included in the plan, as well as constrained and unconstrained project lists.

REGIONAL TRANSPORTATION GOALS

The Regional Transportation Plan strives to develop and maintain a multi-modal transportation system that enhances the mobility, safety, access, environmental quality, and economic activities in Monterey County. The goals, objectives and policies address three essential elements of regional transportation planning: (these three elements of planning are interrelated and are not listed in any priority order)

1. Mobility and accessibility;
2. Environment and Community; and
3. Financial Feasibility.

Public participation through committees, public presentations, and input from local agencies helped shape the 2005 RTP Goals and Policies. The goals of this plan are to:

- *Provide a network of road and highway facilities that provides for the safe, efficient movement of people and goods within Monterey County.*
- *Expand, improve, and maintain facilities for pedestrians and bicyclists that accommodate safe, convenient, and accessible bicycle and pedestrian transportation across Monterey County.*
- *Provide public transportation that increases mobility and improves quality of life in Monterey County*
- *Provide viable rail facilities for commuters and travelers that accommodate convenient, reliable and accessible rail transportation to and from Monterey County, enhancing mobility and access of the transportation network.*
- *Maximize use of existing infrastructure and resources by administering, implementing, or encouraging the employment of measures that reduce peak-hour demand on regional transportation infrastructure.*
- *Provide an integrated and Americans with Disabilities Act (ADA)-compliant transportation system that is responsive to the special needs of all seniors and Persons with disabilities.*
- *Develop a multi-modal regional transportation system that complements and enhances the natural and social environment of the Monterey Bay region.*
- *Implement and encourage projects that enhance safety.*
- *Achieve transit, bicycle, and pedestrian-supportive land use development through promotion and coordination with county land use jurisdictions.*
- *Solicit broad public input in developing regional and local transportation plans, projects and funding.*
- *Secure sufficient funding to meet the countywide regional transportation needs over the next twenty years.*

SUMMARY OF REGIONALLY SIGNIFICANT TRANSPORTATION ISSUES

The transportation issues facing Monterey County that have been identified as regionally significant are discussed in Chapter 2 of the RTP and include the following factors:

- **Declining Levels of Service (LOS)** on regional roadways continues to be a challenge. When the original plan was adopted in 1975, the objective was for all routes to operate at "LOS C" by 1995. This goal was based upon assumptions of rising gas taxes revenues in respond to population growth. In actuality, real gas tax revenues have decreased and the associated purchasing power of available funds has also decreased. The result has been a decrease in levels of service (i.e. increased traffic congestion) since 1975 and an increase in delay time.
- ***Enhancing and preserving*** the transportation system in Monterey County. With declining financial resources available, it has become more difficult to respond to this need. Addressing increasing traffic congestion and safety problems are part of this issue.
- ***Maintenance needs*** for Monterey County's existing transportation network are growing. Roadway, bikeway, sidewalk and pedestrian facilities need repair and

must be addressed in parallel with capacity and operation enhancements to ensure optional utilization and capacity of the transportation network.

- ***Underfunding of public transit.*** Transit ridership has increased statewide and is expected to continue to grow over the next 20 years, yet funding has not kept pace with the growth in demand.
- ***Securing Local Funding for Transportation.*** State budget problems and a downturn in the economy since the adoption of the 2002 regional plan have made financing transportation improvements that are needed to accommodate planned growth across the county a critical issue in Monterey County, as elsewhere. Since 2002, transportation funding has been diverted by the state for other purposes.

  To address this issue, TAMC is seeking to develop local sources of transportation funding to ensure that transportation improvements needed in Monterey County can be financed. Local transportation funding sources will allow the county to competitively leverage limited amounts of available state and federal funding. Funding sources that TAMC expects to implement in the context of the 2005 regional plan update include a:

  - **Regional Development Impact Fee** program, collecting dedicated fees in proportion to the impact of new land use development on the regional transportation network, and a
  - **½ Cent Transportation Sales Tax** increase assessed countywide for transportation improvements. Although a majority of voters approved two sales tax proposals in Monterey County over the last 15 years, the required 2/3-voter approval was not obtained. As a result, millions of dollars in new transportation revenues were not raised. TAMC is optimistic that a sales tax can be approved in Monterey County to ensure that the county's transportation system is upgraded as the county grows.

  These proposed funding sources are described in more detail in Chapter 4 of this plan.

TRANSPORTATION SYSTEM ALTERNATIVES

The RTP includes three twenty-five year transportation system scenarios. The **No Build** scenario, analyzed using the AMBAG regional travel demand model to project where performance problems on the regional transportation system would occur, assumes only minimal maintenance, safety, and rehabilitation projects. The **Financially Constrained** scenario includes new facilities and services that could be constructed and/or implemented based on projected levels of anticipated funds. The **Unconstrained** scenario includes improvements and services that are needed and could be provided should new funding sources become available in the future.

The financially constrained scenario has been chosen as the preferred scenario in the regional plans as it provides for improvements to the transportation system that are necessary to serve the county's projected future population. Key project proposals

included in the funding constrained scenario reflected in the 2005 RTP's project list include:

- **TAMC's proposed 14-year transportation expenditure plan** which identifies new sales tax, Regional Development Impact Fee, and state and federal funds for constructing:
    - Safety and operational improvements to high-priority corridors along State Routes 1, 68, 101, and 156;
    - Additional roadway capacity on key regional intercity arteries along US 101, and between Salinas and the Monterey Peninsula;
    - Extending new rail services to the Monterey Bay region. Both intercity and commuter based rail services are being pursued.
    - Expanded bus and rail transit services;
    - Rehabilitation and enhancements of local major transportation corridors and increased multi-modal access.

- **Other City, County, and State Highway Improvements** falling outside the scope of the 14-year transportation expenditure plan. These improvements include long-range and minor ongoing improvements to state highways, as well as projects serving the county's jurisdictions according to adopted general plans.

The regional plan assembles local and regional projects to identify all transportation needs countywide and prioritizes which investments will be made in regional infrastructure based on regional goals and adopted general plans.

CURRENT FUNDING PROJECTIONS

The Financial Element of the plan outlines a twenty-year projection of transportation project costs, anticipated revenues, and shortfalls in the funding of Monterey County's transportation needs. The plan projects that $4.2 billion will be available over the next 25 years, primarily from federal and state sources. TAMC control over of revenues is very small in relation to the number of discretionary projects needed in Monterey County.

Revenue projections for the years 2005-2030 have been developed in consultation with the California Department of Transportation (Caltrans), Caltrans District 5, Association of Monterey Bay Area Governments (AMBAG), Monterey Bay Unified Air Pollution Control District, Monterey-Salinas Transit, County of Monterey, and cities in Monterey County.

ENVIRONMENTAL AND AIR QUALITY IMPACTS OF THE RTP

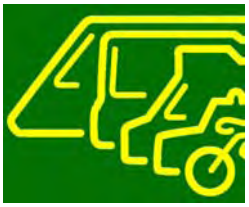
The California Environmental Quality Act of 1970 (CEQA) requires that environmental impacts of the 2002 RTP be fully analyzed. An Environmental Impact Report (EIR) has been prepared for with this plan and is available as a separate document. The focus of the EIR is to identify potential impacts that could result from the proposed transportation projects. The plan also identifies potential mitigation measures for impacts of the transportation plan as a whole. The EIR does not analyze impacts of, or mitigation for, individual projects, as these undergo a separate environmental process conducted by their

sponsoring agencies prior to project construction. In addition to the EIR, an air quality conformity assessment of the 2005 RTP has be prepared by the Association of Monterey Bay Area Governments (AMBAG) as part of the development of its 2005 Metropolitan Transportation Plan for Monterey, San Benito, and Santa Cruz Counties (which comprises the regional air basin).

The RTP EIR is intended to provide analysis of potential impacts that will result from implementation of projects included in the RTP. The focus of the EIR is on impacts directly related to transportation, including air quality, noise, and energy. More detailed project-level analysis will be needed to determine the specific impacts of individual transportation projects identified in the regional plan.

CHAPTER 1

INTRODUCTION



The mission of the Transportation Agency for Monterey County (TAMC) is to:

Develop and maintain a multimodal transportation system that enhances mobility, safety, access, environmental quality, and economic vitality for Monterey County.

TAMC works to accomplish this mission in its role as the state-designated Regional Transportation Planning Agency (RTPA), Congestion Management Agency, Local Transportation Commission, and the Service Authority for Freeways and Expressways (SAFE) for Monterey County. These state-designated responsibilities allow TAMC to act as a regional facilitator for the discussion and resolution of countywide transportation issues, providing a local voice in statewide transportation decision-making.

In the State of California, the governor-appointed California Transportation Commission (CTC) oversees transportation funding across the state. Responsibility for transportation planning and coordination is assigned by the state to regional transportation planning agencies. These agencies, including TAMC, are required to regularly undertake long-range planning efforts that set the course for meeting the long-term (at least twenty year) transportation needs of their respective regions and communities. These efforts culminate in the preparation of a long-term plan, referred to as the Regional Transportation Plan (RTP), which is required by the state and federal government to provide a basis for the distribution of transportation funds to local and regional projects by the CTC. Thus, the plan plays a critical role as the blueprint for TAMC's efforts to invest in the transportation future of Monterey County.

The core of the 2005 update of the Regional Transportation Plan has been the development of a 14-year transportation expenditure plan. This plan represents a subset of the total 25-year regional plan and prioritizes improvements to the regional transportation system based on an assessment of the county's needs and a projection of resources that are anticipated to be available for transportation projects over the life of the plan. In developing the regional plan, TAMC has assumed that the 14-year expenditure plan would cover the time period between 2006 and 2020. This effort, when assembled with updates to other local and regional plans and programs, comprise the updated 25-year Regional Transportation Plan for 2005.

1.1 TAMC AND THE REGIONAL PLANNING PROCESS

Who is TAMC? TAMC is a twenty-two member Board of Directors served by 12-full time staff. TAMC representation includes:

- ***The twelve incorporated cities:*** Carmel-by-the-Sea, Del Rey Oaks, Greenfield, Gonzales, King City, Marina, Monterey, Pacific Grove, Sand City, Soledad, Seaside, and Salinas
- ***The five county supervisoral districts***
- ***Ex-officio members from:***

TAMC Board of Directors, 2005

Association of Monterey Bay Area Governments (AMBAG) - which is the designated Metropolitan Planning Organization (MPO) for Monterey, Santa Cruz, and San Benito Counties. In its role as the MPO, AMBAG prepares the three county MTP, MTIP, and OWP. AMBAG also prepares regional population and employment forecasts, the Federal Transportation Improvement Program (FTIP), prepares air quality conformity analysis of transportation plans and programs, develops and maintains a regional travel demand model for air quality planning efforts, serves as the Rideshare Agency for Monterey County, operates the Regional Clearinghouse for environmental documents, is the Regional Census Data Affiliate, and is the support agency to the Central Coast Joint Data Committee, a cooperative working group based on sharing of GIS related data holdings. Additionally, AMBAG conducts special transportation related studies as funding permits. These functions are tied into their transportation mission. The agency also other functions as the Council of Governments (COG) for the three- county region.

Monterey-Salinas Transit (MST) – which is a joint powers agency that provides public transit in Monterey County. MST produces the short-range transit plans (5 years) that serve as the basis for the fixed route transit section of the RTP. MST also provided information on long-range planning activities for transit contained in this plan.

Monterey Bay Unified Air Pollution Control District (MBUAPCD) – which is the local agency responsible for protecting the public and the environment from the effects of air pollution. The District's jurisdiction is the North Central Coast Air Basin (NCCAB), comprised of Monterey, Santa Cruz, and San Benito counties. The District shares responsibility with the Air Resources Board (ARB) for ensuring the State and national Ambient Air Quality Standards (AAQS) are achieved and maintained within the NCCAB. State law assigns local air districts the primary responsibility

for control of air pollution from stationary sources while reserving to the ARB an oversight function. The District is responsible for developing regulations governing the emissions of air pollution, monitoring of ambient air quality, and air quality planning activities, including implementation to transportation control measures (TCMs). The District also administers several grant programs to reduce air pollution including the AB 2766 program.

California Department of Transportation (Caltrans) – which is the owner-operator of the state highway system and the intercity rail system. As such, Caltrans is one of TAMC's most important regional planning partners. TAMC's primary interface with the Department is through the Caltrans Disrict 5 Regional Planning branch, which serves as TAMC's intergovernmental liason at TAMC Board and committee meetings, responds to inquiries regarding Caltrans project and planning activities affecting Monterey County, and coordinates with TAMC staff on congestion management and development review activities pursuant to the Environmental Quality Act.

In addition, the Caltrans Local Assistance office functions as liaison between the local agencies and the Federal Highway Administration (FHWA). Caltrans and the California Transportation Commission (CTC) have established guidelines for the regional transportation planning process, including the development of Regional Transportation Plans, which are used to develop the 25-year regional plan for Monterey County.

Monterey Peninsula Airport District (MPAD) – which is an independent public airport district created by state law in 1941 to oversee the policies, facilities, and operations of the Monterey Peninsula Airport. This federally funded jurisdiction is appointed by voters residing in Monterey, Pacific Grove, the Del Monte Forest, Pebble Beach, Carmel-by-the-Sea, greater Carmel, Del Rey Oaks, Seaside, Sand City, the unincorporated Monterey-Salinas Highway 68 area east to Laureles Grade, and the west end of Carmel Valley.

City of Watsonville – located in southern Santa Cruz County immediately north of the Monterey County line. As Monterey County's road network is tied to the City of Watsonville, and transportation decision-making affecting northern Monterey County has a direct impact on the City of Watsonville and the Pajaro Valley, the TAMC Board of Directors includes a representative from the City of Watsonville.

1.1.1 *PUBLIC INPUT IN THE REGIONAL PLANNING PROCESS*

Public input has been sought throughout the development of the 2005 plan, with a particular emphasis on the list of projects to be prioritized for funding. Public input for the 2005 plan update was solicited by TAMC in a number of ways: 1) through development of TAMC's 14-year transportation expenditure plan, 2) through TAMC's advisory committees, and 3) through TAMC's ongoing public outreach program efforts. TAMC's public outreach program, as adopted in 2003, is included as Appendix B.

14-Year Transportation Expenditure Plan

TAMC's 14-year transportation expenditure plan forms the heart of the 2005 Regional Transportation Plan Update. The expenditure plan was developed to prioritize regional transportation improvements based on model analysis data described in Chapter 2, TAMC Board and committee input, and input from the public. The expenditure plan includes funding estimated to be received from a proposed half-cent countywide sales tax and regional development impact fee program, TAMC's projection of available state and federal funds, and local revenues included fees collected from the Fort Ord Reuse Authority. For the 2005 RTP, TAMC assumed that the 14-year transportation expenditure plan would be in effect between 2006 and 2020, and as such, forms a component or project subset of the total 25-year Regional Transportation Plan.

TAMC staff sought broad-based input on the plan by making multiple presentations to the councils of each of the county's twelve jurisdictions, to the County Board of Supervisors, to TAMC's other member agencies. TAMC also sought input from numerous stakeholder groups, including the Sierra Club, the Monterey Peninsula Taxpayer's Association, area Rotary Clubs, and other groups. The outreach program prepared for the 14-year transportation expenditure plan is available at the TAMC offices.

Additionally, the public was given an opportunity to comment on the plan and its probable environmental impacts through public circulation and review of a Supplemental Program Environmental Impact Report prepared by TAMC for the expenditure plan list of projects.

TAMC Advisory Committees

The planning process includes systematic public participation and input from advisory committees to TAMC. The purpose of the advisory committees is to provide technical assistance, advice, and recommendations to TAMC to aid in fulfilling its responsibilities for a coordinated transportation planning process within Monterey County. Assistance and input for preparation of the 2005 Regional Transportation Plan has been provided by the following TAMC advisory committees:

- The **Technical Advisory Committee (TAC)**, meeting on the 1st Thursday of every month, is composed of professional (primarily Public Works department) staff from TAMC's member agencies, including ex-officio members like Caltrans District 5. The TAC reviews and provides input on transportation planning studies including the Regional Transportation Plan, the Congestion Management Program, the Regional Transportation Improvement Program, and other transportation studies.

- The **Social Services Transportation Advisory Council (SSTAC)**, which meets in the months of February, April, June, August, October, and December, advises TAMC on the transit needs of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The functions and duties of the SSTAC include the annual assessment of unmet transit needs, and review specialized transportation planning and other related studies. The committee membership is specified in the Transportation Development Act (TDA) statutes.

- The **Bicycle and Pedestrian Facilities Advisory Committee (BPC)**, which convenes on the first Thursday of every month, assists with bicycle and pedestrian issues including the development of a countywide bikeways plan. Members are nominated by each TAMC member agency as well as Fort Ord Reuse Authority, Cal State Monterey Bay, and the Velo Cycling Club and appointed by TAMC. The BPC meets monthly to discuss ways to improve the bicycle network and how to improve access and safety for bicyclists and pedestrians in Monterey County.

- The **Rail Policy Committee**, which meets on the first Monday of each month, is composed of TAMC Board members or their alternates from the following jurisdictions on the rail lines: Cities of Salinas, Marina, Sand City, Seaside, and Monterey, and Supervisorial Districts 1,4 and 5. The committee advises TAMC on issues related to the agency's efforts to bring passenger rail service to Monterey County.

In addition to the agency's formal advisory committees, TAMC has formed ad hoc committees to receive public input on TAMC planning projects. To collect feedback and direction from various business community interests on the TAMC 14-year expenditure plan and list of regional projects, TAMC formed a **Funding Options Ad Hoc Committee**. The ad hoc committee is composed of representatives from major county industries, city and county officials, and staff from member and partner agencies.

TAMC Public Outreach Program

Beyond the TAMC advisory committees, TAMC encourages public participation through an ongoing public outreach program. In 2003, the TAMC Board of Directors voted to dissolve its Citizens Advisory Committee in order to obtain more broad based community input on TAMC's regional planning efforts and improve the dissemination of information

on TAMC's planning activities to the public. TAMC's expanded public outreach program includes: the regular issuing of press releases, hosting public transportation forums on transportation topics of relevance to Monterey County, the creation of ad-hoc advisory committees to gain stakeholder input on focused transportation issues, targeted presentations to community groups and local jurisdictions, dissemination of information on TAMC and TAMC programs in coordination with a public outreach consultant, and participation in media events that focus on transportation issues. In 2005, TAMC staff initiated a monthly radio series on Monterey County transportation issues through local radio station KNRY.

Other media used to encourage public involvement in transportation decision making include the Central Coast Reporter newsletter, published by AMBAG, which provides information and updates on the ongoing transportation planning process and provides updates on current projects.

Figure 1: TAMC Public Outreach Brochure includes flyers describing important regional projects under development.

TAMC has also worked with its public outreach consultant to prepare and disseminate a TAMC public outreach brochure (Figure 1-1) describing TAMC activities and projects included in the Regional Transportation Plan. Production of the brochure has coordinated with the ongoing improvement and maintenance of the TAMC website. The TAMC website can be accessed at www.tamcmonterey.org and contains information on all TAMC activities, links to meeting agendas and materials, and TAMC documents including the Regional Transportation Plan.

All of TAMC's public outreach activities, including meetings held to discuss projects included in the 14-year expenditure plan and Regional Transportation plan, are recorded in the TAMC Public Outreach Log as specified in TAMC's revised bylaws and work program.

Environmental Justice

Environmental justice, as defined by the federal government, considers the potential impacts of governmental activities on minority and low-income populations. In regional transportation planning, this would mean evaluation of the potential negative and positive impacts associated with any transportation-related activity. Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-*

Income Populations, directs every Federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority populations and low-income populations. Executive Order 12898 was signed in 1994 and specifically calls attention to the protection of minority groups and expands the focus to low-income populations.

The United States Department of Transportation (DOT) recognizes that transportation programs and policies may disproportionately burden low-income and minority communities. Hence, the U.S. DOT has issued its own order, 5680.2, to clarify and reinforce environmental justice policies for minorities and low-income populations. The Federal Highway Administration (FHWA), a branch of the DOT, requires environmental justice analyses in its transportation programs and activities. All federally funded transportation plans and decisions must involve an environmental justice assessment process that explicitly considers adverse effects or the potential of adverse effects on minority and low-income the populations.

As a federally designated transportation planning organization, TAMC is required to comply with rules and policies set forth by FHWA. TAMC is required to explicitly consider the service needs of minority populations and low-income populations, and the effects of transportation improvement activities on these groups. This could include establishing procedures or providing meaningful opportunities for public involvement by members of minority populations and low-income populations during the planning and development of programs. TAMC is also required to provide public access to public information concerning the human health or environmental impacts of programs, policies, and activities.

The three main elements to the FHWA environmental justice policy are:

1. Avoid, minimize, or mitigate disproportionate high and adverse human health or environmental effects, including social and economic effects on minority populations, and low-income populations;
2. Ensure full and fair participation by all potentially affected communities in the transportation decision making process;
3. Prevent denial of reduction in, or significant delay in, the receipt of benefits by minority populations and low income groups.

During the planning process, planners must:

1. Determine the benefits to and potential negative impacts on minority populations and low income populations from proposed investment or actions.
2. Quantify the expected effects (total, positive, and negative).
3. Determine the appropriate course of action whether avoidance, minimize, or mitigation.

Under Executive Order 12898, minority populations include:

1. Hispanics (persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
2. Blacks (persons having origins in any of the black racial groups of Africa);
3. Asian Americans (persons having origins in any of the original peoples of the Far East, Southeast Asia, and the Indian Subcontinent, or the Pacific Islands);
4. American Indians (persons having origins in any of the original people of North America and who maintain cultural identification through tribal affiliation or community recognition).

Low Income populations are defined as those households earning a combined income at or below the current U.S. Department of Health and Human Services poverty guidelines. In general, the minority and low-income populations in Monterey County are located in parts of North County, parts of Salinas, and throughout the Salinas Valley communities.

To an extent, transportation project investments are primarily made by the region's policy makers based on how well they serve particular communities. With a cumulative multi-billion dollar transportation investment being laid out in the Monterey Bay region's 2005 long-range transportation plans, AMBAG has applied for grant funding to develop regional environmental justice guidelines/principles to guide the region's transportation planning and programming process in a more unified, cohesive fashion. AMBAG's October 2002 grant application to establish these guidelines was not funded due to both the high number of applicants for State Environmental Justice funding as well as the grant's focus on producing a planning/programming guide rather than a representative project.

The Transportation Agency for Monterey County and AMBAG applied again for a grant in 2004 to evaluate transportation alternatives along the SR 1 rail corridor from Castroville to the Monterey Peninsula, with a strong emphasis on public outreach and inclusiveness in the planning process particularly to, and for, traditionally underrepresented communities. This application was also not funded.

TAMC and AMBAG will continue to work with their partner agencies to develop and implement some unified means by which to integrate environmental justice into the Monterey Bay region transportation planning and programming process.

TAMC has taken care in the development of its long-range plan to reach out to diverse communities to gain their input. As part of their ongoing efforts to address environmental justice, TAMC staff and the TAMC Board attempted to include all county residents in their outreach and planning efforts. In Monterey County, such outreach has included presentations of subsets of the plan and the projects to a range of community groups and in each of the twelve cities and the incorporated areas of the County. This activity has taken place most notably in the development of the 14-year investment plan, which

makes up the first portion of the Monterey County regional transportation plan. Significant outreach to low income and minority communities has also taken place, and is planned, for the development of passenger rail service along both the Peninsula and Salinas corridors. Additionally, The Draft RTP and its EIR were widely circulated throughout the county, with ample opportunity for all Monterey County citizens to participate in the process.

1.2 OVERVIEW OF THE REGIONAL TRANSPORTATION PLAN

Where cost effective, the RTP embraces a multi-modal approach to meeting the transportation needs of the future, in order to help improve the mobility of county residents. To that end, particular attention has been given to balance improvements to highways, streets and roads, transit, passenger rail, aviation and non-motorized facilities.

The 2005 plan includes broad transportation planning goals, objectives, and policies. Additionally, this plan provides an overview of the recent improvements to the transportation network, projects under development, and proposed transportation efforts. The RTP presents both financially constrained (available funding) and financially unconstrained (new funding required) project lists, as well as a discussion on the transportation network, projected financial resources known to be available, and the potential environmental impacts.

Three long-range transportation system scenarios, based on transportation needs and system deficiencies, are identified in the RTP. These scenarios are:

1. "**No Build" Scenario** includes the existing transportation system with a minimum level of maintenance, safety, and some rehabilitation improvements.
2. **Financially Constrained Funding Scenario** includes new facilities and services, which could be constructed and/or implemented, based on anticipated funding levels.
3. **Unconstrained Funding Scenario** includes a listing of needed improvements and services for which current and new funding sources are required.

The **Recommended Plan** (Scenario 2) results from applying the goals, objectives, and policies of this plan and projected funding levels leading to the improvements to the transportation system that would be possible by the year 2030 in a financially constrained scenario. Federal and State guidelines require that projects and programs in the adopted Plan be constrained by identified funding sources.

Land Use and Transportation

One of TAMC's goals in meeting its mission is to coordinate transportation and land use planning to support the regulation and development of land use patterns across the county that can be efficiently served by all forms of transportation. Since adoption of the 2002 regional plan, the State of California, under the new administration of Governor Arnold Schwarzenneger, has issued a call for the production of additional housing across the state to serve the needs of California's workforce. The California Business,

Transportation, and Housing Agency Secretary Sunne Wright McPeak has called for the adoption of "smart growth" principles as a means of providing housing while serving the infrastructure needs of the state's growing population more cost-effectively and efficiently. TAMC policies, plans, and programs support, and are consistent with this explicit state direction.

In addition to "smart-growth" oriented policies for land use in the regional plan, TAMC undertakes programs and activities described below that encourage development according to principles advocated by the state.

- **<u>Transportation for Liveable Communities (TLC) Program</u>:**

  In an effort to encourage land use decisions that support transit and reduce regional traffic congestion, the Transportation Agency for Monterey County (TAMC) has created the Transportation for Livable Communities (TLC) Transit-Oriented Development Incentive Program, which rewards jurisdictions that approve new housing and mixed-use development in urban locations near transit hubs. The goal of the program is to promote infill development in walkable areas thereby increasing living and transportation choices while reducing reliance on automobiles.

  TAMC awarded $1 million dollars between five transit-oriented development projects in 2003 through the TLC program.

  This program awards funds for transportation projects to local jurisdictions that approve building permits for compact housing and mixed-use development near transit. Eligible transportation projects must meet Regional Surface Transportation Program (RSTP) criteria.

  Funds may be used to build transportation-related improvement projects that are eligible for the RSTP funds including but not limited to road improvements, traffic calming, transit centers, traffic signal enhancements, bicycle and pedestrian facilities. The transportation project may be located anywhere within the local jurisdiction, but the applicant will be awarded bonus points if the transportation project is closely linked to the development project. Project sponsors may be a city, the county, or a partnership between a local jurisdiction and the county.

  In 2003, TAMC awarded $1 million in TLC grant funds to 5 separate development projects, mostly located in the City of Salinas that met TLC program criteria.

- **CEQA Environmental Review:**

  TAMC staff regularly reviews environmental documents prepared for development projects pursuant to the California Environmental Quality Act in its role as a responsible agency for transportation planning in Monterey County. During the public review process for each significant development project, TAMC seeks to ensure that new development accommodates travel by non-auto modes of transportation, including pedestrian travel, in order to reduce the impacts that new development will have on the county's regional transportation infrastructure.

  To assist staff in its environmental review activities, the TAMC Board adopted a list of *TAMC Transportation Related Principles for Community Development* outlining strategies or measures for structuring opportunities for non-auto travel into new development. This list has been distributed to planning directors across the county, and is frequently referenced in TAMC's environmental review comment letters.

1.2.1 *RELATIONSHIP WITH OTHER PLANS & PROGRAMS*

The Regional Transportation Plan outlines the region's goals and policies for meeting current and future transportation needs and provides a foundation for transportation decision-making. Transportation planning is conducted by several agencies at all levels of government in Monterey County. The plans and programs related to this RTP include: local general plans, local coastal programs, the short range transit plan, neighboring regions Regional Transportation Plans, the AMBAG Metropolitan Transportation Plan, the Regional Transportation Improvement Program, the State Transportation Improvement Program, and Caltrans plans along with the Congestion Management Program. The Monterey County Regional Transportation Plan is designed to be consistent with the adopted plans and programs.

Local General Plans & AMBAG Mandated Housing Requirements

Local governments prepare circulation elements governing street and transportation system improvements for incorporation into their local general plans and capital improvement programs. By state law, local government circulation elements and capital improvement programs must be internally consistent with the land use elements of their general plans in order for the local general plan as a whole to be considered legally adequate. Further, local jurisdictions must prepare land use plans that are consistent with mandated housing requirements developed by AMBAG according to that agency's regional population and employment forecast. As such, each of the local general plans contains a circulation element and a capital improvement program. The latter contains improvements that are needed for implementation of the goals, policies and uses designated by the general plan for that jurisdiction. Locally significant transportation improvements are ultimately proposed for inclusion in the RTP if state or federal funds are used. The 2005 RTP has been updated to be consistent with adopted local general

plans, and travel demand model analysis work incorporated into the 2005 plan is based on AMBAG population forecasts and housing requirements incorporated into local general plans.

Regional Air Quality Plans

In order for transportation projects to receive federal funding, they must be in a long-range plan that conforms to federal air quality requirements according to the Clean Air Act of 1990. This so-called "conformity" analysis is performed by the Association of Monterey Bay Area Governments on the tri-county Metropolitan Transportation Plan (MTP), which is an integrated version of the Monterey, Santa Cruz and San Benito County regional transportation plans. AMBAG evaluates the air quality impacts of the MTP by analyzing the travel forecast projections that would result from implementation of all of the regionally-significant capacity increasing projects or projects with a significant air quality impact in each county's financially constrained plan. The mobile source emissions calculations are based on these travel forecast projections and compared with federal emissions budgets for reactive organic gases (ROG—precursor to ozone) and nitrogen oxides (NO_x). There must also be a finding of timely implementation of the Transportation Control Measures (such as area wide transportation demand management/rideshare programs, bicycle and pedestrian facilities, public transit and signal synchronization) in the adopted State Implementation Plan. If federal conformity standards are not met, the regional long-range project lists may need to be altered. However, based on past evaluations, there should be an adequate emissions budget in this cycle to accommodate the projects proposed in this plan.

Monterey County, along with Santa Cruz and San Benito Counties, falls within the North Central Coast Air Basin. This air basin was classified as an "attainment" area in 2005 for federal ozone standards but does not meet more stringent state standards for ozone or PM10. As part of the environmental review of the MTP, AMBAG will also perform an air quality consistency assessment for the 2000 Air Quality Management Plan for the North Central Coast Air Basin.

Local Coastal Programs

The California Coastal Commission oversees the incorporation of coastal issues and policies into all local general plans for jurisdictions in the Coastal Zone in the form of a Local Coastal Program (LCP). An LCP is comprised of a Land Use Plan and a set of implementing ordinances that implement the California Coastal Act's policies. Once LCP certification by the Commission is achieved, a local agency's general plan is considered to be consistent with the purposes and intent of the Coastal Act, including all transportation-related capital improvement proposals identified in the local general plan.

Short Range Transit Plan (SRTP)

The SRTP is a five-year plan that evaluates existing transit service and performance according to adopted goals, objectives and policies. SRTPs call for planned operational and capital improvements, as well as planning activities. Monterey-Salinas Transit, a joint powers agency serving the Monterey Peninsula cities, the City of Salinas and

unincorporated county areas, develops an SRTP for its fixed route transit service and its RIDES Program. SRTPs are also developed by AMBAG for the Salinas Valley cities' demand-responsive transportation programs.

Other Agencies' Regional Transportation Plans and the Metropolitan Transportation Plan

Surrounding areas such as Santa Cruz, San Benito, and San Luis Obispo Counties also publish a biennial RTP covering similar issues and state required criteria. These plans are intended to coordinate with each other and address efficient and convenient interregional connections. In addition, AMBAG develops a three-county *Monterey Bay Metropolitan Transportation Plan* (MTP), which is based on the Santa Cruz, Monterey and San Benito County RTPs. To be funded, any regionally significant improvement proposal in the RTP must be adopted into the MTP and found by AMBAG to be in conformity with the emissions budget in applicable federal plans prepared by MBUAPCD. The MTP includes a cumulative air quality conformity analysis for the Monterey Bay region in lieu of single countywide assessments.

Regional Transportation Improvement Program (RTIP)

The RTIP is a four-year program of transportation projects for Monterey County that includes: 1) federally funded transportation projects; and 2) projects nominated for inclusion in the State Transportation Improvement Program (STIP). The RTIP is adopted by TAMC and is due to Caltrans and the CTC by December 15 of every odd year. Projects in the RTIP must be consistent with the adopted RTP in order to be programmed into the STIP.

Interregional Transportation Improvement Program (ITIP)

Caltrans is responsible for preparing a four-year program of projects for state highways specifically, referred to as the ITIP. The Regional Transportation Plan is consistent with the Caltrans ITIP pursuant to the CTC's 1999 Regional Transportation Plan Guidelines.

State Transportation Improvement Program

In even years, the California Transportation Commission (CTC) adopts the RTIPs from other regions of California and the Caltrans Interregional Transportation Improvement Program to form the State Transportation Improvement Program (STIP). The STIP is a biennial four-year programming document listing of all major capital outlay projects to be funded from state transportation funds allocated by the CTC. The CTC may accept or reject a region's RTIP in its entirety but may not reject specific projects in the RTIP according to State law.

Caltrans Plans

The California Transportation Plan (CTP), prepared by Caltrans, provides long-range strategies to improve safety, mobility, and accessibility. It is a policy plan designed to guide transportation investments and decisions at all levels of government and the private sector. The plan identifies goals, policies, and strategies in response to anticipated trends and challenges, and focuses on providing a balanced multi-modal, interconnected

transportation system. The CTP considers the mobility and accessibility of people, goods, services, and information throughout the State and beyond.

Caltrans also prepares transportation concept reports for the regional highway system in Monterey County that provide technical transportation information regarding the state highway system and the definitions regarding existing highway facilities and Levels of Service. Caltrans published a *District 5, Long Term Transportation Strategy Document* in September 1991. Caltrans is updating the 1991 District 5 *Long Term Transporation Strategy Document,* which is now known as the District System Management Plan (DSMP). The DSMP serves a 20-year vision document for District 5. This plan is a strategic planning document describing how state corridors will be managed and developed.

Fort Ord Base Reuse Plan

The Fort Ord Base Reuse Plan, administered by the Fort Ord Reuse Authority (FORA), governs the redevelopment of the former Fort Ord Army base that is now divided between the City of Marina, the City of Seaside, and the County of Monterey. In 1997, TAMC conducted the Fort Ord Regional Transportation Study to analyze the transportation impacts of Fort Ord redevelopment on the onsite, and offsite transportation network in order to determine what transportation improvements were required to accommodate redevelopment of the former base. The recommended improvements, and the proportion of each project that the FORA would be obligated to fund and construct, are structured into the Base Reuse Plan. The TAMC RTP is consistent with the Base Reuse Plan. It should be noted that TAMC is in the process of re-analyzing FORA's transportation obligations in order to update the list of projects towards which development impact fees collected by FORA are directed.

Congestion Management Program

TAMC is the designated Congestion Management Agency for Monterey County. In 1990, the state passed legislation requiring CMA's like TAMC to implement a Congestion Management Program (CMP). The intent of the program was to institute a regulatory mechanism for better coordinating transportation planning with land use decision-making in order to monitor and identify congestion related impacts of land use development, leading to the creation of plans for mitigating those traffic impacts on regional infrastructure. As a designated CMA, TAMC reviews land use development proposals in order to ensure that traffic impacts of land use development are mitigated. TAMC also undertakes traffic counting regionally, and projects traffic impacts on regional roadways based on adopted general plans and other land use planning documents.

The California Government Code statutes that created the CMP established two direct links to the Regional Transportation Plan. The first provision requires that the regional agency evaluate the consistency between the two plans and incorporate certain projects from the CMP Capital Improvement Program (CIP) into the Regional Transportation Improvement Program (RTIP). The second provision states that adopted CMPs found in compliance with the RTP will be incorporated into the Action Element. In developing

this 25-year plan, TAMC has evaluated the approved CMP, and incorporated relevant sections as appropriate. However, TAMC is currently working toward opting out of the California CMP requirements, as allowed by state law, and pursuing local strategies once a replacement program has been designed.

1.2.2 *DOCUMENT STRUCTURE*

The RTP is structured in a manner to comply with California Transportation Commission (CTC) guidelines. The plan presents a review of the transportation network, an action plan for implementing identified improvements, a financial assessment of the resources available for project delivery and an environmental review of the impacts associated with further development of the transportation network.

This introductory chapter has provided an overview of TAMC and process for creating the Regional Transportation Plan.

Chapter 2 describes the County's multi-modal transportation system. The chapter includes a description of county geographic features and demographic trends, as well as a discussion of existing travel conditions, a history of transportation improvements, a forecast of travel conditions, and both the current and anticipated needs and deficiencies of the transportation system. Chapter 2 additionally serves as the plan's transportation needs assessment.

Chapter 3 is the Policy Element and states TAMC's goals, objectives, and policies that guide the plan's development. The goals, objectives and policies are intended to help guide the development of the Regional Transportation Plan. They form the foundation for the plan's Action and Financial Elements.

Chapter 4 includes both the financial element, and action elements of the plan. the Financial Element of the plan outlines a twenty-year projection of transportation project costs, revenues, and shortfalls in the funding of Monterey County's transportation needs. The intent of this element is to define realistic financing constraints and opportunities. The financial element also identifies potential strategies to fund the unconstrained project list.

The action element translates the policy element into action within the constraints of available financial resources described in the Financial Element, as well as air quality control, and environmental requirements. The Action Element identifies and prioritizes transportation improvement projects and programs into a constrained/unconstrained and a short- and long-term list. As required by federal guidelines, the RTP is financially constrained within available funding limits. The Action Element includes a list of financially constrained projects that can be funded with projected available revenues. The financially unconstrained project list identifies additional transportation projects that will help meet the RTP goals and objectives. These improvements can be made only if additional funding becomes available.

Chapter 5 of the plan briefly summarizes the environmental documentation for the plan (prepared under separate cover). A single program-level Environmental Impact Report (EIR) was prepared for the RTP update and the transportation plans prepared by

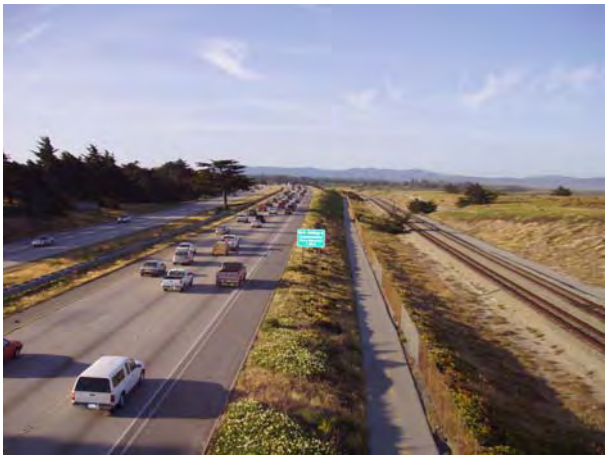
AMBAG and the Santa Cruz County Regional Transportation Commission. The report addresses all CEQA (California Environmental Quality Act) requirements in a level of detail commensurate with the actions being proposed by the plan.

CHAPTER 2

THE MULTIMODAL TRANSPORTATION SYSTEM

INTRODUCTION

This chapter serves as the "needs assessment" of the regional plan for Monterey County. TAMC's goal is to make it safer and easier for the county's travelers to get where they want to go, whether they're commuting to work or school, transporting goods to market, visiting the county's many attractions, going shopping, or visiting medical appointments. Planning for the transportation future of the county will require a combination of solutions, such as improvements to roads, buses, trains, and trails. TAMC's mission is to make traveling easier by planning investments in a range of transportation options serving all segments of the traveling public. As such, this chapter presents an overview of each mode of transportation available in the county, including information pertaining to existing conditions, a history of improvements, forecasted future conditions, as well as anticipated long-range needs of the county transportation system over the next 25-years.



Planning for the county's transportation needs begins with the people that the system serves. Before discussing the county's transportation system, this chapter presents an overview of Monterey County geography and demographic trends affecting transportation decision-making.

2.1 MONTEREY COUNTY GEOGRAPHY AND DEMOGRAPHICS

Monterey County covers 3,324 square miles of coastal mountains and valleys, in central California. Among the more prominent features within the County are the pristine habitats of the Santa Lucia and Gabilan Mountain Ranges in the Big Sur area, the Salinas and Carmel Valleys that were carved long ago by the Salinas River and over 100 miles of Central California's coastline. Along the southeast boundary, adjacent to Fresno and Kings Counties, are the Diablo Range and the Sierra de Salinas Range. The county is bounded by the Pacific Ocean and Monterey Bay from the west. To the north, the Pajaro River separates Monterey County from Santa Cruz County. Several rivers flow through Monterey County including the Salinas, Carmel, Little Sur, Big Sur, Arroyo Seco, San Antonio and Nacimiento Rivers. The Salinas River shed, which comprises the Salinas Valley, is home to significant agricultural resources. Figure 1-1 on the following page

shows Monterey County's regional location, the cities and communities within the county, and the five major regions within Monterey County.

Land uses in Monterey County are quite diverse. Agricultural production in North Monterey County and the Salinas Valley areas contribute significantly to the area's economy. The Monterey Peninsula primarily serves residential, tourism, educational and commercial uses. Military facilities are present in the Monterey Peninsula and coastal area of Fort Ord. Industrial uses, often associated with agriculture, occur primarily in the Salinas area. Educational institutions, including Cal-State University at Monterey Bay, the Naval Postgraduate School, and the Monterey Institute for International Studies, and Monterey Peninsula and Hartnell Colleges, also form an important part of the region's economy. Marine research, related to the Monterey Bay National Marine Sanctuary and the educational institutions, is a growing contributor to the area's economic mix. The area's climate, history, educational facilities, and natural beauty draw thousands of visitors each year in addition to new residents, most of which travel from the San Francisco Bay Area according to the Monterey Peninsula Aquarium.

The primary land use in Monterey County is agricultural. According to the Monterey County General Plan, approximately 1,210,000 acres are devoted to irrigated cropland, dry farming, grazing, animal husbandry, and related agricultural services, representing a $3 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 40,000 acres devoted to wine grape cultivation in the county. The significance of agriculture to the Monterey County economy cannot be underestimated, and the transportation needs of the agricultural industry are an important consideration in planning for the movement of goods and commodities in Monterey County.

Continued development to accommodate the county's growing population, the needs of the agricultural and shipping industries, and attractions such as the Monterey Bay Aquarium, the Moss Landing research facility, expanding educational facilities, and the burgeoning wine industry, all necessitate a well-planned transportation network.

2.1.1 POPULATION AND EMPLOYMENT FORECASTS

TAMC's evaluation of countywide transportation needs for the 2005 Regional Transportation Plan update is based on the AMBAG 2001 Revised Population and Employment Forecast for Monterey, San Benito and Santa Cruz Counties. An updated population and employment forecast, adopted in April of 2004, was not available in time for the preparation of the 2005 Regional Transportation Plan (RTP) project list, however, the more recent 2004 forecast is included below.

Monterey County Population

The 2004 AMBAG forecast indicates that Monterey County is anticipated to grow to a population of approximately 602,731 persons by the year 2030, an increase of nearly 50%, or 6714 persons annually, from a 2000 population of 401,312. A breakdown of population growth by jurisdiction is shown on Table 2-1.

Table 2-1 Monterey County Population Forecast

Jurisdiction	2000 (Census)	2005	2010	2015	2020	2025	2030
Carmel	4,081	4,095	3,947	3,924	3,900	3,923	3,945
Del Rey Oaks	1,650	1,652	1,594	1,586	1,577	1,586	1,594
Gonzales	7,525	9,229	12,463	14,627	16,791	22,968	29,145
Greenfield	12,583	15,097	18,627	21,570	24,512	27,183	29,854
King City	11,094	12,885	15,484	17,433	19,381	21,371	23,360
Marina	19,163	23,172	30,567	32,465	34,362	34,860	35,357
Monterey	29,674	29,863	28,824	28,653	28,431	28,648	28,815
Pacific Grove	15,522	15,586	15,046	14,963	14,880	14,976	15,073
Salinas	143,776	146,687	165,141	174,787	184,434	198,749	213,063
Sand City	261	384	370	368	365	367	369
Seaside	33,097	34,221	34,886	34,871	34,855	35,002	35,148
Soledad	22,634	29,647	32,413	35,938	39,463	45,549	51,634
Unincorporated	100, 252	110,083	105,485	114,776	124,067	129,721	135,373
Total	**401,312**	**433,600**	**464,847**	**495,961**	**527,069**	**564,903**	**602,731**

Source: AMBAG Population, Housing Unit & Employment Forecasts, 2004

Growth countywide will occur primarily in the Salinas Valley communities and will be accommodated through redevelopment of the former Fort Ord army base that has been split between the cities of Marina, Seaside, Del Rey Oaks, and the County of Monterey. It should be noted, however, that build-out of the former Fort Ord will not be allowed to exceed the total Fort Ord population prior to closure of the facility in 1994.

Monterey County Employment

AMBAG projects that the number of jobs countywide will increase from 222,441 in 2000 to 335,381 in 2030, an increase of 25% over a 25-year period. A detailed accounting of projected employment by employment sector was developed by AMBAG staff, and can be accessed via the AMBAG website (www.ambag.org).

Table 2-2 Monterey County Employment Forecast

Jurisdiction	2000 (Census)	2005	2010	2015	2020	2025	2030
Carmel	2,390	2,527	2,666	2,714	2,761	2,841	2,920
Del Rey Oaks	616	648	685	730	774	865	955
Gonzales	1,743	1,834	2,653	3,432	4,211	4,708	5,204
Greenfield	1,749	1,883	3,463	4,252	5,040	5,976	6,912
King City	8,295	8,682	10,366	11,301	12,235	13,186	14,136
Marina	5,557	5,894	7,277	8,658	10,038	12,643	15,248
Monterey	42,488	45,327	47,493	49,714	51,934	53,471	55,008
Pacific Grove	8,323	8,598	8,815	9,002	9,188	9,415	9,641
Salinas	68,233	74,363	81,572	86,550	91,527	96,414	101,300
Sand City	2,331	2,466	2,693	2,909	3,125	3,269	3,413
Seaside	6,603	7,125	7,866	8,775	9,683	11,379	13,075
Soledad	5,198	6,236	7,242	8,007	8,771	9,614	10,456
Unincorporated	66,915	73,389	73,334	78,714	84,094	90,604	97,113
Total	**222,441**	**238,972**	**256,125**	**274,758**	**293,381**	**314,385**	**335,381**

Source: AMBAG Population, Housing Unit & Employment Forecasts, 2004

Growth is expected to occur in almost all sectors of Monterey County's economy, however, the most significant increases will remain in sectors associated with the County's traditionally dominant industries: agriculture and tourism. For example, the most significant projected employment continues to be estimated in retail trade and services. Significant increases are also projected in government employment.

Monterey County Travel Patterns

The percentage of the countywide population using each mode of transportation is summarized in Table 2-3 below. This "mode share" data is used to develop reasonable assumptions on future travel demand and estimate the future performance of the regional transportation system using the AMBAG Regional Travel Demand Model.

Table 2-3
Travel by Mode for Monterey County

Commute Mode	Numbers of Commuters	Percentage of Commuters
Total car, truck, or van	145,140	88.2%
Drove alone	113,023	68.7%
Carpooled	32,117	19.5%
Public Transportation	3,588	2.2%
Railroad	108	0.1%
Taxi	262	0.2%
Motorcycle	321	0.2%
Bicycle	1,348	0.8%
Walk	6,303	3.8%
Other	1,516	0.9%
Work at Home	5,931	3.6%
Total	**164,517**	**100.0%**

Source: U. S. Census, 2000

The majority of Monterey County residents utilize personal automobiles for commute-related trips. The single-occupant vehicle currently represents the most significant mode of travel in the county.

2.1.2 REGIONAL HOUSING AND EMPLOYMENT DISTRIBUTION

One significant factor affecting transportation demand in Monterey County is the county's existing and projected jobs/housing imbalance. The County and cities, through their General Plans, are charged with determining where future growth can be accommodated. Areas must be planned that provide enough land for the housing units needed to keep pace with the County's population growth. At this point, Monterey County's housing needs are significant.

Table 2-4 compares available jobs and housing in the twelve incorporated cities, as well as projected jobs and housing in the year 2030. It should be noted that most of the county's housing supply is, and will continue to be, accommodated in the Salinas Valley cities, while a significant amount of employment exists, and is projected to increase, on the Monterey Peninsula. For instance, AMBAG has projected that the jobs/housing ratio in the City of Monterey will increase from 3.15 to 4.06 between 2000 and 2030, while the same ratio will remain fairly constant in the City of Salinas.

Table 2-4 Housing and Employment Comparison by Jurisdiction

	Housing Units		Employment	
Jurisdiction	**2000**	**2030**	**2000**	**2030**
Carmel	3,331	3,342	2,390	2,920
Del Rey Oaks	680	680	616	955
Gonzales	1,730	6,414	1,743	5,204
Greenfield	2,864	7,033	1,749	6,912
King City	2,835	5,669	8,295	14,136
Marina	7,100	13,596	5,557	15,248
Monterey	13,478	13,545	42,488	55,008
Pacific Grove	8,009	8,075	8,323	9,641
Salinas	39,469	58,055	68,233	101,300
Sand City	88	136	2,331	3,413
Seaside	10,366	11,280	6,603	13,075
Soledad	2,581	10,596	5,198	10,456
Unincorporated	37,047	48,670	66,915	97,113
Total	129,578	187,001	**222,441**	**335,381**

Source: AMBAG Population, Housing Unit & Employment Forecasts, 2004

Housing production, particularly for rental and lower priced housing units, has been far short of demand. In many areas, housing prices have escalated to levels far in excess of the average household income. As a result, Monterey County's workforce does not have the means to purchase much of the housing that is being produced, especially housing close the major employment centers like the Monterey Peninsula. The main industries in Monterey County, agriculture and tourism, are predominately dependent on low-paying jobs.

Some of the factors influencing the jobs/housing balance in Monterey County are:

- Silicon Valley workers and telecommuters: As of 2002, almost half of new homes purchased in Salinas were bought by Silicon Valley workers, placing further demands on the transportation network. It is anticipated that in the near future, more and more workers will be willing to tolerate a one and a half to two hour commute to work in order to own a home.

- Job growth in lower end jobs: Monterey County has traditionally had a relatively small base of high-paying jobs. In one study, 78 percent of 1,600 jobs were entry level, paying no more than $9.99 an hour. For comparison, during the same period, 69 percent of the jobs in the Bay Area were entry level. Workers filling these entry-level positions need affordable housing.

- Seasonal employment from agriculture: As of 2002, an estimated 39,000 farm workers in Monterey County, many making between $8,000 to $18,000 a year, could not afford most of the housing available in the county.

- Second homes and vacation properties: Although they are counted as residential units, these houses are not available for workers in the county. These units account for 30% of homes in Carmel and are prevalent on the Monterey Peninsula, and throughout various other parts of the county.

Population growth in Monterey County will place significant demands on the county's existing regional transportation infrastructure. A lack of affordable housing for the county's workforce, coupled with a relative geographic imbalance between regional employment and housing production will place demands on Salinas Valley communities to absorb most of the county's population growth. This imbalance, when additionally coupled with the county's proximity to major employment centers in the San Francisco Bay area and transportation demands associated with the county tourism and agricultural industries, will make improvements to the regional transportation links that serve all of these needs critical.

2.2 THE REGIONAL TRANSPORTATION SYSTEM

The Regional Transportation Plan prioritizes transportation improvements countywide based on an assessment of the improvements that will be needed to serve the estimated population growth described above.

The existing transportation network in Monterey County is comprised of multiple elements. The roadway network consists of numerous state highways, county roads, and city streets. Rail services include daily trips provided by Amtrak and Amtrak bus connections. Monterey-Salinas Transit (MST) provides public bus transit services and air travel is provided at four publicly owned airports. There is also an intricate network of pedestrian sidewalks and bikeways throughout the county. TAMC's programs and policies stress a commitment to plan and implement projects that support all modes of travel within the transportation system. A well-integrated transportation system can support the movement of persons, the delivery of goods, and provision of services seamlessly throughout the region. Opportunities to connect, or integrate different modes of travel (like bus or train to bicycle) are considered a consequential part of the planning process.

Monterey County's regional transportation infrastructure serves many different users. Consideration is made below of system-wide interregional travel needs and movement of commodities throughout Monterey County.

2.2.1 INTEREGIONAL TRAVEL IN MONTEREY COUNTY

Monterey County has become increasingly linked with travel into the Silicon Valley and San Francisco Bay Area. To help evaluate the interregional needs for highway and transit improvements based on projected population and employment growth, the Santa Clara Valley Transportation Authority conducted a study of their "Southern Gateways".

TAMC staff participated in the Project Oversight Team for this study. This study report is based on 10 and 20-year growth projections and evaluated several packages of transportation improvements to key highway segments in the area, including possible improvements to US 101.

The Regional Transportation Plan must also be updated to be consistent with Caltrans' Interegional Transportation Improvement Program (ITIP) for state highways.

GOODS MOVEMENT

The movement of good and services is a vital industry in Monterey County and commercial truck traffic is a major component of transportation in region. Trucking is the most efficient way to move goods that are perishable or otherwise require quick delivery. Agriculture in the Salinas and Pajaro Valleys has long been a core industry in the region and currently accounts for nearly $3 billion in direct economic activity.

1995 *Regional Freight Study* prepared by AMBAG represents the most recent and comprehensive analysis of Monterey County commodities movement needs for use in the Regional Transportation Plan. Most agriculture-related industries ship by truck out of the Monterey Bay region. The transportation problems that are perceived as most critical by the agricultural transportation community are:

- Poor logistics and communications and shipping practices
- Lack of alternative service options; and
- Inadequate system capacity on key links in the truck transportation system

Agricultural and quarry trucking represent a significant percentage of truck activity in Monterey County and it is a major contributor to traffic volumes on the state highway system. The state highway segments that are currently significantly impacted by trucks are listed in Table 2-5. This table shows state route segments with poor levels of service and high percentages of truck traffic. and The four major state route segments used by trucks, Route 1, 101, 156 and 183, show levels of service at E or F (worst congestion).

Table 2-5 Highway Segments Impacted by Trucks in Monterey County

Route Segment	Level of Service (LOS)	Agricultural Trucks as Part of Roadway Capacity
Route 1 (Salinas Road to Route 183)	F	5% to 6%
Route 101 (San Benito Co. to Davis Road)	B to D	9% to 10%
Route 156 (Castroville to Route 101)	F	~ 10%
Route 183 (Route 1 to Davis Road)	D to E	N/A

*(*Source*: Regional Freight Study, AMBAG 1995)*

Truck trips have increased over the last decade and are expected to continue to increase. Table 2–6 shows the daily truck and total vehicle kilometers of travel in Monterey County from 1990 to 1996. Over that 7 year period daily truck traffic on state highways increased by about 7% while all vehicles kilometers increased by 10%. The transport of

goods on the roadway system is directly impacted by congestion on highways and within city streets.

Table 2-6 Daily Truck and Total Vehicle Kilometers of Travel on the California State Highway System

Year	All Trucks	All Vehicles
1990	829,575	7,539,429
1991	835,837	7,654,067
1992	841,447	7,892,184
1993	820,693	7,812,822
1994	821,572	7,817,229
1995	826,593	7,958,318
1996	888,549	8,293,407

*(*Source*: Regional Freight Study, AMBAG 1995)*

The 1995 Regional Freight Study prepared by AMBAG projects the number of average daily truck trips in the Monterey and Santa Cruz counties will increase from 10,760 in 1995 to 14,388 in 2015, a 34 percent increase over 20 years. These estimates are based upon an assumption of 2% average annual growth rate in traffic volumes for both general traffic and truck traffic, which is consistent with traffic growth forecast in the RTP. The report also identifies a number of alternative scenarios for meeting future freight transportation needs, and sets for near-term (5 years), mid-term (5 – 10 years), and long-term strategies.

Trucking Impacts on the Highway System

Caltrans monitors truck traffic on the state highway system. Truck counting is done throughout the state in a program of continuous truck count sampling. The resulting counts are adjusted to an estimate of annual average daily truck traffic by compensating for seasonal influences, weekly variations and other variables that may be present. Annual average daily truck traffic is used for presenting a statewide picture of truck flow, evaluating truck trends, planning and designing highways and for other purposes. The amount of truck traffic is considered when designing and implementing capacity improvements on the California state highway system. In 1996, the annual truck total vehicle kilometers traveled (VKT) in Monterey County was 324,320,385, accounting for 10.71 percent of all travel. Monterey County's share of statewide truck travel was 1.44 percent. In Monterey County, common types of commodities being carried include; agriculture products, hazardous materials, waste, and general freight. Currently, the fresh fruit and vegetable industry generate the largest

volume of freight transportation in the region. There are certain state highway segments that are already experiencing congestion and truck traffic is a significant contributor to average daily traffic loads. There are over 100 trucking companies providing trucking services in Monterey County, with more than 70 of those based in Monterey County.

For commercial truck drivers there is no direct access to the interstate routes (Interstate 5) from Monterey County. **U.S. Route 101** provides access to and from the north and south and is, by far, the most significant truck travel thoroughfare in Monterey County. Route 101 provides the major internal circulation for Monterey County primarily between the south Salinas Valley and commercial and agricultural processing centers in Salinas, North Monterey County and Watsonville. State Route 129 and 156 are major connectors to the Route 101 and Route 1 corridors and handle a large percentage of truck traffic volume. Route 156 is also a major coastal access route from Route 101.

The most important segment of US 101 in terms of regional trucking activity related to the county's agricultural industry is the *US 101 Airport Boulevard interchange*, which provides access to that facility for agricultural packing houses and other light industries. Proposed improvements to this interchange are described on Page 43 of the plan.

Route 1 provides important internal circulation between agricultural fields with processing centers in Marina, Castroville, Pajaro and Watsonville. State Route 198 provides secondary access to and from the east but is limited by its poor alignment. Given the limited access to the region from the interstate highway system and the overlap between peak truck traffic and tourist traffic to the Monterey Peninsula, both seasonally (primarily during the summer travel season) and during the daily cycle, issues such as truck-related congestion and safety need further attention.

Truck Impacts on Local Streets and Roadways

Commercial trucking and industrial agricultural equipment impacts local city and county streets and roads as well as the state highway system. The combination of overall congestion along with the amount truck usage is the primary consideration for identifying the locations of significant truck traffic impacts. The unincorporated community of Castroville experiences significant impacts from truck traffic, as does North Monterey County. Agricultural operations are prominent throughout the Salinas Valley. However, overall traffic volumes on most county roads south of Salinas are generally light. In Monterey County, the impact of truck traffic is most significant in the City of Salinas. In recognition of the impact of truck traffic on the City of Salinas and as a follow up recommendation to the *1995 Regional Freight Study*, AMBAG has unsuccessfully pursued funding these last three years for a Regional Freight Logistics Center Feasibility Assessment.

Salinas is a major agricultural processing and shipping center along Route 101, with related trucking impacting the transportation system. The *Salinas General Plan Traffic Circulation Technical Report* (November 1988) proposed a number of recommendations addressing truck parking and overnight storage in Salinas. The recommendations of the technical report include:

- Development of a comprehensive truck route system

- Designation of truck routes within the city as well as the appropriate highway interchanges for truck access
- Development of plans for truck routing, storage and overnight parking; and
- Development of a 20-30 acre regional truck stop and storage facility adjacent to the proposed Harris Road interchange on Route 101.

Designated Truck Routes

City and county jurisdictions within Monterey County have adopted designated Super Truck routes in order to reduce problems with increased congestion during peak hours and to direct trucks away from certain streets that were not designed to accommodate the through weight. Super Trucks accommodate a larger and heavier cargo load and require special geometric designs for roads. The State has also designated major routes and connecting routes for Super Truck use. The designated routes in Monterey County are shown on Table 2-7.

Table 2- 7 Designated Truck Routes	
Route 101	Major Route
Route 1: Rio Road to Santa Cruz County Line	Connector Route
Route 68: Hwy 101 to Hwy 1	Connector Route
Route 183	Connector Route
Route 156	Connector Route
Route 218	Connector Route
Source: Caltrans Regional District 5 Freight Study	

Hazardous Materials Routes

The California Highway Patrol (CHP) has designated hazardous materials routes that are used to direct trucks carrying explosives and hazardous materials away from the heavily populated areas of the county. Hazardous materials routes include Routes 1, 68, 101, 156 and 183. State law also requires the CHP to adopt regulations specifying routes that are to be used for transportation of fissionable fuel and large quantities of radioactive materials. No such route in Monterey County has been designated as a radioactive material route. The regulations do however allow for non-designated routes to be used on a "temporary" basis for a period not to exceed 100 days, subject to consideration and approval by the CHP.

2.3 MONTEREY COUNTY REGIONAL ROADWAY SYSTEM

The 2005 regional plan is focused on evaluating needed improvements on regional transportation infrastructure in Monterey County, which includes both state highways and local city and county roads that connect to the state highway system or which serve as important intercity connections. Total city and county roadway needs no on the regional roadway network are reflected in the regional plan project list, and are consistent with city and county general plans, project planning efforts, and priorities. Table 2-8 lists roadway facilities on the regional transportation system.

Table 2 – 8 The Roadway Network: State Highways Segments	
Route 1	San Luis Obispo County Line to San Cruz County Line
Route 68	Route 101 to SR 1 and SR 1 to Pacific Grove
Route 146	Route 101 to San Benito County Line
Route 183	Route 101 to Route 1
Route 218	Route 1 to Route 68
Route 25	Route 198 to San Benito County Line
Route 101	San Luis Obispo County Line to San Benito County Line
Route 156	Route 101 to Route 1
Route 198	Route 101 to Fresno County Line
Principal Arterials– City of Monterey	
Foam Street	Westbound from Lighthouse to Pacific Grove City Limit
Principal Arterials – City of Monterey (cont.)	
Lighthouse Ave	Eastbound from Pacific Grove City Limit Line to Washington
Del Monte Ave	Washington to Seaside City Limit
Fremont Blvd	Abrego to Aguajito
N. Fremont St	Route 68 over crossing to Seaside City Limit
Munras/Abrego	Fremont Blvd. To Via Zaragoza
Principal Arterials – City of Seaside	
Del Monte Ave	Fremont Blvd. to Monterey City Limit
Fremont Blvd	North Del Monte Ave. to Route 1
Fremont Street	Route 218 to Monterey City Limit
Principal Arterials – City of Marina	
Del Monte Blvd	Route 1 to Reservation Rd.
Reservation Rd	Del Monte Blvd. to Blanco Rd.
Imjin Road	Entire lengths
12th Street	Entire lengths
2nd Avenue	Entire lengths
Principal Arterials in City of Salinas	
Blanco Rd	Davis Rd. to Abbott Street
Sanborn Rd	Abbott Street to Route 101
Davis Rd	Route 101 to Blanco Road
North Main St	Route 101 to Boronda
Boronda Rd	Route 101 to Williams Road
Principal Arterials - Unincorporated Areas of Monterey County	
Route G12	Route 1 to US 101
Blanco Rd	Reservation to Davis Road
Reservation Rd	Blanco Road to Davis Road
Davis Rd	Blanco Road to Reservation Road
Route G16 (Carmel Valley Rd)	Route 1 to Carmel Rancho Blvd.

TAMC's analysis of regional roadway needs for the 2005 update of the Regional Transportation Plan is based on the 2004 *Nexus Study for a Regional Development Impact Fee* (the "Nexus Study") prepared by TAMC for a proposed Regional Development Impact Fee program in Monterey County. This study used the revised 1997 AMBAG population and employment forecast and adopted general plans to forecast travel demand on the existing regional roadway system between 2000 and 2025. Performance of the regional network was measured in level of service (LOS) on an A-F scale, "A" representing uncongested conditions and "F" representing congested conditions. An LOS D standard was used to determine where the regional roadway network would operate at an "unacceptable" LOS (LOS of E or F), allowing TAMC to determine how scarce transportation resources should be prioritized in the Regional Transportation Plan. Appendix B includes the LOS table produced by AMBAG staff for the Nexus Study modeling analysis, and lists year 2000 and projected year 2030 LOS for regional roadways analyzed in the study.

The safety of the traveling public is the highest priority in evaluating the performance of the existing transportation system and identifying improvements to address needs. In updating the regional plan for 2005, TAMC considered the relative safety of existing roadway facilities on the regional roadway system in developing the list of projects to be funded in the plan. Table 2-9 lists accident rates for each state highway in Monterey County.

Table 2-9 Accident Rates for State Highway Segments in Monterey County

Segment	Postmiles	Accident Rates *	Average Accident Rate*
Route 1- SLO County Line to Big Sur River	000.000-046.595	1.02	1.79
Route 1- Big Sur River to Lower Waldon Road	046.595-068.569	1.12	1.34
Route 1- Lower Waldon Road to Carmel Valley Road	068.570-072.920	1.23	1.50
Route 1- Carmel Valley Rd. to San Luis Ave. (Carmel)	072.921-074.679	2.20	2.10
Route 1- San Luis Ave. to Ord Village O.H.	074.680-R080.678	1.16	1.01
Route 1- Ord Village to South Marina	R080.679-R085.175	0.35	0.64
Route 1- South Marina Overhead to Molera Rd	R085.176-094.399	0.43	0.64
Route 1- Molera Road to Santa Cruz County Line	094.400-R102.030	1.04	0.89
Route 25- Route 198 to San Benito County Line	000.000-011.749	1.47	2.40
Route 68- Route 101 to Stephanie Drive	022.022-R019.850	2.75	2.79
Route 68- Stephanie Drive to Spreckles Blvd.	019.850-T018.090	0.77	1.21
Route 68- Spreckles Blvd to Torero	T018.075-014.690	0.49	0.57
Route 68- Torero UC to Laureles Grade	014.689-011.221	1.28	0.81
Route 68- Laureles Grade to Fairgrounds Rd. OC	011.221- R014.038	1.34	1.64
Route 68- Asilomar State Park to W. SR 1 separation	000.000-R003.973	2.04	1.80
Route 101- SLO County Line to Broadway UC	000.000-R041.177	0.55	0.47
Route 101- Broadway to south of Airport Blvd.	R041.178-085.623	0.61	0.62
Route 101- Airport Blvd. to Espinosa Road	085.624-R091.899	0.92	0.84
Route 101- Espinosa Road to San Benito County	R091.900-101.315	1.29	1.31
Route 146- Route 101 to Rubion Drive	000.000-001.379	1.09	1.87
Route 146- Rubion Drive to San Benito County Line	001.380-010.079	1.26	2.18
Route 156- Route 1 to Castroville OH	R000.167– R001.819	0.54	0.58

Table 2-9 Accident Rates for State Highway Segments in Monterey County (continued)

Segment	Postmiles	Accident Rates *	Average Accident Rate*
Route 156- Castroville Blvd to SR 101	R001.820-T005.426	1.18	0.94
Route 183- Lincoln Ave. to Davis Road	000.850-R001.913	1.67	3.20
Route 183- Davis Road to Tembledero Bridge	R001.914-R008.108	0.53	0.93
Route 183- Tembledero Bridge to Route 1	R008.109-009.979	6.29	2.69
Route 198- Route 101 to Fresno County Line	R000.000-025.785	4.07	1.58
Route 218- Route 1 to Route 68	R000.000-001.955	2.31	1.78

** Source: Caltrans District 5* Actual Accident Rate indicates the total actual accident rate per million vehicle mile on the particular section of highway being analyzed if it is 0.5 mile in length or greater. If the section of highway being analyzed is less than 0.5 mile, the accident rate is indicated in accidents per million vehicles. This total rate included fatal-type accidents, injury-type accidents, and property damage only-type accidents. Average Accident Rate indicates the average accident rate for the particular section of highway being analyzed as compared to similar sections of highways throughout the state. Data are from 1/1/01 to 12/31/03;

While many of roadway segments above demonstrate high accident rates, when evaluating roadway needs and considering projects to be funded through the plan, TAMC also had to take into consideration the amount of traffic using each facility, as well as TAMC's ability to fund improvements on each facility in order to arrive at a list of projects in the plan that achieve the maximum safety and congestion-relief benefit within the limited amount of resources available to construct projects.

The map in Figure 2-1 depicts the location of regional roadways. Given the geographic size and complexity of Monterey County, the discussion of regional roadway conditions and needs is divided according to the following geographic areas:

- Monterey Peninsula area, and the Big Sur Coast
- Salinas/Toro Park
- North Monterey County
- South Monterey County

Each box shown in Figure 2-1 corresponds to one of the above study areas. These areas are discussed in detail on the following pages.

Figure 2-1: Monterey County Regional Transportation System

2.3.1 MONTEREY PENINSULA, FORMER FORT ORD AREA, & THE BIG SUR COAST

Figure 2-1.1 on the following page depicts regional roadways in the Monterey Peninsula area. Facilities on the regional roadway network in this area include State Routes 1, 68, and 218. Several local streets and roads are also included on the regional network in the urbanized portions of the Monterey Peninsula area cities of Monterey, Seaside, and Marina. These facilities are listed in Table 2-7. Performance "deficiencies" (performance of LOS E or F) on each facilities are discussed below.

State Route (Highway) 1

State Route 1 in the Monterey Peninsula area can be evaluated in four major segments: Seaside/Sand City to Marina, through Monterey, Carmel area, and south of Carmel.

State Route 1 – Seaside/Sand City to Marina

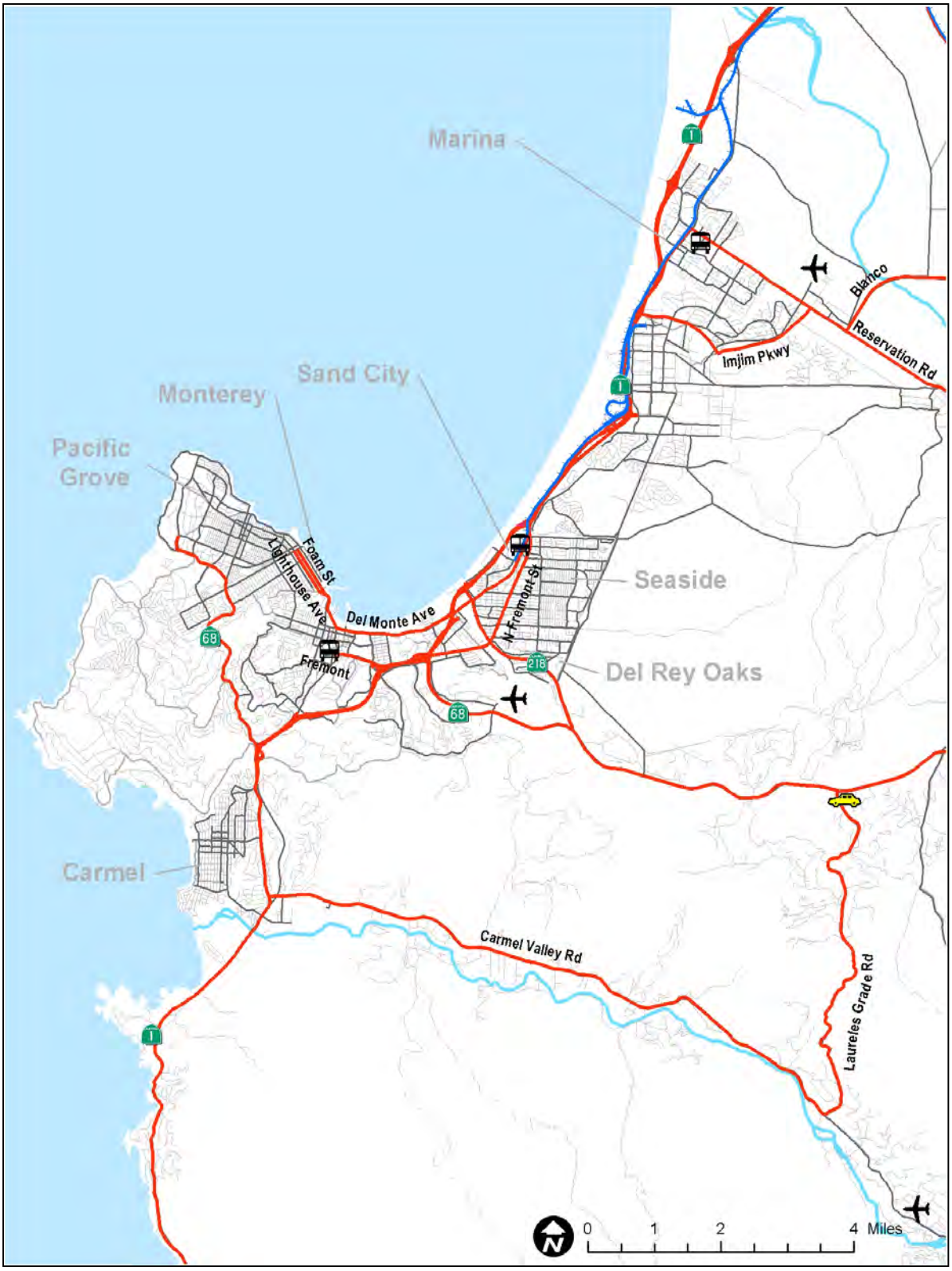
Highway 1 through Seaside/Sand City to Marina currently operates at LOS F through Sand City, which is currently a four-lane facility. The entire length of Highway 1 between Monterey and Marina is forecasted to operate at LOS F according to the TAMC Nexus Study.

A project study report has been prepared to initiate improvements in the Highway 1 / Sand City area. As part of the *Traffic Operation Study - Route 1 Corridor*, conducted by Sand City in December 1998, the following improvements were recommended:

- Widen Route 1 to provide additional auxiliary lane capacity between the on and off-ramps between the Fremont Boulevard and Canyon Del Rey (Route 218) interchanges,
- Widen the section of Route 1 between the off and on ramps at the Fremont Boulevard interchange to three lanes in each direction,
- Construct a new diamond interchange north of the Fremont Boulevard interchange,
- Widen northbound Route 1 between the Fremont Boulevard and the new northern interchanges to provide three through and one auxiliary lane,
- Provide direct access from Monterey Road to the new northern interchange,
- Realign Monterey Road to the Fremont Boulevard/Military Avenue intersection, and,
- Eliminate the existing Ord Avenue east of Fremont Boulevard, restrict left-turn movements from northbound Fremont Boulevard to the connector between Route 1 northbound off and on ramps.

Funds have been approved by TAMC to conduct an environmental review of some or all of these projects. It should be noted that TAMC does not project that construction of these improvements can be made without the application of new local funding sources to augment scarce state funding.

Figure 2-1.1: Regional Roadway Network – Monterey Peninsula Area



It should also be noted that the new proposed diamond interchange (the "Monterey Road Interchange") on Highway 1 between Fremont Boulevard and Lightfighter Drive was removed from consideration due to objections by the US Army. At time of approval of the 2005 regional plan, discussions had been initiated between the Army and the City of Seaside on reinstatement of the Monterey Road Interchange Improvement, and a possible agreement to allow construction was under consideration. As such, TAMC has included the above improvements, without the proposed Monterey Road interchange, in its 14-year transportation expenditure plan described in Chapter 1, and in Chapter 3. Some improvements to the Canyon Del Rey/Highway 1 interchange are also included.

State Route 1 – Monterey

The 2004 TAMC Nexus Study identified peak hour conditions as LOS E on Highway 1 through Monterey in 2000 and projects conditions to deteriorate to LOS F by 2025. This segment of Highway 1 is currently a four lane divided freeway. No capacity enhancement project on this facility has been identified or developed, and TAMC does not project that such a project could be constructed within the planning horizon of the 2005 plan.

In 1990, AMBAG prepared a State Route 1 Corridor Study through Monterey and Seaside which recommended several improvements in the Route 1 Monterey corridor, including:

- Extend the right-turn lane at the northbound Aguajito Off-ramp
- Widen Route 1 to six lanes from Route 68 to Fremont Boulevard
- Widen roadway at the Route 1/Route 218 interchange and add signalization
- Modify the Fremont Boulevard interchange at Sand Dunes Drive
- Improve weaving section on Hwy 1 – from the southbound Del Monte Onramp to the southbound Casa Verde Off Ramp

None of these improvements have been pursued since 1990 due to a lack of regional funds, and these improvements have not been reflected in the RTP project list. Improvements to Highway 1 through Monterey could be reconsidered for listing in the RTP during the next scheduled update of the plan.

State Route 1 – Carmel Area

The segment of Route 1 from Carpenter Street to Rio Road in Carmel is currently operating at LOS F during peak periods. Highway 1 will continue to operate at LOS in 2025 without capacity improvements to the existing alignment. In February 1994, the California Transportation Commission directed Caltrans to work with TAMC to develop a list of "interim" improvements along the existing Route 1 alignment that could provide some short-term congestion relief.

The 12 operational improvements are:

- Replace the Carmel River Bridge (Completed in June 1995).

- Add a 2nd westbound through-lane at Rio Road.
- Add a dual left turn SB Hwy 1 to EB Carmel Valley Road (Completed in October 1996).
- Add a NB climbing lane from Carmel Valley Rd. to Morse Dr (Completed, 2002).
- Add a Dual right turn lane WB Carmel Valley Rd. to NB Hwy 1 (Complete, 2002).
- Add a Right turn Lane EB Ocean Avenue to SB Hwy 1.
- Extend right turn lane, SB Hwy 1 to WB Ocean Avenue.
- Extend land reduction SB Hwy 1, south of Ocean Avenue.
- Extend right turn lane EB Carpenter Street to SB Hwy 1.
- Construct Park and Ride lot.
- Add left turn channelization NB Hwy 1 to WB Handley Drive.
- Add a Third NB lane on Hwy 1 from Handley Dr. to the Pacific Grove interchange.

Some of these 12 improvements have been completed. The remaining improvements will be combined with the proposed widening project for the segment, for which a project study report has been completed for a proposed widening of SR1 in this area with new interchanges at certain streets. Other improvements may be set aside based on circumstances.

In addition to these improvements, the County and Caltrans have completed construction on a northbound climbing lane between Carmel Valley Road and Morse Drive. A project study report has also been completed for an extension of this widening lane between Carmel Valley Road and Rio Road. Given ongoing congestion on this facility, the climbing lane extension project has been identified as a regional transportation priority for which TAMC is seeking additional local and state funds.

State Route 1 - South of Carmel (the Big Sur Coast)

No capacity deficiencies were identified on Highway 1 south of Carmel, which is a two-lane rural scenic route. Improvements to Highway 1 south of Carmel are limited by the imposing topography of this region. The primary transportation issue affecting this segment of Highway 1 is frequent closures of the roadway due to rock/mudslides and other natural hazards, which limit access to the Big Sur region to residents and interregional traffic.

Caltrans District 5 prepared a *Big Sur Coast Highway Management Plan* in 2003, a document mainly focused on outlining strategies to preserve this facility in its current state, as well as on how Caltrans will manage natural hazards affecting use of this facility for local and through-traffic.

State Route 68

State Route 68 can be evaluated in two segments in this study area: the Holman Highway between Highway 1 and Pacific Grove, and the Monterey Salinas Highway between Highway 1 and Toro Park. SR 68 experiences significant traffic congestion during peak hours, as the primary travel route between Salinas and the Monterey Peninsula.

Holman Highway

The 2004 TAMC Nexus Study calculated that the Holman Highway operated at LOS E and F in 2000, and forecasted this facility to operate at LOS F in 2025. Most significantly, the Holman Highway provides primary access to Community Hospital of the Monterey Peninsula (CHOMP), which can be significantly restricted given peak hour congestion between Highway 1 and the CHOMP entrance. TAMC has identified widening the Holman Highway between Highway 1 and CHOMP, and improvements to the Highway 1/Holman Highway (68) interchange as a regional priority for which additional local and state funds are being sought in coordination with the City of Monterey which has assumed the role of project sponsor. A PSR has been completed for this project, which is currently in the environmental stage. Environmental work has been funded in the State Transportation Improvement Program (STIP). Additional funds are needed to construct and complete this improvement project.

Monterey-Salinas Highway

The 2004 TAMC Nexus Study calculated that the Monterey-Salinas Highway operated at LOS F between York Road and Toro Park in 2000, and forecasted conditions on the entire facility in this study area to deteriorate to LOS E or F by 2025. Caltrans and TAMC are seeking funds to begin preparation of an EIR/EIS to study several alternatives for improving Route 68 between Monterey (east of Route 1) and the Toro Park area. The purpose of the study will be to evaluate alternatives that will provide acceptable traffic conditions (LOS C) between Monterey and Salinas through the year 2030. The alternatives proposed for study include a No Build, Transportation Systems Management, and Mass Transit alternative, and several roadway alternatives, including three facility types within the existing corridor and one out-of-corridor alternative through Fort Ord. The corridor through Fort Ord is also suggested in the *Fort Ord Transportation Study (1998).* A transportation easement will be placed on any deeds granted to the Bureau of Land Management (BLM) or others, which gives Caltrans the right to build a project in the future. The bypass alternative project was included in the 2002 Regional Transportation Plan, however, given the status of the State Route 68 Bypass or capacity

project, TAMC does not project that this project can be constructed within the planning horizon of the 2005 plan.

Operational improvements along this corridor are also being pursued by the County of Monterey and TAMC. Operational improvements have been proposed for the intersections at Laureles Grade Road, Corral De Tierra Road, and San Benancio Road. A Project Study Report (PSR) has been completed for the San Benancio Road project and PSRs for the other improvement projects are underway. TAMC has identified these operational improvements as regional priorities and have programmed State Transportation Improvement Program Fund and local funds for environmental work, design, and construction.

Fort Ord Transportation Network

Fort Ord had once been home to 17,700 military personnel and employed 2,700 civilians from the neighboring communities. As of 1994, most of the facilities within the base were closed, with the exceptions limited housing for the Defense Language Institute, Naval Postgraduate School, and the Coast Guard Station, and office space for Fort Ord Reuse Authority, the Commissary, and the Post Exchange. In September of 1995, California State University – Monterey Bay (CSUMB) began operation and the enrollment in 2000 was approximately 2,600 students.

The roadway network serving Fort Ord consists of a mix of arterial and local roads that connect with the cities of Marina and Seaside and the Toro Park Community. Since the network was developed to serve the military base, roadway segments may not be compatible with the proposed civilian land uses. In other cases, however, the existing roadway network provides the foundation for planning the future network within the area and surrounding communities. The key existing arterial roadways within Fort Ord include:

2nd Avenue
Lightfighter Drive
Imjin Road
General Jim Moore Boulevard
Inter-garrison Road
Gigling Road
North/South Road
12th Street

Because Fort Ord was a former military base, an important characteristic of the internal network is its limited access to the regional roadway system. Access to regional roads and state highways is through a small number of entry gate locations. The *Fort Ord Reuse Plan (1997)* calls for over 18,000 jobs and 13,500 housing units in the Fort Ord Reuse Area by the year 2015. The proposed land use plan includes approximately 45,000

jobs and over 22,000 housing units at build-out. Fort Ord reuses are projected to generate over 300,000 daily trips, 43% of which are expected to be captured internally.

The Transportation Committee of the Fort Ord Task Force concluded, in its report on the Fort Ord Transportation System, that a number of transportation network facility improvements must be incorporated into the existing Fort Ord roadway network and to the adjacent cities and unincorporated areas. At a minimum, all existing transportation facilities must be retained and maintained for use in the future transportation network. The Committee also concluded that, over the long-term, opportunities exist to develop a multi-modal corridor from Salinas through Fort Ord to Monterey via Blanco Road that would serve potential future land uses and reduce congestion on existing roadways. In addition, new corridor rights-of-way delineated by TAMC and Caltrans should be preserved for use in the future transportation network serving the Fort Ord reuse.

The redevelopment of Fort Ord, combined with growth throughout the region, will increase the demand for transportation infrastructure and services both within the base area and the surrounding region. The *Fort Ord Regional Transportation Study (1997)* identifies alternatives to develop a transportation system to accommodate this anticipated future growth. The proposed improvements include:

- Expansion of the roadways within the Fort Ord reuse area
- Access to regional highways
- Inter-modal transit centers
- Expansion of bus services
- Expansion and integration of pedestrian and bicycle facilities
- Travel demand management and linkage to land use plans.

The transportation projects in the Fort Ord Capital Improvement Program are included in this Regional Transportation Plan in the project list in Appendix C.

TAMC has completed a coordinated process with the Fort Ord Reuse Authority (FORA) and AMBAG to reanalyze the list of transportation improvements included in the FORA CIP. The purpose of this effort was to update this list of FORA transportation "obligations," as defined in the 1997 Base Reuse Plan in order to reallocate FORA development fees to transportation projects that best mitigate the impacts of Fort Ord redevelopment and which are consistent with the intent of the Base Reuse Plan. The revised list of FORA CIP projects that results from this process will be reflected in the next regional plan update, or in a future plan amendment.

County and City Streets and Roads

Improvements to county and city streets and roads in the Monterey Peninsula area are limited by the urbanized nature of much of this area. Local arterials included as principal routes in TAMC's Nexus Study analysis are located in the cities of Monterey, Seaside, and Marina, and are listed in Table 2-6. Capacity improvements on the regional network in Seaside and Marina (Del Monte and Reservation Roads) can only be accommodated through transportation demand management strategies, intelligent transportation system improvements, or other operational improvements. Some projects are reflected in the RTP project list. The most significant congestion and improvements on these facilities

occur on the Lighthouse/Foam Avenue corridor in the City of Monterey, and on County Route G16 (Carmel Valley Road).

Lighthouse and Foam Avenue Corridor

Lighthouse and Foam Avenues in Monterey between the Lighthouse Tunnel and the Pacific Grove city limits constitute one of two regional access routes for residents of Pacific Grove and New Monterey. This facility is currently configured as a semi-couplet, with Foam Avenue used as a one-way facility toward Pacific Grove, and Lighthouse Avenue as a four lane, two-way facility. This corridor is projected to operate at LOS E/F by 2025.

In 2004, the City of Monterey eliminated left turns on Lighthouse Avenue and completed signal and channelization improvements at the David/Lighthouse intersection. Remaining short-term improvements in this corridor to be implemented by the City of Monterey include a new signal at the Foam/Drake intersection. The City of Monterey is still in the process of evaluating and discussing long-term improvements to relieve traffic congestion, improve safety, and improve traffic operations in the Lighthouse/Foam corridor.

Carmel Valley Road

Carmel Valley Road is the primary road for access and local circulation within Carmel Valley, and between the Route 1 and Route 68 corridors, via Laureles Grade Road. Carmel Valley Road between State Route 1 and Carmel Rancho Boulevard was identified as operating below standard at LOS F in 2000 according to the TAMC Nexus Study. Carmel Valley Road is projected to operate at LOS E or F east to Meadows Drive. Proposed future improvements to Carmel Valley Road include:

- Road widening to include passing lanes on key segments on a 4.39-mile section stretching from Via Petra to Robinson Canyon Road
- Left turn channelization and bicycle lanes (to be constructed as part of roadway improvements)

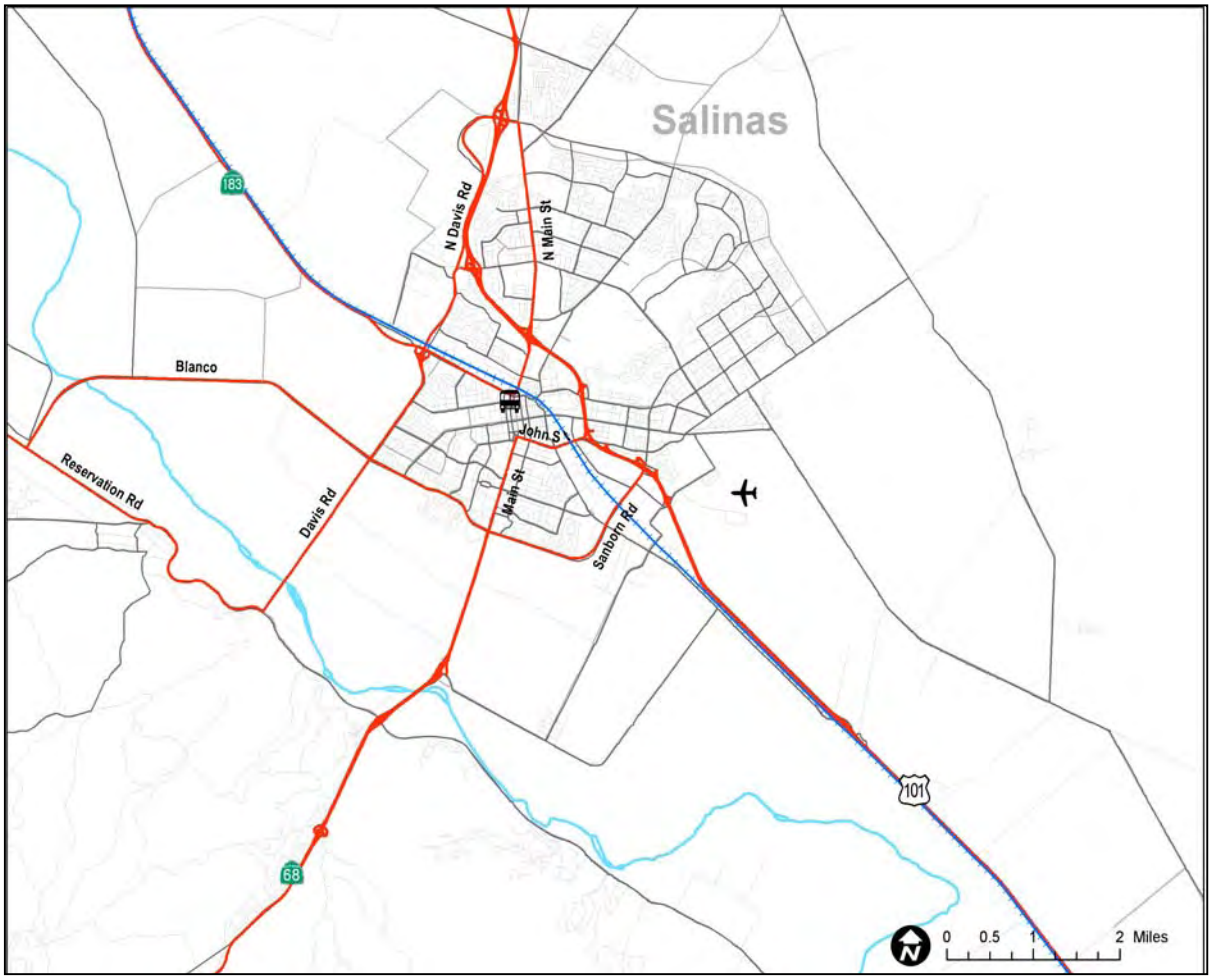
Park-and-Ride Lots

The County of Monterey has designated one park-and-ride lot along the Monterey-Salinas Route (Route 68) at Laureles Grade. Additionally, Monterey-Salinas Transit and TAMC have proposed two Park-and-Ride facilities in the Fort Ord Reuse Area.

2.3.2 SALINAS & TORO PARK AREAS

The Salinas/Toro Park Planning Area includes the city of Salinas, the community of Spreckels, and Toro Park along State Route 68. Figure 2-2.2 depicts the regional roadways analyzed for the regional plan in the Salinas area. This area includes: State Routes 68 between Toro Park and US 101 through the City of Salinas, and 183 through Salinas, as well as US 101 through Salinas. Other local and county roadways analyzed in this area include Blanco Road, Reservation Road, Davis Road between Reservation and US 101, Sanborn Road between Blanco and US 101, and North Main Street between State Route 183 and Boronda Road.

Figure 2-1.2: Regional Roadway Network – Salinas & Toro Park Area



One of the major deficiencies within the City of Salinas circulation system is the absence of east-west circulation streets. Furthermore, through-traffic heavily depends upon city streets for access between Routes 68, 101 and 183. The City also experiences considerable congestion from seasonal agricultural truck traffic in its industrial areas, particularly in south Salinas. The City's policies with respect to trucking are discussed in Commodities Movement section of this chapter.

State Route 68

State Route (Highway) 68 is a major roadway connector link between Route 101 in Salinas and Highway 1 in Monterey. Highway 68 is a limited access 4-lane freeway between Toro Park and Spreckels Boulevard, at which point the roadway returns to a conventional 4-lane highway configuration between Spreckels Road and Blanco road. Highway 68 is then routed along South Main and John Streets through Salinas. About 80% of the Salinas commercial district traffic in this area utilizes Highway 68. In 2000, LOS on this portion of Highway 68 was calculated to be at E and F between Hunter Lane and US 101. By 2025, almost the full length of that segment is forecasted to perform at LOS F.

As Highway 68 is routed through downtown Salinas in this area, no widening project to address the existing and projected capacity deficiencies in this location is possible or desirable. To bypass the City of Salinas and make operational improvements to the current system the State Route 68 Southern Salinas Bypass Corridor Study prepared by AMBAG in 1991 analyzed various potential alternate routes for a state highway. To improve the traffic conditions, the study recommended the following:

- Complete the Route 68 South Salinas Bypass Study and combine recommendations with a Western Salinas Bypass Study to provide a comprehensive transportation solution for the south and west sides of Salinas.
- Reroute Route 68 onto Blanco Road and Sanborn Road; and
- Construct an interchange at Harris Road and Route 101.

None of the above improvements recommended by AMBAG have been implemented, either due to a lack of resources or to necessary agreement between jurisdictions. TAMC does not project that these improvements will be possible within the planning horizon of the 2005 Regional Transportation Plan.

State Route 183

State Route 183 is routed along West Market Street in the City of Salinas, which is a 4-lane facility. TAMC has included Route 183 between the Salinas City Limits and Main Street on the regional roadway network. Improvements to this facility will be confined to maintenance and rehabilitation work by Caltrans.

U.S. Route 101

TAMCs *Route 101 Corridor Interchange Study - Vicinity of Salinas* (1993) identified peak hour deficiencies and projected conditions on the freeway and at interchanges. The

study suggested possible solutions including major improvements and lower-cost transportation demand strategies. TAMC is still in the process of implementing the most of the recommended improvements in this study, which reported that the most comprehensive solution for Route 101 interchanges through Salinas involves:

- **Widening Route 101 to six lanes through Salinas:** The Caltrans Transportation Concept Report (2001) proposes that Route 101 should be improved to a six-lane freeway in the Salinas area from Crazy Horse Canyon Road to Airport Boulevard. Other recommended improvements include improved transit, closed circuit TV, surveillance loops and "smart" call boxes. TAMC still projects a need for additional capacity through Salinas on US 101, however, no regional consensus has been reached on whether to add capacity to the Salinas corridor through widening the existing alignment, or through a new bypass route to the east of Salinas. TAMC does not project that a US 101 Salinas corridor capacity project can be funded and constructed within the planning horizon of the regional plan due to the size and preliminary status of this project.
- **Widening Boronda Rd. and John Street overcrossings to four lanes:** TAMC projects that interchanges on US 101 through Salinas will be congested (LOS E & F) on ramps and overcrossings, however, no projects have been developed at these locations for lack of funds. As such, TAMC does not project that improvements at these locations can be identified and constructed within the next 25 years.
- **Reconstruction of the Airport Boulevard interchange:** TAMC and Caltrans expect to distribute and sign the draft environmental document for Airport Blvd. interchange improvement project by the end of 2005. TAMC has designated this project as a top regional priority and has received federal funds to pay for the project through design. TAMC is seeking additional state and local funds for right of way acquisition and construction of the Airport Boulevard interchange project. This project is estimated to cost $60 million and, assuming additional funds can be secured by TAMC for projects in the regional plan, could be completed as soon as 2011.

County and City Streets and Roads

The following principal arterials in the Salinas area are in the regional network: Blanco Road, Reservation Road, Davis Road, Sanborn Road, North Main Street, and Boronda Road.

County of Monterey – "Marina-Salinas Corridor"

TAMC has projected a need to add roadway capacity through the Marina-Salinas Corridor, which functions as one of two regional connections between the Monterey Peninsula and Salinas. The other is Highway 68. Two major routes lie within the Marina-Salinas Corridor:

- **Blanco Road:** TAMC has calculated 2000 LOS on Blanco Road at D and E, and has projected performance on the existing facility to degrade to LOS F by 2025. This facility is currently a two -lane principal arterial.
- **Reservation & Davis Roads:** TAMC projected that the Reservation/Davis Road alignment would degrade to LOS F by the year 2025. These roads are both two-lane principal arterials currently.

TAMC has made a Marina-Salinas corridor capacity improvement a regional priority and is seeking additional state and local funds to implement. Capacity will either be added on this corridor through a widening of Blanco Road or Reservation & Davis Roads. The county agricultural industry has expressed significant opposition to the Blanco Road alignment due to its potential impact on valuable agricultural land and drainage cost estimates in the RTP are based on the impact of widening Davis and Reservation Roads. TAMC will follow the decision of the county on which roads to widen in this corridor.

TAMC's 2004-2005 analysis of transportation obligations associated with Fort Ord redevelopment has justified a financial contribution from FORA toward capacity improvements on the Marina-Salinas Corridor as well. Given environmental and political constraints, it is likely, at time of writing of the 2005 Regional Transportation Plan, that a FORA contribution toward a Reservation & Davis Road capacity enhancement will be included in the revised FORA CIP, and as such, the 2005 regional plan will be amended and updated accordingly.

City of Salinas

Several principal arterials within the City of Salinas were analyzed in the Nexus Study analysis used for the regional plan update. State Highway Routes through the city have been described separately above. Improvements on the following facilities are sponsored by the City of Salinas:

- **Sanborn Road:** Blanco Road becomes Sanborn Road in the City of Salinas and provides a major connection to US 101 from destinations on the Monterey Peninsula and within Salinas. The 2004 TAMC Nexus Study did not record performance deficiencies on Sanborn Road in 2000, but did project that this facility would perform at LOS E and F in the absence of any improvements. The City of Salinas has identified a short-term project to rehabilitate and add an additional lane to Sanborn Road, which is particularly funded in the STIP. The City anticipates that this project can be funded and constructed within the time horizon of the regional plan. A more significant long–term widening on Sanborn Road most likely cannot be funded within the same timeframe.
- **North Main Street & Boronda Road:** North Main Street north of Market Street (State Route 183) is included on the regional road network. Boronda Road connects North Main Street at its northern end with US 101 via the Boronda Road interchange. These facilities operated at LOS F in 2000 and are projected to continue to operate at LOS F in 2025. Improvements to North Main Street are constrained by surrounding urbanized land uses – a widening of North Main Street is therefore both undesirable and infeasible between US 101 and Boronda Road. The City of Salinas has, however, identified a widening project on North Main Street between Market and Casentini, which the City expects will be funded and constructed within the life of the regional plan.

  No projects have been developed or are underway at the Boronda Road/US 101 interchange, and TAMC does not project that such a project can be funded within the time horizon of the 2005 regional plan. It is likely that ongoing urban development in North Salinas will necessitate improvements at this location; the regional plan will be updated or amended at such time as specific improvements have been identified.

Park-and-Ride Lots

There are currently no designated park-and-ride lots in Salinas. The City of Salinas Public Works Department staff recommends locating a park-and-ride lot near Boronda Road/Main Street to serve trips between north and south Salinas, and Salinas to San Jose trips. Also identified, is a facility in downtown Salinas at the Amtrak station. This facility primary function would be to support commuter usage of an Amtrak service extension.

2.3.3 NORTH MONTEREY COUNTY

The North Monterey County (referred to as "North County") study area includes the unincorporated communities of Castroville, Moss Landing, Prunedale, Pajaro, Las Lomas, and the areas along Route 1 north of the Salinas River and Route 101, north of Salinas. Figure 2-2.3 depicts the North County regional roadway network.

Figure 2-1.3: Regional Roadway Network – North Monterey County

Facilities on the regional network in this area include State Route (Highway) 1 between Highway 156 and the Santa Cruz County line (the "Moss Landing Corridor"), US 101 between Salinas and the San Benito County Line, Highway 156 between Highway 1 and US 101 in Prunedale, Highway 183 between Highway 156 and Salinas, and the County of Monterey Route G12 between US 101 and Highway 1 at Salinas Road.

State Route 1 – Moss Landing Corridor

Route 1 is a two-lane conventional highway from the junction at Route 156 near Castroville to the Santa Cruz County line, except for the last 0.6 miles south of the County line where it is a 4-lane freeway. In 2000, Route 1 operated at LOS F from the Santa Cruz County line to Molera Road during peak periods. Access to Route 101 from Routes 156 and 183 is through Castroville. Heavy visitor and truck traffic and inadequate passing opportunities are the cause of the poor performance and congestion on these facilities.

The *Route 1 Corridor Study - Castroville to Santa Cruz County, (MCTC and AMBAG, 1985),* evaluated four alternatives for improvements to Route 1 in North County. The study recommended the following improvements, which are consistent with the *North Monterey County Land Use Plan, Local Coastal Program (June 1982)*: construction of a 4-lane highway along the existing route, with access controlled where possible between Castroville and Salinas Road; and, construction of interchanges at Salinas Road and Merritt Street (1985 estimated cost $25 million). Under this proposal the segment of Route 1 between Salinas Road and the Santa Cruz County line would be constructed to freeway standards, and the section through Moss Landing would be a four-lane conventional highway. The study determined that this alternative would provide a level of service close to that favored by the RTP and the Caltrans Transportation Concept Report, providing LOS C and D.

Improvements to Route 1 between Castroville and Santa Cruz County are also recommended in the Inter-regional Road System Plan. Caltrans has completed two Project Study Reports for this section of Route 1. Improvements recommended in these Project Study Reports for Highway 1 are considered separately:

- **Salinas Road/Highway 1 Interchange:** The draft environmental document for the Salinas Road Interchange at Route 1 has been released and is expected to be adjusted in 2005, with approval of the document anticipated by the end of 2005. This project is primarily intended to improve safety at the Salinas Road/Highway 1 intersection, and as such, TAMC has classified this project as a top regional priority. The project is funded in STIP through design and additional local and state funds are being sought for right-of-way purchase, and construction. Assuming additional funds can be secured, TAMC anticipates that this project could be completed as soon as 2012.

- **The SR 1/Moss Landing Area Widening Project:** A widening project on Highway 1 in the Moss Landing corridor was included in the 2002 Regional Transportation Plan, and in previous iterations of the plan. However, the California Coastal Commission is in the process of reviewing the Local Coastal Program for Monterey County and, in so doing, has classified the Moss Landing Corridor as a rural coastal facility on which a widening project would be inconsistent with the California Coastal Act. The Moss Landing Corridor Widening project remains a listed project in the 2005 regional plan for which no funding has been identified, pending intergovernmental/agency consensus on what long-term safety and capacity improvements will be made through the Moss Landing Corridor.
- **Moss Landing Safety and Operational Improvements Project:** This project includes the installation of a 2-foot soft median barrier, including rumble strip, in the Moss Landing Corridor from the Route 1/156 interchange to Jensen Road. This corridor would be designated as a no passing zone within the project limits. This project was approved by Caltrans District 5 Traffic Safety in October 2004, and will be amended into the State Highway Operations and Protection Program (SHOPP) as soon as a draft Project Study Report is completed.

U.S. 101 Prunedale corridor

US 101 through North County is a rural four-lane highway with left-turn channelization at most intersections. US 101 through the Prunedale area is congested as a result of considerable truck, inter-city and inter-county traffic. At-grade intersections and driveways, and the lack of frontage roads for local traffic also impact the roadway's safety and efficiency. TAMC has designated the construction of safety improvements through the Prunedale corridor as its top regional priority.

Caltrans and TAMC have identified LOS deficiencies on US 101 through the Prunedale Corridor. TAMC determined that year 2000 LOS on this facility was F, and projected that this facility would continue to operate at LOS F in 2025. High volumes and numerous at-grade intersections with limited sight distance have made left turns to or from the expressway dangerous and difficult. With the exception of the Boronda Road, Highway 156/101, and recently completed San Miguel Canyon Road interchanges, all intersections on these segments of Highway 101 are at-grade.

As a result, many segments of the highway experience high accident rates. Caltrans has identified the intersection of Route 101 at San Juan Road and the southbound off-ramp from Route 101 to 156 as high accident rate locations specifically. On average, 20 accidents per year (between 1995 and 1997) were experienced at this location. This figure

is over eight times the average number of accidents for similar types of interchanges. Caltrans completed significant improvements to this interchange in 2004, along with a new interchange at San Miguel Canyon Road in 2002, to address this issue. The Caltrans 101 Transportation Concept Report in 2001 also recommended further widening of the existing Route 101 alignment to six lanes or providing equivalent capacity in a bypass of Prunedale. Expansion of roadway capacity on US 101 north of Prunedale is also being explored in the Las Aromitas Project Study Report, currently underway.

Improvements to US 101 can be divided into two components – a capacity component and a safety and operational component – that address traffic problems in the Prunedale corridor:

US 101 Safety and Operational improvements – the "Prunedale Improvement Project"

In 2003, TAMC agreed to fund safety and operational improvements on the existing US 101 corridor through Prunedale prior to implementation of a separate capacity improvement project (widening or bypass) in the corridor. Safety and operational improvements on the existing US 101 between Boronda Road and Crazy Horse Canyon Road on US 101.have been labeled the US 101 Prunedale Improvement Project (PIP). The project consists of new overcrossings, auxiliary lanes, and driveways and road modifications to limit access points, will be constructed near or at the following locations:

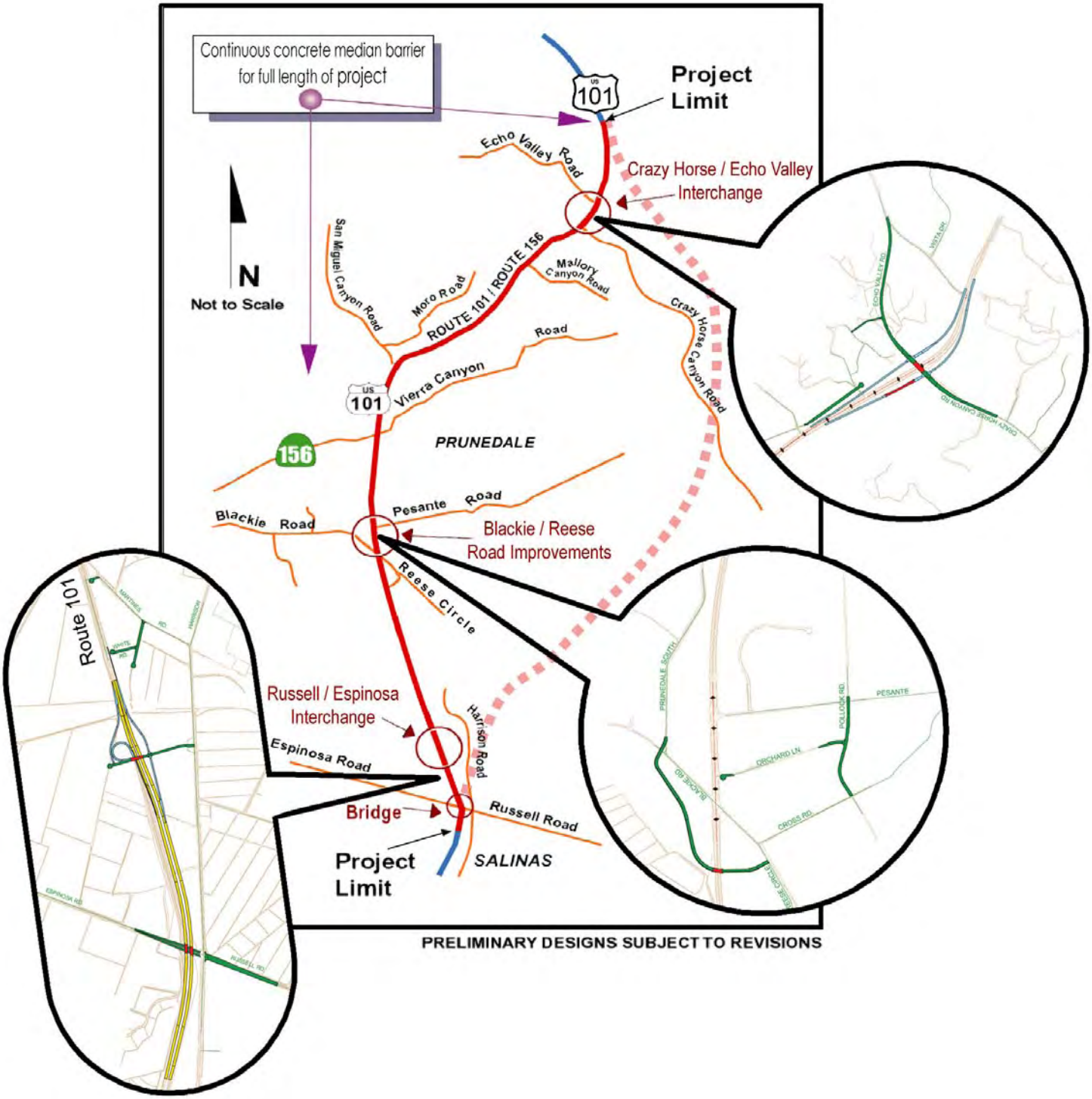
- Boronda Rd to Espinosa Rd
- Blackie Rd/Reese Circle to Pesante Rd
- Messick Rd
- Tustin Rd
- Beatrice Drive
- Moro Rd
- Prunedale South Rd
- Dunbarton Rd
- Berta Canyon Rd

The list of planned improvements is illustrated in Figure 2-2. Additionally, the project is fully funded in the State Transportation Improvement Program, and is slated to start construction in 2009. This project is currently undergoing environmental review, with approval of the document planned for 2006.

US 101 Safety and Operations – San Juan Road

Not included in the Prunedale Improvement Project is construction of a new interchange on US 101 at San Juan Road to eliminate at grade left turn conflicts at this high traffic volume location. This project is included for partial funding of environmental review in the State Transportation Improvement Program. Caltrans, TAMC, the County of Monterey, and other regional partners are exploring conceptual design alternatives for this project. Given the number of needs on US 101 in North County, however, coupled with a lack of state funding for transportation projects countywide, TAMC does not anticipate that the San Juan Road Interchange project could be constructed until the outer years of the 2005 regional plan.

Figure 2-2: US 101 PIP Improvements



US 101 Capacity Improvements – the US 101 Prunedale Freeway

TAMC projects a need for additional capacity on US 101 through the Prunedale Corridor in addition to the short-term safety and operational improvements to be constructed on the existing alignment. In 2003, TAMC committed to support the Prunedale Bypass

project, Alternative 4E, to address the existing and projected capacity shortfall on this corridor. The project will replace the existing US 101 facility with a new bypass freeway to the east of Prunedale, with interchanges at Espinosa/Russell roads and Crazy Horse Canyon/Echo Valley roads. This project is estimated to cost approximately $420 million to design and construct.

TAMC only expects completion of the Prunedale Bypass to be possible with the additional of new local funding sources described in Chapter 4 of the regional plan. New monies in the first 14 years of the plan would be devoted to completing environmental review and design of the project. Even with additional funding, TAMC anticipates construction of this substantial project to be possible only within the outer years (2021-2030) of the 2005 plan.

State Route 156

Route 156 is a two-lane highway, serving as an east-west connector from Route 101 to Route 1 and the Monterey Peninsula. It becomes a four-lane highway for less than 2 miles along the southern edge of Castroville where it connects to Route 1. As a connector, it experiences high weekend peak traffic volumes, carrying a significant number of visitors, mostly from the San Francisco Bay Area, to the Monterey Peninsula. TAMC calculated 2000 LOS on Highway 156 to be F, and projects this facility, without benefit of an upgrade, to continue to operate at LOS F in 2025.

In addition to recreational traffic, this facility carries local and interregional truck traffic, agricultural traffic, and commuter traffic. As such, improvements to Highway 156 are considered to be vital to the county economy and have been classified as a regional priority by TAMC. The segment of Route 156 between Castroville and Route 101 has been also been identified as a Focus Route by Caltrans.

More importantly, Caltrans reported in its Project Study Report for Highway 156 (January 1998) that this facility experiences an accident rate that is 37% higher than that of similar facilities around the state. One particular area of concern is the existing access provided from Highway 156 to the Oak Hills subdivision, which requires left turns, which cross oncoming traffic for both ingress and egress to this development. These

movements are particularly difficult during peak travel periods, especially during the higher traffic volume summer months, due to the vacation season. TAMC has prioritized access improvements on Highway 156 to Oak Hills at Cathedral Oaks Road in the 2005 regional plan.

Assuming the application of new local and state funds, TAMC expects the Highway 156 widening project, including Oak Hills access improvements, can be completed as soon as 2015. This project is currently in the environmental review stage.

State Route 183

Route 183 is ten miles in length, beginning at the junction of Route 101 in Salinas and continuing westerly to the junction of Route 1 in Castroville. Route 183, known as Merritt Street through Castroville, serves as the main arterial through the community. Route 183, from Route 1 to Davis Road in the city of Salinas, per traffic counts obtained in 1997, is congested particularly during commute hours on weekdays with LOS ranging from D to E. TAMC's Nexus Study analysis did not note any performance deficiencies on 183 between Salinas and Castroville in 2000. TAMC projects that LOS on Highway 183 will deteriorate to LOS E and F between Castroville and North Main Street in Salinas.

Route 183 also experiences high rates of agricultural truck traffic, more than 12 percent of total traffic in 1996. As a result, the road pavement has deteriorated and requires current upgrades despite recent spot repairs. In 2004, TAMC sponsored, managed, and completed an asphalt overlay of the Monterey Branch Line grade crossing southeast of Castroville on Highway 183 which repaired and improved the travel surface at this location.

No capacity projects have been developed for Highway 183 due to a lack of resources and the number of other county priorities. Improvements are further constrained by the routing of this facility along Market Street through the City of Salinas. Improvements to Highway 183 within the horizon of the 2005 plan include:

- **Road Surface Rehabilitation:** Caltrans has identified a road surface rehabilitiation project on 183 within the City of Salinas. This project is expected to be completed by 2010. The entire length of Route 183 will likely require rehabilitation work, however, these improvements are not programmed at this time.
- **Espinosa Road/Highway 183 Safety Improvements:** Pursuant to a request by the Public Utilities Commission, TAMC will be pursuing improvements at the intersection of Highway 183 and Espinosa Road in coordination with the County of Monterey and Caltrans District 5. These improvements will address safety issues associated with insufficient vehicle storage space on Espinosa Road between Highway 183 and the Union Pacific Railroad tracks, which parallel Highway 183. The regional plan will be amended and updated to identify these improvements when specifically identified.
- **Highway 183/Highway 1 Intersection:** The County of Monterey Redevelopment Agency and Caltrans have engaged in discussions on improvements to the

Highway 183/Artichoke Road/Highway 1 intersection. These discussions address turning movement conflicts at the intersection in the context of the county's redevelopment plans in Castroville. Currently, southbound Highway 1 traffic accessing Highway 183 eastbound must make a left turn across oncoming northbound traffic. One of several possible improvements to this intersection designed to improve safety and operations include grade-separation of traffic traveling southbound on Highway 1 and transitioning to eastbound Highway 183.

County of Monterey G12 Corridor

The G12 Corridor in North County provides regional access for residents of both Santa Cruz and Monterey Counties between Highway 1 and US 101 in Prunedale. These county roads have similar physical characteristics such as 12-foot travel lanes with paved shoulders, generally good alignment over gently rolling terrain, and left-turn lanes at major intersections.

Caltrans has completed a new interchange on US 101 at San Miguel Canyon Road at the eastern terminus of Route G12, formerly a high accident location, and TAMC is developing the Salinas Road/Highway 1 interchange project to address safety, capacity, and access issues on the western terminus of this route. TAMC has not projected that capacity enhancements to the G12 corridor can be justified within the time horizon of the 2005 plan, however numerous safety and operational improvements on this route will be implemented by the County of Monterey on Hall Road and San Miguel Canyon Road; for instance, new turn improvements are planned.

Park-and-Ride Lots

Caltrans has one Park-and-Ride lots in North County at the intersection of US 101 and Highway 156 in Prunedale. This lot includes a Monterey-Salinas Transit stop, bus shelter and two bicycle lockers. TAMC will soon consider whether or not to allocate additional state funds to the lot to allow its expansion to accommodate future regional bus service, including bus connections to Caltrain.

Surveys conducted by Caltrans found that the park-and-ride lots at Route 1 are under-utilized. As a result, Caltrans has closed these facilities and currently does not have plans to reopen them.

2.3.4 SOUTH MONTEREY COUNTY

The South County area includes the southern portion of the Salinas Valley, the cities of Gonzales, Soledad, Greenfield, King City, and the communities of Chualar, San Lucas and San Ardo along Route 101. Figures 2-2.5 and 2-2.6 illustrate the regional roadway network in South Monterey County.

Figure 2-1.4: Regional Roadway Network – South Monterey County, Gonzales to King City

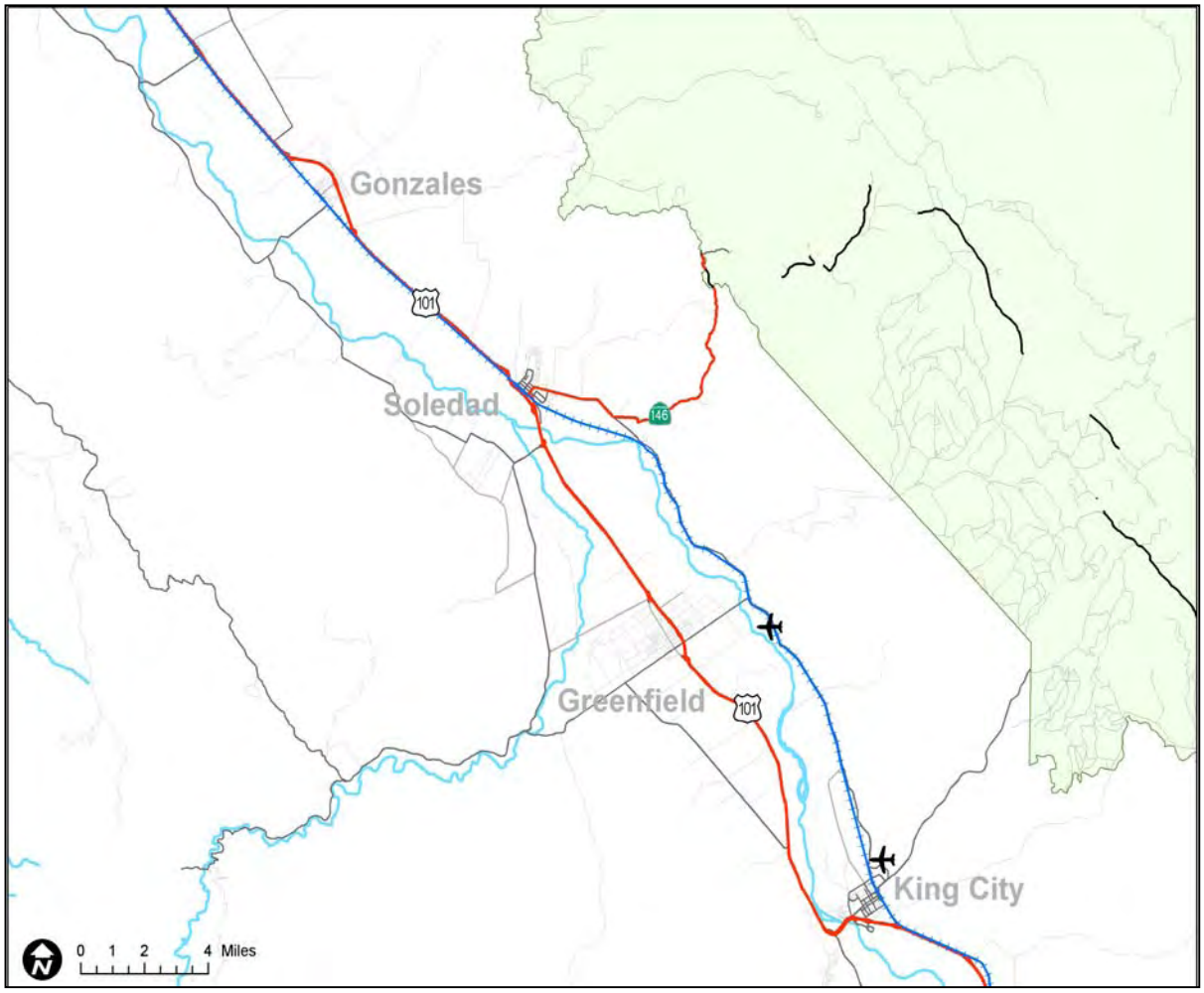


Figure 2-2.5: Regional Roadway Network – South Monterey County, King City to San Luis Obispo County Line

U.S. Route 101

Route 101 is the primary north-south corridor through the Salinas Valley, between Salinas and the South County cities of Gonzales, Soledad, Greenfield and King City. This four-lane freeway/expressway provides connections to Routes 198 and 146 in South County. The TAMC Nexus Study demonstrated existing year 2000 afternoon peak hour LOS deficiencies in South County on US 101 around Gonzales and at interchanges in Soledad and Gonzales. TAMC projects that by 2025, US 101 will perform at LOS E and F between Soledad and Chualar, and at interchanges along this segment of US 101. These congestion issues can be attributed to county population growth and ongoing residential development in the Salinas Valley, which is being planned to accommodate this growth.

To serve planned development in South Monterey County, TAMC has identified the following improvements on US 101:

- **US 101 South County Interchanges:** TAMC will be working in coordination with South County communities and Caltrans to implement interchange improvements in Gonzales, Soledad, Greenfield, and King City within the planning horizon of the 2005 plan. Included in these improvements will be

construction of a grade separated crossing of the Union Pacific railroad tracks from 1st Street in King City to ensure traffic safety, and an upgrading of 1st Street between this grade separated crossing and the 1st Street/US 101 interchange.

- **US 101 South County Safety Improvements**: TAMC has identified a need for a suite of safety improvements on US 101 south of Salinas to eliminate hazards associated with left turn conflicts across US 101 at intersections. To this end, TAMC and Caltrans will also be developing and funding projects to consolidate access to US 101 through elimination of driveways and construction of frontage roads. A new median guardrail is also under construction through the US 101 South County corridor at key locations.

State Route 146
Route 146 is a two-lane conventional highway, with a short four-lane section in the City of Soledad, primarily serving local and recreational traffic. The highway commences in Soledad, continuing to the junction of Route 25 in San Benito County, with a break in the route at the Pinnacles National Monument. TAMC does not project that this facility will experience unacceptable levels of congestion within the life of the 2005 plan.

State Route 198
Route 198 is a 25.8-mile, two-lane conventional highway, beginning at Route 101 just west of San Lucas and continuing east to the Fresno County line. Traffic volumes are low and are primarily inter-regional.

State Route 25
Route 25 is a two-lane rural highway, beginning at the junction of Route 198 and continuing north to the San Benito County line. It primarily serves inter-regional traffic between Monterey, San Benito and Santa Clara counties. In 1997, Route 25 in Monterey County was operating at LOS A.

There are no principal arterials on the regional network in South County other than state highways. River Road, Old Stage Road, Arroyo Seco Road, Elm Avenue, Metz Road, Pine Canyon Road and Jolon Road are identified as the collectors and arterials. These roadways are operating at an LOS of C or better and are not deficient from an LOS standpoint. However, many of these roads have deteriorated pavement and are in need of rehabilitation.

2.4 TRANSPORTATION SYSTEM MANAGEMENT

The Regional Transportation plan incorporates a supply component, and a demand component for meeting the county's long-term transportation needs. 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 amount of transportation resources that TAMC and its regional planning partners have available to fund and deliver projects. Given the number of capital improvement needs, TAMC has determined a corresponding need for strategies and measures that can be implemented, or which currently exist, that maximize use of existing regional infrastructure and resources in addition to TAMC's efforts to increase the number and size of selected transportation facilities in the county within a budget of available revenues. These measures include:

- **Safety Programs** that support the safe use of existing regional roadways to eliminate congestion due to traffic accidents,
- **Intelligent Transportation Systems (ITS)** involving the application of technology that maximizes the efficiency of the existing system,

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

2.4.1 STATE HIGHWAY SAFETY PROGRAMS

TAMC is involved in, or administers, several programs to enhance safe use of regional infrastructure and reduce travel delays associated with accidents on regional roadways.

SPECTER Radar Trailer

The Special Traffic Education Radar trailer, known as the SPECTER Trailer, is a self-contained, mobile vehicular speed radar trailer. The vehicle's display board indicates passing traffic speeds as counted by a traffic radar unit housed within the trailer's enclosure. The device is also equipped with a sign indicating to indicate the current speed limit on the roadway. The unit displays speeds in red when the speed limit is exceeded. The California Highway Patrol (CHP) is responsible for the operation and maintenance of the trailer. It is anticipated that the use of the SPECTER device will be helpful in reducing the number of collisions where speed is a primary concern thus reducing the potential for accidents. The CHP currently operates the SPECTER Trailer on state highways, such as 183, 68 and 101, in Monterey County.

TAMC purchased one mobile radar trailer in 1998. Since then TAMC has approved funding for a second trailer that will be deployed mostly along the Route 101 corridor to

notify drivers of their speed compared to the special 55 mph speed zone. Operation is scheduled to start in the fall of 2002.

SAFE Call Box Program

TAMC is the designated Service Authority for Freeways and Expressways (SAFE) for Monterey County. The SAFE is a countywide program that is funded with a one dollar-per-vehicle annual registration surcharge assessed by the state Department of Motor Vehicles to Monterey County residents. The program, cosponsored by the 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 have been installed along Route 101 between Salinas and San Luis Obispo County (at 2 mile increments) and Salinas and San Benito county lines (at 1 mile increments), along Route 156 (at 2 mile increments), along Route 1 between the Monterey Peninsula and the northern county line (at 2 mile increments), and along Route 68. Phase III will complete installation of 10 call boxes along Highway 1 in the Big Sur area, which is expected sometime in 2005.

The new call boxes will be installed as fully accessible to the mobility and hearing impaired in accordance with the Americans with Disabilities Act (ADA) including being equipped with TTY technology. Existing call boxes on Route 101 will be upgraded to TTY technology in 2005/06. Future upgrades to digital technology are also planned.

Freeway Service Patrol

The Freeway Service Patrol (FSP) was initiated by TAMC in 2000 with state funds to provide motorists with emergency roadside assistance from roving tow truck services through a contractual arrangement with tow truck operators. Since congestion often occurs as the result of stranded vehicles, the patrol qualifies as a TDM (Traffic Demand Management) project for air quality evaluation purposes.

The FSP operates on Route 101, from Boronda Road in north Salinas to the San Benito County line, Monday through Friday, during the AM and PM commute periods and on Sunday afternoons. It also operates along Route 1, between Route 156 and Route 68

west, on Monday through Friday during AM and PM commute periods. This service could be expanded if additional needs are identified and the state approves additional funding.

2.4.2 INTELLIGENT TRANSPORTATION SYSTEMS

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

The Intelligent Transportation Society of America (ITS America) is an organization founded in 1991 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, ITS 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 TAMC 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. ITS encompasses all transportation modes, and this RTP includes ITS within several areas of the action element including roadway, transit, and commercial vehicle projects.

Central Coast Strategic Deployment Plan

In 2000, the Central Coast Intelligent Transportation Systems group (CCITS), who is comprised of AMBAG, Caltrans, and the transportation planning agencies of Monterey, San Benito, Santa Cruz, San Luis Obispo, and Santa Barbara Counties, authored a report entitled *2000 Central Coast Region ITS Strategic Deployment Plan*. The Central Coast

ITS Strategic Deployment Plan is a road map to implement an integrated system of technology-based transportation strategies. In 2003, a grant was acquired by AMBAG to update the plan to meet current federal and state regulations and to include all the ITS related project in the counties. This update will be complete by the summer of 2005.

The key to making ITS work at the regional level is integration. This means 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 (TMC). A TMC would involve a partnership with Caltrans, the CHP, and local agencies such as TAMC, so that transportation information can be sent and processed in a central location and responses can be coordinated. Examples of ITS currently in use in Monterey County include:

- 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.
- Emergency vehicle signal pre-emption

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

- Installations of motorist aid call boxes along US 101, SR 1 and SR 68, with particular sensitivity given to the visual aspects of any installation along scenic roadways;
- 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;
- Use of transit vehicle tracking systems to support transit operations;
- Safety applications on rural highways;
- A truck information service in the Salinas area to optimize freight routing and management.

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 ITS in to mainstream transportation planning efforts, such as the Regional Transportation Plan. ITS projects have been included in the RTP project list.

TAMC participated in the Central Coast ITS Strategic Deployment Plan and Regional ITS Architecture development. TAMC has accepted the Central Coast regional architecture as the common structure for development of ITS throughout the region. As ITS is implemented in Monterey County and the region, TAMC will establish a process, in partnership with Caltrans and other stakeholders, to maintain the regional architecture.

This process will ensure that all ITS projects funded with highway funds will be based on a systems engineering analysis.

ITS and Transit

As part of the deployment plan, Monterey-Salinas Transit (MST) is currently installing several ITS 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 are installing signal priority equipment to be used on key commuter routes at selected intersections to speed bus and traffic flow in commute hours. MST hopes to expand signal priority to the City of Salinas, Seaside, Marina, and selected state highway intersections.

- ***Advance Communication System (ACS)***
  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, 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.

2.5 RAIL SERVICES

2.5.1 EXISTING PASSENGER RAIL SERVICES

Amtrak provides passenger rail service in Monterey County. The Coast Starlight, Amtrak's most popular rail line, travels from Los Angeles to Seattle with one northbound (early evening) and southbound (early afternoon) stop per day at the Salinas station.

Coast Starlight ridership in FY 2004 was estimated at 463,522 passengers. Out of 83 Amtrak stations in California, the Salinas station is ranked 26th in ridership with 27,542 passengers. The Salinas station ranks only nine stations behind San Jose, which is served by three intercity trains compared to Salinas' single train. Monterey-Salinas Transit (MST) owns and operates a transit center approximately two blocks from the Amtrak station, and provides both scheduled connections and on-call service to the Salinas Amtrak station.

Rail passengers in Salinas and Monterey can ride the Amtrak bus to connect to the **Capitol Corridor** train service, which runs daily between San Jose and Sacramento. The Capitol Corridor service runs from San Jose via Oakland, Davis, and then into Sacramento where bus connections are available to Redding, Reno, and Stockton. There are three round trip connecting bus services between the capitol and Monterey County daily. Each major area of Monterey County - the Monterey Peninsula, Salinas, or South County Cities – is served by this connecting bus service. The Amtrak Capitol Corridor service provides four round-trips between San Jose and Sacramento on weekdays and six round-trips on weekends. The Capitol Corridor connecting bus service to Monterey County serves Watsonville, Salinas, Cal State Monterey Bay, four locations within the City of Monterey, and terminates at the intersection of Rio Road and Highway 1 in Carmel. Amtrak may discontinue this service sometime in 2005, however. In addition to Capitol Corridor staff and members of the Capitol Corridor Joint Power Authority, Caltrans has been involved in discussions with TAMC regarding the extension of rail service to Monterey County.

The Peninsula Corridor Joint Powers Board runs eight round trip trains per weekday between Gilroy and San Francisco (via San Jose) and has plans to add two additional round trips in 2002. As of September 2002, Monterey County residents were able to ride the bus from Carmel/Monterey and Salinas to connect with this Caltrain service in Gilroy.

2.5.2 NEW PASSENGER RAIL SERVICE PLANNED

TAMC has the legal authority as an implementing agency for rail service. In that role, it is working cooperatively with Caltrans and the Caltrain Joint Powers Board to increase the level of rail service to the area.

A rekindling of interest in rail within Monterey County has been brought about by several factors:

- Passage of the 1990 Rail Bond measures.
- New funding opportunities
- Growing traffic congestion between Monterey County and the San Francisco Bay Area;
- Demand for commuter rail services between the Bay Area and Monterey County as well as local circulation options; and
- Increasing demand for regional and interregional travel options.

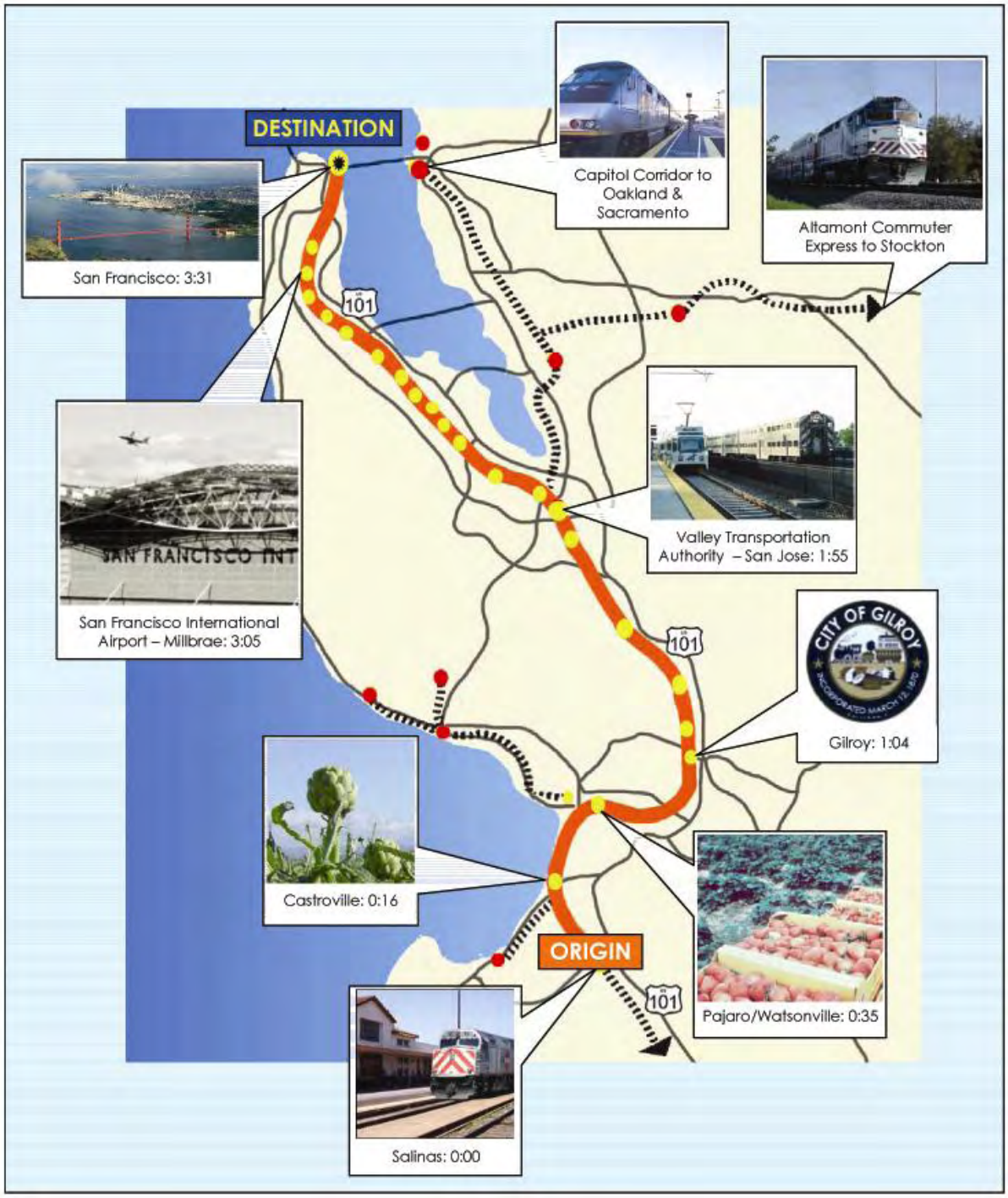
Since the preparation of the 2002 Regional Transportation Plan, TAMC has accomplished major steps towards bringing new rail service to Monterey County. Planned services for Monterey County include an extension of Caltrain service to Salinas, reinstatement of passenger rail or fixed-guidway service between San Francisco/San Jose to the Monterey Peninsula, possible service between Salinas and the Monterey Peninsula.

CALTRAIN - COMMUTER RAIL EXTENSION TO SALINAS

TAMC plans to extend the existing Caltrain commuter rail service (between San Francisco and Gilroy) south to Salinas. The extension will include three new station stops – Pajaro, Castroville and Salinas – and will operate on existing UPRR track. At its inception, the service will consist of two round trips per day running from Salinas to San Francisco and will be increased to four or more round trips as demand warrants, probably within 10 years from start of service. The rail extension, in addition to connecting Monterey with San Francisco and Santa Clara counties, will also connect Monterey County to Sacramento and other cities via the Amtrak Capitol service and Altamont Commuter Express. Figure 2-4 on the following page illustrates the Caltrain Service Route, length of trip, and connecting services.

The proposed extension of Caltrain to Salinas would provide an alternative means of travel between the Monterey County and the San Francisco Bay Area counties, allowing travelers to avoid traffic congestion along Highways 156 and 101. In addition, the commuter rail extension will bring a significant increase in ridership to both the existing Caltrain and the connecting Capitol and Altamont services. Other benefits of this new service are an increase in job opportunities, more transportation alternatives for senior

Figure 2-3: Proposed Salinas-San Francisco Caltrain Service Extension



citizens and those with physical disabilities, access to health care in the Bay Area and economic development around the stations.

The Caltrain extension is expected to generate an additional 1,028 riders per day from Monterey County. The average commute trip destination from Monterey County is assumed to be the San Jose-Sunnyvale-Santa Clara fare zone. It is expected that 25% of these riders will be previous patrons of the service who used to board in Gilroy while 75% will be new riders. The net increment of passenger revenue attributable to the service extension to Salinas is estimated to be $2.3 million annually. The net annual operating cost is estimated at $700,000. The construction and planning costs of the project are estimated at $70.7 million. These costs will be paid primarily from state money from Proposition 116 Rail Bond Initiative and the Traffic Congestion Relief Program and federal funds from the Federal Transit Administration's New Starts program. TAMC has set aside $1.5 million in the 2002 State Transportation Improvement Program (STIP) to pay for the construction of the Pajaro Station. In addition, both Monterey and Santa Cruz Counties are considering a local transportation sales tax; both would dedicate some funds toward rail service. The following steps have been taken towards initiating service:

- TAMC formed the Caltrain Extension task force in May 1999 and adopted a business plan for the extension of the commuter train from Gilroy to Salinas.
- $20 million was designated for this project in the Transportation Congestion Relief Act of 2000.
- $975,000 in Congestion, Management and Air Quality funds have been secured for the commuter rail from Gilroy to Salinas.
- TAMC and Parsons Transportation Group are in the process of preparing preliminary engineering and environmental review of the project.
- Commercial designs have been approved for the Pajaro, Castroville, and Salinas stations and layover facility.

MONTEREY PENINSULA SERVICE

Since 1971 when the Del Monte express rail service between Monterey and San Francisco was discontinued, local residents, business owners, and the hospitality industry have been seeking for its return. In 1981, Caltrans prepared a *Rail Feasibility Study* to identify the needs and deficiencies for passenger rail service between Monterey County and the San Francisco Bay area. The study concluded that service would be feasible provided that track improvements were made, service was extended into San Francisco, and if operating subsidies could be raised.

The Monterey Peninsula Fixed Guideway Service will provide transit service along the existing Monterey Branch line. This service can connect to the planned Caltrain service in Castroville and also provide local transit service to stations in Monterey, Seaside, Sand

City, Marina/CSUMB, and Castroville. Several different service options are under consideration, including intercity rail to San Francisco, local commuter rail service, bus rapid transit service, or combinations thereof. Selection of a service type and transit route will determine the type of vehicle that will be used.

TAMC completed the purchase of 12.65 miles of the Monterey Branch Line (extending from Castroville and Seaside) from Union Pacific in September 2003 using $9.4 million of Proposition 116 funds. To operate passenger rail service along this corridor requires many capital improvements, including: replacement of rail, rehabilitation or replacement of the Salinas River Bridge, an upgrade of grade crossings and signals, rehabilitation of ties, ballast, and roadbed where needed, and the installation of new track, roadbed, signals, station/platforms and crossings. The City of Seaside transferred accumulated state Transit Capital Improvement (AB2206) and the County transferred Petroleum Violation Escrow Account (PVEA) funds to TAMC to aid in the due diligence materials for the purchase of the Monterey Branch Line.

Photo-simulation illustrating possible improvements to the Monterey Branch Line

Operating funds will be sought from the State Intercity Rail and Federal New Starts section 5309 funds. Since the last RTP was published, the following steps have been taken towards initiating rail service in Monterey County:

- The TAMC Board adopted a resolution to allocate Proposition 116 funds as follows: $3,000,000 for capital improvements for the Caltrain extension, $500,000 for Gilroy station improvements, and $2,500,000 for the Salinas station and mainline improvements, and the remaining funds for intercity rail service and capitol improvements,
- TAMC and Amtrak formed a statutory partnership for the San Francisco to Monterey Peninsula Intercity Service and for other intercity services to Monterey County, courtesy of legislation carried by Senator Bruce McPherson,
- TAMC secured $2.1 M in federal earmark funds for grade crossing improvements on the Monterey branch line,
- The Department of Transportation included this service in its State Rail Plan and has projected that it would start in fiscal year 2005/06,
- TAMC purchased the Monterey Branch Line from Union Pacific Railroad, approximately 13 miles from Castroville to the Seaside City limits.
- TAMC received a conveyance of approximately 15 acres on the former Fort Ord property for use as the proposed Monterey Bay station and multimodal center.
- Parsons Transportation Group and TAMC have initiated the preliminary design, alternatives analysis and environmental review of the project.

COAST RAIL

TAMC is a member of the Coast Rail Coordinating Council (CRCC) that is working to expand passenger rail opportunities between San Francisco and Los Angeles. In working with the Caltrans Division of Rail, Amtrak, and the coastal counties along the route, the CRCC has determined that there is both a market and demand for a new intercity rail service to connect Los Angeles with San Francisco. This new service, named the Coast Daylight, would add an additional round trip train that would run two to three hours before the existing Coast Starlight. Caltrans has included this planned new service in its Interregional Strategic Plan.

The following steps have been taken towards initiating new Coast Daylight service:

- The Coast Rail Coordination Council identified the capital improvements and the cost needed to shorten travel trips in the corridor,
- The agency has established a dialogue with the High Speed Rail Authority to seek funds for upgrading the coastal track for higher speed rail service,
- TAMC helped secure Caltrans intercity funds for the Union Pacific track capacity analysis required prior to initializing a new train service in the corridor along the mainline.
- In cooperation with the Santa Cruz County Transportation Commission (SCCRTC), TAMC completed the Around-the-Bay Rail Study in 1998. Which provides background information on key issues and the capital costs and operating costs that will be incurred with "Wharf-to-Wharf" rail service between Santa Cruz and Monterey.

RAILROAD GRADE CROSSINGS

As part of its rail program, TAMC has identified a need to improve railroad grade crossings across the county in order to increase safety, reduce vehicle damage, and provide for smoother traffic flow and train movements throughout the county.

In 2004, TAMC completed a Railroad Grade Crossing Capital Improvement Program that included 17 railroad grade crossings countywide. Upgrading of each crossing will consist of installation of cement panels by Union Pacific to improve the crossing surface, and repaving of roadway approaches by the County of Monterey.

This project is estimated to cost $1 million, funded primarily through federal grants and by Union Pacific, and is projected to be completed at the end of 2005, or possibly in 2006.

SPECIAL RAIL SERVICES

Monterey County is a major tourist destination in California. Not only does the natural beauty of the county attract year-round visitors, but also there are many major events that draw large crowds of people, particularly from the San Francisco Bay Area. In addition, there is a growing wine industry that could both augment new services with a showcase of local wines and could also create a tourist event in itself. Public and private entities have begun talking with Union Pacific and Amtrak regarding the potential to provide rail travel packages to these events.

Monterey County's geography and economy provides ample opportunities and impetus for studying and implementing special rail services. Examples of special rail services in operation around the state include the Napa Wine Train or the "Skunk Train" in Mendocino County.

2.5.3 RAIL FREIGHT

Union Pacific Freight Train at Watsonville Junction

The Union Pacific Railroad provides rail freight service along the mainline in Monterey County. The company is the only Class I railroad providing service in the area. Freight shipments commonly include farm products, non-metallic minerals, food, chemicals, petroleum or coal products, clays, concrete, stone, scrap, waste, recyclables, paper, lumber, and military implements. The Union Pacific Railroad operates four through freight trains a day, two northbound and two southbound. These trains enter/leave the county at Logan, pass through Watsonville Junction in Pajaro, through Salinas and enter/leave the county south of Bradley. The two northbound trains operate with a combined average payload of 6,667 tons per day and the two southbound trains carry a combined average payload of 5,948 tons per day.

Over the past several decades, a shift from rail to trucking has occurred. Although the fresh and frozen vegetable packing and shipping industries grew up along the Southern Pacific (now Union Pacific) Railroad in Salinas, over the last 30 years shippers have moved almost completely to truck transportation because it provides competitive rates, fast service and high reliability. Frozen food shippers, wine shippers and dry food shippers still use some rail service on a regular basis, but the connections have been forced up to the inter-modal yards of the San Francisco Bay area as rail service to Monterey County has declined. Two local freight lines operate between the following points:

- Watsonville Junction and Castroville (Monday through Friday)

- Watsonville Junction and Santa Margarita (Monday through Saturday)

These freight lines handle an average payload of 432 tons per day. Currently, Union Pacific Railroad has no plans to change the traffic patterns in Monterey County. One factor that could affect long distance freight service would be development of this route for high-speed passenger service. The Los Angeles County Transportation Commission has an option to purchase the line between Los Angeles and Gilroy for such service. Under such an arrangement, Union Pacific freight service would continue, but temporary service changes may occur during any construction phases for track improvements.

2.6 PEDESTRIAN AND BICYCLE TRAVEL

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

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 improved linkages to bikeways and recreational trail system.

Bicycle and Pedestrian Facilities Advisory Committee

TAMC conducts it planning activities for bicycle and pedestrian facilities through the Bicycle and Pedestrian Facilities Advisory Committee (BPC), established by the TAMC Board to provide input on pedestrian and bicycle projects. The Committee is composed of appointed representatives from each of the twelve cities and five supervisorial districts in Monterey County, as well as local representatives from groups such as the Velo Club, California State University of Monterey Bay, and the Monterey Peninsula Regional Park District. TAMC BPC advises the TAMC Board on items related to improved bicycle safety including:

- Bicycle safety and education programs,
- Service improvements to bike facilities,
- Increased bicycle security facilities,
- Funding of new bicycle facilities,
- Greater regulation enforcement, and
- Creation of continuous bikeways.

2.6.1 BICYCLE TRAVEL

Monterey County's regional bikeways system, and TAMC's regional bicycle planning activities are described in more detail below.

Bikeways and Planning in Monterey County – Existing Conditions

Monterey County has approximately 246 miles of maintained bikeways on state, county and local roads. Bikeways in the county are classified as Class I, II, and III. These

classifications generally follow design standards established by Caltrans. Classifications are described as follows:

Class I: Bicycle Paths are bikeways separated from vehicle traffic.

Class II: Bicycle Lanes provide cyclists a marked area of the roadway that is part of the roadway also used by motor vehicles. Bicycle lanes have identification signage, pavement stencils, striping, and minimum width requirements.

Class III: Bicycle Routes are recommended roadways that bicycles share with motor vehicles without a marked bike lane. Bicycle Route signs are placed periodically along the route and at changes of direction.

The majority of bikeways in Monterey County are Class II and III, however a large Class I facility exists 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 as well as an important bicycle and pedestrian commuter link in the Monterey peninsula. It is anticipated that the Monterey Bay Coastal Trail will for a link in the proposed Monterey Bay Sanctuary Scenic Trail (described later in this chapter) and larger California Coastal Trail.

Recreational Bicycling

Many of the area's commute bicycle and pedestrian facilities also serve the recreational user. The need for recreational facilities in the area is also supported by the county's tourism economy. Cycling events held at Laguna Seca and tourists seeking recreational opportunities contribute to the need for quality facilities.

Intermodal Transportation Links

Bicycle riders may connect with other transportation modes if the proper facilities are available. These modes include transit, carpools, rail, and air transportation. Monterey Salinas Transit began a Bike on Busses service in 1991. Bike racks are now available on all busses. MST now carries more than 2,200 bikes on buses every month.

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 trains within California do provide bicycle storage. Amtrak stations are not equipped with secure bicycle locking facilities for either employees or passengers. Local jurisdictions may apply for funding for such facilities near or at the stations. Improvements to the area's rail system will also benefit bicycle usage, as future rail facilities will include bicycle storage to promote multi-modal travel.

Bicycle Programs

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

- **Monterey County Bikeways Map:** In 1997, TAMC published the first Monterey County Bikeways Map. TAMC completed the most recent update in 2003, illustrating bikeways, recommended routes, and bicycle facilities throughout Monterey County.
- **Bicycle Service Request Form Program:** In 2001, TAMC initiated a Bicycle Service Request Form Program. Service request forms are available at bike shops and on-line to report roadway hazards to bicyclists. TAMC distributes these request forms to local public works departments for their response and action.
- **Bicycle Protection Program:** In 2001, TAMC received $40,000 in Air Pollution Control District AB2766 grant funds to help increase the number of bike racks and lockers in the county. Under the TAMC Bike Protection Program, TAMC provided bike racks and lockers in the locations most heavily used by bicyclists. The grant enabled local agencies and businesses throughout Monterey County to install 63 bike racks and 30 lockers at 31 different locations, with a capacity to store 226 bicycles.
- **Monterey County Bike Week:** Every May TAMC oversees events that comprise the week-long Monterey County Bike Week. The event is growing every year with Bike-to-Work free breakfast stops, organized bike rides, and a bike festival. TAMC has sponsored ten annual bike week events since 1995. The 2004 Bike Week activities involved over 1,350 participants from throughout Monterey County, with many volunteers as well as public and private sponsors.

TAMC holds many events as part of Monterey County Bike Week, including Bike to Work Day, and a Bike Festival promoting bicycle transportation.

Pedestrian and Bicycle Project Funding

Several TAMC fund programs contribute to bicycle and pedestrian projects. TAMC is responsible for administering Monterey County's 2% Transportation Development Act (TDA) funds for bicycle and pedestrian projects. TAMC also distributes funds for

bicycle and pedestrian projects from the Transportation Enhancement Activities (TEA) program, and the Congestion Mitigation and Air Quality (CMAQ) improvements program. Table 2-9 provides a summary of TAMC funded or partially funded bicycle and pedestrian projects by jurisdiction.

Table 2-10 – TAMC-Funded or Partially Funded Bicycle and Pedestrian Projects	
Jurisdiction	**Project**
Monterey County	Castroville Blvd./Elkhorn Rd. Pedestrian/Bicycle Facility
Monterey County	Pine Canyon-King City Bikeway and Bridge
Monterey County	Spreckels Blvd./Portola Dr. Bicycle Path and Bridge
Monterey County	Carmel Valley Bike Lanes and Path
Gonzales	Fifth Street Entryway landscaping and Bike Lanes
Marina	Marina State Beach Bike Lanes and Pedestrian Walkway
Marina	California Avenue Bike Path
Marina	Crescent Avenue Bike Lanes and Sidewalk
Moss Landing Harbor District	Monterey Bay Coastal Trail, Moss Landing segment
Monterey	Citywide Pedestrian Crossing Signal
Monterey	Pacific Street Bike Lanes and Sidewalks
Monterey	Presidio Curve Bicycle/Pedestrian Trail Widening
Pacific Grove	Congress Avenue Sidewalk and Improvements
Pacific Grove	Monterey Bay Coastal Trail Restoration
Salinas	County-Gabilan-Natividad Bike Path
Salinas	Rossi Street Bike Lanes and Sidewalk

Proposed Bicycle Projects - Monterey County Regional Bicycle Network Needs

TAMC has worked closely with its Bicycle and Pedestrian Facilities Advisory Committee and 13 member agencies to identify gaps in the regional bikeways network. In 2005, TAMC adopted an updated regional bikeways plan that outlines how regional bikeway needs will be met.

There are a number of missing links in the regional bikeway system; these regional links in the bikeway system are given high priority by many of the bicycle-oriented funding grants. Regional bikeway system segments in Monterey County that need improvements:

- Portions of the Monterey Bay Sanctuary Scenic Trail, from Pacific Grove to the Pajaro River at the Thurwachter-McGowan Bridge
- Route 68, between Monterey and Salinas
- Route 183, between Castroville and Salinas
- Route 218, between Route 68 and the Coastal Trail
- Crossing the Union Pacific Railroad tracks to connect the town of Castroville with Castroville Boulevard and Highway 156

- Connections between the South Monterey County Cities of Gonzales, Soledad, Greenfield and King City
- Portions of the Pacific Coast Route (generally along Highway 1)
- River Road Wine Corridor Route

Bikeways Plan

The *TAMC General Bikeways Plan* is prepared and updated by TAMC to provide a basis for the allocation of state and federal funds for bicycle projects.

The 2005 TAMC General Bikeways Plan serves to accomplish two main purposes. First, the plan lists all existing and proposed bicycle projects and facilities of jurisdictions within Monterey County and satisfies the General Bikeways Plan requirements set by the California Department of Transportation (California Streets and Highways Code Section 891.2). Bicycle Transportation Account (BTA) funds provide important support for the development of bicycling facilities. To acquire funding, agencies must have an adopted bikeway plan that meets Caltrans' standards. Without this plan, project applications may not be eligible. Local jurisdictions may choose to adopt the TAMC bike plan or submit an equally qualified plan, in which they will become eligible for state and federal and local bicycle-funding sources.

Second, the plan establishes a priority list of regionally significant bicycle projects. This list assists TAMC in the allocation of various funds for regional bicycle and pedestrian projects. The Bikeways Plan update was funded through Rural Planning Assistance funds provided by the State of California.

The TAMC *General Bikeways Plan* was developed with the assistance of the TAMC Bicycle and Pedestrian Facilities Advisory Committee. As part of the plan development, the following tasks were performed:

- Inventory of existing bikeway facilities,
- Development of overall goals,
- Assistance to local jurisdictions with grant applications, and
- Development of a future project and program list, with prioritization criteria.

The plan identifies over 235 projects for providing safer bicycling facilities. Almost all of these projects are included in this RTP.

2.6.2 PEDESTRIAN TRAVEL

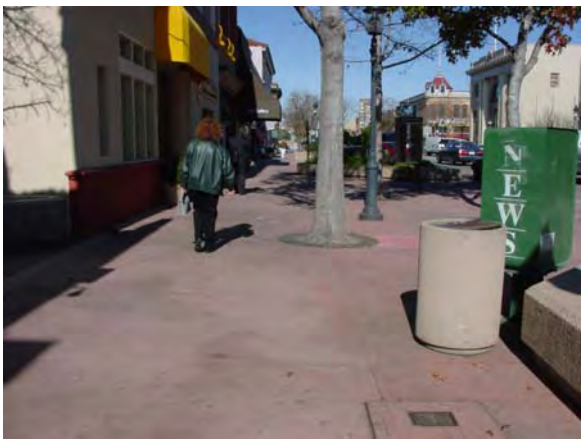
In Monterey County, walking to work is the third most popular way of commuting, after driving alone and carpooling. Walking also is part of the intermediary trips between other transportation modes, such as work-bus stop, shop-car, and school-bike.

Various local and state programs, including TAMC's RTP, the State and Federal Clean Air Acts, and the local Air Quality Management Plan, call for greater improvements to pedestrian access as a means to encourage people to walk more trips of different distances. More emphasis is being placed on walking as a viable, inexpensive, non-polluting, and healthy way to travel.

Americans with Disabilities Act

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

Sidewalks and pathways accommodating pedestrians are being modified to provide for disabled accessibility. Sidewalks need to be at least 4 feet wide and need to be designed with curb cuts at each end. The rehabilitation of State Route 68 through Salinas, for example, includes reconstruction of sidewalks to incorporate curb cuts at intersections along the project route. TAMC's Social Services Transportation Advisory Council and TAMC Bicycle and Pedestrian Facilities Advisory Committee provides input on the compliance of transportation projects with ADA.



Coordinated Land Use and Transportation Planning

TAMC is making efforts to incorporate consideration of pedestrian travel into the land use planning and development process. TAMC views this activity as an important means of managing demand for regional transportation infrastructure, maximizing use of the existing transportation system, and, in the long-term, reducing the costs of infrastructure needed to serve new land use development. TAMC is engaged in programs and activities that aim to structure opportunities for walking, bicycling, and transit use into new development in order to reduce reliance on automobile travel in Monterey County.

Transportation for Liveable Communities (TLC) Program

TAMC is seeking to encourage pedestrian-friendly development through the Transportation for Liveable Communities (TLC) transit-oriented development incentive program. The program rewards local jurisdictions for approving projects that are structured around pedestrian transportation.

As described in the Introduction Chapter to this plan, funds may be used to build transportation-related improvement projects that are eligible for Regional Surface

Transportation Program funds administered by TAMC including, but not limited to, road improvements, traffic calming, transit centers, traffic signal enhancements, and bicycle and pedestrian facilities.

In 2003, TAMC awarded $1 million in TLC grant funds to 5 separate development projects, mostly located in the City of Salinas that met TLC program criteria.

CEQA Environmental Review

TAMC staff regularly reviews environmental documents prepared for development projects pursuant to the California Environmental Quality Act in its role as a responsible agency for transportation planning in Monterey County. During the public review process for each significant development project, TAMC seeks to ensure that new development accommodates travel by non-auto modes of transportation, including pedestrian travel, in order to reduce the impacts that new development will have on the county's regional transportation infrastructure. TAMC staff refers local jurisdictions to lists of alternative transportation mitigation measures and development principles approved by the TAMC Board of Directors as a means of recommending development improvements that accommodate pedestrian travel.

2.6.3 SHARED FACILITIES

Multipurpose trails are separated from roadways and are usually shared by more than one user. Typical users may include roller-bladers, bicyclists, skateboarders, pedestrians, surreys, horses, and joggers. Many of these trails have become overcrowded during weekends that may serve as a detriment to the bicycle commuter.

Opportunities for additional shared use facilities may be present in the county. Pacific Gas and Electric (PG&E) owns and operates pipelines to distribute and supply natural gas to most communities in the greater Monterey Peninsula area, North County, and in the Salinas Valley, via 12" and 20" pipelines. Many of these pipelines have 25 to 100-foot easements that could be utilized for potential pedestrian and bicycle paths. Additionally, PG&E has easements throughout the county for transmission lines, some of which have been made into linear greenbelts with bicycle and pedestrian paths. The Rossi-Rico greenbelt in Salinas serves as an example of a shared facility.

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 recreation and commuter interpretive pathway that will link existing and new trail segments into a continuous coastal trail around the Monterey Bay from Wilder Ranch in the County of Santa Cruz to Lovers Point in the City of Pacific Grove.

TAMC is working with the Association of Monterey Bay Area Governments and the Santa Cruz County Regional Transportation Commission to plan and construct the Monterey Bay Sanctuary Scenic Trail. Per a cooperative agreement among AMBAG, the Santa Cruz County Regional Transportation Commission (SCCRTC), and TAMC, entered into in April and May 2004, AMBAG has appointed and will staff a new

committee, called the Sanctuary Scenic Trail Committee. Per the cooperative agreement, the Sanctuary Scenic Trail Committee will draw its membership from local, state, and federal jurisdictions within the trail boundaries, as well as economic development, recreational, and conservation organizations interested in trail development.

Congressman Sam Farr secured initial project development funding in the 2004 and 2005 Department of Transportation appropriations bills (totaling $800,000) and he is working to provide additional monies in the federal transportation reauthorization bill. At the same time, Congressman Farr is pursuing legislative options in Congress to provide federal funding support to the communities and entities that will maintain the trail.

Work to Date

With coordination and technical assistance from the office of Congressman Farr, AMBAG, RTCA, the Monterey Bay NMS, the Coastal Commission, SCCRTC, TAMC and many others, the planning group has been working cooperatively to scope, analyze, describe, map, and interpret a linked system of existing, planned, and proposed trail routes along the shoreline of Monterey Bay. This process involves many steps. The following major tasks have been accomplished:

- Developed and adopted alignment guidelines;
- Estimated the rough cost for establishing the trail;
- Developed a concept paper and a brochure;
- Developed a "Blueprint" describing various potential trail segments, including length, ownership and location;
- Signed a cooperative implementation agreement between the Association of Monterey Bay Governments, the Santa Cruz County Regional Transportation Commission, and the Transportation Agency for Monterey County; and
- Established the Sanctuary Scenic Committee (described above), which will provide input on the overall trail development.

Next Steps

In 2005, the Transportation Agency for Monterey County entered into a consultant contract to develop a master plan for the trail. The Santa Cruz County Regional Transportation Commission is expected to join this contract. The master plan will include the following activities:

- Definition, survey and mapping of potential trail alignments, including interim and optimum routes;
- Environmental screening of trail alignments;
- Development of cost estimates by segment; and,

- Creation of a financial plan to construction of each trail segment.

In addition, an Interpretive Working Group will continue to work on developing the interpretive program for the trail from Seacliff State Beach south to Pacific Grove. All activities will be conducted in coordination with the Sanctuary Scenic Trail Committee and other interested local, regional, state, and non-profit entities.

2.7 TRANSIT SERVICE

Public transit plays an increasingly important role in the multi-modal transportation network of Monterey County. Bus transit's major public policy functions are:

- Managing traffic congestion;
- Providing access through affordable transportation; and
- Supporting transit and pedestrian oriented development.

Public transportation improves air quality and reduces energy consumption. A single transit trip can support these each of these functions. Both the public and private sectors provide bus transit services:

- **Greyhound Bus Lines:** is the inter-county operator and runs service linking Monterey County with adjacent counties. Greyhound also provides limited service between Gilroy, Salinas and the South County cities via the Highway 101 Corridor. In 2005, Greyhound announced plans to cancel service to several cities, including Monterey.
- **Amtrak** provides limited feeder bus service linking Monterey, Salinas, and Santa Cruz to the San Jose Diridon Train Station, making connections with the Capitol Route and Caltrain Peninsula trains.
- **South Monterey County Services:** are operated by and within the cities of Soledad, Greenfield and King City. Local taxi companies as well as several tour operators also provide general public transportation.
- **Monterey-Salinas Transit (MST):** is the largest public transit system in Monterey County, providing a variety of urban, rural, paratransit, and specialized transit services. Monterey-Salinas Transit (MST) is operated by a joint powers agency composed of the cities of Carmel-by-the-Sea, Del Rey Oaks, Marina, Monterey, Pacific Grove, Salinas, Seaside, and the County of Monterey. MST's service is funded with federal capital and operating assistance, state transit assistance funds, local transportation funds, grant programs, other minor revenues and passenger fares. The annual operating budget for MST in fiscal year 2005 is approximately $18 million. MST provides fixed route transit service to a 275 square-mile area of Monterey County and Southern Santa Cruz County. MST's thirty-four routes serve an area with a population of over 350,000, primarily in the Monterey Peninsula cities and in the City of Salinas.

  MST operates inner city and regional service lines connected via a series of transit centers with timed connections to speed travel and provide quick and easy transfers. Intercity service between Monterey and Salinas, the two largest urban areas of Monterey County, is provided via Highway 68 and
  Highway 1/Reservation Road/Blanco Road, with connections in the growing areas of Marina, Seaside, and the former Fort Ord military base. Regional and rural transit routes connect MST with the Santa Cruz Metropolitan Transit District's service at its transit center in Watsonville via Castroville and Prunedale, to South

Monterey County via the Salinas Transit Center, and to the Carmel Valley. Commuter routes provide service between Monterey County and the Santa Clara County city of Gilroy, where easy connections can be made to the Caltrain and other VTA bus transit routes. MST also provides tourist and community event transportation. MST is the primary provider of paratransit services in Monterey County, called RIDES. In FY2004 MST carried 4,693,095 passengers over 3,441,894 service miles.

TAMC partners with Monterey-Salinas Transit to: 1) seek funding for transit projects, and 2) ensure that the specialized transit needs of the elderly, persons with disabilities, and persons of limited means are being met. TAMC's Social Services Transportation Advisory Council (SSTAC) discusses and takes public input on "unmet transit needs" that should be addressed by Monterey-Salinas Transit.

The discussion of Monterey County transit services in the regional plan is focused on the public services offered by Monterey-Salinas Transit.

2.7.1 EXISTING PUBLIC TRANSIT SERVICES IN MONTEREY COUNTY

The following is an overview of Monterey-Salinas Transit's services, facilities, and existing performance levels.

MST FIXED-ROUTE SERVICE LINES

There have been several changes in the number of MST lines since the 2002 RTP. In September of 2002, MST added two commuter lines providing service to the Gilroy Caltrain Station. MST's Line 11 Edgewater-Carmel Express began operation in May of 2004. Subsequently, July 2004 saw the introduction of MST's new Pacific Grove Trolley, serving summertime visitors to the Monterey Peninsula. And finally, in September of 2004, MST implemented its *Line 23 South County Sunday Service* and *Line 53 Monterey Peninsula-South County Express* routes pursuant to unmet transit need finding made by TAMC. These new services augmented the MST route network that originated with the 1999 Service Improvement Plan. This service alignment focuses on concentrations of employment and residential areas as well as major shopping and service corridors and centers.It also improves connections for commuters with higher frequency and more direct routing and still provides coverage to small neighborhoods and outlying areas. As a result, MST's overall ridership has increased by approximately 20% since 1999. Social equity is a major benefit of this improved service by improving opportunities for work as well as support for families, seniors, and those with physical challenges.

MST ROUTE PERFORMANCE MEASURES

Service Standards

Demand for MST's services varies throughout the day. In addition, demand during weekdays is different than on weekends. Accordingly, service levels are adjusted to ensure that appropriate service levels are provided during each of these periods.

Table 2-11 lists the policy for determining the level of service and frequency of buses (i.e. headway) for various types of MST services.

Table 2-11 MST Fixed-Route Service Standards

Service	Frequency	Characteristics	Examples
Neighborhood	60 minutes	Connects low density residential areas with trunk service or transit centers	Lines 2, DART 3/8, 16, 17, and 45
Local/Feeder	30 minutes	Connects residential areas with major traffic generators and transit centers. Uses a mix of neighborhood streets and major arterials.	Lines 1, 4/5, 11, 43, 44, 46
Trunk	15 minutes	Connects major traffic generators and transit centers during peak periods. Operates primarily along major streets and highways.	Lines 9, 10, 41, 42
Regional	30 - 60 minutes	Connects major urban areas. Also connects outlying rural areas with major traffic generators and transit centers. Operates primarily along major streets and roads.	Lines 20, 21, 23, 24, 25, 26, 27, 28, and 29
Commuter	10-15 minute peak hour service. Frequency and routing determined by demand.		Lines 9, 10/Express, 11, 41, 42
Special	Service for special events. Frequency and routing determined by demand in coordination with event sponsor.		Lines 22, 36-39, the MST Trolley/WAVE and the Pacific Grove Trolley.

Source: Monterey Salinas Transit

Ridership

With the maturing of the SIP through fiscal year 2004, ridership is showing an increase of approximately 20%. Since fiscal year 2001 MST's ridership has been flat at approximately 4.7 million riders. However, the first quarter of FY 2005 saw ridership figures running approximately 2% higher than in the same period in FY 2004.

Total customer boardings (ridership) by fiscal years 1999 through 2004 are shown in Table 2-12. Ridership increased by 20.9% from fy 1999 to FY 2001. This increase in ridership is largely attributed to increased population in the Salinas area, new job growth, a healthy economy and an increase in traffic congestion. A major service realignment in FY 1999 deployed service in such a way as to capture this rise in population, resulting in a two year ridership increase much greater than the population increase. Since FY 2001

ridership has largely remained stagnant at 4.7 million riders, due to a slowdown in the local and national economy.

There are however some constraints to ridership growth, namely personnel, operation budgets, and vehicle size and availability. A shortage of coach operators and funding to support more transit lines and frequency will place limits on how much MST can grow to meet service quality and increased ridership demands. Budget limitations also constrain purchase of new buses and can impact ridership levels due to overcrowding on some lines and underutilization on others.

TABLE 2-12 MST TOTAL SYSTEM RIDERSHIP

Fiscal Year	Ridership	% Change
1999	3,925,626	+1.9%
2000	4,197,759	+6.9%
2001	4,747,466	+13.1%
2002	4,761,882	+0.3%
2003	4,695,517	-1.4%
2004	4,693,095	-1.5%

Source: Monterey Salinas Transit

PERFORMANCE INDICATORS

In order to monitor the overall performance of the system, several indicators are tracked on an ongoing basis. This information is reviewed by MST management monthly and is provided to the MST Board of Directors as part of the quarterly report. The performance indicators fall into four categories: efficiency, service effectiveness, cost effectiveness, and services quality. Specific indicators in each category are summarized on Table 2-13.

Table 2-13 - Performance Indicators

Efficiency	Service Effectiveness	Cost Effectiveness	Service Quality
Expense/hour	Passenger/mile	Farebox recovery ratio	Miles between road call
Expense/mile	Passenger/hour	Revenue/passenger	Accidents rate
Hours/employee	Revenue/mile	Expense/passenger	Compliments/100,000 passengers
Maintenance cost/mile	Revenue/hour		Complaints/100,000 passengers

Source: Monterey Salinas Transit

Ridership per Vehicle Revenue Hour

Line performance is monitored using data collected daily by electronic fareboxes aboard each bus. In this manner, MST is able to collect data on virtually all the trips operated throughout the year. MST uses "passengers per vehicle revenue hour" as the service-effectiveness measure of performance for each bus line. A high number of passengers per vehicle-revenue hour indicates that the line is consistently carrying a significant number of passengers. In addition, it may indicate that additional service frequency on the line should be provided. Conversely, a low number of passengers per revenue-vehicle hour, such as 17 or fewer on primary lines, indicates that the service is not attracting enough riders to justify the level of service that is being provided.

Table 2-14 on the following page compares transit-line performance based on passengers per vehicle-revenue hour. Systemwide passengers per vehicle revenue hour increased from 22.2 in FY 2000 to 23.4 in FY 2004.

Fare Structure

The MST fare structure for fiscal year 2004 is shown in below in Table 2-15. Prior to 2001, fares had been held steady since 1995. In FY 2000/01 the farebox recovery ratio was under 30 percent whereas farebox recovery in 1998 was almost 35 percent. This change is primarily a result of higher fuel, labor, and insurance costs outstripping ridership increases. The recent fare increase was adopted in 2001, in order to maintain current service levels and to meet farebox recovery requirements.

Table 2-15 MST Fare Structure for FY 2004/05

Type	Cash	Day Pass	Day Pass	20-Ticket Book	Monthly Pass	Monthly Pass
	one-way per zone	single zone	all zones		single zone	all zones
Regular	$1.75	$3.50	$7.00	$35.00	$53.00	$106.00
Discount*	$0.85	$1.75	$3.50	$17.00	$26.00	$53.00
Discount fare is available to individuals five through eighteen years old, seniors 65 and older, and individuals with disabilities.						
Source: Monterey-Salinas Transit						

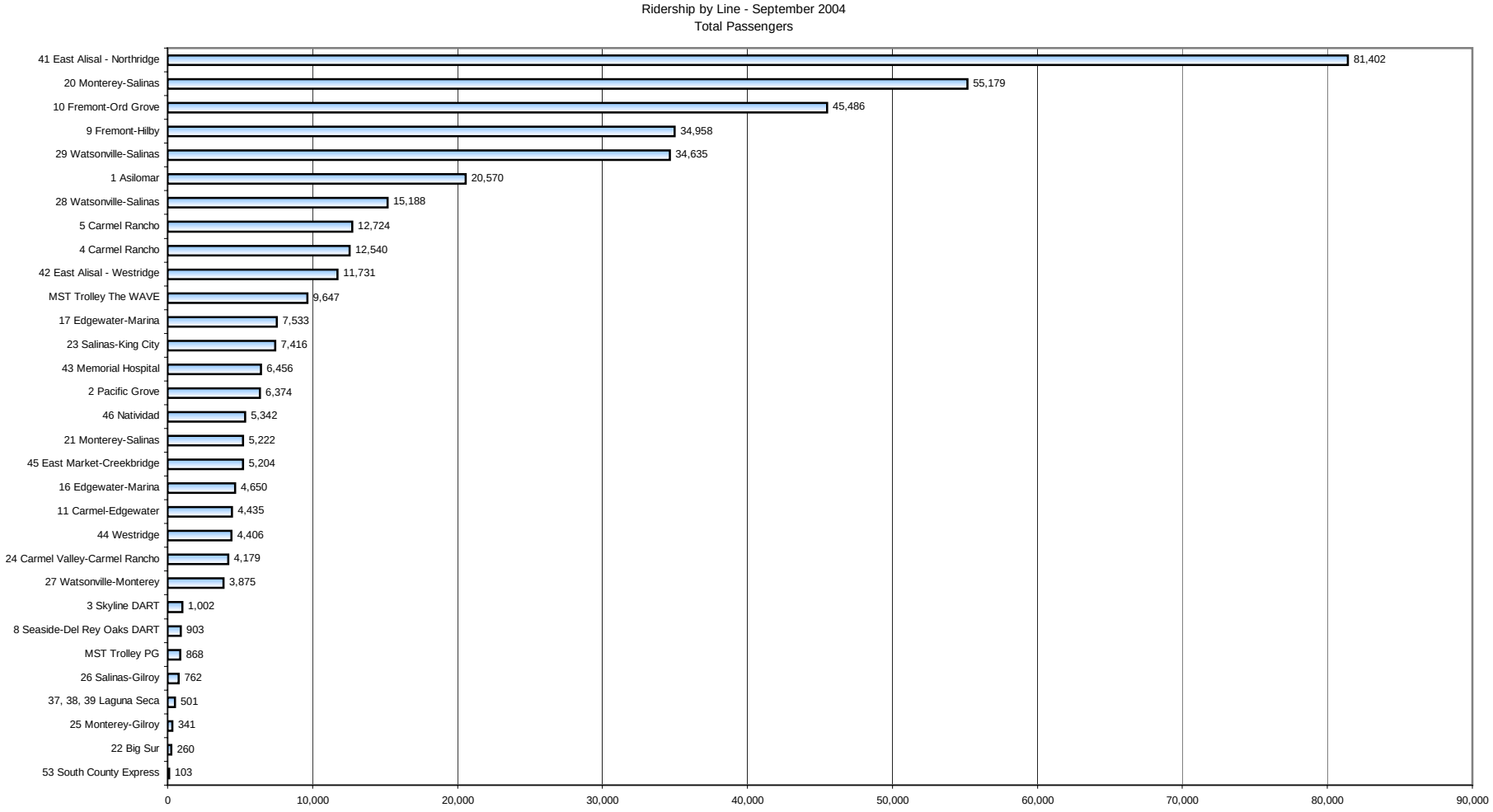
SPECIAL TRANSIT SERVICES

To meet the growing needs of the community MST provides a variety of specialized and customer oriented services:

RIDES Program

The MST RIDES program provides curb-to-curb ADA paratransit transportation services to individuals with disabilities who cannot use the fixed route transit services. In accordance with the ADA, service is provided within ¾ of a mile of MST's fixed route system in the Monterey Peninsula and Salinas urban areas, as well as in the rural areas of North County and the Highway 68 corridor, and along the Highway 101 corridor from Salinas to King City. The MST RIDES Program also offers a reimbursed taxi program as

Table 2-14: System wide Fixed-Route Performance by Line for 2001



Source: Monterey-Salinas Transit

well as out-of-county transportation for persons with disabilities to specialized medical appointments twice per month. Twenty-eight paratransit vehicles are assigned to the MST RIDES Program. Twenty-four of these mini-bus vehicles are equipped with wheelchair lifts, while 4 sedans provide service to those participants who do not need a lift.

Under contract with the County of Monterey, MST also provides RIDES ST (Special Transportation) service to passengers who live outside of the ¾-mile ADA corridor in North Monterey County and within 1 mile of the Highway 101 Corridor south of Salinas to Bradley.

MST RIDES Key Performance Indicators

MST RIDES program provides paratransit on-demand door-to-door service to those eligible under federal and state law. To monitor the performance of the MST RIDES Program, MST management reviews several key performance indicators on a monthly basis. Between FY 2003 and 2004, the expense per passenger increased by approximately 20%, while total ridership for the program decreased by 30% over the same period. Ridership and revenue patterns with MST's RIDES program have fluctuated due to the elimination of MediCal passengers and their reimbursements as well as MST's rigorous eligibility screening program. Increasing costs related to the RIDES program necessitated a fare increase of 50 cents in the beginning of 2004.

DART

Demand Access Responsive Transit is a neighborhood-based service that provides lifeline service to low density areas. DART uses smaller vehicles to serve these areas with low ridership levels on a flexible route that allows overall service hours to be reduced without eliminating service. DART is a dial-up service that provides customized and individualized pick up service, connecting customers directly to destinations in addition to timed connections at the transit exchange centers.

Jobs Access - Welfare to Work

MST provides fixed route and DART-style service in support of welfare to work programs along with the Monterey County Department of Social Services. These specialized programs operate in northern and southern Monterey County, serving these special needs as well as providing rural access for the community.

The MST Trolley/WAVE – Cannery Row

The Waterfront Area Visitor Express operates from downtown Monterey along Steinbeck's Cannery Row providing tourist-oriented services with convenient connections to parking lots and transit centers during visitor seasons. In 2004, MST introduced new trolley vehicles on the WAVE service line, which have proven to be very successful at increasing the popularity of this service.

The Pacific Grove Trolley

Implemented for the first time in the summer of 2004, the

new Pacific Grove Trolley provides transportation between the Monterey Bay Aquarium/Cannery Row and downtown Pacific Grove, including the Museum of Natural History.

Big Sur
MST operates summer seasonal service along the coast highway from Monterey to Big Sur State Park via Line 22. This route provides one of the most spectacular public transportation journeys in America according to AAA travel magazine.

Special Events
Monterey-Salinas Transit is a sponsor and supporter of a number of special and annual events including: Holiday Food Drive, First Night New Year's Eve, Earth Day, Salinas Air Show, Laguna Seca Raceway, Monterey County Fair, and other community support efforts. MST also sponsors Railfest events, developed through TAMC to help market alternative transportation. MST has been available to assist the community in the event of extraordinary community situations such as the emergency evacuation of residents during the 1997-98 floods.

TRANSIT FACILITIES

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, dispatch, Monterey Peninsula operations and maintenance departments are located at the Albert Division on Ryan Ranch Road in Monterey. The Wright Division houses maintenance and operations facilities for Salinas area services and provides a backup dispatcher location.

Transit Centers
Monterey-Salinas Transit operates from five key transit centers. Each of these centers operates on a time-transfer "pulse" schedule providing easy connections and quick transfers for multiple routings.

Monterey Transit Plaza at Jules Simoneau Plaza
This center occupies a triangular city park formed by the intersection of Munras, Pearl, and Tyler Streets in downtown Monterey. The plaza can accommodate eight coaches simultaneously, with a ninth bus stop located on Pearl Street across from the Transit Plaza. It is a transfer center for all routes serving the Monterey Peninsula as well as supporting DART, Amtrak, Air Bus, and other transit providers.

Salinas Transit Center

The Salinas Transit Center his center, located between Salinas and Lincoln Streets in the 100-block of "Old Town" Salinas, was constructed in April 1989 and serves all of Salinas and the north and south county routes. The transit center operates on a pulse from seven departure gates to allow transfers between Salinas and inter-city routes. Improvements for passenger safety and comfort have been

made in the 1995 and new beautification and safety improvements are planned for 2005.

Watsonville Transit Center
The Watsonville Transit Center, serving North Monterey and Santa Cruz County, is located at the corner of West Beach and Rodriguez Streets and is the transfer point between Monterey-Salinas Transit and the Santa Cruz Metropolitan Transit District (SCMTD). SCMTD opened the new transit center in Watsonville in 1995.

Edgewater Transit Exchange
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 linkages to employment, residential, and shopping in Monterey, Marina, and Salinas. It is also a peak-hour time point for the DART with direct service to the regional employment center at Ryan Ranch in Monterey.

Marina Transit Exchange
This center is a hub for both local and high frequency transit lines and will link directly with California State University at Monterey Bay, University of California MBEST Center, residential and commercial redevelopment for Marina and Seaside at the former Fort Ord military base, Watsonville and the Monterey Peninsula.

Transit Fleet

MST maintains an active fleet of 84 (as of October 2004) fixed route revenue-service coaches with 17 CNG powered (1995/96), accounting for 20% of the MST bus fleet. The fleet's average age is currently 3.5 years, substantially under the state average of 7.0 years. MST has replaced 52 older buses (1976-1990) with new buses equipped with "clean diesel" engines An additional six historically themed trolley-style buses were purchased in 2003 and went into service in the summer of 2004.

MST's entire fleet is equipped with wheelchair lifts and is in 100% compliance with the Americans with Disabilities Act of 1990 which requires that fixed-route transit systems improve accessibility for the elderly and disabled. In addition to providing wheelchair lifts on new or remanufactured coaches, MST made other modifications to improve fixed-route accessibility. Stop request signal devices were modified to allow easier operation for the wheelchair user, and operators will use public address systems to assist the visually impaired with stop and route identification. Signs on board the coaches indicate wheelchair secure locations and coach operators request that passengers in the forward, front-facing seats yield their seats to elderly and disabled passengers. MST's Intelligent Transportation Systems - (ITS) system has bus stop enunciators and automated features, which benefit both seniors and disabled passengers.

CURRENT TRANSIT SERVICE DEMANDS

Major Service Improvements in 2000/01
The Service Improvement Plan (SIP) implemented in 1999 provided solutions to meet the challenge of an overburdened transit system that had not changed its basic routing system for fifteen years. MST conducted a two-year study and took a comprehensive approach to

redesigning its entire service system, aimed at improving service to existing customers and to streamline the system to attract new riders. This was achieved by creating a system with more frequent buses, with direct routing, more reliable and easy transferring, and more user-friendly. The new system is better suited to the travel patterns in the region with the new residential and employment centers in Seaside, Salinas, and Marina. The SIP streamlines existing routes and provides new transit lines, as well as new types of service to meet increasing and changing customer needs.

Existing Service Needs for 2004/5

MST had to cut approximately 15% of its service due to budgetary constraints. New service was introduced only through grant funding or by removing service from somewhere else in MST's service area. No new operating dollars combined with increased fuel, labor and insurance costs have left MST unable to meet new demands for transit service. Unless the state and federal transportation funding situations are resolved, MST could be forced to once again cut service in the near future.

Despite the financial challenges MST faces, it continues to plan for upcoming growth and population shifts in Monterey County. In that regard, it has engaged a transit consultant to study the city of Salinas and environs. Called the Salinas Area Service Analysis (SASA), this study will evaluate and determine how well MST's bus service in and around the city of Salinas is meeting passenger demand with regards to on-time performance, safety and convenience; will examine present and anticipated development and travel patterns and will subsequently propose a series of new and adjusted bus routes that would better serve existing and future public transit customers as well as increase overall ridership. These proposed routes are to be designed such that MST's overall operating costs for fixed route service would not increase.

PLANNING ACTIVITIES

Short Range Transit Plan (SRTP)

The *Short Range Transit Plan (SRTP) - FY 2002 through FY 2004* is the primary planning document which guides the future direction of the Monterey-Salinas Transit (MST). This document is currently being updated for FY 2005 through FY 2007. The SRTP describes the services MST operates, highlights achievements during the past fiscal year, and describes the various issues the organization will face during the next three years. In addition, the SRTP identifies planned operating and capital projects during the next three years and programs funds necessary for implementation of these activities. The 2002 SRTP paid special attention to several dynamic elements including:

- MST's effort in Total Quality concepts in its organization and community service using the Malcolm Baldridge Quality Award model,
- Visionary efforts in leading Monterey County in alternative transportation including rail, bus, car/van pooling,
- Advocacy in land use practices that promote transit and alternative transportation including transit-oriented development principles and practices, and
- Presentation graphics to highlight successes and future challenges.

Designing for Transit

Designing for Transit is a manual for integrating public transportation and land use in Monterey County. The manual discusses ten ways to design more transit-friendly communities and encourages the inclusion of transit-related improvements early in the design of a development project. The manual also includes a brief history of transit service in the Monterey Peninsula and Salinas as well as a set of design standards (bus stops, pavement requirements, turning radii, etc.) that can be used in designing new roadways and developments. A new version of *Designing for Transit* will be complete in 2005 with an emphasis on transit-oriented development guidelines. The emphasis will include smart growth and livable community incentives, with more specific policy and implementation language for use in local general plans, zoning ordinances, building and public works permit process. In addition, the 2005 update will be made available electronically on MST's website – www.mst.org.

Coordination with Rail Services

MST is a both a policy and funding partner of TAMC's rail program. Currently, MST is assisting TAMC in planning and implementing both the Caltrain extension and service to the Monterey Peninsula. Current 2004/05 projects include use of a CMAQ grant to provide daily bus connections to the Caltrain commuter train at the Gilroy train station. Initial funding has allowed connections from both Monterey and Salinas transit centers in the morning and evening commute hours to three of four Caltrain trips out of Gilroy north to San Francisco and arriving back in Gilroy in the evening. These buses connect Caltrain to all of MST transit exchange centers as well as Castroville, Northridge Shopping Center, and Prunedale. Visitors using these buses can connect via Caltrain in San Jose to Amtrak Capital Corridor and in Millbrae to the San Francisco Airport.

When commuter rail service is extended to Salinas, MST will provide bus feeder service to those trains. Additional scheduling of bus and rail connection services is being coordinated to ensure that commuter and visitors can efficiently travel without the use of their private autos.

Transit use in the Fort Ord Redevelopment

Transit is expected to become an important component of the transportation system with redevelopment of the former Fort Ord military base reuse area. The Fort Ord Reuse Plan includes the following transit objectives:

- Provide convenient and comprehensive bus service,
- Promote passenger rail service for the transportation needs for the former Fort Ord and the region, and

- Promote inter-modal transportation improvements for the former Fort Ord and the region.

2.7.2 MAJOR ISSUES AND FUTURE DEVELOPMENTS FOR TRANSIT

FUNDING

MST continues to face a major challenge in funding planned future capital projects and a service expansion. The capital cost of the expansion is $122.2 million over the next twenty years, of which only $22.518.5 million is secured and/or programmed, leaving a potential shortfall of $99.7 million. Table 2-16 illustrates the expected capital program costs for the 20-year planning period.

Table 2-16: MST Unfunded Capital Projects, September 30, 2004

Project	Cost	Funded	Programmed	Short/(Excess)
Marina Transit Station	$8,454,932	$5,815,761		$2,639,171
Monterey Bay Operations Center	27,923,900	253,132	7,000,000	20,670,768
Revenue Collection Equipment	1,800,000			1,800,000
Bus Replacement - 46 buses	19,145,474	8,621,792		10,523,682
Security upgrades - TDA/CJW	500,000			500,000
Bus Stop Shelters	1,500,000	350,000		1,150,000
Bus Stop ADA Compliance	6,500,000			6,500,000
Bus Stop Benches	400,000	200,000		200,000
Monterey Transit Plaza Upgrades	5,000,000			5,000,000
North Salinas Transit Center	12,000,000			12,000,000
East Salinas Transit Center	12,000,000			12,000,000
Carmel Valley Transit Exchange	7,500,000			7,500,000
Intermodal Transportation Center	7,000,000			7,000,000
South County Transit Center	12,000,000			12,000,000
Salinas Transit Center Improvemen	500,000	281,071		218,929
				$99,702,550

Source: Monterey-Salinas Transit

This shortfall is due to a combination of factors. There is uncertainty about federal funding now that the current authorization (TEA-21) has expired and transit funds are

only made available on a piecemeal basis through continuing resolutions until transportation legislation is reauthorized. State funding continues to be uncertain and there are also unfunded mandates (e.g., Americans with Disabilities Act and state and federal clean air acts), and expanding service needs. A transit-specific local tax could make up part of this shortfall. In the meantime, the beneficiaries of the service must support any new transit costs, or current services must be reduced to offset new expenses.

VEHICLE REPLACEMENTS

Seventeen CNG-fuel MST buses are due for replacement in the next five years. Funding has yet to be identified for these vehicles. Additionally, MST has decided not to pursue a CNG fuel path and has opted instead for clean diesel. However, MST will be studying the new hybrid and electric bus engine technologies that continue to emerge. The remainder of MST's fleet is vintage 2000 or newer and will not need replacement through the end of the decade.

FACILITY IMPROVEMENTS

Thomas D. Albert Division

The Thomas D. Albert Facility in Monterey continues to operate at a level beyond its intended use. In order to support expanded service, a new transit operations and maintenance facility must be developed. This facility will provide space for maintenance of fixed route buses and vehicles for paratransit services. It will also provide space for operations and administrative functions. MST has received a public benefit conveyance for property at the former Fort Ord site. However, funding to construct this facility has yet to be secured.

Monterey Transit Plaza

The City of Monterey and MST are looking to provide added customer services and coach operator amenities as well as provide added bus capacity. The site is overburdened due to increase fixed route service, added DART vehicles as well as Amtrak and other tourist vehicles using the area. The city also wishes to upgrade the historical nature of the site and provide more visitor services, although there are space and financial limitations.

Salinas Transit Center

MST, through the use of federal grant monies, will provide additional safety, passenger and coach operator amenities in 2004/053. In the next four to five years, the Center will require planning and design integration with improvements scheduled for new train services provided by Caltrain and Amtrak. The surrounding area will be a prime location for transit-oriented design and redevelopment. MST will be taking a leadership role in planning for this important facility that is part of an expanding commute corridor from Silicon Valley to the Salinas Valley.

Marina Transit Exchange

A new transit station is planned for this site, which currently contains only 3 shelters and a bus turnaround driveway. Ongoing negotiations with the City of Marina over design and layout have delayed progress on this project. The new site is intended to include space for 10 buses, mixed-use services with some retail and support facilities for public

information, and services for bike and pedestrian uses, rail connections, commuters, job access, and tourists.

Bus Stop Improvement Program
MST has a total of 1,250 bus stops and many have additional amenities such as route and schedule information cases, benches or shelters for passenger comfort and safety. MST has just replaced its old passenger waiting shelters with new units that have an up-to-date, contemporary design. Additionally, approximately 350 benches are in place throughout the system. A major improvement study was completed in 2003/04 to identify improvements for bus stop spacing and location, safety, passenger amenities, shelter and ADA facilities. The study also assessed bus vehicle type and street configuration to accommodate a new era of bus vehicles including low-floor buses and special commuter coaches.

POTENTIAL FUTURE FACILITIES

North Salinas Transit Exchange
North Salinas is one of Monterey County's fastest growing areas with new residential and commercial activities. This center will assist in integrating MST's new lines in Salinas, which will provide higher frequency and more direct routing. This will allow direct cross-city transit service to jobs, health care, higher education, and residential and commercial centers.

Pajaro and Castroville Transit Exchanges
New facilities are needed to provide access to rail connections, and eventually new rail stops for Caltrain. A mixed-use facility to benefit local redevelopment is in early stages of development.

South County Transit Exchange
Additional growth in the next five years will determine the size and location of a south county transit center as fixed route, RIDES, DART, and rail transportation all converge in this rural area of the County. MST now operates daily service between Salinas and the south Monterey county communities of Chualar, Gonzales, Soledad, Greenfield, and King City.

Fort Ord Facilities
Fort Ord redevelopment has been slowed by lack of additional property transfer from the U. S. Army and slower than expected growth at CSUMB. Ridership on lines 16, 17, and 27 remains low compared to other areas. MST will consider other service options for the future land use patterns, population and business continue to be limited. However, MST will continue to encourage a more condensed land use pattern and for location of new service to be located on or within ¼ - ½ mile of new lines 16 and 17. Line 20 continues to carry a substantial portion of people linking to Salinas and to the Monterey Peninsula.

A Fort Ord Intermodal Transportation Center, two Park & Ride, and the main consolidated MST operations and maintenance facilities are planned within the next twenty years. Although limited funding has been secured for these facilities, MST has

obtained the conveyance of two sets of properties at Fort Ord through the Public Benefit Conveyance (PBC) process.

MST is currently planning a consolidated transit facility on 20 acres in the former Fort Ord area, which will house administration, operations, fueling, and maintenance components. The proposed MST facility will combine the Monterey, and Salinas facilities under one roof. It will include administration, operations, maintenance, and fueling for clean diesel and possibly other alternative bus engines.

2.8 AIR TRAVEL

2.8.1 OVERVIEW

It is a policy of the California Department of Transportation Aeronautics Program for aviation system planning be incorporated into the larger transportation planning effort since air travel is vital to the transportation network. The RTP's goal to develop and maintain a multi-modal transportation system in Monterey County is consistent with this state policy. The development of the aviation element in the RTP is one way to implement this policy in this region. Airport projects from the adopted capital improvement programs are included in the RTP project list. Also, the Monterey Peninsula Airport District has an ex-officio member on the TAMC board to address air transportation related issues.

Aviation Forecasts

Following years of stagnant growth, general aviation activity within California is expected to increase. The California Department of Transportation projects both statewide annual operations and based aircraft to increase slightly over one percent per year between 1995 and 2015. Also important, the number of student and private pilots within California is expected to increase 34% (1.7% per year) from 49,859 in 1995 to 66,831 in 2015. Air carrier activity is expected to grow at an even faster rate. The largest increases in air travel are projected to take place in the heavily urbanized areas. Air cargo is another segment of the California aviation industry projected to experience strong growth. Statewide, air cargo tonnage is expected to increase 159% from 2000 to 2020. In addition, export markets for fresh fruits and vegetables are growing and air service is likely to assume a larger share of the region's freight business.

Table 2-17 Monterey County Airport Forecasts
Based Aircraft and General Aviation Operations

Total Based Aircraft	1995	2000	2005	2010	2015
Marina Municipal	29	28	28	30	31
Salinas Municipal	196	189	191	199	211
Monterey Peninsula	145	140	141	149	157
Mesa Del Rey (King City)	32	31	31	33	35
Monterey County Total	402	388	391	411	434
Statewide Total	30,017	30,701	32,697	34,628	36,469
Annual General Aviation Operations	**1995**	**2000**	**2005**	**2010**	**2015**
Marina Municipal	10,590	11,490	12,840	14,180	15,560
Salinas Municipal	98,250	94,670	95,290	100,440	105,780
Monterey Peninsula	72,140	69,480	69,970	73,650	77,740
Mesa Del Rey (King City)	10,030	9,780	9,780	10,240	10,740
Monterey County Total	191,010	185,420	162,560	171,720	181,780
Statewide Total	12,030,281	12,326,478	13,333,476	14,052,619	14,921,122

(Source: California Aviation System Plan, 1999 Statewide Forecasts)

Table 2-17 describes airport forecasts for Monterey County. The number of total based aircraft in the county is projected to increase slightly from 402 in 1995 to 434 in 2015. The total annual general aviation aircraft operations are projected to stay relatively constant with minor decreases.

Regional Airport System Plan

Regional Airport System Plan (RASP), adopted by AMBAG most recently in 1995, provides a basis for assisting airport sponsors and local communities with general aviation, commercial aviation, and military airports. The policies and forecasts of the RASP are incorporated into the Caltrans statewide transportation plan.

Although an update of the aviation plan is currently underway by AMBAG, forecast projections are not complete; thus an update on projected aviation growth is not yet available. AMBAG is unaware of major deficiencies to aviation services in the three-county Monterey Bay region with the exception of complaints of residents in municipalities operating airports within their boundaries, most notably residents of the City of Watsonville, and to a lesser degree the City of Salinas. With availability for increased operations, the existing general public airports in the region could absorb aircraft from other regions if facilities are closed in those regions.

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

- **Moderate increase in demand:** The growth of population in the region will moderately increase commercial and general aviation demand;
- **Additional support structures needed:** To support the increase in travel demand, the region will need to provide appropriate support structures and services; and
- **No new commercial airport development required:** The quality of commercial passenger service at the Monterey Peninsula airport, and the proximity of San Jose International Airport will allow for airline service without the need for new commercial airport development.

The RASP suggests that the roles and configuration of the system in Monterey County will remain the same. The Marina Municipal Airport will add general aviation capacity in a similar fashion as the Salinas Municipal Airport. 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.

2.8.2 MONTEREY COUNTY AIRPORTS

There are four publicly-owned airports located in Monterey County:

- Monterey Peninsula Airport (MPA)
- Mesa Del Rey Airport in King City
- Marina Municipal Airport
- 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. The privately-owned San Ardo Airport allows some public use. Additionally, there are several other privately owned airstrips throughout the county, primarily used for agricultural and business uses, all of which are inventoried and described in the 1995 RASP prepared by AMBAG. There are five helipads in Monterey County:

- Mee Hospital Helipad in King City,
- Texaco Helipad near San Ardo,
- Natividad Medical Center Helipad in Salinas,
- State Department of Corrections Helipad at Soledad Prison,
- Mesa Del Rey Airport in King City.

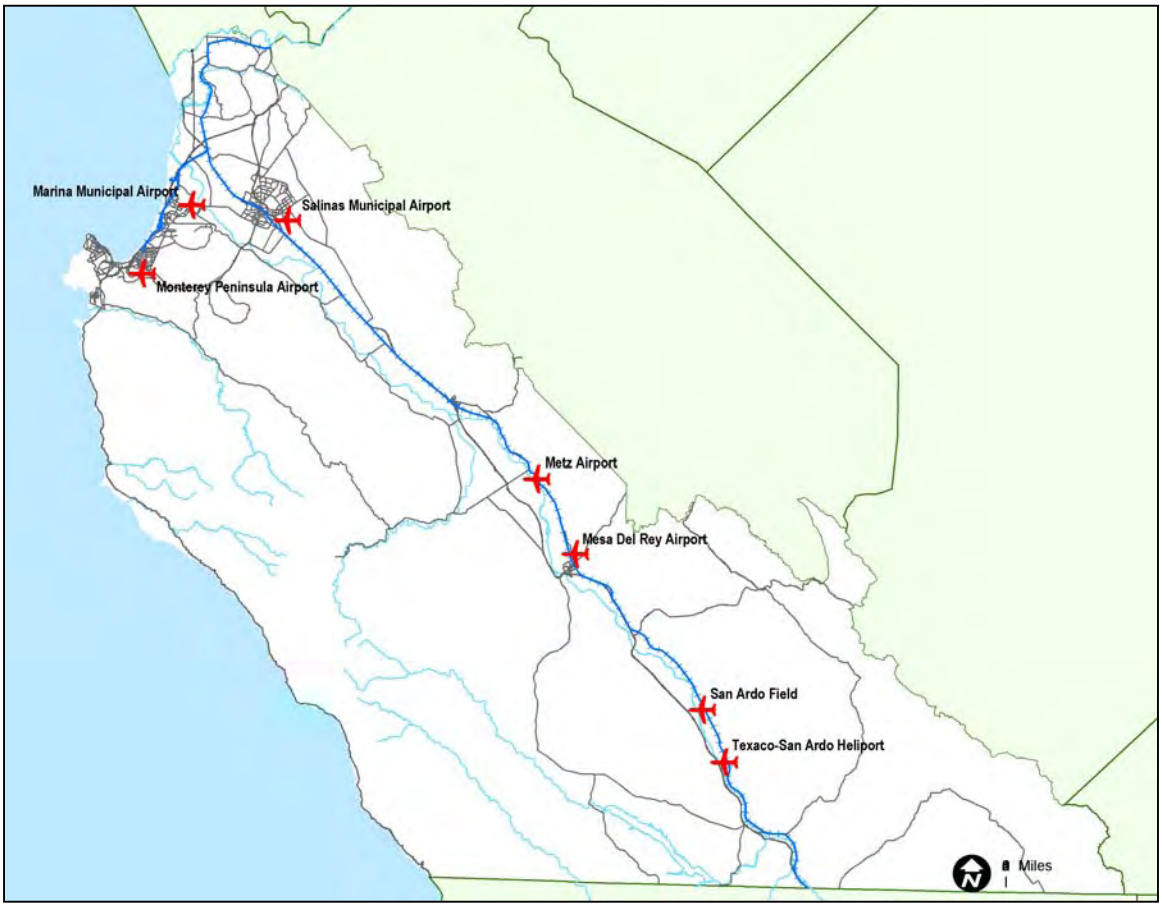
Table 2-18 Public Airport Facilities in Monterey County

	Facility			
Data	**Monterey**	**Salinas**	**Marina**	**King City**
Number of Runways	2	4	1	1
Longest Runway (in feet)	7,600	6,000	3,000	4,500
Instrument Landing	yes	yes	no	no
Control Tower	yes	yes	no	no
Scheduled passenger service	yes	no	no	no
Regional airport surveillance radar	no	no	yes	no
Owner/operator	Airport District	City	City	City
Functional Classification	Primary-Non-Hub Regional/Business/Corporate	Regional-Business/Corporate	Limited Use	Community

(Source: California Aviation System Plan, 1998 Inventory Element, California Department of Transportation, Aeronautics Program, September 1998, 1995 Regional Airport System Plan, AMBAG, 1995)
Note: Airport functional classification is a method of categorizing California airports based on how each airport functions, the services it provides and the role it plays as part of the aviation system.

The county's publicly owned airports are described in the sections that follow. Figure 2-3 illustrates the locations of Monterey County's public and private airports.

Figure 2-3: Monterey County Airports



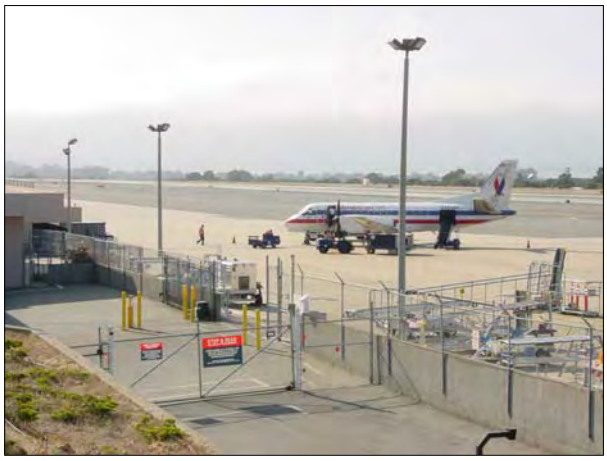
MONTEREY PENINSULA AIRPORT

The Monterey Peninsula 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 (MPAD), and is the only airport served by certified air carriers in Monterey County. The California Aviation System Plan classifies the Monterey Peninsula Airport as a primary commercial service airport of regional significance. The airport operates from 6:00 AM to 11:00 PM on a daily basis. The airport has its own independently elected scoring board.

Facilities and Services

The airport site consists of approximately 593 acres. The airfield operating area occupies the center of the airport and contains two runways; one for commercial jet operations and the other is a general aviation runway. The airport's south area contains the passenger terminal, with related access and parking facilities, and three fixed based operators, serving commercial private jets. The Monterey Peninsula Airport is currently served by three airlines: America West Express, America Eagle and United Express. Flights to San

Francisco, Los Angeles, and Phoenix provide ready connections to domestic and foreign destinations. An airport passenger survey, conducted by AMBAG in 1996, indicates that tourist visitors represent almost 62% of the airport's passengers. Los Angeles is the top reported airport destination.



Airport studies indicate that many users are destined for international destinations due to the convenience and pricing. County residents may also choose to access flights from the San Francisco Bay Area due to lower flight prices. San Jose International Airport is the closest major air carrier airport to Monterey County, with service to the rest of the state, nation, and other countries. The Regional Aviation System Plan (RASP) reports that in 1985, approximately 3.1% (136,400) of San Jose Airport's annual 4.4 million annual passengers came from Monterey County.

Ground Access

State Routes 1 and 68 (the Monterey-Salinas Highway) provide the primary ground access to the Monterey Peninsula Airport for both people and freight. Monterey-Salinas Transit provides public transit service from Monterey and Salinas to the airport, during daytime hours on Mondays through Saturdays only. An airport limousine service and taxicabs also serve the airport. Much of the local hospitality industry provides its own shuttle services for guests.

Ground access is becoming increasingly congested due to soaring office/industrial/residential developments along the Monterey-Salinas Highway in the airport environs and in the vicinity of the Route 68/218 intersection. In the long-term, widening of Route 68 or greatly enhanced transit service will be necessary to provide an adequate ground access to the airport. The City of Monterey General Plan is in the process of being updated, and includes policies directing the City to improve transit and shuttle access between the airport and multimodal transit facilities in the City.

Ground access improvements to the airport in the short term, however, include substantial improvements to Route 68 between Route 218, and Ragsdale Drive, which will be completed in 2005. These improvements are expected to dramatically improve operations at the existing Highway 68/Ragsdale Drive/Highway 218 traffic bottleneck, relieve congestion, and improve access to the Monterey Peninsula Airport. Other operational improvements on Highway 68 identified in the regional plan will further improve access to the airport from destinations in the Salinas Valley and along the Highway 68 corridor.

Monterey-Salinas Transit projects that fixed-route service providing airport access is sufficient to accommodate demand.

Planning Activities

A comprehensive land use plan was adopted in 1987 for the Monterey Peninsula Airport influence area by the Monterey County Airport Land Use Commission. The Plan serves to alert land use agencies to potential future incompatible land uses in the areas adjacent to the airport. The *Airport Master Plan Study* (1998) forecasted an average annual growth rate of 3.9% between 1990, with 275,000 passengers, and 2010, with 490,000 passenger enplanements. This downward revision from the 17.1% forecast in the 1986 RASP is due to the regional character of the airport. Although significant demand for scheduled air passenger services exists within Monterey County, the Monterey Peninsula Airport does not have the facilities to provide the range of services to attract much more than about 25 percent of the overall market demand, the remainder of which currently utilizes San Francisco Bay Area airports.

The most recent master plan for the Monterey Peninsula Airport was updated in 1992, with an update programmed in 2006. Issues under consideration in this update include improvement of airport access and circulation, general aviation basing facilities, parking facilities, and land use and development. Available runway capacity for air carrier aircraft is adequate to meet all forecast demand for air carrier traffic through the year 2010 forecast period.

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 605 acres and has three runways serving single and twin-engine aircraft and helicopters, as well as an increasing number of turboprops and turbine-powered business jets. The airport has an air traffic control tower and a precision instrument approach system serving one of the runways. More than 40 individual buildings serve airport users, including a terminal building with a flight service station. The *California Aviation System Plan* identifies the airport as a transport class facility serving general aviation, business jets, and transport type aircraft. Salinas Airport accommodated 72,336 general aviation operations in 1995, with 224 based aircraft. Air taxi service is currently available.

Ground Access

Route 101 passes the airport on the west and provides direct access to other communities within the Salinas Valley. Access to the airport is via Airport Boulevard from the west, and Alisal and Skyway Boulevards from the north and east. There is no transit service to the airport. The City of Salinas has secured STIP and federal earmark funds and is currently working on the environmental review of plans to improve the Route 101/Airport Boulevard interchange.

Planning Activities

The most recent update of the *Salinas Municipal Airport Master Plan 1990 - 2010* was completed in 1996. The Master Plan identified the need to build additional facilities and reconstruct some existing facilities in order to meet increasing aviation demand through 2010. The Master Plan projects growth for the Salinas Airport in year 2010 with 350 based aircraft and 176,975 operations. The Master Plan indicates that a runway extension to 6,000 feet total length will be needed to safely accommodate turbine aircraft and meet growing aviation demand. This extended runway will allow for utilization of all business jets with 75% useful load and even the largest of the typical business jets with 70% load. The airport also plans to increase aircraft parking facilities and develop T-hangers for the storage of based aircraft to handle the increased need.

The following steps are recommended by the *Salinas Municipal Airport Master Plan:*

- Use the Master Plan as City policy for development on and adjacent to the Salinas Municipal Airport,
- Apply to the Federal Aviation Administration and the State of California for land acquisition and construction grants for facility expansion at the Salinas Municipal Airport,
- Implement the development program at the Salinas Municipal Airport, with emphasis on land acquisition for Runway 8-26 expansion and protection, and reconstruct aging pavement and lighting systems,
- Construct City-owned hangars for revenue generation,
- Apply for State of California aviation fund loans for City hangars, and develop revenue-producing facilities at the airport to generate matching funds for future airport development and maintenance grants, and,
- Adopt new height zoning ordinances and zoning protection for the Salinas Municipal Airport in accordance with its expanded role described in the Master Plan.

An updated Master Plan has been prepared for the Salinas Airport, but is not yet adopted. Information contained in the updated 2004-2025 Master Plan will be incorporated into the Regional Transportation Plan when this document is officially adopted. The regional plan list of transportation projects is consistent with the latest Capital Improvement Program prepared for the Salinas Airport.

MESA DEL REY (KING CITY) AIRPORT

Facilities and Services

Mesa Del Rey Airport is owned and operated by the City of King City, and is located on King City's north boundary within the city limits. The airfield system consists of one runway approximately 4,500 feet in length and associated taxiways. There is no control tower so incoming and outgoing flights operate under visual flight rules. Terminal facilities include a service and maintenance hangar for the FBO (Fixed Based Operator), two storage hangars with a capacity for 18 aircraft, and uncovered tie-downs for an additional 58 aircraft. A radio station is used for homing. The airport meets general

aviation requirements for the areas extending generally from the town of Greenfield on the north to town of San Lucas on the south. In the California Aviation System Plan, Mesa Del Rey is identified as a general utility airport. In 1995, Mesa Del Rey Airport had 30 based aircraft and a total of 7,860 general aviation operations.

Ground Access
Surface access to the airport is via Lyons Street to the Airport Road entrance, approximately one mile from the city center. Route 101 is the principal north-south highway through King City. There are no significant ground access improvements planned at this time. There is no fixed-route transit service to the airport; however, King City Transit provides demand-responsive transit service to the airport.

Planning Activities
Mesa Del Rey Airport is essentially an island of city-owned property dedicated primarily to aviation activity. The level of activity at the airport has remained constant in recent years. An *Airport Master Plan* was prepared for Mesa Del Rey Airport in 1976, and has not been updated since then. A draft Master Plan is currently being considered by the City Council.

MARINA MUNICIPAL AIRPORT (FORMERLY FRITZSCHE ARMY AIRFIELD)

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 airport has one runway, which is 3,000 feet in length by 75 feet wide. 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. The Airport had approximately 10,000 aircraft operations in 1995. The *1998 California Aviation System Plan* classifies it as general aviation airport. Since the departure of the military, private uses such as training, light industrial and recreational activities take place at the airport.

Ground Access
State Route 1 passes to the west of the airport, with direct access from the highway to the airport via Reservation Road. MST's Route 20 travels on Reservation Road. The site is bordered by Reservation Road to the south, Blanco Road and a portion of the Salinas River to the east, and a developing portion of the City of Marina known as Armstrong Ranch to the north.

Planning Activities

A fifteen-year, three stage capital development program is being implemented by the City of Marina. The first stage includes establishing the minimum level of improvements necessary to operate the facility in a safe and efficient manner for the first five years. Improvements include:

- Approach slope indicators,
- Security lighting and fencing, and
- Retention of the existing Army fire and rescue vehicles or acquisition of new vehicles, and new fuel storage and distribution facilities.

Planned improvements at the Marina Municipal Airport in future stages include:

- Runway and taxiway extensions (from 3,000 feet to 5,240 feet),
- Runway/taxiway lighting,
- Instrument landing system, and
- Existing facility renovations.

2.9 MARITIME TRANSPORT

There are two coastal harbors in Monterey County:

- City of Monterey Harbor
- Moss Landing Harbor

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

In addition to these harbors, Duke Energy maintains an offshore mooring facility for oil tankers located ¾ mile offshore. The tankers transport the fuel required to serve the electrical generating plant at Moss Landing. Highway access to the harbors is provided via Route 1.

The Monterey Bay currently does not have maritime passenger transportation services, and no plans are currently 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 in between would be limited by the sea conditions and current lack of competitiveness with auto travel times (about 45 to 60 minutes).

2.10 SUMMARY OF REGIONALLY SIGNIFICANT TRANSPORTATION ISSUES

The transportation issues facing Monterey County that have been identified as regionally significant are discussed in the Policy Element of the RTP and include the following factors:

- **Declining Levels of Service (LOS)** on regional roadways continues to be a challenge. When the original plan was adopted in 1975, the objective was for all routes to operate at "LOS C" by 1995. This goal was based upon assumptions of rising gas taxes revenues in respond to population growth. In actuality, real gas tax revenues have decreased and the associated purchasing power of available funds has also decreased. The result has been a decrease in levels of service (i.e. increased traffic congestion) since 1975 and an increase in delay time.
- **Enhancing and preserving** the transportation system in Monterey County. With declining financial resources available, it has become more difficult to respond to this need. Addressing increasing traffic congestion and safety problems are part of this issue.
- **Maintenance needs** for Monterey County's existing transportation network are growing. Roadway, bikeway, sidewalk and pedestrian facilities need repair and must be addressed in parallel with capacity and operation enhancements to ensure optional utilization and capacity of the transportation network.
- **Underfunding of public transit.** Ridership is up 23% from a decade ago and up 17% since the last RTP update in 1993. Transit ridership has increased statewide and is expected to continue to grow over the next 20 years, yet funding has not kept pace with the growth in demand.
- **Securing Local Funding for Transportation.** State budget problems and a downturn in the economy since the adoption of the 2002 regional plan have made financing transportation improvements that are needed to accommodate planned growth across the county a critical issue in Monterey County, as elsewhere. Since 2002, transportation funding has been diverted by the state for other purposes.

  To address this issue, TAMC is seeking to develop local sources of transportation funding to ensure that transportation improvements needed in Monterey County can be financed. Local transportation funding sources will allow the county to competitively leverage limited amounts of available state and federal funding. Funding sources that TAMC expects to implement in the context of the 2005 regional plan update include a:

  - **Regional Development Impact Fee program,** collecting dedicated fees in proportion to the impact of new land use development on the regional transportation network, and a
  - **½ Cent Transportation Sales Tax** increase assessed countywide for transportation improvements. Although a majority of voters approved two sales tax proposals in Monterey County over the last 15 years, the

required 2/3-voter approval was not obtained. As a result, millions of dollars in new transportation revenues were not raised. TAMC is optimistic that a sales tax can be approved in Monterey County to ensure that the county's transportation system is upgraded as the county grows.

These proposed funding sources are described in more detail in Chapter 4 of this plan.

CHAPTER 3

GOALS, OBJECTIVES, AND POLICIES

National transportation policy is set forth in the United States Code, Title 23, Chapter 1, which states in part the following:

> *It is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner that will efficiently maximize mobility of people and goods within the through urbanized areas and minimize transportation-related fuel consumption and pollution. (Section 134(a)).*

Regional transportation policy flows out of this overarching national direction while accounting for regional needs, values, and perspectives. The regional plan includes goals, objectives, and policies outlining how the significant regional transportation needs identified at the end of the previous chapter will be met over the life of the plan through the development of a regional transportation network that accommodates all modes of transportation.

3.1 DEFINITIONS

As required by the California Transportation Commission Guidelines, each Regional Transportation Planning Agency (RTPA) shall develop and update goals, objectives, and policies for inclusion in the regional plan. They are defined as follows:

- **Goals:** The RTP identifies transportation goals consistent with regional comprehensive goals. A goal is the end toward which effort is directed; it is general and timeless.

- **Objectives:** An objective is a result to be achieved by a stated point in time. It is capable of being quantified and realistically attained considering probable funding and political constraints. Objectives are successive levels of achievement in movement toward a goal, and should be tied to a time-specific period for implementation. The Supplement to the 1999 Regional Transportation Plan Guidelines prepared by the California Transportation Commission further specifies that objectives be tied to short term, and long-term time horizons. The regional plan objectives described in this chapter are tied to short and long term timeframes through the prioritization of projects identified in the 2005 plan to serve regional transportation needs according to the plan's regional transportation goals in short and long term funding timeframes.

- **Policies:** Plan policies should support the attainment of regional social, land use, air quality and transportation goals and objectives. A policy is a direction statement that guides future decisions on specific actions. The goals, objectives, and policies of the

Regional Transportation Plan (RTP) are prepared under the CTC Guidelines, with consideration of the regional transportation issues of Monterey County.

3.2 REGIONAL PLANNING POLICY ELEMENT OVERVIEW

The 2005 RTP goals, objectives and policies address and are organized into three essential overarching elements, which are interrelated and are not listed in any priority within this plan:

- Mobility and Accessibility;
- Environment and Community; and
- Financial Feasibility

Each element is discussed in more detail below.

3.2.1 MOBILITY AND ACCESSIBILITY

The 2005 regional plan incorporates policy language that is meant to guide regional transportation decision-making toward improving the regional mobility of the county's residents, as well as access to the regional transportation system. Planning toward this end will require a combination of solutions, such as upgrading of regional roadways, development of countywide transit service, implementation of interregional rail services, linking together the regional bicycle network, and applying strategies that manage demand for transportation so as to maximize the efficiency of the existing transportation system. Policy language that directs how the Monterey County region will plan for accommodating each mode of transportation is necessary to ensure that county residents will be able to safely travel to where they need to go.

3.2.2 ENVIRONMENT AND COMMUNITY

Planning for the county's transportation needs involves more than a simple consideration of how county residents will move from one place to another, but how the transportation system can be improved to enhance Monterey County's quality of life. Improvements to the transportation system can accomplish this by making it easier and more convenient to travel via all modes of transportation, and further, by reducing the amount of time spent traveling. To further enhance quality of life, development of the transportation system should improve mobility while also ensuring the safety of the traveling public, while preserving Monterey County's environment and resources, and while ensuring public access to the transportation decision making process.

Consistent with state direction from the Governor and the Business, Transportation, and Housing Agency, TAMC's policies support communities that accommodate opportunities for travel by all modes of transportation in the development review and land use planning process. TAMC's goal is to coordinate land use decision-making with improvements to the county's transportation system, and further, to encourage land use patterns that are easily served by all modes of transportation, minimizing the future need for costly upgrades to automobile-oriented infrastructure.

As such, the regional plan incorporates goals and policy language addressing:

- Minimization of environmental impacts of transportation projects, including impacts to regional air quality,
- Transportation system safety,
- Coordinated land use and transportation planning, and
- Public outreach and participation

3.2.3 TRAFFIC CONGESTION AND AVAILABLE FUNDING

Improvements to the transportation system that improve mobility and enhance the county's quality of life cannot be made without the availability of resources to implement those improvements. One of the objectives of the 1975 Monterey County Regional Transportation Plan was for all routes to operate at level of service (LOS) "C" by 1995. This was based on the funding projection at that time, including a proposed increase in gas tax. In reality, road revenues have decreased, and inflation has decreased the purchasing power of available funds. The result has been a decrease in levels of service since 1975, with peak hour LOS now at E and F on many highways and arterials. Adequate funding is not available to implement all highway construction projects required to solve declining levels of service and meet current and forecasted travel demands. TAMC is placing emphasis in the next 25 years on improving levels of service through trip reduction, improved transit and bicycle and pedestrian facilities, land use strategies and amenities, and operational improvements, however, additional resources will still be needed to finance needed improvements to the regional transportation system.

The 2005 plan provides explicit policy direction on how TAMC will work towards securing the resources needed to accommodate the county's forecasted transportation needs. Policies included the 2005 recognize TAMC's significant efforts at developing and implementing a 14-year expenditure plan of regional transportation projects using proposed ½ cent countywide sales tax and Regional Development Impact Fee revenues. TAMC policies also identify a commitment to pursuing additional sources of local funding, including a transportation fee on agricultural products, and a countywide transient occupancy tax increase.

3.3 REGIONAL GOALS, OBJECTIVES, AND POLICIES

The 2005 Regional Transportation Plan goals, objectives, and policies are included on the pages that follow.

1. Mobility and Accessibility

Develop and maintain a multi-modal transportation system that preserves and/or enhances mobility and access of the regional transportation network.

Goal 1.1: Road and Highway Transportation

Provide a network of road and highway facilities that provides for the safe, efficient movement of people and goods within Monterey County.

Objective 1: Approve and secure funding for TAMC's 14-year transportation expenditure plan program of projects by 2010.

Objective 2: Design facilities included in TAMC's expenditure plan program of regional transportation projects to operate at LOS C, achieve at least LOS D on the regional roadway network by 2020, and maintain at least LOS D on regional roadways thereafter.

Objective 3: Update the regional Intelligent Transportation System (ITS) plan for Monterey County by 2007, and continue to update the plan in concert with regular updates of the Regional Transportation Plan.

Policies:

Policy 1. Prioritize maintenance, improvement and implementation of safety and operational improvements on existing road and highway corridors to maximize the efficient use of existing transportation infrastructure.

Policy 2. To facilitate the identification of regional road and highway travel needs, undertake traffic and LOS monitoring on regional and local streets and highways designated as part of the CMP network for Monterey County at a maximum interval of two years between counts, using the most recent version of the Highway Capacity Manual methodology.

Policy 3. Coordinate with the cities, County, Caltrans, and AMBAG to develop a regional traffic count program to assure that all information gaps are filled and no duplicative counting occurs.

Policy 4. Where appropriate and feasible, apply new technologies, such as Intelligent Transportation System (ITS), to enhance the efficiency and safety of the existing facilities.

Policy 5. Consider multi-modal, demand management, and alternative transportation improvement options in the selection and design of regional road and highway improvements.

Policy 6. Implement road and highway capacity improvements needed to address the projected traffic impacts of future growth on the most congested road and highway corridors where multi-modal transportation options or

transportation demand management measures alone will not foreseeably improve travel times or Levels of Service on existing road and highway infrastructure.

Goal 1.2: Bicycle and Pedestrian Transportation

Expand, improve, and maintain facilities for pedestrians and bicyclists that accommodate safe, convenient, and accessible bicycle and pedestrian transportation across Monterey County.

Objectives:

Objective 1: Increase the number of bicycle facility miles in Monterey County by 10% from 246 miles to 271 miles by the year 2015.

Objective 2: Increase the number of bicycle facility miles on the Monterey Bay Sanctuary Scenic Trail from the existing 14 miles to 30 miles, completing the trail by the year 2025.

Objective 3: Increase the number of trips made by bicycle from the existing .8% to 3% by the year 2015.

Objective 4: Update and distribute a revised copy of the Monterey County Bike Map by 2008.

Objective 5: Annually administer Monterey County Bike Week, and preserve or increase public and private sponsorships for Bike Week activities.

Policies:

Policy 1. Identify gaps in the countywide bicycle facilities network, and needed improvements to and within key pedestrian activity centers and county community areas, and define priorities for eliminating these gaps and making needed improvements.

Policy 2. Determine funding needs for expanding and improving bicycle and pedestrian facilities, and seek funding for those needs.

Policy 3. Update the TAMC Monterey County General Bikeways plan and Monterey County Bicycle Map in concert with the 4-year update schedule for the Regional Transportation Plan to document gaps on the regional bicycle facilities network and set priorities for funding projects.

Policy 4. Encourage routine maintenance of bikeway and walkway network facilities, as funding and priorities allow, including regular sweeping of bikeways and shared-use pathways. Programs to support these maintenance efforts could include:

- Sidewalk repair programs, including incentives to property owners to improve adjoining sidewalks beyond any required maintenance,
- Continued administration of the Bicycle Service Request Form Program to alert public works departments to bicycle-related hazards,
- "Adopt a Trail" programs that involve volunteers for trail clean-up and other maintenance,
- Enforcement of sweeping requirements of towing companies following automobile accidents.

Policy 5. Continue to administer the Bike Protection Program to subsidize the cost of bike racks and lockers in locations most heavily used by bicyclists.

Policy 6. Support the development and implementation of effective programs to educate drivers, bicyclists, and pedestrians as to their rights and responsibilities, and adult and youth pedestrian and bicycle education and safety programs, including:

- Enforcement of pedestrian- and bicycle-related laws by local police departments,
- Teaching of bicycle and pedestrian safety to school children and drivers
- Informing interested agencies and organizations about available education materials and assistance such as those programs included within the National Bicycle Safety Network.

Policy 7. Support programs being developed, or in place in Monterey County, that encourage and promote bicycle and pedestrian travel. These programs could include:

- Producing and distributing TAMC's Monterey County Bicycle Map as resources allow,
- Supporting programs that would encourage more students to walk or bicycle to school,
- Continuing the encouragement of bicycling and walking as part of transportation demand management and commute alternatives programs, and
- Continuing to work with local jurisdictions and partner agencies to sponsor Monterey County Bike Week as an increasingly effective mechanism for promoting bicycle travel and bicycle safety.

Policy 8. Work with local agencies to develop a coordinated approach to bicycle signage, the system for which could include:

- Directional and destination signs along bikeways and shared use trails
- Location maps in downtown areas and other major pedestrian districts

- A route identification system and common set of signs for the regional bicycle network identified in TAMC's General Bikeways Plan.

Policy 9. The TAMC Pedestrian and Bicycle Facilities Advisory Committee (BPC) will continue to review development proposals from local agencies and provide comments to public works staff to help resolve bicycle and pedestrian issues of concern and to make sure that proposed facilities are practical, safe and usable. The BPC will develop countywide or sub-regional approaches that could help overcome obstacles standing in the way of achieving TAMC's goal for planning pedestrian and bicycle transportation.

Policy 10. Support and encourage local efforts to require the construction of bicycle and pedestrian facilities and amenities, where warranted, as a condition of approval of new development and major redevelopment projects as part of TAMC's goal to coordinate land use decision-making with regional transportation planning.

Policy 11. Accommodate, and encourage other agencies to accommodate, the needs for mobility, accessibility, and safety of bicyclists and pedestrians when planning, designing, and developing transportation improvements. Such accommodation could include:

- Reviewing capital improvement projects to make sure that needs of non-motorized travel are considered in programming, planning, maintenance, construction, operations, and project development activities and products.
- Incorporating sidewalks, bike lanes, crosswalks, pedestrian cut-throughs, or other bicycle and pedestrian improvements into new projects.

Policy 12. In order to facilitate regional travel by bicycle, TAMC encourages its member agencies to construct bicycle facilities on new roadways as follows:

- In coordination with regional and local bikeways plans;
- According to the specifications in Chapter 1000 of the Caltrans Highway Design Manual;
- With consideration of bicycle lanes (Class 2 facilities) on all new major arterials and on new collectors with an Average Daily Traffic (ADT) greater than 3,000, or with a speed limit in excess of 30 miles per hour; and
- With special attention to safe design where bicycle paths intersect with streets.

Goal 1.3: Public Transit Services

Provide public transportation that increases mobility and improves quality of life in Monterey County

Objective: Increase ridership on Monterey-Salinas Transit service routes at a rate as fast or faster than the growth in county licensed drivers.

Policies

Policy 1. Continue to work with the Social Service Transportation Advisory Council (SSTAC) to identify the transportation needs of populations that may be disadvantaged in terms of existing mobility options (low income, minority, persons with disabilities, older adults) and assess the adequacy of transit services available to meet those needs in accordance with the Transportation Development Act (TDA).

Policy 2. Review and provide input as the opportunity arises in the development of MST's periodic service adjustments to support MST's efforts to deliver safe, efficient, and cost-effective transit service while increasing ridership, reducing overcrowding, and minimizing schedule delays.

Policy 3. Provide technical assistance to transit operators and assist transit operators in meeting recommendations from triennial performance audits.

Policy 4. Administer Transportation for Livable Communities (TLC) Transit-Oriented Development Incentive Program to encourage land use jurisdictions that support Transit Oriented Development, and reward jurisdictions that approve new housing and other development near transit hubs.

Policy 5. Encourage the consideration and incorporation of transit facilities and amenities in transportation improvements that meet the needs of transit customers and operations and that serve new land use development according to Monterey-Salinas Transit's *Designing for Transit* guidelines manual.

Policy 6. Where appropriate and feasible, apply new technologies, such as Intelligent Transportation Systems (ITS), on existing transportation facilities to enhance the efficiency of transit service.

Policy 7. Develop and conduct a legislative program to support and promote transit.

Policy 8. Support Monterey-Salinas Transit's marketing initiatives to promote public transit and increase ridership.

Policy 9. Work with local agencies and jurisdictions to maintain and expand transit services for South Monterey County residents.

Policy 10. Ensure the safety and security of passengers, employees and physical infrastructure through the use of technology and other measures.

Goal 1.4: Rail Transportation

Provide viable rail facilities for commuters and travelers that accommodate convenient, reliable and accessible rail transportation to and from Monterey County, enhancing mobility and access of the transportation network.

Objectives:

Objective 1. Extend Caltrain commuter service from Gilroy to Salinas by 2009.

Objective 2. Implement fixed-guideway vehicle service on the Monterey Branch Line by 2010 between Castroville and the former Fort Ord while preserving the potential to extend service directly to the City of Monterey.

Objective 3. Support Amtrak and the Coast Rail Coordinating Council in the implementation of new intercity service between San Francisco and Los Angeles called the Coast Daylight.

Objective 4. Encourage safe, efficient and economical transportation of people and commodities by upgrading, consolidating, separating or removing at-grade railroad crossings in Monterey County.

Policies:

Policy 1. Maintain and promote the State of California rail goals as found in the California State Rail Plan adopted in January 2002:

- Provide relief to highway and airway congestion,
- Provide a rail transportation alternative to other travel modes, and
- Improve air quality, conserve fuel and contribute to efficient and environmentally superior land use.

Policy 2. Promote grade crossing safety by conforming to safety standards outlined by the Federal Highway Administration (FHWA) and the California Public Utilities Commission (PUC) as stated in the Monterey County Grade Crossing Capital Improvement Program (CIP).

Policy 3. Maintain and preserve existing rail corridors in Monterey County for future rail use.

Policy 4. Nurture relationships with state and federal entities to retain programs relating to rail transportation and to obtain state and federal funds for TAMC's rail projects.

Policy 5. Keep the public and Monterey County officials informed and involved in the planning process while stressing the importance of the rail component to an integrated intermodal transportation system.

Policy 6. Continue monthly meetings of the Rail Policy Committee, a TAMC Board subcommittee that formulates policies related to the rail program.

Policy 7. Consider the incorporation of multiple transportation uses within the Monterey Branch Line right-of-way.

Policy 8. Encourage mixed use/higher density transit oriented development within ¼ mile of rail stations.

Policy 9. Use the cleanest technologies possible in any new rail services.

Goal 1.5: Transportation Demand Management

Maximize use of existing infrastructure and resources by administering, implementing, or encouraging the employment of measures that reduce peak-hour demand on regional transportation infrastructure.

Objective: Increase vehicle occupancy on major regional roadways by 2% by 2015 and 5% by 2030.

Policies:

Policy 1. Encourage telecommuting in non-residential development as a traffic mitigation measure.

Policy 2. Encourage flexible work schedules for employees as a traffic mitigation measure.

Policy 3. Encourage employers to utilize available rideshare programs or create their own.

Policy 4. Encourage employers to offer transit incentives to employees to mitigate traffic impacts of non-residential development and reduce vehicle trips generated by existing land use.

Policy 5. Encourage employers, new development, and county jurisdictions to provide carpool or vanpool parking.

Policy 6. Encourage large employers to offer child care facilities as resources allow and encourage all employers to provide information on nearby child care resources.

Policy 7. Encourage the location of child care facilities in or near employment centers

Policy 8. Support existing rideshare programs administered by the Association of Monterey Bay Area Governments.

Goal 1.6: Accessibility

Provide an integrated and Americans with Disabilities Act (ADA)-compliant transportation system that is responsive to the special needs of all seniors and Persons with disabilities.

Objective: Increase the number of ADA-compliant transportation facilities, developments, and services through TAMC's project development, development review, and planning work.

Policies

Policy 1. Work with county transit providers and jurisdictions to incorporate the accessible transportation requirements established by the Americans with Disabilities Act of 1990 into new transportation and land use development projects.

Policy 2. Assure that the ADA transit and paratransit services of private and public transportation providers are coordinated. Integrate public and special purpose transportation services.

Policy 3. Work with county transit providers and jurisdictions to ensure that the public is informed about specialized transportation options.

2. Environment and Community

Provide transportation facilities and services that enhance the livability of communities within the region, and minimize impacts to the natural and built environment.

Goal 2.1: Environmental Preservation

Develop a multi-modal regional transportation system that complements and enhances the natural and social environment of the Monterey Bay region.

Objective 1: Ensure that the RTP meets all applicable state and federal requirements for conformity with the region's adopted air quality plans, including expeditious implementation of transportation control measures.

Objective 2: As responsible agency, approve an environmental impact report to be prepared in cooperation with, and subsequently certified by, AMBAG as the lead agency for the three county Metropolitan Transportation Plan, of which this RTP forms an integral part.

Policies:

Policy 1. In accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), avoid or substantially lessen environmental impacts of new transportation facilities on existing land use and environmentally sensitive areas.

Policy 2. Ensure that project-level impacts are addressed and mitigated prior to TAMC approval of state and federal funding for transportation projects in Monterey County.

Policy 3. Ensure that TAMC's plans and programs conform to state and federal air quality standards for the region.

Policy 4. Assure compliance with federal policies that transportation projects do not disproportionately affect ethnic minority and low-income communities.

Goal 2.2: Safety

Implement and encourage projects that enhance safety.

Objective: Reduce the number of traffic collisions (injury, fatal and property damage) on streets, roads, and highways in the County from 6,582 (1993 to 1997 average) by a minimum of 5% by year 2010.

Policies:

Policy 1. Identify roadway segments and locations with higher than statewide average accident rates and fund safety measures as appropriate

Policy 2. Support safety enforcement and educational programs to improve overall travel safety.

Policy 3. Maintain safety programs, such as the SAFE Call Box Program, SPECTER radar trailer, and Freeway Service Patrol.

Policy 4. Recommend creation of task forces for corridors with an accident history higher than statewide averages.

Policy 5. Refer local agencies and developers to MST's *Designing for Transit* document, a transit safety guideline, for pedestrian and bicycle users as part of approval process for redevelopment and new development projects in local jurisdictions.

Policy 6. Evaluate proposed transportation projects for bicycle and pedestrian safety elements.

Policy 7. Support the provision of safe and adequate truck facilities in areas of major truck traffic.

Goal 2.3: Coordinated Land Use and Transportation Planning

Achieve transit, bicycle, and pedestrian-supportive land use development through promotion and coordination with county land use jurisdictions.

Objective: Increase the number of residential units within ¼ mile of fixed-route transit stops, stations, or multi-modal facilities through coordination with county land use jurisdictions through the CEQA development review and land use planning processes.

Policies:

Policy 1. Work with local jurisdictions to develop land use policies that reduce vehicle trips and promote transit, bicycle travel, ridesharing, and walking in new residential and commercial developments, including policies that support:

- Mixed-use development, or higher residential densities in core urban areas or in close proximity to transit to accommodate short trips by non-auto modes of transportation
- Prioritized development in areas where transportation infrastructure exists or is most cost-effective to extend
- A balance of employment and housing to reduce regional commute demands

Policy 2. Work with county jurisdictions to provide for interconnected local street systems incorporating design features that facilitate travel by non-auto modes of transportation, including:

- Grid-based street design
- Short block lengths
- Discouragement of cul-de-sac or dead end streets where the environment allows unless such streets incorporate bike or pedestrian easements that reduce trip lengths
- Curb bulb-outs at intersections to reduce pedestrian crossing distances
- On-street parking in commercial areas to slow the flow of vehicular traffic and create a pedestrian/auto buffer
- Landscaped buffers between pedestrians and motorized traffic and pedestrian scale street lighting no more than 15 feet high

Policy 3. Work with county jurisdictions to design streets that accommodate all modes of transportation, including:

- Sidewalks and on-street bicycle lanes in new development and street construction
- Bus pullouts, transit stops, transit shelters, and other amenities to serve new development according to the MST Designing for Transit Handbook

Policy 4. Work with county jurisdictions to encourage site design features through the CEQA development review and planning processes that reduce trips and support non-auto modes of transportation, including:

- Buildings that face the street
- Residential uses over commercial uses in commercial areas
- Reduced building setbacks
- Location of on-site parking to the rear of structures or underground
- Pedestrian facilities or routes connecting building entrances with the street where parking is not provided to the rear of buildings
- On-site bicycle storage facilities

Policy 5. Encourage county jurisdictions to utilize the Caltrans Traffic Impact Studies Guide or develop traffic impact study guidelines of their own for use in analyzing the impacts of growth on the regional transportation system.

Policy 6. Support the use of alternative modes of transportation to recreational and visitor-oriented developments through the planning review process.

Policy 7. Review and comment on planning and environmental documents through the CEQA environmental review process for consistency with the RTP.

Goal 2.4: Public Outreach

Solicit broad public input in developing regional and local transportation plans, projects and funding.

Objective: Promote and encourage public involvement in the planning process of all projects. Ensure that the public is properly informed of all projects and incorporated in the decision making process. Provide adequate opportunities for full public input in the evaluation and implementation of transportation system improvements.

Policies:

Policy 1. Notify the public of ongoing activities through the monthly meetings of TAMC and the member jurisdictions and/or through media reports/news releases.

Policy 2. Appoint ad hoc committees as required to address specific issues and programs with citizens representing appropriate interests. An ad hoc committee would have appropriate representation with knowledgeable individuals appointed by TAMC. Resolution of the action or completion of the project would result in the committee being dissolved.

Policy 3. Prepare targeted presentations on various TAMC projects to give periodic presentations to community organizations. The public outreach program could include annual visits to city councils, service organizations and town hall meetings.

Policy 4. Assure the inclusion and involvement of all segments of population, including those groups protected under Title VI of the Civil Rights act of 1964, Americans with Disabilities Act, and Executive Order 12898 Environmental Justice provisions.

Policy 5. Assure effective intergovernmental relations through agreed upon procedures to consult, cooperate and coordinate transportation related activities and decisions.

Policy 6. Consider appointing citizens as nonvoting members of existing TAMC committees, including Rail, TAC, and perhaps Executive.

Policy 7. Encourage TAMC Board members to play a more active role in disseminating information to their respective jurisdictions.

Policy 8. Continue periodic Transportation Information Group (TIG) luncheons with invited subject matter experts as speakers, open to the public.

Policy 9. Post TAMC activities, agendas, and programs on the TAMC website within 1 week of meeting date.

3. Financial Feasibility

Ensure the financial feasibility of the Regional Transportation Plan, by assuring that revenues are available to achieve planned transportation improvements needed to serve Monterey County's transportation needs.

Goal 3: Regional Transportation Financing

Secure sufficient funding to meet the countywide regional transportation needs over the next twenty years.

Objective 1: In coordination with Caltrans and the local land use authorities, adopt a countywide regional traffic impact fee program in 2005 to replace the current ad hoc mitigation system. Apply that program to all developments throughout the county based on their impact on the regional transportation system.

Objective 2: Submit to the voters a ballot measure in 2006 proposing for a local transportation sales tax.

Objective 3: Work with agriculture and hospitality industry groups to create a method of contributing towards their industries' impact on the regional transportation system.

Objective 4: Implement TAMC's 14-year transportation expenditure plan that sets forth the projects and funding proposal for all existing and proposed revenue sources.

Policies:

Policy 1. Raise new local monies to gain local control over regional transportation improvements and better leverage state and federal funds.

Policy 2. Assure that all users of the regional transportation system contribute a share of funding towards improving the system.

Policy 3. Streamline the regional traffic mitigation process for implementing agencies and applicants.

CHAPTER 4

FINANCIAL AND ACTION ELEMENT

The Regional Transportation Plan provides the basis for investing in Monterey County's transportation future. Chapter 4 describes how TAMC selected regional transportation projects to serve the countywide transportation needs described in Chapter 2, consistent with the regional transportation goals identified in Chapter 3.

The 2005 Regional Transportation Plan represents an update of the 2002 regional plan and project list. The process followed to update the regional plan incorporated four steps:

- *Step 1:* Forecast available transportation revenues over the time horizon of the plan and developing funding assumptions,
- *Step 2:* Update the regional project list included in the 2002 plan based on an updated analysis of needs on the regional roadway network and through consultation with local jurisdictions and partner agencies,
- *Step 3:* Compare forecasted revenues with updated project costs, and
- *Step 4:* Develop performance measures to evaluate and select projects for the financially constrained project list.

A more detailed description of each step followed to update the project list for the 2005 regional plan is provided below.

4.1 *STEP ONE* - MONTEREY COUNTY REVENUE PROJECTIONS

The first step in developing a plan for accommodating the county's transportation needs involves first determining how much money is likely to be available to construct projects over the life of the plan. Twenty-five year revenue projections have been developed by AMBAG in consultation with TAMC, the Santa Cruz County Regional Transportation Commission, the San Benito County Council of Governments, the California Department of Transportation (Caltrans), Caltrans District 5, the Monterey Bay Unified Air Pollution Control District, Monterey-Salinas Transit, the Santa Cruz County Metro Transit District, the County of Monterey, and Monterey County cities.

The major sources of revenues from which jurisdictions receive revenues can be divided into three categories: federal, state, and regional/local. Each of these sources in turn contains several categories designated for specific transportation uses. In addition, different types of jurisdictions are often eligible for specific types of funds. Projecting from all known federal,

state, and regional/local funds, total transportation revenues expected through FY 2030 for Monterey County equal about $4.2 billion.

This section documents the funding sources reasonably expected to be available to finance projects at the federal, state, regional, and local level. A summary of the estimated transportation revenues assumed for the 25-year planning period of the regional plan is presented in Table 4-1.

Table 4-1: Monterey County Funding Availability and Claims (FY 04/05 – FY 29/30) ($1,000)

Federal Funds	Annual Average	Total All Years	Source Notes
Congestion Mitigation & Air Quality (CMAQ)	$ 2,677	$ 69,589	Estimated CMAQ allocations for federal Fiscal Year (FY) 2003-2004 through 2006-07 provided by Caltrans. FFY 2006-07 used as constant for future years. 2000 U.S. Census population used to split regional allocation to counties. New air quality standards may result in region losing CMAQ in FY05/06, but could return in future. Revenues included in plan projections but as dedicated funds not allocated for projects.
Earmarks	$ 2,981	$ 77,499	Based on earmarks received.
FAA Airport Improvement Program (AIP)	$ 4,426	$ 115,076	Average of grants received between FFY 00/01 through FFY 02/03 assumed as constant through FY 29/30.
FTA 5208(f) ITS	$ 343	$ 8,908	Average actual grants received in past 4 years
FTA 5307	$ 4,801	$ 124,839	FY 03/04 Budgeted amount w/o escalation.
FTA 5309 Earmark - Bus	$ 1,916	$ 49,816	Average actual grants received in past 4 years. FY 04/05 includes carryover of past awards.
FTA 5309 Earmark - Rail	$ 2,596	$ 67,495	Anticipated funding for Caltrain and the Monterey Branch Line
FTA 5310	$ 180	$ 4,680	$180 annually reflects most recent award and is similar to recent past awards
FTA 5311	$ 158	$ 4,098	FY 05 - FY 07 programmed, FY 07 used for FY 08 and beyond.
FTA Small Urban Incentive Tier	$ 1,116	$ 29,012	New fund source is in both House and Senate version of TEA reauthorization.
Job Access and Reverse Commute Grants	$ 248	$ 6,436	Based on SAFETEA, County's share assumed equal to pop percent of Nation pop.
Recreational Trails	$ 91	$ 2,371	2004 STIP for FY 05 through FY 09. Annual average of 2004 STIP constant thought FY 2030
Regional Surface Transportation Program (RSTP)	$ 4,352	$ 113,157	Estimated RSTP allocations for federal Fiscal Year (FY) 2003-2004 through 2006-07 provided by Caltrans. FFY 2006-07 used as constant for future years
Safe Route to School (SR2S)	$ 365	$ 9,501	Average awards from first 4 rounds of SR2S Program. On September 9, 2004 Governor Schwarzenegger signed SB 1087 (Soto) extending the Safe Routes to School program for three more years. TheSR2S program is now scheduled to sunset on January 1, 2008.
Transportation Enhancement (TE)	$ 755	$ 19,635	Per 2004 STIP, FY 08/09 STIP fund estimate assumed constant for future years

Table 4-1 (Continued): Monterey County Funding Availability and Claims (FY 04/05 – FY 29/30) ($1,000)

State Funds	Annual Average	Total All Years	Source Notes
Bicycle Transportation Account (BTA)	$ 64	$ 1,658	7.19M Annually, 5M in 2006/07 and beyond
California Aid to Airport Program (CAAP)	$ 30	$ 780	$10,000 annual grants to qualifying airports is projected to remain at same level through the FE period.
Environmental Enhancement & Mitigation (EEM)	$ 123	$ 3,201	County's share assumed equal to pop percent of State pop. The Environmental Enhancement and Mitigation Program sustained a $5 million mid-year cut, which completely eliminated the program. This money is proposed to be restored at $10 million for 2004-05, but proposes no new money, it only uses money that is in the account from past transfers.
Freeway Service Patrol	$ 170	$ 4,420	FY 04/05 budgeted amounts w/o escalation
Interregional Share STIP	$ 7,318	$ 190,257	2004 STIP for FY 05 through FY 09. TAMC's estimate past FY 09 based on the average of the $60,208 received over the past 7 years.
Prop 116	$ 240	$ 6,250	Prop. 116 fund balance
Prop 42	$ 7,771	$ 202,048	Continuation of local funding after FY 2007/08
Regional Share STIP	$ 15,468	$ 402,164	2004 STIP for FY 05 through FY 09. Annual average of 2004 STIP constant thought FY 2030
Rural Planning Assistance	$ 265	$ 6,890	FY 03/04 allocation assumed constant through FY 2030
SHOPP	$ 15,069	$ 391,795	FY 04/05 through FY 07/08 average used for remaining years without escalation
State Transit Assistance (STA)	$ 754	$ 19,604	Average of recent years for FY 04/05, not escalated.
Local Funds			
AB 2766	$ 767	$ 19,932	03/04 funding $1.3 M assumed constant. Based on forecasted % of region's pop.
MST Farebox Revenue	$ 4,592	$ 119,392	FY 03/04 Budgeted amount w/o escalation
Caltrain Farebox Revenue	$ 1,887	$ 49,070	Anticipated farebox revenue from Caltrain after start of service
FORA Development Fee	$ 9,584	$ 249,190	FY 2004-05 through FY 2021-22 fee estimate
Fuel Tax Subventions	$ 12,333	$ 320,661	Three year average from State Controllers Reports, not escalated
Local	$ 22,662	$ 589,205	State Controllers report "Monies from City Sources for Street Purposes", average of past 3 years. Plus Misc Local Contributions from Project Sponsors in Santa Cruz County
MST non-fare revenue	$ 644	$ 16,742	Average of past 4 years, FY 04/05 budgeted amount assumed through FY 2030
Sales Tax	$ 13,976	$ 363,384	Proposed Sales Tax. In Santa Cruz, assumes 1.5% real growth in taxable sales each year and adds final 5 years of tax revenues in FY29/30 to reflect anticipated bonds to occur prior and project costs in the action element.
Service Authority for Freeways and Expressways (SAFE)	$ 325	$ 8,450	SAFE for SB County = average of past three years funding, for Monterey and SC County: FY 03/04 receipts w/o escalation
TAMC Developer Fee	$ 10,077	$ 262,000	Proposed Monterey County Developer Impact Fee
Transportation Development Act (TDA)	$ 12,064	$ 313,664	Average of recent years for FY 04/05, not escalated
Monterey County Totals:	**$ 162,872**	**$ 4,242,869**	

Source: AMBAG in Coordination with TAMC

Many of these revenues contain categorical restrictions and other conditions on their use, so the discussion of revenues is broken down by funding source section 4.1.1 below.

4.1.1 FEDERAL REVENUE SOURCES

With the passage of the Intermodal Surface Transportation Efficiency Act in 1991 and its successor in 1998, the Transportation Equity Act for the 21st Century (TEA 21), nationwide transportation funding stabilized. However, all federal funding is still subject to the annual budget process and congressional appropriations.

Federal Aviation Administration

Airport Improvement Program (AIP)

The Airport Improvement Program provides funds for eligible airport improvements and aviation planning. It is administered by the Federal Aviation Administration (FAA), a division of the U.S. Department of Transportation. There are four components to this fund source. They are: 1) entitlements to air carrier and general aviation airports; 2) discretionary for capital/planning projects; 3) discretionary noise abatement; and 4) state apportionment for capital/planning projects at general aviation airports. AIP can be used for planning, construction, or rehabilitation at any public-use airport. AIP funds cannot be used for construction of hangers, automobile parking facilities, buildings not related to the safety of persons in the airport, landscaping or artwork, or routine maintenance and repair.

- **Primary Airports:** Each primary airport apportionment is based upon the number of passenger boardings at the airport. If full funding is made available for obligation, the minimum amount apportioned to the sponsor of a primary airport is $650,000, and the maximum is $22,000,000. These funds are calculated as follows:
    - $7.80 for each of the first 50,000 passenger boardings
    - $5.20 for each of the next 50,000 passenger boardings
    - $2.60 for each of the next 400,000 passenger boardings
    - $0.65 for each of the next 500,000 passenger boardings
    - $0.50 for each passenger boarding in excess of 1 million

  Monterey Peninsula Airport is the only primary airport in the three-county region. Approximately 445,000 passengers are served annually, resulting in an annual entitlement of approximately $1,550,000.

- **General Aviation Airports:** Each General Aviation airport is entitled to $150,000 annually in AIP grants. Additional discretionary AIP grant funds are available on a competitive basis.

Federal Transit Administration

Under the Urban Mass Transportation Act of 1964, as amended, funding was made available for transit planning, operating and capital programs. The Federal Transit Administration (FTA), a branch of the U.S. Department of Transportation, administers these funds. However, most funds are passed through to each state's Department of Transportation, Caltrans in California, to allocate and administer.

The following programs, funded under FTA, can be considered as potential revenue sources for transportation in the Monterey Bay metropolitan region, particularly for capital, operating, planning and training assistance.[1]

Section 3037

The Jobs Access Reverse Commute (JARC) is a discretionary grant program to develop transportation services designed to transport welfare recipients and low-income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. JARC grants require a 50% funding match from non U.S. Department of Transportation funds.

Section 5303

The Section 5303 Technical Planning Assistance Program for urbanized area provides financial assistance to State and local governments to aid in meeting national planning objectives which are updated annually. In California, the funds are distributed to Metropolitan Planning Organizations (MPOs), through Caltrans, on a population formula basis. The FTA Section 5303 program has a local match of 11.47%.

In the Monterey Bay metropolitan region, AMBAG receives Section 5303 funds for Monterey and Santa Cruz counties to conduct transit planning and ensuring the inclusion of each operator in short and long-range plans and programs. Typically, AMBAG makes a portion of the funds annually available to the mass public transit operators to conduct transit planning to meet their special needs/interests in support of the metropolitan transportation planning process. The total annual amount available to the region is approximately $186,000.

Section 5307

Section 5307 is the original federal transit assistance program for transit operators in urbanized area with a population of 50,000 or more. FTA Section 5307 block grants are apportioned annually to urbanized areas through a complex formula weighted by 2000 population, population density and revenue vehicle miles, or rail miles, if applicable. For urbanized areas with populations less than 200,000, funding may be used for either capital or operating costs at local option and without limitation. Local match requirements very

1. Much of the FTA funding information is from Urban Mass Transportation Administration, *Program Guidance Circulars,* various dates.

depending on the use of 5307 funds. Operations require a 50% federal, 50% local match; and capital acquisitions and associated capital maintenance items are allowed at a 80% federal, 20% local match rate. If they choose, operators can use Section 5307 funds for planning purposes.

In FY 2004/05, approximately $ 8.5 million was made available to Monterey-Salinas Trans

Section 5309

Section 5309 represents three major discretionary capital investment grants: new starts, fixed guideway modernization, and buses. New Starts refers to new rail service. For a rail project to be eligible for new starts funds, it must be included in the Secretary of Transportation's annual report. In the report, projects are evaluated and rated and given a recommendation. The fixed guideway modernization program provides funds to upgrade rail systems seven or more years old. Section 5309 bus provides funds for new buses and bus facilities.

Section 5310

FTA Section 5310, provides capital grants for the purpose of assisting private nonprofit corporations and, under certain circumstances, public agencies in providing transportation services to meet the needs of elderly persons and persons with disabilities for whom public mass transportation services are otherwise unavailable, insufficient, or inappropriate.

Section 5311

Section 5311 financial assistance for nonurbanized areas provides federal funds to public transit operators servicing nonurbanized areas (i.e., areas not included in a designated urbanized area of population over 50,000) for capital and operating assistance projects.

Section 5313(b)

The State Planning and Research Grant Program distributes FTA Section 5313(b) funds for activities such as: research, planning, development and demonstration projects in all phases of mass transportation; managerial, technical, and professional training fellowships in the public transportation field; university research and training in urban transportation problems; and human resource needs to increase minority and women employees and business opportunities in the public transportation field.

Federal Highway Administration

Regional Surface Transportation Program

The Regional Surface Transportation Program (RSTP) represents the most flexible federal fund source available for local uses. Funds can be used for projects on any Federal-aid highway (ranging from national highways to city arterials), rural minor collectors, bridge

projects on any public road, transit capital projects, and public bus terminals and facilities. TEA-21 expanded Regional Surface Transportation Program eligible projects to include environmental provisions, modification of sidewalks to meet Americans with Disabilities Act requirements, and infrastructure-based intelligent transportation systems capital improvements.

Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides flexible funding for transportation projects and programs to assist in meeting the National Ambient Air Quality Standards established under the Federal Clean Air Act Amendments of 1990. Examples of eligible activities include transit improvements, travel demand management strategies, traffic flow improvements, and bicycle/pedestrian improvement projects.

New federal 8-hour ozone standards result in the Monterey Bay Region being reclassified as an attainment area. Current regulations allocated CMAQ funds to only ozone non-attainment and maintenance areas. After redesignation, CMAQ funds may no longer be available to the region. Due to the preliminary nature of this issue, CMAQ funds continue to be forecasted as available to the region by AMBAG; however, in recognition of the funding uncertainty monies were not allocated to specific projects on the project list.

Transportation Enhancement Activities

Federal Transportation Enhancement Activities funds are to be used for transportation-related capital improvement projects that enhance quality-of-life in, or around, transportation facilities. Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the transportation system.

Recreational Trails Program

The Recreational Trails Program provides funds for the creation and maintenance of recreational trails. On a state-wide basis, 30 percent of the funds must be applied to motorized uses, 30 percent for nonmotorized uses, and 40 percent for diverse (i.e. combination) trail uses. Recreational Trails Program funds are distributed by the California Parks Department.

National Scenic Byways Program

TEA-21 authorizes funds for technical assistance and grants for the purposes of developing scenic byways programs and undertaking related projects along roads designated as National Scenic Byways, All-American Roads, or as State Scenic Byways.

Transportation and Community and System Preservation Pilot Program

The Transportation and Community and System Preservation (TCSP) Pilot program provides funds for research and grants to investigate the relationships between transportation and

community and system preservation and private sector-based initiatives. Discretionary grants are available to: plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and center of trade; and examine private sector development patterns and investments that support efficient use of the transportation infrastructure. Available funds are typically earmarked through the annual federal budget Transportation Appropriations process.

Highway Bridge Replacement & Rehabilitation

The purpose of the Highway Bridge Replacement and Rehabilitation Program (HBRR) program is to replace or rehabilitate public bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

Reimbursable scopes of work include replacement, rehabilitation, painting, scour countermeasure, bridge approach barrier and railing replacement, low water crossing replacement, and ferry service replacement. The federal reimbursement rate is 80% (88.53% for bridge railing replacement) of the eligible participating project costs.

Hazard Elimination Safety Program and Safe Routes to School

The Hazard Elimination Safety Program (HES) is a federal safety program that provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement.

A portion of the HES funds received by the State are targeted for construction of bicycle and pedestrian safety and traffic calming projects through the Safe Routes to School Program (SR2S). SR2S funds have been included in the funding forecast for the Monterey Bay region, however, as their continued availability over the life of the plan is uncertain, SR2S funds have not been assumed to be available for projects in Monterey County.

4.1.2 STATE REVENUE SOURCES

State revenues for transportation come from four basic sources: federal aid programs, the State Highway Users Tax Account (which includes federal aid money), the State Highway Account and bond funds, as appropriate.

The revenues in the State Highway Users Tax Account are collected from fuel taxes and motor vehicle fees, such as regulation and weight fees. These funds support non-federally funded costs and provide state matching monies for federal aid. The funds are apportioned to counties and cities in the form of gas tax revenues and any unobligated balance is transferred to the State Highway Account.

The State Highway Account receives all federal aid funds in addition to the spill over of the State Highway Users Tax Account. Expenditures of State Highway Account monies are directed to the following four categories:

* Allocations to counties and cities to be spent by each for street and highway projects.

* Expenditures for maintenance and administration on the state highway system.

* Capital outlays for construction, reconstruction and right-of-way costs on state highways and other streets and roads.

* State Transit Assistance (STA) funds for operating and capital assistance for local transit.

Transportation bond funds are derived from the passage of propositions by the residents of California.

STIP Programming

The State Transportation Improvement Program (STIP) was significantly changed with the enactment of Senate Bill 45 in 1997. Senate Bill 45 simplify the transportation programming process by combining seven previous funding categories (Flexible Congestion Relief, Transit Capital Improvement Program, Commuter and Urban Rail Transit Program, Mass Transit Guideway Program, Traffic Systems Management Program, Intercity Rail Corridors Program, and the State-Local Transportation Program) into one pot of funds which is then divided into two categories. Prior to its division, however, Caltrans support, planning and maintenance and rehabilitation needs are taken from the total. The remaining funding is then divided into the two categories: Regional Improvement Program (RIP) and Interregional Transportation Improvement Program (ITIP). Of funds available for programming in the State Transportation Improvement Program, 75 percent is allocated to regional transportation planning agencies for the selection of projects of regional significance in the RIP. The remaining 25 percent of STIP funds are programmed to projects selected by Caltrans in the ITIP. Additional constraints are placed on the ITIP with requirements that 51 percent of the funds go to rural areas, 9 percent for intercity rail, and 40 percent for projects that facilitate interregional movement of people and goods.

State Highways Operation and Protection Program

The State Highways Operation and Protection Program (SHOPP) includes state highway rehabilitation, traffic safety, seismic safety, and traffic operational improvements. The SHOPP, a four-year program, is adopted separately from the State Transportation Improvement Program. The Rehabilitation and Safety and Other Highway Construction elements previously included under the STIP, are incorporated under the SHOPP. New

projects for the SHOPP are given priority and programmed according to rehabilitation, safety and operational needs. No new project is programmed unless Caltrans has a completed project study report (PSR) or equivalent document identifying a specific project scope and estimated cost.

State Transit Assistance

The State Transit Assistance (STA) program was enacted in 1980 to provide a source of funding for transit. When the state sales tax was extended to gasoline sales in 1971, it was assumed that the gasoline sales tax return and the return of funds (Local Transportation Funds - LTF) to local jurisdictions would remain the same. However, when gas prices rose dramatically in the mid 1970's, the amount of monies accrued from the sales tax on gasoline increased faster than LTF. The Legislature subsequently passed the STA program to provide spill over gas sales tax funds to transit. In the past, transit agencies in the Monterey Bay metropolitan region have received substantial funding from this source. When gas prices declined in the mid-1980's, the income from this source declined. When California's "Transportation Blueprint" was approved by voters in 1990, the gas tax was scheduled for a nine cent increase over five years. The additional state sales tax generated from the higher fuel tax was directed to the Transportation Planning and Development (TP&D) Account. Caltrans takes funding "off the top" with the remainder split evenly between STA and the Transit Capital Improvement Program to fund transit capital projects.

Proposition 116 Rail

As part of the state transportation financing package approved by voters in 1990, Proposition 116 provides capital funding for rail projects in each county. The proposition included 17 million dollars to Monterey County, which were designated for the extension of the Caltrain commuter train into Monterey County or any other rail project. Approximately $9.3 million in Proposition 116 funds were used in the acquisition of the Monterey Branch line from Union Pacific in 2004, and the remaining Prop.116 funds are expected to be used for rail capital upgrades/ and rehabilitation. Rail funding is described in additional detail in Chapter 2, Section 2.5 of the plan.

Bicycle Transportation Account

The California Bikeways Act - Bicycle Transportation Account (BTA) currently provides $5,000,000 funding annually on a discretionary basis for commuter-oriented bicycle projects. The BTA funds are to improve the safety and convenience of commuter oriented bicycling. Priority projects serve bicycle commuters, have activity centers at each end point are consistent with the bicycle plan/program, and close missing links. Cities and counties with approved bicycle transportation plans are eligible recipients. Individual projects cannot receive more than 25 percent of statewide funds available.

California Aid to Airports Program

The California Aid to Airports Program (CAAP) provides funds to general aviation airports in the state. It is funded through the Aeronautics Account of Caltrans' budget. Revenues for the

account are accrued through excise taxes on aviation, gas and jet fuel sales. After funding the Caltrans Division of Aeronautics operation, funds are available for assistance to local airports. General aviation airports in the Monterey Bay metropolitan region receive a standard $10,000 each per year. If money is still available, the remainder of the Aeronautics Account is discretionarily awarded to the state's general aviation airports.

Proposition 42

Proposition 42 funds have been included in the Monterey Bay regional revenue forecast prepared by AMBAG for application in the Regional Transportation Plans prepared for Santa Cruz, San Benito, and Monterey Counties. Proposition 42 was approved by California voters in 2002 to dedicate state gas tax revenues for transportation purposes. Given the state's ongoing budget crisis since passage of Proposition 42, the state has redirected these funds to fill state general fund shortfalls. It is uncertain whether or not Proposition 42 funds will be restored to fund transportation projects in the State Transportation Improvement Program, and as such, have not been assumed as available to fund transportation projects in Monterey County.

4.1.3 LOCAL REVENUES

Local transportation revenues can be, and are, from a multitude of sources. In the Monterey Bay metropolitan region, jurisdictions might use the following (not intended to be all inclusive) locally-generated fund sources to aid in the building, maintenance and operation of their transportation infrastructure: 1) state fuel tax subventions, 2) Transportation Development Act (TDA) Local Transportation Funds (LTF), 3) transit passenger fares, 4) general funds, 5) other jurisdictional local funds, 6) transportation sales tax measures, if applicable, and 7) funds from special fees assessed to collect money for specific uses, e.g. developer fees or assessment area fees.

Fuel Tax Subventions

The 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 upon the amount of gasoline consumed since the tax is assessed on a per gallon basis rather than on the cost of gasoline. As discussed above under the STIP section, any unobligated balance in these funds is transferred to the State Highway Account.

Local Transportation Funds

The Transportation Development Act (TDA) of 1971 extended sales tax to gasoline purchases and earmarked 1/4 of one cent of all sales tax proceeds for public transit improvements in the county where the revenue was generated. Jurisdictions may use these Local Transportation Fund (LTF) amounts for street and road purposes if a finding is made by the jurisdiction involved that there are "no unmet transit needs that are reasonable to meet". The reasonableness criteria is defined by each Regional Transportation Planning Agency administering the funds.

Each Regional Transportation Planning Agency can take costs "off the top" for administering the LTF program and for transportation planning within the respective county. Subsequently, up to an additional 2% of the remainder can be set aside for funding bicycle and pedestrian projects within each respective county. The remaining funds are then available to the transit operator(s) or, in some instances, to local jurisdictions for street and road purposes.

Transit Passenger Fares

All the public transit operators in the Monterey Bay metropolitan region charge a user fee (fare) for persons to ride their service. Although the intent is for the users of the service to contribute a small portion of the cost to operate the system, it is also to ensure that each operator can meet a preestablished farebox recovery ratio standards for the continued receipt of Transportation Development Act LTF funds.

Farebox recovery ratio means the amount collected from passenger fares divided by the cost of providing the service. In the Monterey Bay metropolitan region, this amount ranges from 10% (the minimum without otherwise stipulating a waiver – usually the general public transit and paratransit programs have low farebox recovery ratios) to up to 40 - 50% (the Highway 17 Express Service operated between Santa Cruz and Santa Clara counties by the Santa Cruz Metropolitan Transit District).

General Fund

A jurisdiction's general fund is another source for local transportation revenues. In the past, the majority of cities and counties have provided monies from the jurisdictions' general fund to transportation improvements. As the decision to use these funds for transportation projects rests at the policy level, revenue has not been forecast from this potential source.

Other Jurisdictional Local

As reported in annual volumes of the *Financial Transactions Concerning Streets and Roads of Cities and Counties of California* prepared by the California State Controller's Office, there are several fund sources which jurisdictions receive that AMBAG collectively will refer to as "other" jurisdictional local funds. These include:

* revenues derived from the use of gas tax monies
* proceeds from bond sales for street purposes
* street assessment levies
* traffic safety funds used for street purposes
* revenues from local government agencies
* monies made available from "other" sources

Collectively, these funds sum to an impressive figure. In many instances, the amount of revenues collected from these other sources matched fuel tax subventions. Therefore, this eclectic local source mix cannot be summarily dismissed.

14-Year Countywide Transportation Expenditure plan

The 2002 regional plan identified a need for additional local funding sources to augment and leverage available state and federal funds in order to implement important regional projects in the regional plan. Since adoption of the 2002 regional plan, TAMC staff has identified, developed, and is in the process of implementing two local fund sources that, when combined with forecasted federal and state funds, as well as development impact fees collected from the Fort Ord Reuse Authority, make up TAMC's adopted 14-Year Transportation Expenditure Plan for Monterey County, which forms the heart of the 2005 update of the regional plan. The sales tax and Regional Development Impact Fee proposals are described below.

Countywide Transportation/Transit Sales Tax

One new source of funding identified in the 2002 RTP for addressing the projected shortfall between transportation revenues and needs noted in that plan was a new countywide sales tax for transportation. Since adoption of the 2002 RTP, TAMC has worked with county jurisdictions and stakeholders to complete a 14-year investment plan and project list for a ½ cent countywide sales tax increase. The required number of cities, the County of Monterey, and the TAMC Board of Directors approved this expenditure plan in July of 2004, and TAMC expects that the ½ cent sales tax increase would be placed on the ballot for voter consideration in the 2005/2006 fiscal year. This new funding source has been included in the countywide funding estimate used to create the constrained project list in the regional plan given TAMC's efforts to implement this funding source. TAMC estimates that the sales tax would generate approximately $350 million for projects identified in the 14-year transportation expenditure plan.

Regional Development Impact Fee

The Regional Development Impact Fee is proposed by TAMC to account for the impact of land use development on the regional transportation system over the next twenty years. Using the regional population and employment forecast prepared by AMBAG, TAMC produced a *Nexus Study for a Regional Development Impact Fee* (the "Nexus Study") analyzing the traffic impacts of future development identified in the county's adopted general plans. The Nexus Study identifies projects to address the worst traffic congestion across the county. The study sets the fees for general land use categories based on the total cost of making improvements on the county's regional roadway network, divided by the total number of trips generated by planned land use development.

Forecasted revenues generated from the fee program are expected to total $262 million over 20-years based on the draft Nexus Study (page 17) dated May 14, 2004. TAMC has averaged fee revenue over twenty years ($13 million annually) for the 2005 RTP revenue estimate. Fee program funds would be directed to capacity-enhancing transportation improvement projects identified in the Nexus Study, capacity-enhancing transit capital projects and bus purchases (2.3% of program revenue), and to cover administrative expenses associated with updating the fee program pursuant to AB 1600 requirements (approximately 1% of program revenue).

It is important to note that enactment of the Regional Development Impact Fee program has been tied to approval of TAMC's countywide ½ sales tax increase. In the event that county voters approve the sales tax, the regional fee program will take effect shortly thereafter. Given its connection with the proposed sales tax, regional fee program revenue has been included in the revenue estimate used to prepare the constrained project list for the 2005 RTP update.

Service Authority for Freeways and Expressways

TAMC is the designated Service Authority for Freeways and Expressways (SAFE) for Monterey County. The SAFE program is responsible for installing and maintaining the emergency callboxes that link stranded motorists to the California Highway Patrol. As the SAFE, TAMC collects an additional $1.00 fee per vehicle registration. Callboxes are located on State Routes 1, 68, 101, and 156 in Monterey County.

AB 2766 Vehicle Registration Surcharge

AB 2766 authorized local air pollution control districts (APCDs) to authorize up to a $4 per vehicle additional registration fee on vehicles. After some handling charges assessed by the Department of Motor Vehicles, the money is returned to the APCDs in the county in which the revenue is collected. The funds are required to be used to implement, monitor and enforce the California Clean Air Act.

The Monterey Bay Unified Air Pollution Control District (MBUAPCD) representing the North Central Coast Air Basin (NCCAB), e.g. the Monterey Bay metropolitan region, has assessed the additional $4 per vehicle registration fee. Of the amount collected, the MBUAPCD has retained approximately half the funds to implement, monitor and enforce the California Clean Air Act and has distributed the remainder to projects within the region which reduce transportation-related emissions.

Aviation Passenger Facility Charge

The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21) made provision for the assessment of a $4.00 or $4.50 Passenger Facility Charge (PFC) by air carrier airports on customers flying in and out of their airports. The fee is processed through the airline carriers and they can retain eight cents per assessment. The remainder is returned to the airports. Monterey Peninsula Airport currently imposes a $4.50 PFC on all passengers using Monterey Peninsula Airport.

4.2 STEP TWO - MONTEREY COUNTY REGIONAL PROJECT LIST

The 2005 Regional Transportation Plan is based on an update of the 2002 regional plan, which represented a substantial revision to the document. To prepare an updated project list for the 2005 plan, the project list included in the 2002 regional plan was updated to bring the regional plan in line with the latest countywide project planning and funding assumptions to

match against the regional transportation goals identified in Chapter 3, and the forecast of regional transportation revenues summarized above.

The regional plan identifies transportation improvements both on the regional transportation network monitored by TAMC, and on local county and city streets and roads not on the regional network. As such, the process for updating the project list for the 2005 regional plan was based on two major components summarized below: 1) County and City project list update, and 2) regional transportation network project list update.

- **Local City and County Project List Update:** To bring the regional plan into line with local General Plan revisions and priorities, and to reflect the latest local city, county, and transit project planning and funding assumptions, TAMC staff met with staff from each city, the county, and Monterey-Salinas Transit to review the project lists included in the regional plan for each jurisdiction. The status of each project was updated and projects that had been completed since approval of the 2002 regional plan were eliminated from each list.
- **Regional Project List Update – the "14-Year Transportation Expenditure Plan:"** TAMC's analysis of regional roadway network needs and prioritization of projects on the regional transportation network in the 2005 regional plan is summarized in Chapter 2, and is based on the 2004 TAMC *Nexus Study for a Regional Development Impact Fee*. This analysis was conducted to prepare a project list for TAMC's proposed 14-year Transportation Expenditure Plan (the "expenditure plan") for Monterey County, which is reflected in the project list for the 2005 regional plan. Funding assumptions included in the Expenditure Plan were described in Section 4.1 above and are built-into the comparison of regional revenues and transportation expenditures described in Section 4.3 that follows.
  Projects in the expenditure plan were selected with community input and based on the travel forecast analysis conducted to determine the most congested segments of the regional roadway network, segments of the regional network with high accident rates, and regional routes that are important for the movement of goods and commodities in and out of the county. Project readiness and TAMC's ability to deliver transportation projects within the life of the expenditure plan were also a consideration in prioritizing projects in the expenditure plan. The expenditure plan also directs funds to rail, transit, and bicycle and pedestrian projects to further improve the mobility of Monterey County residents and improve the overall performance of the regional transportation system by improving the availability of multiple transportation options to the traveling public.

  Projects included in the TAMC Expenditure Plan, which forms the heart of the 2005 Regional Transportation Plan update, include:

Safety and Operational Improvements:

- **US 101 – Prunedale Safety Improvements:** Make operational and safety improvements along the US 101 corridor, including new interchanges at Crazy Horse Canyon and at Russell/Espinosa, a new over crossing at Blackie/Reese, and a new median barrier along entire length, with related local road improvements.
- **Route 68 Holman Highway – access to Community Hospital:** Widen Holman Highway 68 from CHOMP to Hwy 1 to 4 lanes and make operational improvements at the Hwy 68 – Hwy 1 interchange and related improvements to Highway 68.
- **Route 68 between Salinas and Monterey:** Make operational improvements at locations including San Benancio, Laureles Grade and Corral De Tierra such as left turn lanes and improved signal timing.
- **Route 1 Carmel area:** Construct an extended northbound right turn lane on Highway 1 from Carmel Valley Road to Rio Road and provide intersection improvements at both Carmel Valley Road and Rio Road.
- **Airport Boulevard @ US 101 interchange:** Rebuild the interchange at US 101 and Airport Blvd and make related improvements to assist traffic circulation on nearby local roads and intersections.
- **Salinas Road @ Highway 1 interchange in north County:** Build a new interchange at Highway 1 and Salinas Road and add frontage roads to improve local circulation.
- **US 101 interchanges in South County:** In Soledad, make operational improvements at the Front Street interchange including addition of on and off ramps to connect into Gabilan Road and addition of new onramp to interchange at Hwy 146 – US 101. In Gonzales, make interchange improvements to Fifth Street interchange including widening the Fifth Street Bridge and signalizing on and off ramps, plus contribute all but construction funding to improvements at the Gloria Road interchange. In Greenfield, make interchange improvements at Thorne Road including realignment of Thorne Road on and off ramps to US 101 and installation of signal at Thorne Road and El Camino Real.
- **US 101 South County Safety and Operational Improvements:** Install safety improvements such as acceleration/deceleration lanes, refuge lanes, median barriers and related crossover and side road improvements.

Congestion Relief:

- **US 101 – Prunedale Bypass:** Construct a 4 lane bypass or add new capacity to existing US 101 from Echo Valley Road to Russell/Espinosa Roads. Improve interchanges and reroute nearby local roads to coordinate with new capacity. Project is funded through environmental and design phases, with funding for right-of-way acquisition, as monies are available.
- **Highway 156 widening:** Widen existing highway to 4 lanes and upgrade highway to freeway status with appropriate interchanges. Make interchange modifications as needed at US 156 and 101.

- **Route 1 – Seaside/Sand City area widening:** Widen Highway 1 from Canyon Del Rey north to Fremont Avenue and make interchange and related local road improvements in the vicinity of Canyon Del Rey and Fremont Avenues.

Regional Road Improvements:

- **Marina – Salinas corridor capacity:** Increase roadway capacity by adding new lanes and making related improvements between Salinas and Marina along the Blanco Road or Davis/Reservation Road corridor, exact alignment to be determined by the Transportation Agency for Monterey County.
- **Del Monte Avenue operational improvements (Monterey):** Make improvements including adding an eastbound lane from El Estero to Sloat Ave and make intersection improvements to Sloat Ave and Aguajito Ave including addition of left turn lanes and signal operations improvements.
- **King City First Street Rehabilitation:** Construct improvements to First Street and the First Street Bridge. Create new separated connection (under or overcrossing) to eastside of railroad with rehabilitation or new road connection to the First Street interchange.

Local Project Funding: 20% of total

- Flexible money for every city, County
- Allocated based 75% on population and 25% on lane miles, updated annually per Department of Finance population figures and AMBAG GIS lane miles

Eligible projects:

- local road repair, maintenance, rehabilitation and reconstruction
- safe routes to schools
- local road capacity enhancements
- park and ride lots
- bicycle and pedestrian facilities (bikeways, sidewalks, etc.)
- other transportation improvements

Rail service: 5% of total

Eligible costs include but are not limited to capital and operating costs related to:

- Extension of Caltrain commuter rail service to Monterey County;
- New rail service between San Francisco and the greater Monterey Peninsula;
- New rail service between the greater Monterey Peninsula and Castroville, and/or Salinas; and,
- Stations and/or platforms and layover facilities needed to support the above services.

Monterey-Salinas Transit (MST) Bus service: 8% of total

Eligible projects include but are not limited to:

- Elderly and disabled transportation
- South County service
- Commuter bus service
- New stations

4.3 STEP THREE – COMPARISON OF REVENUES AND EXPENDITURES

The Regional Transportation Plan is a plan for investing in Monterey County's transportation system using the resources that are reasonably assumed to be available and needed to construct transportation projects across the county. The California Transportation Commission requires that projects included in the Regional Transportation Plans that state transportation funding decisions are based on be divided and prioritized into funded and unfunded projects. Funded projects included in the regional plan constitute the "constrained" project list in the Regional Transportation Plan. The state further requires the constrained project list to be prioritized into short-term and long-term phases. The "unconstrained" project list includes those projects that are generally in the early stages of project definition and development and for which additional funds not included in the plan's revenue forecast would need to be secured to construct within the timeframe of the plan.

To identify the funding constrained project list for the 2005 regional plan, the updated list of regional projects described in section 4.2 above was matched against the 25-year forecast of regional transportation revenues prepared by AMBAG to confirm the list of projects that will be funded within the 25-year time horizon of the regional plan. Table 4-2 below includes a comparison between forecasted revenues and the proposed regional transportation expenditures for Monterey County.

The regional plan is the first step in planning and developing long-term transportation investments in the region. As such, the financially constrained project list must be shown to fall within projected revenues by matching total revenues available for different types of projects (highways, transit, rail, planning funds, etc.) against the total proposed expenditures for the corresponding project types within short-term and long-term phases. The 2005 Monterey County constrained project list has been divided into three such time phases: present –2010 (short term), 2011-2020 (mid-term), and 2021-2030 (long-term). A more detailed year-by-year listing of projects for the purpose of allocating transportation revenues distributed by the state and federal government is provided in the State Transportation Improvement Program which is based on the more general regional plans prepared for the California Transportation Commission by agencies like TAMC, however, the RTP has been developed based in the latest short-term assumptions included in the State Transportation Improvement Program, the 2004 TAMC Regional Transportation Improvement Program, and the Caltrans Interregional Transportation Improvement Program for the first four years of the plan as specified by the CTC Regional Transportation Plan Guidelines. The draft regional project list and long-range funding forecast for Monterey County has been reviewed by Caltrans and local agency staff and was approved by the TAMC Technical Advisory Committee and Board of Directors for inclusion in the 2005 update of the RTP.

In addition to the regional financial assumptions described in Section 4.1, the following points should be noted with respect to the comparison of revenues and costs made for the 2005 Monterey County Regional Transportation Plan:

- **Additional Local Funds:** TAMC has assumed that supplemental local funding sources must be secured to construct projects included in the Regional Transportation Plan. The 2002 regional plan identified this need, and since adoption of that plan, TAMC adopted the 14-Year Transportation Expenditure Plan for Monterey County that identifies a prioritized list of projects to be constructed should a ½ cent countywide sales tax be approved by county voters and a proposed Regional Development Impact Fee program be adopted by the county's jurisdictions. The

Table 4-2: Project Costs vs Project Funding
All Figures in '000s (thousands of Dollars)

Project Type		Present - 2010	2011 - 2020	2021 - 2030	Totals
Road	Funding	$840,955	$1,164,299	$821,129	$2,826,383
	Costs	$840,822	$1,164,131	$821,053	$2,826,006
		$133	$168	$76	$377
Rail	Funding	$93,477	$35,788	$29,659	$158,924
	Costs	$93,354	$35,400	$29,500	$158,254
		$123	$388	$159	$670
Transit	Funding	$171,896	$286,597	$263,001	$721,494
	Costs	$171,844	$286,440	$262,690	$720,974
		$52	$157	$311	$520
Bike and Ped	Funding	$34,753	$33,748	$19,013	$87,513
	Costs	$34,648	$33,732	$19,000	$87,380
		$105	$16	$13	$133
Airport	Funding	$26,736	$44,560	$44,560	$115,856
	Costs	$26,646	$44,526	$44,500	$115,672
		$90	$34	$60	$184
Planning and Specific Funding	Funding	$49,721	$153,603	$124,374	$327,698
	Costs	$49,721	$153,603	$124,373	$327,697
		$0	$0	$1	$1
Totals	Funding	$1,217,537	$1,718,595	$1,301,735	$4,237,868
	Costs	$1,217,035	$1,717,832	$1,301,116	$4,235,983
		$502	$763	$619	$1,885

Source: TAMC and AMBAG

funding assumptions developed by AMBAG for use in the entire Monterey Bay region include these proposed local funding sources given the status of TAMC's efforts to implement the sales tax and regional fee when the 2005 plan was being prepared. Both the Federal Highways Administration and Caltrans approved this approach.

- **Uncertain Funding Sources:** Several funding sources that were included in the coordinated region-wide AMBAG revenue forecast used by each transportation agency in the Monterey Bay region, were more conservatively treated by TAMC and not allocated to specific projects in the plan given the high likelihood that each funding source would be discontinued within the time horizon of the plan. These funding sources include:
    - ***Proposition 42*** transportation funds which continue to be redirected by the state;
    - ***Congestion Mitigation and Air Quality (CMAQ)*** funds which will no longer be available after the '04-'05 funding year, and
    - ***Safe Routes to School (SR2S)*** revenues, which TAMC does not believe will be reauthorized by the Federal government.

- **Rail Project Funding:** Rail maintenance and operating funds are assumed to be available from proposed countywide sales tax revenues. These funds are projected to sunset at the beginning of 2020 in the AMBAG regional revenue forecast. The maintenance and operations cost in subsequent years (2021-2030) for the proposed Caltrain extension project to Salinas are assumed to require the use of Transportation Development Account (TDA) funds although this use would require substantial negotiations before it could occur.

  A portion of the proposed Monterey Peninsula rail project is listed on the unconstrained list, due to questions about the availability of acquired 5309 "New Starts" funding. The project will be implemented in phases based on available revenues.

Table 4-2 above shows that proposed transportation expenditures for Monterey County fall within estimated regional revenues forecasted by AMBAG. TAMC expects that the regional plan will be amended or modified in the next plan update should the status of funding sources analyzed for the 2005 plan change prior to preparation of the next plan.

4.4 *STEP FOUR* – REGIONAL PERFORMANCE MEASURES

The last step in developing the regional project list for the 2005 regional transportation plan is to evaluate the performance of the proposed transportation system embodied in the constrained project list. The Regional Transportation Plan Guidelines prepared by the California Transportation Commission recommend that regional plans prepared by agencies such as TAMC should identify "performance measures" that analyze the proposed regional transportation system according to different measurements to confirm that the proposed system improves overall regional travel and that regional transportation goals are being met through implementation of the funded system.

For the 2005 Regional Transportation Plan, TAMC used several performance measures. Measures were selected based on availability of data and were constrained by the limited resources available to TAMC staff for collecting data. A pool of performance measures was approved for use in the 2005 plan by the TAMC Technical Advisory Committee, from which measures that were ultimately analyzed for the update of the AMBAG Metropolitan Transportation Plan, prepared for the federal government, were developed. The Metropolitan Transportation Plan and the coordinated process to develop the regional plan in concert with the federal metropolitan plan is described in Chapter 1. These measures were used for each transportation plan prepared in the Monterey Bay region in concert with the development of the Metropolitan Transportation Plan.

The tables on the following pages present the performance measure data collected for the 2005 Regional Transportation Plan update and 2005 Metropolitan Transportation Plan Update by AMBAG. This data was generated using the AMBAG regional travel demand model to prepare the air quality conformity analyses to ascertain the conformity of the proposed MTP to the State Implementation Plan for Air Quality. In addition, AMBAG staff also prepared some regional traffic comparisons of present conditions and those expected in 2030. The measures listed below include: Person Trips by Travel Mode (Table 4-3), Mode Share (Table 4-4), and Vehicle Hours of Delay (Table 4-5). Data describing Vehicle Miles Traveled is also displayed in Tables 4-6 and 4-7, as this data was included in the Metropolitan Transportation Plan Update.

Table 4-3, Daily Person Trips by Travel Mode: Change from 2000 to 2030, illustrates that daily person trips in the region are projected to increase by 56.5% from 2000 to 2030 in Monterey County. Three or more person carpooling is expected to incur the largest percentage increase of 76.2% when all work and non-work trips are combined. The Walk/Bicycle category is the slowest growing at 28.5%, when all trips are combined, however, is the fastest growing category when looking at work trips only. Transit has the lowest growth rate (8.7%) when looking only at work trips.

Table 4-4 shows the percent of all person trips by each modeled travel mode. Small shifts between modes are forecast between 2000 and 2030. The Drive Alone category will decline from 40.68% of person trips to 40.40%, while carpooling in general is expected to increase in the county. The Transit category will remain constant in terms of percentage of all person

Table 4-3: Daily Person Trips By Travel Mode, Change From 2000 To 2030		
Mode	Monterey County	
	Increased Trips	Percent Change
Work Trips		
Auto, Drive Alone	125,474	58.2%
Auto, 2 Persons	14,305	64.2%
Auto, 3 Persons	10,066	60.9%
Transit	232	8.7%
Walk/Bicycle	2,817	65.6%
Total	152,894	58.5%
Auto Vehicle Trips	149,845	58.9%
All Trips		
Auto, Drive Alone	392,709	55.4%
Auto, 2 Persons	229,718	58.8%
Auto, 3 Persons	255,050	76.2%
Transit	39,374	55.4%
Walk/Bicycle	67,506	28.5%
Total	984,357	56.5%
Auto Vehicle Trips	877,477	61.2%
Source: AMBAG		

Table 4-4: Percent of Person Trips Using Each Mode Of Transportation, All Trip Purposes, By County, By Analysis Year		
Mode	Monterey County	
	2000	2030
Drive Alone	40.68%	40.40%
Carpool 2 Persons	22.43%	22.75%
Carpool 3 or More Persons	19.20%	21.62%
Transit	4.08%	4.05%
Bike/Walk	13.61%	11.17%
Source: AMBAG		

trips. The Bike/Walk category will decline slightly, but as noted above, is actually gaining market share when considering only work trips.

In Table 4-5, Vehicle Hours of Delay and Average Speed by Time of Day are highlighted for 2000 and 2030 Build scenarios, and also compared with a no build scenario for 2030 to evaluate the performance of the transportation system without improvements identified in the regions' transportation plans. By 2030, approximately 5.59% of freeway vehicle hours, 1.24%

Table 4-5: Vehicle Hours of Delay and Average Vehicle Speed
AMBAG Region - 2000, 2030 MTP Build Scenario

	2000			2030			
	Freeway	**Multilane***	**Two Lane***	**Freeway**	**Multilane***	**Two Lane***	**Units**
AM Peak							
Total	8,781	9,679	38,225	15,384	14,001	51,003	*Vehicle Hours*
Delay	488	92	9,299	1,993	306	16,126	*Vehicle Hours*
Percent Delay	5.55%	0.95%	24.33%	12.96%	2.19%	31.62%	*Percent*
Average Vehicle Speed	56.14	24.80	23.12	53.03	24.38	22.27	*Miles Per Hour*
PM Peak							
Total	9,156	10,133	39,977	16,006	14,759	53,352	*Vehicle Hours*
Delay	587	114	11,320	2,374	371	19,592	*Vehicle Hours*
Percent Delay	6.41%	1.13%	28.32%	14.83%	2.52%	36.72%	*Percent*
Average Vehicle Speed	55.87	24.77	23.09	52.47	24.33	22.24	*Miles Per Hour*
Off Peak						-	
Total	81,946	87,571	350,629	148,040	127,583	469,960	*Vehicle Hours*
Delay	1,057	311	35,654	5,660	1,255	64,371	*Vehicle Hours*
Percent Delay	1.29%	0.36%	10.17%	3.82%	0.98%	13.70%	*Percent*
Average Vehicle Speed	57.63	24.91	23.23	56.08	24.56	22.42	*Miles Per Hour*
Daily							
Total	99,883	107,383	428,830	179,431	156,343	574,315	*Vehicle Hours*
Delay	2,132	517	56,273	10,027	1,933	100,089	*Vehicle Hours*
Percent Delay	2.13%	0.48%	13.12%	5.59%	1.24%	17.43%	*Percent*
Average Vehicle Speed	57.34	24.89	23.21	55.20	24.49	21.52	*Miles Per Hour*

* Note: Vehicle hours and average speed calculations include signal delays

Source: AMBAG

Table 4-5 (continued): Vehicle Hours of Travel, Delay and Average Vehicle Speed AMBAG Region - 2000, 2030 MTP 2030 No-Build

	2030 No Build			
	Freeway	Multilane*	Two Lane*	Units
AM Peak				
Total	13,479	13,703	53,996	*Vehicle Hours*
Delay	1,986	653	17,211	*Vehicle Hours*
Percent Delay	14.74%	4.76%	31.87%	*Percent*
Average Vehicle Speed	52.32	23.91	22.25	*Miles Per Hour*
PM Peak				
Total	14,279	14,541	59,497	*Vehicle Hours*
Delay	2,346	800	20,835	*Vehicle Hours*
Percent Delay	16.43%	5.50%	35.02%	*Percent*
Average Vehicle Speed	52.26	24.22	23.09	*Miles Per Hour*
Off Peak				
Total	148,349	128,458	475,838	*Vehicle Hours*
Delay	5,968	2,130	70,249	*Vehicle Hours*
Percent Delay	4.02%	1.66%	14.76%	*Percent*
Average Vehicle Speed	56.06	24.46	22.40	*Miles Per Hour*
Daily				
Total	176,106	156,702	589,330	*Vehicle Hours*
Delay	10,301	3,583	108,295	*Vehicle Hours*
Percent Delay	5.85%	2.29%	18.38%	*Percent*
Average Vehicle Speed	55.47	24.39	22.46	*Miles Per Hour*

* Note: Vehicle hours and average speed calculations include signal delays

Source: AMBAG

of multilane vehicle hours, and 17.43% of two-lane vehicle hours traveled will be in delay conditions. These figures are an increase from year 2000, where 2.1% of freeway vehicle hours, 0.5% of multilane vehicle hours, and 13.1% of two-lane vehicle hours were in delay conditions. These increasingly congested road conditions will result in declining average speeds for all road types region-wide. The average freeway speed will be 2.1 MPH slower in 2030 than in 2000. Multilane roads will be 0.4 MPH slower, and two-lane roads will be 1.7 MPH slower. Morning and afternoon peak hours are currently congested and are projected to worsen, with the afternoon peak remaining as the worst time of day for delays.

When compared with a "no-build" scenario for 2030 which assumes that no significant improvements will be constructed aside from normal maintenance and repair of facilities, the funded improvements identified in the Monterey Bay region's transportation plans are shown to improve travel conditions assuming anticipated population growth in the region.

Tables 4-6 and 4-7 below present data produced by AMBAG analyzing vehicle miles of travel by time period and by road type, and have been included in the Regional Transportation Plan for additional reference.

Table 4-6: Vehicle Miles of Travel By Time Period					
		AM Peak Hour	PM Peak Hour	Off Peak	Total
Monterey County	2000	934,658	977,981	8,562,339	10,474,977
	2030	1,298,024	1,356,708	12,068,153	14,722,885
	Percent Change	38.9%	38.7%	40.9%	40.6%
Source: AMBAG					

Table 4-7: Vehicle Miles of Travel by Road Type					
		Freeway	Multilane	Two Lane	Ramp
Monterey	2000	2,970,383	2,459,693	4,874,712	170,189
	2030	5,293,882	3,118,246	6,030,214	280,544
	Percent Change	78.2%	26.8%	23.7%	64.8%
San Benito	2000	368,760	262,671	1,030,608	8,592
	2030	620,299	830,048	932,935	15,437
	Percent Change	68.2%	216.0%	-9.5%	79.7%
Santa Cruz	2000	2,137,577	443,994	3,363,221	114,726
	2030	2,999,070	562,813	4,052,266	149,930
	Percent Change	40.3%	26.8%	20.5%	30.7%
Ambag Region	2000	5,476,721	3,166,358	9,268,541	293,507
	2030	8,913,251	4,511,107	11,015,414	445,911
	Percent Change	62.7%	42.5%	18.8%	51.9%
Source: AMBAG					

4.5 INVESTING IN YOUR TRANSPORTATION FUTURE: THE REGIONAL TRANSPORTATION PLAN PROJECT LIST

The constrained project list for the regional plan is included as Appendix D. The unconstrained project list is included as Appendix E. The total constrained project list costs amount to approximately $4.2 billion, which represents an increase over the total included in the 2002 regional plan. This increase can be attributed to the longer 25-year timeframe analyzed in the regional funding projections prepared for the regional plan update. A 20-year timeframe was analyzed for the 2002 plan. In addition, the constrained project list totals include funds not allocated to projects but included in the constrained funding projections for the regional plan to maintain consistency with the funding forecast used for the coordinated update of the Metropolitan Transportation Plan with the transportation plans prepared for Santa Cruz, San Benito, and Monterey Counties. TAMC's 14-year transportation expenditure plan is a subset of the projects and funding identified in the funding constrained list of regional projects identified in the 2005 Regional Transportation Plan.

Figure 4-1 presents the proportion of constrained project costs according to project types. As the 2005 plan represents an update of the 2002 plan, the allocation of funds demonstrated in Figure 4-1 is roughly consistent with that in the 2002 plan, with the exception of a small increase in allocations to transit, and the inclusion of constrained funds not allocated to projects as "planning and specific funds."

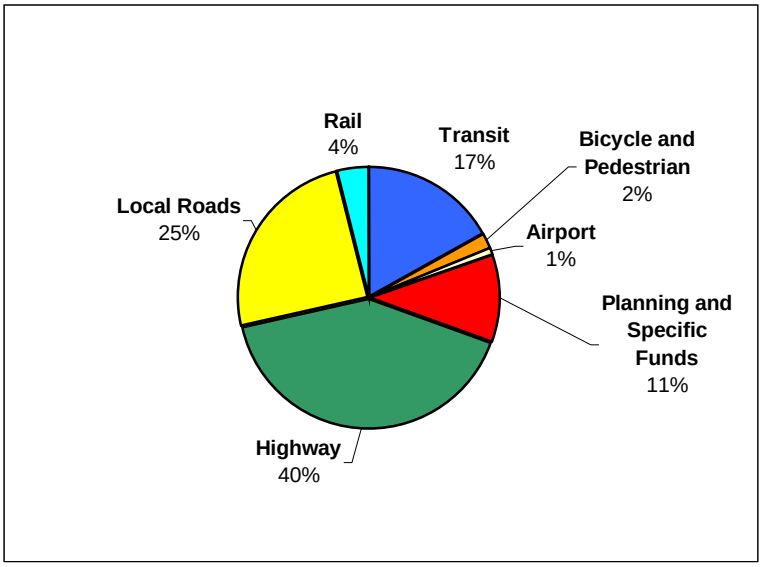


Figure 4-1: Division of Constrained Project Costs

The funding constrained project list represents TAMC's plan for investing in Monterey County's regional transportation infrastructure using the limited amounts of funding available to the county for improving the transportation network. The plan provides for significant investment in multiple transportation options in order to improve the mobility of Monterey County's residents; the plan aims to make it easier and safer for the traveling public to get to where it needs to go.

Future Considerations

Regional transportation planning is a dynamic, ongoing process, and the regional plan reflects the nature of this activity. The regional plan is not a static document, but must be updated every three years in Monterey County to continue to provide the California Transportation

Commission with an accurate, and up-to-date assessment of how state and federal revenues should be allocated to transportation projects in the county.

Over the lifetime of the 2005 plan, TAMC will continue to develop transportation projects, monitor the condition of the county's transportation system, and periodically reevaluate the plan based on the latest transportation analyses and land use planning development efforts. TAMC will also continue to develop local transportation financing enhancements to ensure that transportation projects included in the 2005 plan will be funded and constructed to accommodate countywide land use plans and projected population growth. As mentioned throughout this document, the core of this effort will be the implementation of TAMC's proposed 14-year transportation expenditure plan. TAMC will also be working diligently to further develop the following funding programs:

- **Agricultural fee** for transportation to address agriculture industry impacts to the transportation system; and
- **Countywide Transient Occupancy Tax.** The proposed TOT increase recognizes the importance of tourism to the county economy, and the need to improve infrastructure impacted by the county's tourist industry.

The 2008 Monterey County Transportation Plan will reflect TAMC's level of success at funding and delivering transportation projects, and developing a multi-modal transportation system that enhances ease of travel and the quality of life for Monterey County residents.

CHAPTER 5

ENVIRONMENTAL DOCUMENTATION

This chapter presents an overview of the environmental review process conducted to determine the probable environmental impacts associated with adoption of the 2005 Regional Transportation Plan, as well as to determine that the regional plan is consistent with the adopted air quality management plan for the Monterey Bay region.

5.1 COORDINATED ENVIRONMENTAL REVIEW

Recognizing an opportunity to achieve cost savings by rolling together separate environmental analyses for the Regional Transportation Plans (RTPs) and the Metropolitan Transportation Plan (MTP), the Association of Monterey Bay Area Governments (AMBAG), the Santa Cruz County Regional Transportation Commission (SCCRTC) and the Transportation Agency for Monterey County (TAMC) elected to merge their program-level environmental analysis for each of their respective long-range transportation plan documents into one analysis. Thus, for the 2005 Monterey Bay Area MTP prepared by AMBAG, the 2005 Monterey County RTP prepared by TAMC, and the 2005 Santa Cruz County RTP prepared by SCCRTC (also known as "the three transportation plans"), one environmental impact report (EIR) has been prepared. Another partner to the coordinated development of the MTP and RTPs, the Council of San Benito County Governments, elected to prepare a separate EIR for their RTP.

Notice of Preparation

In partnership with SCCRTC and TAMC, AMBAG prepared and released a Notice of Preparation (NOP) for the EIR for the each of the three transportation plans on May 28, 2004. The entities held two scoping meetings: one on June 22, 2004 in Santa Cruz, and one on June 24, 2004 in Salinas. The three responsible agencies, working with EIR consultant Lamphier-Gregory, Inc., incorporated the input received at the scoping meetings as well as the public responses to the Notice of Preparation into the development of the environmental document.

Program Environmental Impact Report

With respect to the environmental analysis, the three transportation plans do not provide project designs or a construction schedule. Adoption of these three comprehensive planning documents does not represent an approval action for any of the individual transportation programs and projects listed in their financially constrained Action Elements. Details relating to the site-specific alignment, location, design and scheduling

of the transportation improvement projects, which are identified in the three plans are not fixed in, or defined by, these documents. The adoption of each of these documents represents an essential first step in qualifying for the receipt of the funding necessary to permit the implementation of the financially constrained Action Element of the plans. However, the act of adopting the three documents, in itself, would not be sufficient to enable any of these programs or projects to proceed without additional actions on the part of the appropriate agencies responsible for the actual implementation of each individual program and project.

As such, the EIR for the three plans has been prepared as a program EIR (rather than a "project" EIR). The Program EIR is intended to focus on those probable regional environmental effects associated with the implementation of the financially constrained Action Elements of the three plans that can be identified now, while deferring analysis of site-specific impacts.

More Information

The reader is referred to the EIR for each of the three plans for more information on potential environmental effects associated with each of the three document's implementation on a regional, system-wide basis The environmental impact report also provides an evaluation of alternatives as well as the identification of potential impacts that could be significant and unavoidable in the event of implementation of projects included within the documents.

5.2 AIR QUALITY CONFORMITY

In addition to the evaluating the program-level potential air quality impacts of implementation of the three plans in the environmental documents, AMBAG is also required to evaluate the three-county 2005 Metropolitan Transportation Plan for its compliance with Federal air quality conformity regulations.

Under guidance and regulations issued by the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation, AMBAG, , must find the 2005 MTP in conformity with the applicable *State Implementation Plan for Air Quality* (SIP – the *1994 Monterey Bay Region Maintenance Plan*). This finding is made in consultation with the Monterey Bay Unified Air Pollution Control District (MBUAPCD) and AMBAG's transportation planning partners. According to Clean Air Act regulations, a conformity finding can be made if auto emissions generated by transportation system improvements in the three-county plan do not exceed the emissions budget for motor vehicles in the Maintenance Plan. Arguably equally important, transportation control measures adopted in the State Implementation Plan must be found to have been given priority for their timely implementation.

The November, 1990 Clean Air Act Amendments outline requirements for Metropolitan Planning Organizations, such as AMBAG, to adhere to in the adoption of conformity findings for their transportation improvement programs and projects. The Final Rule for the Transportation Conformity Amendments, dated August 15, 1997, specifically outlines these requirements.

The three-county Monterey Bay regional metropolitan area, referred to as the North Central Coast Air Basin, is currently considered to be in attainment of the federal ozone standard, under the new 8-hour averaging standard recently upheld by the courts. The history of this issue is as follows. On March 18, 1997, the U.S. Environmental Protection Agency re-designated the air basin to attainment for the one-hour federal standard for ozone upon approval of the *1994 Federal Maintenance Plan*. After the re-designation, the air basin became a maintenance area for the one-hour ozone standard for purposes of conformity. Under the one-hour ozone standard, AMBAG would have to perform conformity analyses for its long-range transportation plans and short-range transportation improvement programs. The U.S. Federal Circuit Court of, however, recently upheld an 8-hour averaging standard. As a result, the U.S. Environmental Protection Agency has issued its implementation rule laying out how the new 8-hour standard will be integrated. Air quality monitoring data as submitted by the Monterey Bay Unified Air Pollution Control District for years 2000 through 2002 show the air basin not exceeding the new 8-hour ozone standard. Under EPA's implementation rule, the one-hour ozone standard for this air basin will be rescinded no later than June 15, 2005, at which time the region will be attainment for ozone making the application of conformity no longer relevant under current regulations.

If this attainment finding holds, the region may no longer be required to assess air quality conformity on its long- and short-range regional transportation plans.

In this interim period prior to rescission of the one-hour federal ozone standard, AMBAG continues to perform air quality conformity assessments of its plans and programs to ensure their approval. Accordingly, per federal transportation conformity regulations, the MTP, and RTP, must meet the following two criteria:

- *On-road mobile source emissions due to the construction of all the programs and projects must not exceed the approved emissions budget from the applicable SIP submission, which is the Federal Maintenance Plan, as amended.*

  As a maintenance area for the one-hour federal ozone standard, AMBAG must show that anticipated reactive organic gases (ROG) and oxides of nitrogen (NO_x) are below the approved emissions budget for specific years. In compliance with the conformity regulations, AMBAG selected the years 2010, 2020 and 2030 for these analyses consistent with the *2005 Monterey Bay Metropolitan Transportation Plan*. The 2005 MTP provides documentation illustrating that the 2010, 2020 and 2030 emissions generated by implementation of the MTP are all

less than the 39.09 tons per day of reactive organic gases (ROG) and 43.14 TPD of NO_x in the EPA approved emissions budget for all outlying years.

- *Transportation Control Measures (TCMs) adopted in the 1982 State Implementation Plan (SIP) must be implemented in a timely manner.*

  Documentation of the applicable Transportation Control Measures (TCMs) and their timely implementation is included in the Appendices of the 2005 MTP.

Based on the results of the tests above, the 2005 MTP can be found conforming to the State Implementation Plan (SIP).

2005 Monterey County Regional Transportation Plan

Appendices

2005 Monterey County Regional Transportation Plan

Appendix A: TAMC Board, Committees, and Staff

THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
(TAMC)

BOARD MEMBERS

(May 2005)

Chairperson: City of Seaside……..……Ralph Rubio, Mayor
Vice-Chairperson: Monterey County District 3…….Supervisor Butch Lindley
2nd Vice-Chairperson: City of Greenfield……John P. Huerta, Jr., Mayor

Monterey County, District 1……..…Supervisor Fernando Armenta
Monterey County, District 2…….…….Supervisor Louis Calcagno
Monterey County, District 4…….……Supervisor Jerry Smith
Monterey County, District 5…….Supervisor Dave Potter
City of Carmel-by-the-Sea……Michael Cunningham, Council Member
City of Del Rey Oaks……..…..Jerry Edelen, Council Member
City of Gonzales…….……Joe Gumke, Council Member
City of King City…..……Susan Kleber, Mayor Pro Tem
City of Marina…...……..Gary Wilmot, Council Member
City of Monterey…….Chuck Della Salla, Council Member
City of Pacific Grove……..……..Ron Schenk, Council Member
City of Salinas……Jyl Lutes, Council Member
City of Sand City……...…….Kelly Morgan, Council Member
City of Seaside…….…….Ralph Rubio, Mayor
City of Soledad……...…….Richard Ortiz, Mayor

Ex Officio Members

City of Watsonville……..……Richard De La Paz, Jr., Mayor
AMBAG……..……Ralph Rubio, Board Director and City of Seaside Mayor
MBUAPCD……..Douglas Quetin, APCO
Monterey Peninsula Airport District……..……Dana Petrak
Monterey-Salinas Transit……..……Frank Lichtanski, General Manager
California Department of Transportation……..…....Director Gregg Albright, District 5

Transportation Agency for Monterey County Staff

William Reichmuth……..……...……Executive Director
Debbie Hale……Deputy Executive Director

Planning Team

Walt Allen……..…...……Associate Transportation Planner
Karen Clysdale…….……..…..Associate Transportation Planner
Andrew Cook….……...……Associate Transportation Planner
Jeff Morgan…….……...…...…….. Transportation Planning Engineer
Lisa Rheinheimer…….…..……Associate Transportation Planner
Christina Watson……...…….…..Associate Transportation Planner

Administrative Team

DeEtta Greenewalt……...……Administrative Services Manager
David Delfino……..Finance Officer/Analyst
Elouise Rodriguez ……Clerical Assistant
Laurie Moreno……..……..Administrative Assistant

TAMC Counsel…….……..…..……...…Kathy Paul, Deputy County Counsel

The following Committees reviewed and commented on the Regional Transportation Plan

Bike and Pedestrian Facilities Advisory Committee (BPC)

Supervisorial District 1……Eric Petersen
Supervisorial District 2……Larry Dick
Supervisorial District 3……..Vacant
Supervisorial District 4……Stephen W. Carew
Supervisorial District 5…….Geof Tibbits
City of Carmel-by-the-Sea……Vacant
City of Del Rey Oaks……..…..……Frank Pinto
City of Gonzales……Vacant
City of Greenfield……..…….Maria Castillo
City of King City……...…Vacant
City of Marina……Debra L. Daniels
City of Monterey……..A.J. Farrar
City of Pacific Grove…….……..Jeff Lerner
City of Salinas…….……..Paul Aschenbrenner
City of Sand City……...……Chairperson, Marius Crisan
City of Seaside……...…….Margaret Osbourne
City of Soledad……..Vacant
MBUAPCD……David Craft
Monterey Peninsula Regional Park District……....Tim Jensen

Velo Club……Bob Kelley
AMBAG……..…….Nick Papadakis
CSUMB……...……Anya Spear
Caltrans District 5……..……..…..Mark McCumsey
FORA……....Stan Cook
Monterey County Department of Public Works……Enrique Saavedra
Monterey County Health Department……Vacant
Pebble Beach…….…..Kevin Cole
City of Salinas Department of Public Works……...…..……James Serrano

Technical Advisory Committee
(TAC)

City of Carmel-by-the-Sea…….……Vacant
City of Del Rey Oaks…….….Ron Langford
City of Gonzales……..……... Carlos Lopez, Public Works Director
City of Greenfield……..……...…….John Alves, Public Works Director
City of Gonzales……...……..Henry Hesling
City of King City……...……...……Sal Morales, Public Works Director
City of Marina…….…….Peter Le, Traffic Engineer
City of Monterey……...Rich Deal, Traffic Engineer
City of Pacific Grove……...Steve Leiker, Public Works Director
City of Salinas……..…….Robert Russell, Senior Civil Engineer
City of Sand City……..…Stanley Kulakow, Public Works Director
City of Seaside……...……Diana Ingersoll, Public Works Director
City of Soledad……...…Cliff Price, Planning Director
Monterey City Public Works Department ……...…Enrique Saavedra, Civil Engineer
Monterey County Planning Dept……..…….…..Bob Schubert
Monterey-Salinas Transit…….….Hunter Harvath, Planning Manager
MBUAPCD……..…….…...……Dave Fairchild, Air Quality Planner
AMBAG……...Kathy Urlie, Principal Transportation Planner
Caltrans District 5……..…..……..Mark McCumsey

Social Services Transportation Advisory Council
(SSTAC)

Community Action Partnership……..Chairperson, Margarita Zarraga
Community Action Commission……Vice Chair, Carol Lieberman
Hope Services……...Pam Smith
Monterey County Area Agency on Aging……...….Sue Appel
Salinas Adult Education Center…….……Linda Carey
Central Coast Center for Independent Living……..….Denika Dallimore
Alliance on Aging……Bertha Alfaro
Monterey-Salinas Transit……..……...Bill Morris
South County Salvation Army……Becky Botello
VNA Adult Daycare Services Center……...…….Kathy Spake
Easter Seals Central California……....Stanley Cook

Rail Policy Committee (RPC)

Chair Person Monterey County, District 5……..…….Supervisor Dave Potter
Monterey County, District 1……..…Supervisor Fernando Armenta
Monterey County, District 2…….…….Supervisor Louis Calcagno
Monterey County, District 4…….……Supervisor Jerry Smith
City of Marina…...……..Gary Wilmot, Council Member
City of Monterey…….Chuck Della Salla, Council Member
City of Salinas……Jyl Lutes, Council Member
City of Sand City……...…….Kelly Morgan, Council Member
City of Seaside…….…….Ralph Rubio, Mayor
AMBAG……....Ralph Rubio
Caltrans District 5……..…Mark McCumsey
Monterey Salinas Transit……..……..Frank Lichtanski
City of Watsonville…….Maria Rodriguez

Executive Committee

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Vice Chairperson: City of Greenfield……..……....John P. Huerta, Jr., Mayor
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Monterey County, District 1……..……Supervisor Fernando Armenta
Monterey County, District 5…….Supervisor Dave Potter
City of Salinas……Jyl Lutes, Council Member

Funding Options Team (ad hoc)

Caltrans District 5…….Gregg Albright
Tanimura & Antle…….Bob Antle
Supervisor District 1……Fernando Armenta
Growers Shippers Association…….Jim Bogart
Monterey County Hospitality Association…….Renee Boskoff
The Don Chapin Company…….Don Chapin
Supervisor District 2……Lou Calcagno
Monterey Peninsula Association of Realtors……..Jeff Davi
City of Monterey……Chuck Della Sala
Creekbridge Homes……..…….Vince DiMaggio
City of Carmel…….Dick Ely
Development Attorney……Brian Finegan
Vintners& Growers Association……..Kurt Gollnick
Apex Strategies……Eileen Goodwin
TAMC Deputy Executive Director……Debbie Hale
City of Salinas…….Jyl Lutes
Salinas Valley Builders Exchange……Gwen Miller
Monterey Plaza Hotel……..John Narigi
Mann Packing……...Don Nucci
Supervisor District 5……...Dave Potter
TAMC Executive Director……Bill Reichmuth
City of Seaside……...Ralph Rubio
Woodman Development……..Brad Smith
City of King City……Dick Zechtenmayer

2005 Monterey County Regional Transportation Plan

Appendix B: TAMC Public Outreach Plan

Agenda Item:_____

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: TAMC Board of Directors

From: DeEtta G. Nicely, Administrative Services Manager

Meeting Date: March 26, 2003

Subject: **Amend Bylaws and Expand Public Involvement Program**

RECOMMENDED ACTION:

1. **ANNOUNCE** amendment to Article 15 of the TAMC Bylaws by deleting section 15.2 to eliminate the Citizens Advisory Committee (CAC), and **DIRECT** staff to return to TAMC Board on April 23, 2003 for a two-thirds vote on the amended Bylaws.

2. **APPROVE** attached revisions to TAMC Work Program for fiscal year 2003-2004 to Work Element 113: Public Involvement Program to reflect expanded public participation program.

SUMMARY:

On 22 January 2003, the TAMC Board appointed a sub-committee to evaluate the public participation process and the role of the Citizens Advisory Committee (CAC). The committee included TAMC Board members Dick Ely, Richard Zechentmayer and former CAC members Dr. James Flippen and Marlys Maher. This Bylaw amendment would eliminate the CAC with the expectation that a wider variety of public involvement programs would be implemented. Certificates of appreciation will be presented to the present CAC members at the April 23, 2003 TAMC board meeting.

FINANCIAL IMPACT:

Could be additional public outreach costs for consultants or special public workshops and conferences.

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DISCUSSION:

Today, more than ever, there is a vital need for TAMC to provide a mechanism for public participation in the planning, budgeting and execution of transportation programs and projects. Including the public is essential to the decision making process as well as keeping the community informed on transportation programs. In addition, the understanding and support of special interest groups such as business, agriculture, labor, hospitality and environmental is needed for the successful implementation of our long-term goals.

After reviewing the CAC and its activities, it is apparent that the CAC, as currently structured, is not the best way of achieving TAMC's public participation objectives for several reasons:

- Jurisdictions have difficulty appointing qualified individuals able to attend meetings on a regular basis.
- Frequently, the CAC agendas are a recap of TAMC agendas. Very seldom does the CAC discuss an issue of regional importance and provide public input to the TAMC decision-making process. Oftentimes, jurisdictional issues dominate the agenda.
- The CAC is kept informed of TAMC projects and programs but is unable to provide meaningful input due to meeting schedule and resources constraints. In many cases the CAC issues are not appropriate for TAMC action, since they are more apropos for a single jurisdiction or Caltrans.
- Information about TAMC programs does not flow from TAMC through the CAC to the citizens of Monterey County. The committee members are devoted and hard working but don't normally disseminate information to their respective jurisdictions.
- Committee members are currently nominated by the jurisdictions and appointed by TAMC. As a result, they don't necessarily represent the various coalitions of the county. Representative of the special interest groups in the county is required on many programs.

Clearly, TAMC needs to have a forum for citizen's input as well as a means of keeping the people informed about the transportation plans and programs. The public constitutes a tremendous resource with valuable knowledge, experience, energy and commitment. There are many recent examples of successful public involvement without involving the CAC. These include the Prunedale Bypass, the expanded MST service to South County and the climbing lane on Highway 1. Other efforts under way are the Funding Options Team and the consultants used in project studies to conduct public information programs. These are all essential efforts in our public involvement programs but were achieved outside the auspices of the CAC. Revising the TAMC Bylaws will provide maximum flexibility in the implementation of the public participation process.

PROPOSED EXPANDED PUBLIC INVOLVEMENT PROGRAM:

1. Notify the public of ongoing activities through the monthly meetings of TAMC and the member jurisdictions and/or through media reports/news releases.
2. Appoint ad hoc committees as required to address specific issues and programs with citizens representing appropriate interests. An ad hoc committee would have appropriate representation with knowledgeable individuals appointed by TAMC. Resolution of the action or completion of the project would result in the committee being dissolved.
3. Contract with public information consultants to conduct extensive outreach efforts to inform the public on specific TAMC projects.
4. Consider sponsoring an annual transportation exposition at a venue such as the Doubletree or Sunset conference Center. Guest speakers, dignitaries and program directors with workshops, exhibitors and conference sessions would provide the perfect public forum for transportation issues. Focus would be on transportation activities, technologies and programs.
5. Prepare targeted presentations on various TAMC projects to give periodic presentations to community organizations. The public outreach program could include annual visits to city councils, service organizations and town hall meetings.
6. Consider appointing citizens as nonvoting members of existing TAMC committees, including Rail, TAC, and perhaps Executive.
7. TAMC directors play a more active role in disseminating information to their respective jurisdictions.
8. Continue periodic Transportation Information Group (TIG) luncheons with invited subject matter experts as speakers, open to the public.
9. Continue to post TAMC activities, agendas, and programs on the TAMC website.
10. Continue efforts under way like the Funding Options Team and related work by consultants hired by TAMC to conduct public information programs.

Approved by: _____
Wm. Reichmuth, P.E., Executive Director Regular Agenda

Enclosure:
Attachment 1: Page 8 of DRAFT amended TAMC Bylaws
Attachment 2: Revised TAMC Work Element 113: Public Participation
Attachment 3: Letter from former CAC Chair James H. Flippen, M.D.

Attachment 2

DRAFT CHANGES TO

♦ Work Element 113: Public Involvement Program

Objective:

To ensure that the public is involved from the onset in all transportation plans and programs by preparing and disseminating information on transportation issues and plans and by ensuring an ample opportunity is given for effective citizen participation.

Previous and Ongoing Work:

~~This is an ongoing activity. The Citizens' Advisory Committee (CAC) advises TAMC on transportation issues from the public perspective and provides input on major reports and studies. The CAC meets every two months on a regular basis and holds additional meetings as needed for special projects and studies~~. In fiscal year 20002-2003, TAMC replaced the Citizens Advisory Committee (CAC) with a wider variety of public involvement, similar to successful public participation on the Prunedale Bypass, the expanded MST service to South County, the climbing lane on Highway 1, the Funding Options Team, and work with consultants to conduct public information programs.

Tasks:

~~Assist in CAC member recruitment and appointment.~~

~~1. Staff the Citizens' Advisory Committee by preparing agendas, organizing meetings, writing staff reports, making presentations, and keeping minutes.~~

2. Prepare and update orientation materials for ~~CAC and~~ TAMC Board Members and other TAMC committee members.

3. Provide transportation-related information and documents to the public upon request.

4. Prepare press releases, public service announcements and public forums as needed.

5. Hold public hearings as needed.

6. Update and maintain a TAMC website. Continue to post TAMC activities, agendas, and programs on the TAMC website.

7. Work with Caltrans and AMBAG to implement Transportation Equity Act for the 21st Century (TEA-21) required citizen review and include the traditionally under-served and under represented in the planning process, including, assisting AMBAG in the update of the tri-county Public Information Plan.

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www.tamcmonterey.org

~~8.~~ Prepare brochure on TAMC

~~9.~~ Prepare periodic informational pieces on various projects or plans as needed

10. Notify the public of ongoing activities through the monthly meetings of TAMC and the member jurisdictions and/or through media reports/news releases.

11. Establish committees appointed with a specific purpose in mind and an end date for action. When a committee is formed it must have appropriate representation with knowledgeable individuals appointed by TAMC, not the jurisdictions. Resolution of the action or completion of the project would result in the committee being disbanded.

12. Contract with public information consultants or conduct extensive outreach efforts to inform the public on specific TAMC projects.

13. Hold special transportation information workshops open to the public to keep the communities informed of the transportation programs and issues. These workshops would be a transportation forum at a venue such as the Doubletree Conference Center with dignitaries, guest speakers and have an annual theme.

14. Prepare targeted presentations on various TAMC projects and give periodic presentations to community organizations.

15. Continue periodic Transportation Information Group (TIG) luncheons with invited subject matter experts as speakers, open to the public.

16. Continue efforts under way like the Funding Options Team and related work by consultants hired by TAMC to conduct public information programs.

Products:

- ~~CAC agenda packets~~
- TAMC brochure
- Informational pieces
- Project specific presentations
- News releases

Draft
2005 Monterey County Regional Transportation Plan

Appendix C: Level of Service Analysis of Regional Network Results

AMBAG
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

Transportation Agency for Monterey County
Regional Impact Fee Project

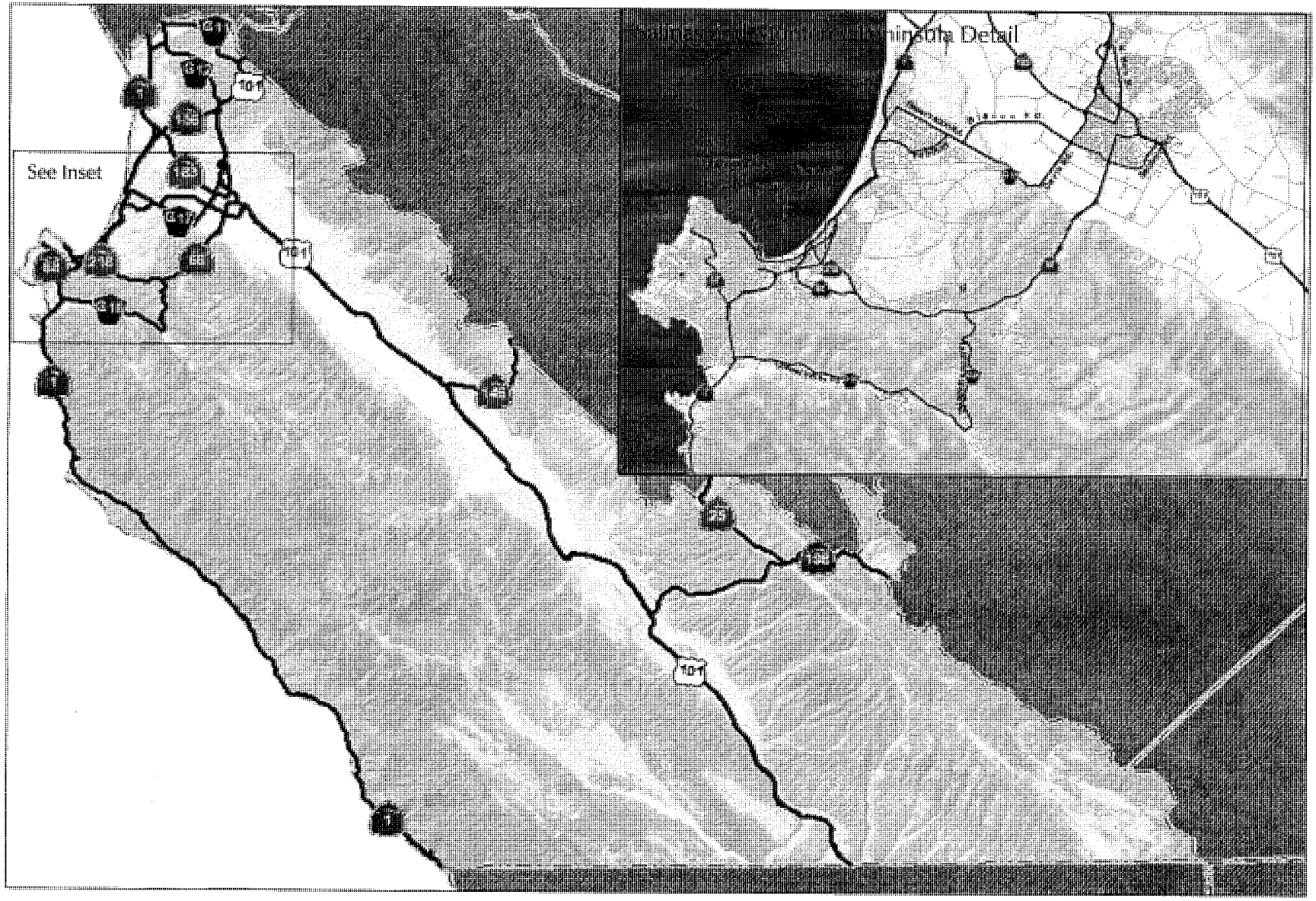
Level of Service Analysis of Regional Network

June 20, 2003

Prepared by: Association of Monterey Bay Area Governments

TAMC REGIONAL IMPACT FEE MODELING

REGIONAL TRANSPORTATION NETWORK



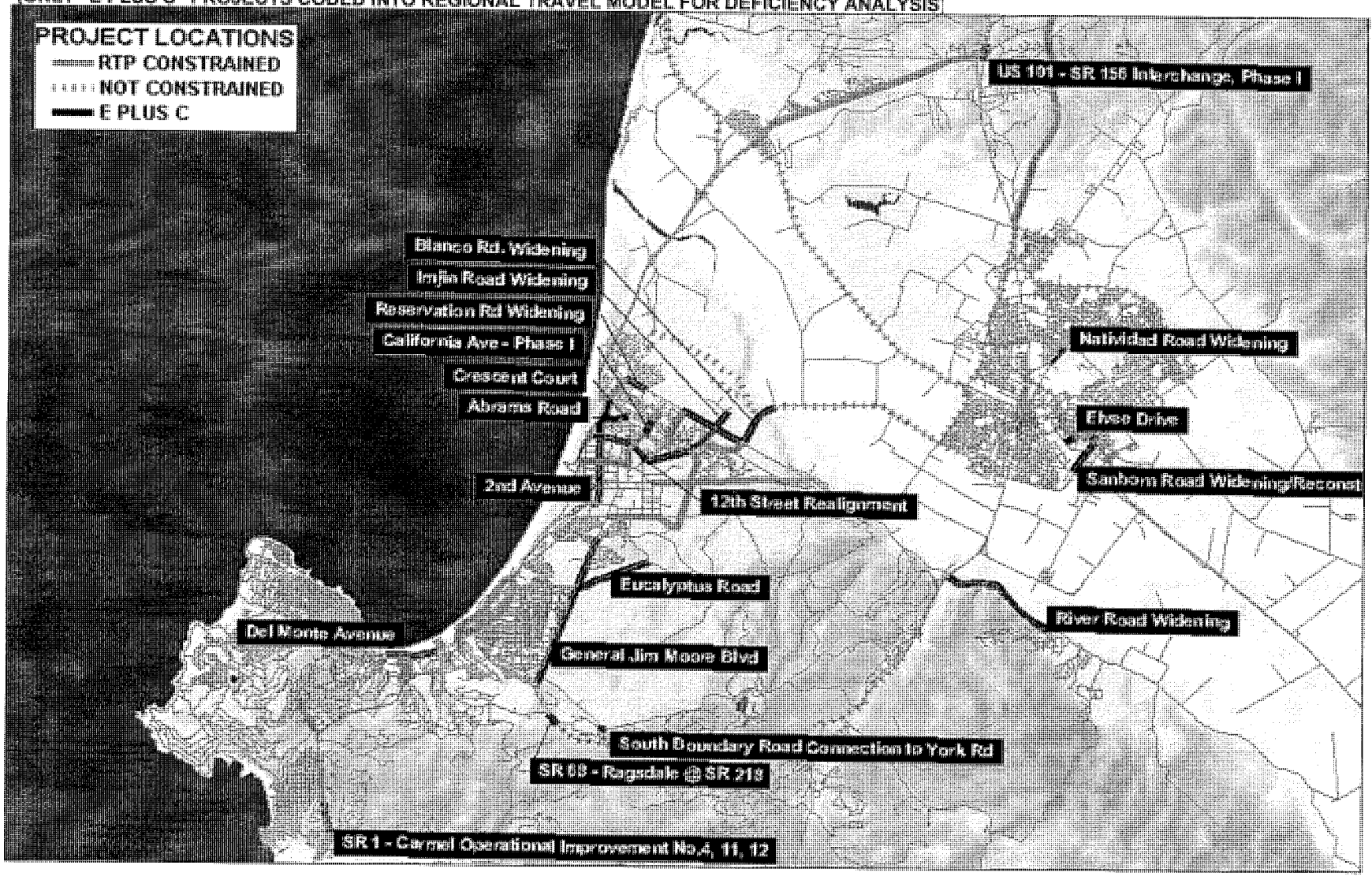
TAMC REGIONAL IMPACT FEE MODELING

EXISTING PLUS COMMITTED PROJECT LIST (2000 TO 2025)
(PROJECTS CODED INTO REGIONAL TRAVEL MODEL FOR DEFICIENCY ANALYSIS)

RTPA ID	County	Agency	Project Name	Project Location	Project Description
13	Monterey	Caltrans	SR 1 - Carmel Operational Improvement No.4, 11, 12	Between Carmel Valley Road to Morse Drive	Widen shoulders and construct climbing lanes; construct left-turn channelization NB to WB at Handley Dr; construct 3rd NB through lane from Handley Dr to SR 68 Interchange
22	Monterey	Caltrans	SR 68 - Ragsdale @ SR 218	SR 68 @ Ragsdale	Widen to 4 lanes, add signal at Ragsdale
37	Monterey	Caltrans	US 101 - SR 156 Interchange, Phase I	US 101 at SR 156	Modify interchange
316	Monterey	City of Monterey	Del Monte Avenue	From El Estero to Palo Verde	Construct median island between intersections of Sloat, Park, Aguajito and El Estero; widen by 30 feet, add eastbound travel lane
159	Monterey	FORA	12th Street Realignment	12th Street from SR 1 to California Avenue, and Imjin Road from California Avenue to Reservation Road	Realign 12 th Street as 4 lane arterial, widen Imjin Road to 4 lane arterial (PFIP T 19, T-26)
160	Monterey	FORA	2nd Avenue	2nd Avenue from Lightfighter Drive to Del Monte Boulevard	Upgrade/construct 4 lane arterial (PFIP T-27, T-29)
162	Monterey	FORA	Abrams Road	From intersection with 2nd Ave (link to Del Monte Blvd in Marina, FO 8) easterly to intersection with Crescent Court extension	Construct new 2 lane arterial (PFIP T-39)
164	Monterey	FORA	Blanco Rd. Widening and Bridge	Blanco Rd. from Reservation Rd to Salinas River	Widen from 2 lanes to 4 lanes (PFIP T-5.1, T-5.2)
165	Monterey	FORA	California Ave - Phase I	From Tamara Court south to 3rd Ave	Upgrade existing California Ave to 2 lane arterial (PFIP T-12, T-13)
167	Monterey	FORA	Crescent Court	From existing Crescent Court southerly to join proposed Abrams Dr.	Extend road (PFIP T-14)
172	Monterey	FORA	Eucalyptus Road	From General Jim Moore Blvd to Parker Flats Cutoff	Upgrade to 2 lane collector (PFIP T-37)
174	Monterey	FORA	General Jim Moore Blvd	From Normandy Rd to SR 218	Widen from 2 lanes to 4 lanes (PFIP T-33, T-34)
179	Monterey	FORA	Reservation Rd Widening	Del Monte Blvd to Crescent Ave and from Salinas Ave to Blanco Rd.	Widen from 4 lanes to 6 lanes. Construct new 4 lane connector from Reservation Rd to Watkins Gate (PFIP T-6, T-7, T-8)
180	Monterey	FORA	Salinas Ave	From Reservation Rd. southerly to Abrams Drive	Construct new 2 lane arterial (PFIP T-24)
181	Monterey	FORA	South Boundary Road Connection to York Rd	From existing road to York Road in Ryan Ranch area	Extend road
246	Monterey	Marina	Imjin Road Widening	From Reservation to Neeson	Widen road and construct new sidewalk
123	Monterey	Monterey County	River Road Widening	River Road from SR 68 to Las Palmas Ranch	Widen to 4 lanes
455	Monterey	Salinas	Elvee Drive	Between Work and Elvee	Construct 44' wide culvert and extend two lanes
472	Monterey	Salinas	Natividad Road Widening	From E. Bernal to Laurel	Widen to 6 lanes
478	Monterey	Salinas	Sanborn Road Widening/Reconstruction	From John St to Abbott St	Widen to 6 lanes
Holl-3	San Benito	Hollister	Meridian Street Construction	Clearview Road to Fairview Road	Construct 4 lane road
Holl-4	San Benito	Hollister	Sunnyslope Road Construction	El Toro Drive to Fairfield Road	Construct 4 lane arterial
Holl-5	San Benito	Hollister	Union Road (formerly Crestview Drive) Construction	State Route 25 to Fairview Road	Construct 4 lane arterial
Cal-4	San Benito	Measure A Authority	SR 25 Bypass	San Felipe Rd. to Sunnyslope Rd.	Construct 4 lane arterial, Park Street Extension to Prospect
CT-2	Santa Cruz	Caltrans	SR 1/Mission Street Widening	From Chestnut to Swift	Widen to 4 lanes. Add left turn lanes at Walnut, Laurel, Bay, and Youngblood/Almar intersections. Reconstruct pavement, sidewalks. Improve drainage facilities
CT-3	Santa Cruz	Caltrans	SR 1/17 Merge Lanes Project	At SR 1 and SR 17 Interchange	Add merge lanes
SC-2	Santa Cruz	City of Santa Cruz	River Street Improvements	SR 1 to Water St.	Widen to 4 lanes
WAT-29	Santa Cruz	Watsonville	Harkins Slough Rd. Reconstruction	From Watsonville Slough to W end of Ramsay Park	Widen from 2 to 4 lanes

TAMC REGIONAL IMPACT FEE MODELING

EXISTING PLUS COMMITTED PROJECTS (2000 TO 2025)
(ONLY "E PLUS C" PROJECTS CODED INTO REGIONAL TRAVEL MODEL FOR DEFICIENCY ANALYSIS)



TAMC REGIONAL IMPACT FEE MODELING
LEVEL OF SERVICE ANALYSIS OF REGIONAL NETWORK

MAINLINE SEGMENTS AT LEVEL OF SERVICE E OR F - PEAK HOUR 2025

Segment						Level of Service[1]		Volume to Capacity Ratio[1]		Vehicle Hours of Delay[2]		
Number	Road	From	To	Approx. Length	Location	2000[3]	2025	2000[3]	2025	2000[3]	2025	Net Change
1	Highway 1	*Ribera Rd.*	*Rio Rd.*	0.88	Carmel	E	F	0.94	1.08	7.4	13.5	6.1
2	Highway 1	*Rio Rd.*	*Carmel Valley Rd.*	0.31	Carmel	F	F	1.08	1.32	9.5	16.9	7.5
3	Highway 1	*Carmel Valley Rd.*	*Ocean Ave.*	0.85	Carmel	F	F	1.84	1.96	222.3	195.0	-27.2
4	Highway 1	*Ocean Ave.*	*Carpenter Rd.*	0.70	Carmel	E	F	0.93	1.07	11.3	30.4	19.1
5	Highway 1	*Carpenter Rd.*	*Freeway Segment*	0.09	Carmel	F	F	1.10	1.25	5.2	8.0	2.8
6	Highway 1	*Freeway Segement*	*Highway 68 Interchange*	0.37	Carmel	D	E	0.87	0.99	3.5	7.5	4.0
7	Highway 1	*Soledad Dr. Interchange*	*Fremont St. Interchange*	0.92	Monterey	E	F	0.92	1.06	17.8	39.9	22.1
8	Highway 1	*Fremont St. Interchange*	*Case Verde Interchange*	0.65	Monterey	F	F	1.17	1.39	12.4	36.0	23.6
9	Highway 1	*Del Monte Ave. Interchange*	*Fremont Blvd Interchange*	2.21	Monterey-Sand City	F	F	1.07	1.82	64.9	847.0	782.1
10	Highway 1	*Fremont Blvd. Interchange*	*Imjin Pkwy Interchange*	3.36	Sand City-Seaside-Marina	D	F	0.85	1.62	35.8	907.2	871.4
11	Highway 1	*Imjin Pkwy Interchange*	*Del Monte Blvd. Interchange*	0.70	Marina	C	E	0.63	0.92	2.6	14.5	11.9
12	Highway 1	*Highway 183*	*Potrero Rd.*	1.72	Castroville	F	F	1.20	1.24	43.9	48.7	4.9
13	Highway 1	*Potrero Rd.*	*Jetty Rd.*	1.74	Moss Landing	F	F	1.61	1.63	91.0	102.7	11.7
14	Highway 1	*Jetty Rd.*	*Springfield Rd.*	1.86	Moss Landing	D	E	0.82	0.84	7.4	8.8	1.4
15	Highway 1	*Salinas Rd.*	*Freeway Segment*	0.26	North County	F	F	1.20	1.45	3.9	10.7	6.7
16	U.S. 101	*Front St. N Interchange*	*Soledad Prison Rd. Interchange*	3.11	Soledad	D	E	0.69	0.86	12.1	38.2	26.1
17	U.S. 101	*Soledad Prison Rd. Interchange*	*5th St. Interchange*	4.13	Soledad-Gonzales	E	F	0.99	1.32	177.9	377.4	199.5
18	U.S. 101	*Alta St. N Interchange*	*Main St. Interchange (Chualar)*	3.86	Gonzales-Chualar	D	E	0.81	0.97	49.3	110.2	60.9
19	U.S. 101	*Airport Blvd. Interchange*	*Boronda Rd. Interchange*	5.27	Salinas	F	F	2.24	2.78	2448.5	7490.4	5041.9
20	U.S. 101	*Boronda Rd. Interchange*	*Espinosa Rd. Interchange*	0.92	Salinas	F	F	1.56	2.02	133.0	571.1	438.2
21	U.S. 101	*Espinosa Rd. Interchange*	*Highway 156 Interchange*	3.82	Salinas	F	F	1.24	1.48	146.6	442.9	296.2
22	U.S. 101	*Highway 156 Interchange*	*Echo Valley Rd.*	3.19	Prunedale	F	F	1.15	1.23	58.2	146.8	88.6
23	U.S. 101	*Echo Valley Rd.*	*San Benito Co. Line*	2.67	Aromas	D	E	0.74	1.06	12.6	61.2	48.6
24	Highway 156	*Castroville Blvd*	*U.S. 101 Interchange*	4.29	Castroville	F	F	1.39	1.77	99.5	458.9	359.5
25	Highway 68	*Congress Ave.*	*Forest Ave.*	0.33	Pacific Grove	F	F	1.10	1.18	9.0	12.5	3.5
26	Highway 68	*Morse Dr.*	*David Ave.*	0.08	Pacific Grove	E	E	0.95	0.96	4.5	5.6	1.1
27	Highway 68	*Piedmont Ave.*	*Skyline Forest Dr.*	1.76	Monterey	F	F	1.71	1.80	349.6	448.9	99.3
28	Highway 68	*CHOMP Entrance*	*Highway 1 Interchange*	0.42	Monterey	E	F	0.94	1.05	3.4	4.8	1.3
29	Highway 68	*Josselyn Canyon Rd.*	*Highway 218*	1.65	Monterey	F	F	1.98	2.21	129.0	255.2	126.2
30	Highway 68	*Ragsdale Dr.*	*York Rd.*	1.08	Monterey	C	E	0.71	0.94	3.6	13.2	9.6
31	Highway 68	*York Rd.*	*Laureles Grade Rd.*	3.07	Monterey-Salinas	F	F	1.29	1.94	133.3	802.0	668.6
32	Highway 68	*Laureles Grade Rd.*	*Freeway Segment*	3.85	Monterey-Salinas	F	F	1.83	2.21	450.4	937.9	487.6
33	Highway 68	*River Rd.*	*Spreckles Blvd.*	0.50	Monterey-Salinas	D	E	0.75	0.95	3.3	11.6	8.3
34	Highway 68	*Hitchcock Rd.*	*Hunter Ln.*	0.21	Monterey-Salinas	D	E	0.77	0.98	1.8	5.3	3.5
35	Highway 68	*Hunter Ln.*	*Blanco Rd.*	0.59	Monterey-Salinas	F	F	1.20	1.34	18.8	52.3	33.5
36	Highway 68	*Blanco Rd.*	*Nissen Rd.*	0.15	Salinas	D	E	0.65	0.90	1.2	8.0	6.8
37	Highway 68	*Nissen Rd.*	*John St.*	0.96	Salinas	F	F	1.29	1.60	100.7	321.9	221.2
38	Highway 68	*Main St.*	*U.S. 101 Interchange*	0.81	Salinas	F	F	1.87	2.09	202.8	620.0	417.2
39	Highway 183	*Crane St.*	*Highway 156 Interchange*	0.42	Castroville	F	F	2.21	2.09	52.4	46.4	-6.1
40	Highway 183	*Highway 156 Interchange*	*Monterey St.*	0.24	Castroville	F	E	2.27	2.47	52.8	84.9	32.1

TAMC REGIONAL IMPACT FEE MODELING
LEVEL OF SERVICE ANALYSIS OF REGIONAL NETWORK

MAINLINE SEGMENTS AT LEVEL OF SERVICE E OR F - PEAK HOUR 2025

Segment						Level of Service[1]		Volume to Capacity Ratio[1]		Vehicle Hours of Delay[2]		
Number	Road	From	To	Approx. Length	Location	2000[3]	2025	2000[3]	2025	2000[3]	2025	Net Change
41	Highway 183	*Blackie Rd.*	*Espinosa Rd.*	0.96	Castroville-Salinas	C	E	0.63	0.87	1.3	5.7	4.5
42	Highway 183	*Espinosa Rd.*	*Cooper Rd.*	2.50	Castroville-Salinas	B	F	0.40	1.18	0.2	56.3	56.1
43	Highway 183	*Cooper Rd.*	*San Jon Rd.*	0.94	Castroville-Salinas	B	E	0.42	0.91	0.1	7.3	7.2
44	Highway 183	*San Jon Rd.*	*Davis Rd. Interchange*	2.37	Salinas	F	F	1.30	2.01	16.6	235.6	219.1
45	Highway 183/Mar ket St.	*Davis Rd. Interchange*	*Villa St.*	0.33	Salinas	B	E	0.38	0.86	0.1	9.9	9.8
46	Highway 183/Mar ket St.	*Villa St.*	*Salinas St.*	0.71	Salinas	F	F	1.17	1.55	47.9	333.7	285.8
47	Highway 183/N. Main St.	*Market St.*	*U.S. 101 Interchange*	0.40	Salinas	F	F	1.94	2.53	463.4	1701.2	1237.8
48	Highway 218	*at Highway 1 Interchange*	*Between Ramps*	0.07	Seaside	F	F	1.05	1.13	0.8	1.3	0.5
49	Highway 218	*Roberts Ave.*	*Del Monte Blvd.*	0.14	Seaside	C	E	0.54	0.83	0.4	3.7	3.3
50	Highway 218	*Del Monte Blvd.*	*Sonoma Ave.*	0.08	Seaside	E	F	0.89	1.25	1.7	10.9	9.3
51	Highway 218	*Sonoma Ave.*	*Hilby Ave.*	0.30	Seaside	C	E	0.68	0.93	1.0	8.1	7.1
52	Highway 218	*Fremont St.*	*Rosita Rd.*	0.33	Del Rey Oaks	D	E	0.79	0.93	12.7	33.2	20.4
53	Highway 218	*Work Ave.*	*Highway 68*	1.32	Del Rey Oaks	D	F	0.74	1.20	7.8	39.2	31.4
54	Highway 146	*Andalucia Dr.*	*Bryant Canyon Rd.*	0.56	Soledad	C	F	0.63	1.98	29.4	120.6	91.1
55	Del Monte Ave.	*Cunningham Rd.*	*Palo Verde Ave.*	0.28	Monterey	F	E	1.05	0.83	0.6	4.0	3.4
56	Del Monte Ave.	*Case Verde Way*	*Highway 218*	0.71	Monterey	C	F	0.50	1.27	0.9	63.1	62.2
57	Fremont St.	*Highway 1 Ramps*	*Eastbound and Westbound*	0.40	Monterey	F	F	1.10	1.39	18.1	54.9	36.8
58	Fremont St.	*Cassanova Ave.*	*Highway 218*	0.16	Monterey-Del Rey Oaks-Sea	D	E	0.77	0.91	3.1	7.7	4.6
59	Fremont St.	*Sonoma Ave.*	*Broadway Ave.*	0.22	Seaside	C	E	0.58	0.94	0.6	8.1	7.5
60	Fremont St.	*Del Monte Blvd.*	*Highway 1 Interchange*	0.05	Seaside-Sand Ci ty	A	E	0.25	0.88	0.0	1.4	1.4
61	Lighthouse Ave.	*Hoffman St.*	*Dickman Ave.*	0.24	Monterey	C	F	0.55	1.32	8.6	35.2	26.6
62	Lighthouse Ave.	*Dickman Ave.*	*Reeside Ave.*	0.09	Monterey	A	E	0.19	0.97	0.0	3.9	3.9
63	Lighthouse Ave.	*Reeside Ave.*	*Private Bolio Rd.*	0.11	Monterey	A	F	0.22	1.00	0.0	7.5	7.5
64	Lighthouse Ave.	*Foam St.*	*Washington St.*	0.56	Monterey	F	F	1.11	1.20	17.9	31.4	13.5
65	Foam St.	*Lighthouse Ave.*	*Hoffman Ave.*	0.26	Monterey	E	F	0.99	1.50	213.7	356.1	142.4
66	Carmel Valley Rd.	*Carmel Rancho Rd.*	*E. Rio Rd.*	0.75	Carmel	F	F	1.11	1.33	11.3	27.4	16.0
67	Carmel Valley Rd.	*E. Rio Rd.*	*Ranch San Carlos Rd.*	1.21	Carmel Valley	D	E	0.80	1.03	5.5	17.9	12.4
68	Carmel Valley Rd.	*Valley Greens Dr.*	*Meadows Rd.*	0.56	Carmel Valley	C	E	0.70	0.96	1.7	7.6	6.0
69	Davis Rd.	*Reservation Rd.*	*Blanco Rd.*	2.10	Salinas	C	F	0.67	1.30	2.4	48.0	45.6
70	Davis Rd.	*Blanco Rd.*	*Highway 183 Interchange*	1.42	Salinas	F	F	1.41	1.80	72.8	256.9	184.1
71	Davis Rd.	*Highway 183 Interchange*	*Laurel Dr.*	1.03	Salinas	F	F	1.71	2.14	317.4	1161.9	844.5
72	Davis Rd.	*Laurel Dr.*	*U.S. 101/Boronda Rd. Interchange*	2.02	Salinas	F	F	1.43	2.16	178.3	1132.2	953.8
73	Main St.	*U.S.101 Interchange*	*Laurel Dr.*	0.63	Salinas	F	F	2.24	2.93	575.4	2475.1	1899.7
74	Main St.	*Laurel Dr.*	*Alvin Dr.*	0.60	Salinas	F	F	1.34	1.95	141.8	861.8	720.0
75	Main St.	*Alvin Dr.*	*Boronda Rd.*	0.95	Salinas	F	F	1.87	2.43	717.2	3785.1	3067.9
76	G11/San Juan Rd.	*Porter Dr.*	*Salinas Rd.*	0.40	Pajaro	F	F	1.64	1.98	239.8	764.9	525.2
78	G11/San Juan Rd.	*Salinas Rd.*	*Susan Dr.*	0.23	Pajaro	F	F	1.39	1.69	16.6	40.8	24.2
79	G11/San Juan Rd.	*Carpenteria Rd.*	*Corey Rd.*	0.39	Aromas	C	E	0.72	0.86	0.6	1.6	1.0
80	G11/San Juan Rd.	*Corey Rd.*	*Dunbarton Rd.*	0.49	Aromas	E	F	0.88	1.02	1.9	4.2	2.4

TAMC REGIONAL IMPACT FEE MODELING
LEVEL OF SERVICE ANALYSIS OF REGIONAL NETWORK

MAINLINE SEGMENTS AT LEVEL OF SERVICE E OR F - PEAK HOUR 2025

Segment						Level of Service[1]		Volume to Capacity Ratio[1]		Vehicle Hours of Delay[2]		
Number	Road	From	To	Approx. Length	Location	2000[3]	2025	2000[3]	2025	2000[3]	2025	Net Change
81	G11/San Juan Rd.	*Dunbarton Rd.*	*U.S.101 Interchange*	0.32	Aromas	F	E	1.19	0.99	3.3	2.1	-1.2
82	G12/Elkhorn Rd.	*Werner Rd.*	*Elkhorn Rd.*	0.77	Las Lomas	E	F	0.99	1.31	8.0	30.5	22.5
83	G12/Hall Rd.	*Elkhorn Rd.*	*Las Lomas Dr.*	0.54	Las Lomas	D	E	0.74	0.95	1.3	4.6	3.3
84	G12/San Miguel Canyon Rd.	*Castroville Blvd*	*Langley Canyon Rd.*	0.36	Prunedale	D	E	0.79	0.87	1.5	2.9	1.4
85	G12/San Miguel Canyon Rd.	*Langley Canyon Rd.*	*U.S.101 Interchange*	0.28	Prunedale	F	F	2.21	2.31	370.9	361.5	-9.4
86	Blanco Rd.	*Salinas River Bridge*	*Davis Rd.*	3.58	Marina-Salinas	E	F	0.87	1.56	12.9	207.5	194.7
87	Blanco Rd.	*Alisal St.*	*Main St.*	1.19	Salinas	E	F	0.98	1.46	20.7	180.3	159.6
88	Blanco Rd.	*Main St.*	*Pajaro St.*	0.14	Salinas	C	F	0.53	1.07	0.2	6.7	6.5
89	Blanco Rd.	*Pajaro St.*	*Blanco Cir.*	1.28	Salinas	C	E	0.48	0.99	0.9	38.4	37.5
90	Blanco Rd.	*Blanco Cir.*	*Abbott St.*	0.18	Salinas	C	F	0.51	1.05	0.5	16.4	15.9
91	Sanborn Rd.	*Abbott St.*	*U.S.101 Interchange*	0.76	Salinas	E	F	0.94	1.15	5.1	43.2	38.2
92	Reservation Rd.	*Crescent Ave.*	*Crestview Ct.*	0.18	Marina	C	E	0.54	0.82	0.5	4.8	4.4
93	Reservation Rd.	*East Garrison*	*Davis Rd.*	1.39	Marina-Salinas	B	F	0.43	1.60	0.1	160.9	160.8
94	Imjin Parkway	*Highway 1 Interchange*	*4th Ave.*	0.73	Marina	D	F	0.75	1.38	7.0	107.6	100.6
95	Salinas Rd.	*Highway 1*	*Fruitland Ave.*	1.14	North County	C	E	0.66	0.83	1.4	5.4	4.0

NOTES:

1) Represents worst volume to capacity ratio and level of service experienced in either AM or PM Peak hours
2) Accounts for all AM and PM peak hour delays combined
3) Base year network, traffic counts, and model calibration are literally for year 2000. Does not reflect network changes due to the restriction of traffic through the Presidio of Monterey in 2001. The 2025 network does reflect the POM changes plus other committed projects.

TAMC REGIONAL IMPACT FEE MODELING
LEVEL OF SERVICE ANALYSIS OF REGIONAL NETWORK

INTERCHANGES AT LEVEL OF SERVICE E OR F - PEAK HOUR 2025

					Level of Service[1]		Volume to Capacity Ratio[1]		Vehicle Hours of Delay[2]		
Number	Road	Interchange	Location	Ramp	2000	2025	2000	2025	2000	2025	Net Change
1	Highway 1	*Del Monte Ave.*	Monterey	NB - On Ramp	C	F	0.65	1.03	0.6	10.7	10.1
				NB - Off Ramp	A	A					
				SB - On Ramp	A	A					
				SB - Off Ramp	B	E	0.51	0.99			
2	Highway 1	*Highway 218*	Seaside	NB - On Ramp	A	E	0.32	0.94	0.02	2.91	2.89
				NB - Off Ramp	A	A					
				SB - On Ramp	A	A					
				SB - Off Ramp	A	B					
3	Highway 1	*Fremont St.*	Sand City	NB - On Ramp	C	F	0.65	1.45	0.33	19.9	19.57
				NB - Off Ramp	A	B					
				SB - On Ramp	A	B					
				SB - Off Ramp	B	E	0.34	0.96			
4	Highway 1	*Lightfighter*	Seaside	NB - On Ramp	A	B			1.96	43.73	41.77
				NB - Off Ramp	D	F	0.82	1.50			
				SB - On Ramp	B	D					
				SB - Off Ramp	A	B					
5	Highway 1	*Imjin Parkway*	Marina	NB - On Ramp	A	C			0	41.55	41.55
				NB - Off Ramp	A	F	0.19	1.47			
				SB - On Ramp	A	F	0.19	1.09			
				SB - Off Ramp	A	C					
6	Highway 1	*Del Monte Blvd*	Marina	NB - Off Ramp	B	C			4.01	22.96	18.95
				SB - On Ramp	D	F	0.89	1.23			
7	U.S. 101	*Soledad Prison Rd.*	Soledad	NB - On Ramp	E	F	0.97	1.62	14.4	44.19	29.79
				NB - Off Ramp	B	D					
				SB - On Ramp	B	B					
				SB - Off Ramp	E	F	0.97	1.35			
8	U.S. 101	*Abbott St.*	Spreckles	NB - On Ramp	A	A			0.42	1.81	1.39
				NB - Off Ramp	B	B					
				SB - On Ramp	D	E	0.39	0.86			
9	U.S. 101	*Airport Blvd.*	Salinas	NB - On Ramp	F	F	1.98	2.31	54.86	123.24	68.38
				NB - Off Ramp	B	D					
				SB - On Ramp	A	B					
				SB - Off Ramp	F	F	1.57	1.78			
10	U.S. 101	*Sanborn Rd.*	Salinas	NB - On Ramp	C	D			15.23	34.78	19.55
				NB - Off Ramp	A	B					
				SB - On Ramp	C	D					
				SB - Off Ramp	F	F	1.37	1.59			
11	U.S. 101	*Wood St.*	Salinas	NB - On Ramp	F	F	1.23	1.49	10.45	26.27	15.82
				NB - Off Ramp	E	F	0.98	1.05			
12	U.S. 101	*John St.*	Salinas	NB - On Ramp	C	E	0.67	0.96	15.97	34.43	18.46
				SB - On Ramp	D	E	0.86	0.98			
				SB - Off Ramp	F	F	1.45	1.66			
13	U.S. 101	*Market St.*	Salinas	NB - On Ramp	B	F	0.50	1.20	14.72	46.22	31.5
				NB - Off Ramp	B	F	0.34	1.02			
				SB - On Ramp	D	D					
				SB - Off Ramp	F	F	1.43	1.74			
14	U.S. 101	*Main St.*	Salinas	NB - On Ramp	E	F	0.93	1.18	33.92	112.47	78.55
				NB - Off Ramp	F	F	1.36	1.77			
				SB - On Ramp	E	F	0.99	1.15			
				SB - Off Ramp	A	A					
15	U.S. 101	*Laurel Dr.*	Salinas	NB - On Ramp	D	F	0.79	1.16	92.75	204.78	112.03
				NB - Off Ramp	F	F	1.49	1.76			
				NB - Loop On Ramp	C	C					
				SB - On Ramp	D	D					
				SB - Off Ramp	F	F	1.57	1.79			
				SB - Loop On Ramp	C	D					
16	U.S. 101	*Boronda Rd.*	Salinas	NB - On Ramp	F	F	1.19	1.40	86.62	217.45	130.83
				NB - Off Ramp	F	F	1.50	1.74			
				NB - Loop On Ramp	A	A					
				SB - On Ramp	E	F	0.99	1.15			
				SB - Off Ramp	F	F	1.18	1.57			
				SB - Loop On Ramp	C	C					
17	U.S. 101	*Russel Rd./Espinosa Rd.*	Salinas	NB - On Ramp	B	C			2.39	23.09	20.7
				NB - Off Ramp	F	F	1.25	1.88			
				SB - On Ramp	A	A					
				SB - Off Ramp	A	A					

NOTES:
1) Represents worst volume to capacity ratio and level of service experienced in either AM or PM Peak hours
2) Accounts for all AM and PM peak hour delays combined

Draft
2005 Monterey County Regional Transportation Plan

Appendix D: Constrained Regional Project List

Appendix D

RTP Constrained Project List

RTP Id	Agency	Support Agency	Project Title	Project Description	Project Location	Project Funding - All Figures in '000s (thousands of dollars)						Conformity Non-Exempt	Mode	TCM
						Present - 2010	2011 - 2020	2021 - 2030	Constrained Funding	Unconstrained Funding	Total Project Cost			
AMB001	AMBAG		Monterey Bay Sanctuary Trail	Trail Planning	Pajaro River south to Pacific Grove	$6,886	$1,000	$1,000	$8,886	$0	$8,886		BP	Yes
AMB003	AMBAG		Ridesharing	Provide ridesharing services		$1,498	$2,140	$2,140	$5,778	$0	$5,778		TDM	Yes
CT001	Caltrans		Archaeological roadside inventory	Inventory of archaeological roadside features	On various state highways	$0	$196	$0	$196	$0	$196		O	
CT002	Caltrans		Countywide ITS Projects	Changeable message signs, closed circuit televisions, highway advisory radios, ramp meters and loop detectors	On SR1, SR 68 and US 101	$8,480	$8,480	$0	$16,960	$0	$16,960		TF	
CT003	Caltrans		SR 1 - Big Sur Pitkin's Curve	Curve Realignment	at Pitkin's Curve near Big Sur	$25,000	$0	$0	$25,000	$0	$25,000		M	
CT004	Caltrans		SR 1 - Big Sur Vista Pt	Install Ecological Plaques		$0	$6	$0	$6	$0	$6		O	
CT008	Caltrans	County	SR 1 - Carmel Operational Improvement	Construct an extended northbound right turn lane on Highway 1 from Carmel Valley Road to Rio Road and provide intersection improvements at both Carmel Valley Road and Rio Road.	SR-1 between Rio Rd and Carmel Valley Rd.	$2,500	$0	$0	$2,500	$0	$2,500	Yes	VF	
CT014	Caltrans		SR 1 - Salinas Rd Interchange	Build a new interchange at Highway 1 and Salinas Road and add frontage roads to improve local circulation.	SR 1 at Salinas Rd	$43,000	$0	$0	$43,000	$0	$43,000	Yes	VF	
CT015	Caltrans		SR 1 - Sand City Corridor	Widen Highway 1 from Fremont Avenue to at least Canyon Del Rey and make interchange and related local road improvements in the vicinity of Canyon Del Rey and Fremont Avenues.	On SR 1 between Canyon Del Rey interchange and Lightfighter Dr interchange	$0	$45,000	$0	$45,000	$0	$45,000	Yes	VF	
CT017	Caltrans		Route 68 (Holman Hwy - access to Community Hospital)	Widen Holman Highway 68 from CHOMP to Hwy 1 to 4 lanes and make operational improvements at the Hwy 68 – Hwy 1 interchange.	Holman Highway 68 (between Highway 1 and Community Hospital of Monterey Peninsula)	$14,000	$0	$0	$14,000	$0	$14,000	Yes	VF	
CT018	Caltrans	County	SR 68 - Operational Improvements	Add turn lanes, approach lanes etc. to improve operations between SR 1 and Salinas, including improvements at Corral de Tierra; Los Laureles Grade; Torero Drive and San Benancio Roads		$10,000	$0	$0	$10,000	$0	$10,000	Yes	TF	
CT023	Caltrans		SR 68 - Traffic Monitor/Driver Info	ITS: sensors, counters, CMS		$60	$100	$100	$260	$0	$260		TF	
CT024	Caltrans		US 101 - Airport Blvd. I/C	Rebuild the interchange at US 101 and Airport Blvd and make related improvements to assist traffic circulation on nearby local roads and intersections.		$59,425	$0	$0	$59,425	$0	$59,425	Yes	VF	
CT029	Caltrans		US 101 - Prunedale Freeway	Construct a 4 lane bypass or add new capacity to exisitng US 101 from Echo Valley Road to Russell/Espinosa Roads. Improve interchanges and reroute nearby local roads to coordinate with new capacity.	Between Espinosa and Echo Valley Rd	$0	$221,000	$255,000	$476,000	$0	$476,000	Yes	VF	
CT030	Caltrans		US 101 - Salinas Corridor	Address north/south roadway capacity through Salinas		$0	$17,000	$160,442	$177,442	$0	$177,442	Yes	VF	
CT031	Caltrans		US 101 - Salinas to King City	Safety and operational improvements including combining of crossings to limit access, creation of frontage roads, improve left turn pockets		$15,000	$15,000	$0	$30,000	$0	$30,000	Yes	TF	
CT032	Caltrans		US 101 - San Juan Road I/C	US 101 construct new interchange (MON-101-100/101.3) - Programmed through PA/ED		$0	$0	$38,000	$38,000	$0	$38,000	Yes	VF	
CT036	Caltrans		SR 156 - West Corridor	Widen existing highway to 4 lanes and upgrade highway to Freeway status with appropriate interchanges. Interchange modification at US 156 and 101	From Castroville to Prunedale, Geil Street to US 101 (MON-156-R1.6/T5.2)	$88,507	$133,200	$0	$221,707	$0	$221,707	Yes	VF	
CT040	Caltrans		State Highway Safety and Rehab.	Unspecified SHOPP projects		$90,415	$121,495	$150,690	$362,600	$0	$362,600		M	
CT041	Caltrans		US 101 Prunedale Improvement Project	Construct a 4 lane bypass or add new capacity to existing US 101 from Echo Valley Road to Russell/Espinosa Roads. Improve interchanges and reroute nearby local roads to coordinate with new capacity.	US 101 from Russell/Espinosa to Crazy Horse Canyon	$224,560	$0	$0	$224,560	$0	$224,560	Yes	VF	
CT042	Caltrans		SR 68 - York Road	Intersection improvements	York Rd at SR 68	$0	$2,000	$0	$2,000	$0	$2,000		TF	
CT043	Caltrans	County	SR 156 at Oak Hills Community access improvements	Safety and operational improvements	On SR 156 at Oak Hills Community Entrance	$1,500	$0	$0	$1,500	$0	$1,500		S	
CAR001	Carmel		Bike Kiosks	Install bike kiosks at entrance points to the city		$13	$0	$0	$13	$0	$13		BP	Yes
CAR002	Carmel		Carmel to Pebble Beach Bike/Ped Facility	Construct Class I or Class II bike facility	North San Antonio Road (2nd to Ocean Ave)	$0	$86	$0	$86	$0	$86		BP	Yes
CAR005	Carmel		Rio Road parking facility	Construct Rio Road off site parking facility w/jitney pick up station	near Mission	$20	$0	$0	$20	$0	$20		P	
CAR007	Carmel		San Carlos Streetscaping	Install streetscaping	On San Carlos Avenue	$155	$0	$0	$155	$0	$155		O	
CAR009	Carmel		San Carlos Rehabilitation	San Carlos St. between Ocean Ave. and 6th Ave. in Carmel-by-the-Sea. Removing concrete and repaving and rehab /improvements to: curb and gutter, replace storm drain lines, and sidewalk.	In Monterey County in the City of Carmel-by-the-Sea on San Carlos St. between Ocean Ave. and 6th Ave.	$100	$0	$0	$100	$0	$100		M	

Appendix D

RTP Constrained Project List

RTP Id	Agency	Support Agency	Project Title	Project Description	Project Location	Project Funding - All Figures in '000s (thousands of dollars)						Conformity Non-Exempt	Mode	TCM
						Present - 2010	2011 - 2020	2021 - 2030	Constrained Funding	Unconstrained Funding	Total Project Cost			
CAR010	Carmel		Mission Street Rehabilitation	Rehabilitate Mission Street including repaving street and curb, gutter and sidewalk improvements	Mission Street from Third Ave to Eighth Ave	$338	$0	$0	$338	$0	$338		MM	
CAR011	Carmel		5th Ave Rehabilitation	Repave and sidewalk repairs	5th Ave from Junipero to Monte Verde Street	$110	$0	$0	$110	$0	$110		M	
FRA005	County	FORA	Blanco - Imjin Connector	Construct new 4 lane arterial (FORA CIP FO4)	From Imjin Road (@ Abrams), northeasterly to Reservation Road (@ Blanco).	$0	$0	$4,956	$4,956	$0	$4,956	Yes	VF	
FRA016	County	FORA	East Garrison Gateway Improvements	Construct gateway improvements (FORA CIP FO1)	East Garrison Gateway at Reservation Road	$1,063	$0	$0	$1,063	$0	$1,063	Yes	VF	
FRA022	County	FORA	Reservation Road Widening	Construct new 4-lane connector bet Reservation Rd from easterly boundary of UC MBEST E Campus to Watkins Gate intersection on Reservation Rd. (FORA CIP 4C)		$6,169	$0	$0	$6,169	$0	$6,169	Yes	VF	
MYC002	County		Alta St. Pavement Rehabilitation	Resurface Alta Street	Hwy 101 to Gonzales city limits	$701	$0	$0	$701	$0	$701		M	
MYC007	County		Bridge Barrier Rail Replacement	Replace and Rehab 5 bridges (match Fed funds)		$0	$400	$0	$400	$0	$400		M	
MYC008	County		Bridge Seismic Retrofit and Replacement	For various bridges throughout the county		$30,000	$0	$0	$30,000	$0	$30,000		M	
MYC010	County		Carmel Valley Rd at Dorris Dr	Safety Improvements		$0	$2,000	$0	$2,000	$0	$2,000		S	
MYC011	County		Carmel Valley Rd Passing Lanes	Construct passing lanes	Along Carmel Valley Rd at various locations	$0	$10,000	$0	$10,000	$0	$10,000	Yes	VF	
MYC012	County		Carmel Valley Rd Shoulder Improvements	Shoulder widening	Between Laureles Grade and Ford Rd	$0	$2,000	$0	$2,000	$0	$2,000		TF	
MYC013	County		Carmel Valley Road at Laureles Grade Rd	Construct intersection improvements		$0	$3,000	$0	$3,000	$0	$3,000		TF	
MYC014	County		Carmel Valley Road Bike Path	Install bike path from Valley Greens Drive to SR 1 (funded for prelim engineering)	SR 1 south of Carmel River	$2,141	$0	$0	$2,141	$0	$2,141		BP	Yes
MYC016	County		Castroville - Elkhorn Road Bikeway	Install Class I to III bikeway	From SR 183 (Merritt Street) in Castroville along Castroville Blvd and Elkhorn Road to Elkhorn Slough Sanctuary	$1,750	$0	$0	$1,750	$0	$1,750		BP	Yes
MYC018	County		Castroville Blvd. Bike Path Connect under RR	Install bike/ped undercrossing	On Castroville Blvd over RR tracks	$750	$0	$0	$750	$0	$750		BP	Yes
MYC021	County		Davis Road Bike lanes	Install bike path	From Blanco to Reservation Rd	$0	$986	$0	$986	$0	$986		BP	Yes
MYC022	County		Davis Road Bridge Replacement	Replace bridge over Salinas River with new bridge with shoulders	Approx 0.5 miles south of Foster Road	$2,000	$10,000	$0	$12,000	$0	$12,000	Yes	VF	
MYC023	County		Castroville Blvd widening	Widen to 4 lanes and install signal at Dolan Rd	From 156 to Dolan Rd	$0	$5,200	$7,000	$12,200	$0	$12,200	Yes	VF	
MYC025	County		Elkhorn Road - Werner Road	Install traffic signal and construct intersection improvements		$0	$600	$0	$600	$0	$600		TF	
MYC035	County		Hall Road - Sill Road	Intersection Improvements		$0	$747	$0	$747	$0	$747		TF	
MYC037	County		Hall Road - Willow Road	Intersection Improvements		$0	$703	$0	$703	$0	$703		TF	
MYC038	County		Hall Road - Elkhorn Road	Intersection Improvements - Improve shoulders and construct signal	Hall Road - Elkhorn Road	$0	$1,600	$0	$1,600	$0	$1,600		TF	
MYC048	County		Los Laureles Grade Climbing Lanes	Install climbing lanes	From Carmel Valley Rd to SR 68	$0	$2,500	$0	$2,500	$0	$2,500	Yes	VF	
MYC056	County		Monte Road Bike Path	Install bike paths	From End of existing Class I to Salinas River	$0	$973	$0	$973	$0	$973		BP	Yes
MYC058	County		Moss Landing Dunes Bike Path	Install bike path	From Moss Landing to Pajaro River via dunes	$0	$2,673	$0	$2,673	$0	$2,673		BP	Yes
MYC062	County		Old Stage Road	Shoulder widening and channelization at intersections	Gonzales to Natividad	$0	$3,616	$5,000	$8,616	$0	$8,616		TF	
MYC063	County		Old Stage Road Bikeway	Install Class III bikeway	From San Juan Grade Rd to end of Old Stage Rd	$0	$37	$0	$37	$0	$37		BP	Yes
MYC064	County		Pajaro River Levee to San Juan Road Bike Lanes	2000' of Class II/III on east side of road	Along east side of dr. pond from. Levee to San Juan Road	$73	$0	$0	$73	$0	$73		BP	Yes
MYC067	County		Pine Canyon & Jolon Signal	Install traffic signal	At the intersection of Pine Canyon Rd and Jolon Rd.	$724	$0	$0	$724	$0	$724		TF	
MYC068	County		Porter Road Bike Lanes	Install bike path on bridge connect.	From Porter Road to levee (Pajaro area)	$29	$0	$0	$29	$0	$29		BP	Yes
MYC070	County	Caltrans	Prunedale South Bike lanes	Install bike path (Class II)	On Prunedale South Rd. from 156 to Reese Cr.	$0	$1,890	$0	$1,890	$0	$1,890		BP	Yes
MYC071	County		Rail Trail	Install bikeway along rail line	From Salinas Road to Pajaro River levee	$0	$350	$0	$350	$0	$350		BP	Yes
MYC072	County		Reservation Road	Resurface Reservation Rd	From Hwy 68 to Marina city limits	$0	$4,124	$0	$4,124	$0	$4,124		M	
MYC076	County		River Road Widening	Widen to 4 lanes	From SR 68 to Las Palmas Ranch	$1,800	$0	$0	$1,800	$0	$1,800	Yes	VF	
MYC079	County		Russell Rd Improvements	Install traffic signals at Van Buren St Intersection and Main St Intersection and widen to 4-6 lanes between US 101 and San Juan Grade	Russell Rd between US 101 and San Juan Grade	$0	$1,800	$0	$1,800	$0	$1,800		VF	
MYC081	County		Salinas Road - Werner Road	Install traffic signal and construct intersection improvements		$0	$900	$0	$900	$0	$900		TF	

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RTP Constrained Project List

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						Present - 2010	2011 - 2020	2021 - 2030	Constrained Funding	Unconstrained Funding	Total Project Cost			
AMB001	AMBAG		Monterey Bay Sanctuary Trail	Trail Planning	Pajaro River south to Pacific Grove	$6,886	$1,000	$1,000	$8,886	$0	$8,886		BP	Yes
AMB003	AMBAG		Ridesharing	Provide ridesharing services		$1,498	$2,140	$2,140	$5,778	$0	$5,778		TDM	Yes
CT001	Caltrans		Archaeological roadside inventory	Inventory of archaeological roadside features	On various state highways	$0	$196	$0	$196	$0	$196		O	
CT002	Caltrans		Countywide ITS Projects	Changeable message signs, closed circuit televisions, highway advisory radios, ramp meters and loop detectors	On SR1, SR 68 and US 101	$8,480	$8,480	$0	$16,960	$0	$16,960		TF	
CT003	Caltrans		SR 1 - Big Sur Pitkin's Curve	Curve Realignment	at Pitkin's Curve near Big Sur	$25,000	$0	$0	$25,000	$0	$25,000		M	
CT004	Caltrans		SR 1 - Big Sur Vista Pt	Install Ecological Plaques		$0	$6	$0	$6	$0	$6		O	
CT008	Caltrans	County	SR 1 - Carmel Operational Improvement	Construct an extended northbound right turn lane on Highway 1 from Carmel Valley Road to Rio Road and provide intersection improvements at both Carmel Valley Road and Rio Road.	SR-1 between Rio Rd and Carmel Valley Rd.	$2,500	$0	$0	$2,500	$0	$2,500	Yes	VF	
CT014	Caltrans		SR 1 - Salinas Rd Interchange	Build a new interchange at Highway 1 and Salinas Road and add frontage roads to improve local circulation.	SR 1 at Salinas Rd	$43,000	$0	$0	$43,000	$0	$43,000	Yes	VF	
CT015	Caltrans		SR 1 - Sand City Corridor	Widen Highway 1 from Fremont Avenue to at least Canyon Del Rey and make interchange and related local road improvements in the vicinity of Canyon Del Rey and Fremont Avenues.	On SR 1 between Canyon Del Rey interchange and Lightfighter Dr interchange	$0	$45,000	$0	$45,000	$0	$45,000	Yes	VF	
CT017	Caltrans		Route 68 (Holman Hwy - access to Community Hospital)	Widen Holman Highway 68 from CHOMP to Hwy 1 to 4 lanes and make operational improvements at the Hwy 68 – Hwy 1 interchange.	Holman Highway 68 (between Highway 1 and Community Hospital of Monterey Peninsula)	$14,000	$0	$0	$14,000	$0	$14,000	Yes	VF	
CT018	Caltrans	County	SR 68 - Operational Improvements	Add turn lanes, approach lanes etc. to improve operations between SR 1 and Salinas, including improvements at Corral de Tierra; Los Laureles Grade; Torero Drive and San Benancio Roads		$10,000	$0	$0	$10,000	$0	$10,000	Yes	TF	
CT023	Caltrans		SR 68 - Traffic Monitor/Driver Info	ITS: sensors, counters, CMS		$60	$100	$100	$260	$0	$260		TF	
CT024	Caltrans		US 101 - Airport Blvd. I/C	Rebuild the interchange at US 101 and Airport Blvd and make related improvements to assist traffic circulation on nearby local roads and intersections.		$59,425	$0	$0	$59,425	$0	$59,425	Yes	VF	
CT029	Caltrans		US 101 - Prunedale Freeway	Construct a 4 lane bypass or add new capacity to exisitng US 101 from Echo Valley Road to Russell/Espinosa Roads. Improve interchanges and reroute nearby local roads to coordinate with new capacity.	Between Espinosa and Echo Valley Rd	$0	$221,000	$255,000	$476,000	$0	$476,000	Yes	VF	
CT030	Caltrans		US 101 - Salinas Corridor	Address north/south roadway capacity through Salinas		$0	$17,000	$160,442	$177,442	$0	$177,442	Yes	VF	
CT031	Caltrans		US 101 - Salinas to King City	Safety and operational improvements including combining of crossings to limit access, creation of frontage roads, improve left turn pockets		$15,000	$15,000	$0	$30,000	$0	$30,000	Yes	TF	
CT032	Caltrans		US 101 - San Juan Road I/C	US 101 construct new interchange (MON-101-100/101.3) - Programmed through PA/ED		$0	$0	$38,000	$38,000	$0	$38,000	Yes	VF	
CT036	Caltrans		SR 156 - West Corridor	Widen existing highway to 4 lanes and upgrade highway to Freeway status with appropriate interchanges. Interchange modification at US 156 and 101	From Castroville to Prunedale, Geil Street to US 101 (MON-156-R1.6/T5.2)	$88,507	$133,200	$0	$221,707	$0	$221,707	Yes	VF	
CT040	Caltrans		State Highway Safety and Rehab.	Unspecified SHOPP projects		$90,415	$121,495	$150,690	$362,600	$0	$362,600		M	
CT041	Caltrans		US 101 Prunedale Improvement Project	Construct a 4 lane bypass or add new capacity to existing US 101 from Echo Valley Road to Russell/Espinosa Roads. Improve interchanges and reroute nearby local roads to coordinate with new capacity.	US 101 from Russell/Espinosa to Crazy Horse Canyon	$224,560	$0	$0	$224,560	$0	$224,560	Yes	VF	
CT042	Caltrans		SR 68 - York Road	Intersection improvements	York Rd at SR 68	$0	$2,000	$0	$2,000	$0	$2,000		TF	
CT043	Caltrans	County	SR 156 at Oak Hills Community access improvements	Safety and operational improvements	On SR 156 at Oak Hills Community Entrance	$1,500	$0	$0	$1,500	$0	$1,500		S	
CAR001	Carmel		Bike Kiosks	Install bike kiosks at entrance points to the city		$13	$0	$0	$13	$0	$13		BP	Yes
CAR002	Carmel		Carmel to Pebble Beach Bike/Ped Facility	Construct Class I or Class II bike facility	North San Antonio Road (2nd to Ocean Ave)	$0	$86	$0	$86	$0	$86		BP	Yes
CAR005	Carmel		Rio Road parking facility	Construct Rio Road off site parking facility w/jitney pick up station	near Mission	$20	$0	$0	$20	$0	$20		P	
CAR007	Carmel		San Carlos Streetscaping	Install streetscaping	On San Carlos Avenue	$155	$0	$0	$155	$0	$155		O	
CAR009	Carmel		San Carlos Rehabilitation	San Carlos St. between Ocean Ave. and 6th Ave. in Carmel-by-the-Sea. Removing concrete and repaving and rehab /improvements to: curb and gutter, replace storm drain lines, and sidewalk.	In Monterey County in the City of Carmel-by-the-Sea on San Carlos St. between Ocean Ave. and 6th Ave.	$100	$0	$0	$100	$0	$100		M	

Appendix D

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						Present - 2010	2011 - 2020	2021 - 2030	Constrained Funding	Unconstrained Funding	Total Project Cost			
CAR010	Carmel		Mission Street Rehabilitation	Rehabilitate Mission Street including repaving street and curb, gutter and sidewalk improvements	Mission Street from Third Ave to Eighth Ave	$338	$0	$0	$338	$0	$338		MM	
CAR011	Carmel		5th Ave Rehabilitation	Repave and sidewalk repairs	5th Ave from Junipero to Monte Verde Street	$110	$0	$0	$110	$0	$110		M	
FRA005	County	FORA	Blanco - Imjin Connector	Construct new 4 lane arterial (FORA CIP FO4)	From Imjin Road (@ Abrams), northeasterly to Reservation Road (@ Blanco).	$0	$0	$4,956	$4,956	$0	$4,956	Yes	VF	
FRA016	County	FORA	East Garrison Gateway Improvements	Construct gateway improvements (FORA CIP FO1)	East Garrison Gateway at Reservation Road	$1,063	$0	$0	$1,063	$0	$1,063	Yes	VF	
FRA022	County	FORA	Reservation Road Widening	Construct new 4-lane connector bet Reservation Rd from easterly boundary of UC MBEST E Campus to Watkins Gate intersection on Reservation Rd. (FORA CIP 4C)		$6,169	$0	$0	$6,169	$0	$6,169	Yes	VF	
MYC002	County		Alta St. Pavement Rehabilitation	Resurface Alta Street	Hwy 101 to Gonzales city limits	$701	$0	$0	$701	$0	$701		M	
MYC007	County		Bridge Barrier Rail Replacement	Replace and Rehab 5 bridges (match Fed funds)		$0	$400	$0	$400	$0	$400		M	
MYC008	County		Bridge Seismic Retrofit and Replacement	For various bridges throughout the county		$30,000	$0	$0	$30,000	$0	$30,000		M	
MYC010	County		Carmel Valley Rd at Dorris Dr	Safety Improvements		$0	$2,000	$0	$2,000	$0	$2,000		S	
MYC011	County		Carmel Valley Rd Passing Lanes	Construct passing lanes	Along Carmel Valley Rd at various locations	$0	$10,000	$0	$10,000	$0	$10,000	Yes	VF	
MYC012	County		Carmel Valley Rd Shoulder Improvements	Shoulder widening	Between Laureles Grade and Ford Rd	$0	$2,000	$0	$2,000	$0	$2,000		TF	
MYC013	County		Carmel Valley Road at Laureles Grade Rd	Construct intersection improvements		$0	$3,000	$0	$3,000	$0	$3,000		TF	
MYC014	County		Carmel Valley Road Bike Path	Install bike path from Valley Greens Drive to SR 1 (funded for prelim engineering)	SR 1 south of Carmel River	$2,141	$0	$0	$2,141	$0	$2,141		BP	Yes
MYC016	County		Castroville - Elkhorn Road Bikeway	Install Class I to III bikeway	From SR 183 (Merritt Street) in Castroville along Castroville Blvd and Elkhorn Road to Elkhorn Slough Sanctuary	$1,750	$0	$0	$1,750	$0	$1,750		BP	Yes
MYC018	County		Castroville Blvd. Bike Path Connect under RR	Install bike/ped undercrossing	On Castroville Blvd over RR tracks	$750	$0	$0	$750	$0	$750		BP	Yes
MYC021	County		Davis Road Bike lanes	Install bike path	From Blanco to Reservation Rd	$0	$986	$0	$986	$0	$986		BP	Yes
MYC022	County		Davis Road Bridge Replacement	Replace bridge over Salinas River with new bridge with shoulders	Approx 0.5 miles south of Foster Road	$2,000	$10,000	$0	$12,000	$0	$12,000	Yes	VF	
MYC023	County		Castroville Blvd widening	Widen to 4 lanes and install signal at Dolan Rd	From 156 to Dolan Rd	$0	$5,200	$7,000	$12,200	$0	$12,200	Yes	VF	
MYC025	County		Elkhorn Road - Werner Road	Install traffic signal and construct intersection improvements		$0	$600	$0	$600	$0	$600		TF	
MYC035	County		Hall Road - Sill Road	Intersection Improvements		$0	$747	$0	$747	$0	$747		TF	
MYC037	County		Hall Road - Willow Road	Intersection Improvements		$0	$703	$0	$703	$0	$703		TF	
MYC038	County		Hall Road - Elkhorn Road	Intersection Improvements - Improve shoulders and construct signal	Hall Road - Elkhorn Road	$0	$1,600	$0	$1,600	$0	$1,600		TF	
MYC048	County		Los Laureles Grade Climbing Lanes	Install climbing lanes	From Carmel Valley Rd to SR 68	$0	$2,500	$0	$2,500	$0	$2,500	Yes	VF	
MYC056	County		Monte Road Bike Path	Install bike paths	From End of existing Class I to Salinas River	$0	$973	$0	$973	$0	$973		BP	Yes
MYC058	County		Moss Landing Dunes Bike Path	Install bike path	From Moss Landing to Pajaro River via dunes	$0	$2,673	$0	$2,673	$0	$2,673		BP	Yes
MYC062	County		Old Stage Road	Shoulder widening and channelization at intersections	Gonzales to Natividad	$0	$3,616	$5,000	$8,616	$0	$8,616		TF	
MYC063	County		Old Stage Road Bikeway	Install Class III bikeway	From San Juan Grade Rd to end of Old Stage Rd	$0	$37	$0	$37	$0	$37		BP	Yes
MYC064	County		Pajaro River Levee to San Juan Road Bike Lanes	2000' of Class II/III on east side of road	Along east side of dr. pond from. Levee to San Juan Road	$73	$0	$0	$73	$0	$73		BP	Yes
MYC067	County		Pine Canyon & Jolon Signal	Install traffic signal	At the intersection of Pine Canyon Rd and Jolon Rd.	$724	$0	$0	$724	$0	$724		TF	
MYC068	County		Porter Road Bike Lanes	Install bike path on bridge connect.	From Porter Road to levee (Pajaro area)	$29	$0	$0	$29	$0	$29		BP	Yes
MYC070	County	Caltrans	Prunedale South Bike lanes	Install bike path (Class II)	On Prunedale South Rd. from 156 to Reese Cr.	$0	$1,890	$0	$1,890	$0	$1,890		BP	Yes
MYC071	County		Rail Trail	Install bikeway along rail line	From Salinas Road to Pajaro River levee	$0	$350	$0	$350	$0	$350		BP	Yes
MYC072	County		Reservation Road	Resurface Reservation Rd	From Hwy 68 to Marina city limits	$0	$4,124	$0	$4,124	$0	$4,124		M	
MYC076	County		River Road Widening	Widen to 4 lanes	From SR 68 to Las Palmas Ranch	$1,800	$0	$0	$1,800	$0	$1,800	Yes	VF	
MYC079	County		Russell Rd Improvements	Install traffic signals at Van Buren St Intersection and Main St Intersection and widen to 4-6 lanes between US 101 and San Juan Grade	Russell Rd between US 101 and San Juan Grade	$0	$1,800	$0	$1,800	$0	$1,800		VF	
MYC081	County		Salinas Road - Werner Road	Install traffic signal and construct intersection improvements		$0	$900	$0	$900	$0	$900		TF	

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MYC085	County		San Juan Grade Road Bike Lanes	Install bike lanes	Bet. Crazy Horse Rd. to County Line	$0	$950	$0	$950	$0	$950		BP	Yes
MYC087	County		San Juan Road channelization and signal installation	Install traffic signal and construct intersection improvements	the intersections with Carpenteria, Aromas, and Murphy	$0	$4,400	$0	$4,400	$0	$4,400		TF	
MYC093	County		Carmel City Limits to Carmel River State Park Bike Lanes	Install Class II/III bikeway including River State Park Bridge	From Carmel City Limits to Carmel River State Park - Santa Lucia - San Antonio - 15th	$195	$0	$0	$195	$0	$195		BP	Yes
MYC094	County		Schulte Road Bridge #501	Replace Deficient Bridge		$4,600	$0	$0	$4,600	$0	$4,600	Yes	VF	
MYC100	County		Carmel River - Point Lobos Bikeway	Install Class III bikeway	From Carmel River to Point Lobos	$6	$0	$0	$6	$0	$6		BP	Yes
MYC103	County		Spreckels - Portola Bike Lane and Bridge	Install bike lanes	On SR 68 between Spreckels and Portola Road (bridge over Salinas River)	$4,400	$0	$0	$4,400	$0	$4,400		BP	Yes
MYC108	County		Thorne Road Bridge	Construct Bridge over Arroyo Seco River		$0	$1,746	$0	$1,746	$0	$1,746	Yes	VF	
MYC119	County		Abbott Street Overlay	Overlay Street	Salinas City Limits to Highway 101 off-ramp on Abbott St.	$2,130	$0	$0	$2,130	$0	$2,130		M	
MYC120	County		Hall Road Overlay	Overlay Road	On Hall Road from 0.5 mi west of intersection with Elkhorn Rd to 1400' east of intersection with San Miguel Canyon Rd.	$3,753	$0	$0	$3,753	$0	$3,753		M	
MYC121	County		Tarpy Rd Improvements	LT Channelization and improve shoulders	entire length	$0	$400	$0	$400	$0	$400		TF	
MYC122	County		Porter Street Bridge	Improve existing bridge or provide additional crossing over Pajaro River	Existing Porter St Bridge over Pajaro River	$0	$5,700	$0	$5,700	$0	$5,700	Yes	VF	
MYC123	County		Spreckles Blvd Improvements	Lt Channelization and shoulder improvements	Spreckles Blvd	$0	$500	$0	$500	$0	$500		TF	
MYC124	County		Harris Road Improvements	Lt Channelization and shoulder improvements	Harris Rd	$0	$600	$0	$600	$0	$600		TF	
MYC125	County		Espinosa Rd widening	Widen to 4 lanes and minor alignment adjustments	From US 101 to SR 183	$0	$0	$10,600	$10,600	$0	$10,600	Yes	VF	
MYC126	County		Natividad Rd widening	Widen to 4 lanes	between Salinas city limits and Rogge	$0	$1,800	$0	$1,800	$0	$1,800	Yes	VF	
MYC127	County		San Juan Grade Rd Widening and Intersection Improvements	Widen to 4 lanes between Rogge and Crazy Horse and LT channelization Signal at Rogge and Hebert	San Juan Grade Rd between Rogge and Crazy Horse	$0	$7,500	$0	$7,500	$0	$7,500	Yes	VF	
MYC128	County		Harris Rd (outside Rancho San Juan) improvements	Lt Channelization, minor alignment change and shoulder improvements	Harris Rd outside RSJ	$0	$2,100	$0	$2,100	$0	$2,100		TF	
MYC128	County		Old Stage Road Widening	Widen to 4 lanes between Natividad and Hebert, LT channelization, Heritage Corridor improvements between Williams and Natividad	Old Stage Road between Natividad and Herbert	$0	$5,800	$0	$5,800	$0	$5,800	Yes	VF	
MYC129	County		Hebert Road widening	widen to 4 lanes	Between Natividad and Old Stage Road	$0	$4,200	$0	$4,200	$0	$4,200	Yes	VF	
MYC140	County		Salinas Rd Traffic Signal	Install Traffic Signal	on Salinas Rd in Pajaro	$485	$0	$0	$485	$0	$485		TF	
MYC141	County		Rossi Rd Extension	Construct new road to connect with Boronda	Davis Rd to Boronda	$4,026	$0	$0	$4,026	$0	$4,026	Yes	VF	
MYC142	County		Boronda Rd - Calle Del Adobe Intersection Improvements	Intersection Improvements	Boronda Rd - Calle Del Adobe	$92	$0	$0	$92	$0	$92		TF	
MYC151	County		Marina - Salinas Corridor	This project will address the roadway capacity between Marina and Salinas. It is not limited to the specific scope that was used to derive the estimated costs and will need a Project Study Report to determine the best alignment.	Salinas and Marina City Limits	$0	$35,000	$0	$35,000	$0	$35,000	Yes	VF	
DRO002	Del Rey Oaks		Carlton Drive Resurfacing	Resurface Carlton Drive	On Carlton Dr. from Highland St. to its southern terminus	$99	$0	$0	$99	$0	$99		M	
DRO003	Del Rey Oaks		Work Avenue Resurfacing	Resurface street	On Work Avenue from SR 218 eastward for 800'	$55	$0	$0	$55	$0	$55		M	
GON001	Gonzales		5th Street - Fano Road	Install signal improvements	at 5th & Fano Roads.	$270	$0	$0	$270	$0	$270		TF	
GON002	Gonzales		5th Street - US 101 #ST-02	Signal Installation/Improvements at ramps	US-101 at 5th St.	$600	$0	$0	$600	$0	$600		TF	
GON009	Gonzales		Bike Lockers	Install bike lockers	At MST bus station	$1	$0	$0	$1	$0	$1		BP	Yes
GON010	Gonzales		Bike Racks	Install Bike Racks	At 4th and Elko	$1	$0	$0	$1	$0	$1		BP	Yes
GON011	Gonzales		Park and Ride Lot	Construct Park and Ride Lot	To be determined	$100	$0	$0	$100	$0	$100		P	
GON012	Gonzales		River Rd. Bike Lane	Construct Class II Bike Lane	On River Rd. from Alta St. to New Industrial Park	$5	$0	$0	$5	$0	$5		BP	Yes
GON013	Gonzales		Winery - Alta St. Bike Signs	Sign Class III Bike Lanes	From 5th Ave. SE on Alta to Winery	$3	$0	$0	$3	$0	$3		BP	Yes
GON014	Gonzales	Caltrans	Widen 5th St. Over US-101	Widen 5th St. over US-101 (#ST-01)	US-101 at 5th St.	$3,000	$0	$0	$3,000	$0	$3,000	Yes	VF	
GON015	Gonzales	Caltrans	Modify US-101 Interchange at Gloria Rd.	Modify US-101 Interchange at Gloria Rd. (#ST-05 and other operational improvements)	US 101 at Gloria Rd.	$0	$15,000	$0	$15,000	$0	$15,000	Yes	VF	
GRN001	Greenfield		Apple Avenue Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass		$0	$1,548	$0	$1,548	$0	$1,548		BP	Yes
GRN002	Greenfield		El Camino Real	Provide left turn pockets, median improvements incl. Landscaping	From Elm to South of Espinoza	$700	$0	$0	$700	$0	$700		TF	
GRN005	Greenfield		Thorne Road Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass		$0	$1,548	$0	$1,548	$0	$1,548		BP	Yes
GRN006	Greenfield		Thorne Road roadway realignment at US 101	Realign Thorn Road and add traffic signal	US-101	$5,300	$0	$0	$5,300	$0	$5,300	Yes	TF	

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GRN007	Greenfield		Traffic Signal Installations	Install traffic signals at:	El Camino Real and Tyler, El Camino and Walnut, El Camino and Oak, El Camino and Elm, Thorne and 101	$0	$1,600	$0	$1,600	$0	$1,600		TF	
GRN008	Greenfield		Widen Walnut Bridge at US-101	Widen Walnut Bridge to six-lanes	At US-101	$0	$0	$6,000	$6,000	$0	$6,000	Yes	VF	
GRN010	Greenfield		12th St. Bike Lanes	Construct Class II Bike lanes	On 12th from Walnut to Elm	$1	$0	$0	$1	$0	$1		BP	Yes
GRN011	Greenfield		13th St. Bike Lanes	Construct Class II Bike Lanes	On 13th from Walnut to Elm	$1	$0	$0	$1	$0	$1		BP	Yes
GRN012	Greenfield		2nd Ave. Bike Lanes	Construct Class II Bike Lanes	On 2nd b/t Walnut and Elm	$1	$0	$0	$1	$0	$1		BP	Yes
GRN013	Greenfield		3rd St. Bike Lanes	Construct Class II Bike Lanes	On 3rd b/t Pine and Elm	$1	$0	$0	$1	$0	$1		BP	Yes
GRN014	Greenfield		7th St. Bike Lanes	Construct Class III Bike Lanes	On 7th b/t Elm to Apple.	$1	$0	$0	$1	$0	$1		BP	Yes
GRN015	Greenfield		El Camino Real Exit Bike Lane	Construct Class III Bike Lane	On ECR at US101 to Walnut and Elm St. to S-101 Exit	$1	$0	$0	$1	$0	$1		BP	Yes
GRN016	Greenfield		Elm Ave. Bike Lanes	Construct Class II Bike Lanes	From 13th to 3rd.	$1	$0	$0	$1	$0	$1		BP	Yes
GRN017	Greenfield		Pine Ave. Bike Lanes	Construct Class II	From El Camino Real to 3rd.	$1	$0	$0	$1	$0	$1		BP	Yes
GRN018	Greenfield		Walnut Ave. Bike Lanes	Construct Class II Bike Lane	From 10th the El Camino Real, and Highway 101 Bypass to 2nd St.	$1	$0	$0	$1	$0	$1		BP	Yes
GRN019	Greenfield		Oak Avenue Pavement Overlay	Overlay Street	On Oak Ave. from 3rd to 4th, and from 11th to 12th.	$276	$0	$0	$276	$0	$276		M	
KCY003	King City		Bitterwater Road	Reconstruct road	From Airport Dr to Industrial Way	$1,500	$0	$0	$1,500	$0	$1,500		M	
KCY008	King City		Airport Rd. Bike Lane	Sign Class III	On Airport Rd. from Metz to Bitterwater	$1	$0	$0	$1	$0	$1		BP	Yes
KCY009	King City		Metz Rd. Bike Lane	Stripe Class II, restripe roadway	On Metz Rd. from Airport to Bitterwater	$100	$0	$0	$100	$0	$100		BP	Yes
KCY011	King City		Railroad Grade Separation	Construct RR Grade Separation and close one at-grade crossing	Location under review by city	$7,000	$0	$0	$7,000	$0	$7,000		R	
KCY012	King City		First Street and Bridge Rehabilitation	Rehabilitation of First Street and Bridge on First Street	From new Railroad grade separation south to US 101	$2,800	$0	$0	$2,800	$0	$2,800		M	
KCY013	King City		South Second Street Reconstruction	Reconstruct street	S. Second St. from Broadway to Division St.	$639	$0	$0	$639	$0	$639		M	
FRA003	Marina	FORA	8th Street	Upgrade/construct 2-lane arterial (FORA CIP FO5)	From Hwy 1 Overpass to Inter-Garrison (Eighth Street Cutoff)	$3,946	$0	$0	$3,946	$0	$3,946	Yes	VF	
FRA004	Marina	FORA	Abrams Road	Construct a new 2-lane arterial (FORA CIP FO2)	From intersection with the Second Avenue (link to Del Monte Blvd, in Marina (see project FO#8) easterly to intersection with Crescent Court extension.--part of project 162--	$732	$0	$0	$732	$0	$732	Yes	VF	
FRA009	Marina		California Ave - Phase II	Construct new 2-lane arterial (FORA CIP FO10)	From Third Avenue southerly to intersection with Eighth Street	$0	$2,200	$0	$2,200	$0	$2,200	Yes	VF	
FRA010	Marina	FORA	Crescent Court	Extend existing Crescent Court southerly to join proposed Abrams Drive on the former Fort Ord (FORA CIP off-site 8)		$875	$0	$0	$875	$0	$875	Yes	VF	
FRA023	Marina	FORA	Salinas Avenue	Construct new 2 lane arterial (FORA CIP FO11)	From Reservation Road southerly to Abrams Drive.	$2,930	$0	$0	$2,930	$0	$2,930	Yes	VF	
FRA025	Marina		2nd Avenue Phase 2	Construct new arterial road (FORA CIP FO8)	On 2nd Avenue from Imjin Pkwy to Crescent Ct./Abrams Rd.	$2,000	$0	$0	$2,000	$0	$2,000	Yes	VF	
FRA026	Marina		2nd Avenue Phase 3	Construct new arterial road (FORA CIP FO8)	On 2nd Ave. from Crescent Ct/Abrams Rd to Del Monte in Marina	$2,000	$0	$0	$2,000	$0	$2,000	Yes	VF	
MAR002	Marina		Imjin Parkway - 3rd Avenue Signal	Install new traffic signal		$250	$0	$0	$250	$0	$250		TF	
MAR004	Marina		2nd Ave - 1st St	Install new traffic signal	2nd Ave - 1st St	$250	$0	$0	$250	$0	$250		TF	
MAR005	Marina		2nd Ave - 3rd St	Install new traffic signal	2nd Ave - 3rd St	$250	$0	$0	$250	$0	$250		TF	
MAR006	Marina		2nd Ave - 8th St	Install new traffic signal	2nd Ave - 8th St	$250	$0	$0	$250	$0	$250		TF	
MAR007	Marina		2nd Ave - 10th St	Install new traffic signal		$250	$0	$0	$250	$0	$250		TF	
MAR009	Marina		Abdy Way, Cardoza to Healy	Construct new sidewalk and pavement		$0	$300	$0	$300	$0	$300		BP	Yes
MAR018	Marina		California Ave - Reservation Rd	Install new traffic signal	California Ave - Reservation Rd	$250	$0	$0	$250	$0	$250		TF	
MAR019	Marina		California Ave extension	Construct new road	Tamara Ct to Reindollar	$1,500	$0	$0	$1,500	$0	$1,500	Yes	VF	
MAR020	Marina		California Ave rehab	Construct new sidewalk and pavement	Carmel to Reservation Road	$0	$600	$0	$600	$0	$600		M	
MAR022	Marina		California Ave - Reindollar	Install new traffic signal		$250	$0	$0	$250	$0	$250		TF	
MAR025	Marina		California Extension - 8th Ave	Install new traffic signal		$0	$250	$0	$250	$0	$250		TF	
MAR030	Marina		Crescent Ave Bike Lanes, Sidewalk	Construct missing sidewalk and bike lanes	From Carmel to Reservation	$1,000	$0	$0	$1,000	$0	$1,000		BP	Yes
MAR047	Marina		Imjin Parkway Widening	Widen Imjin Parkway and install new signal at Abrams Rd - Imjin Parkway	From Reservation to Imjin Rd.	$0	$5,000	$0	$5,000	$0	$5,000	Yes	VF	
MAR059	Marina		Pavement Mgmt. System	Evaluate pavement needs citywide		$20	$0	$0	$20	$0	$20		M	
MAR064	Marina		Reservation Rd - California Signal	Install new traffic signal	Reservation Rd - California	$208	$0	$0	$208	$0	$208		TF	
MAR112	Marina		California Ave Bike Path and Lanes	Construct bike path or lanes	California Ave from Reindollar Ave to Tamara Ct.	$300	$0	$0	$300	$0	$300		BP	Yes
MAR113	Marina		Abrams Road extension	Construct 2 lane road with bike path or lanes and sidewalk	From Crescent Street extension to California Ave	$2,000	$0	$0	$2,000	$0	$2,000	Yes	VF	Yes
MAR114	Marina		Del Monte Blvd. widening	Widen to 4 lanes	From north of Beach Road to H/W 1 interchange	$0	$5,000	$0	$5,000	$0	$5,000	Yes	VF	

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						Present - 2010	2011 - 2020	2021 - 2030	Constrained Funding	Unconstrained Funding	Total Project Cost			
MAR115	Marina		Imjin Parkway full widening	Widen from 4 lanes to 6 lanes and construct turning lanes	From SR 1 to Reservation Rd	$0	$0	$5,000	$5,000	$0	$5,000	Yes	VF	
MAA002	Marina Airport		Airport Land Use Plan	Update Airport Land Use Plan		$150	$0	$0	$150	$0	$150		A	
MAA005	Marina Airport		Comprehensive Land Use Plan	Update Plan		$35	$0	$0	$35	$0	$35		A	
MAA006	Marina Airport		Environmental Assessment	Conduct Environmental assessment for construction improvements		$150	$0	$0	$150	$0	$150		A	
MAA007	Marina Airport		Exhibit "A" Update	Update Exhibit "A"		$3	$0	$0	$3	$0	$3		A	
MAA012	Marina Airport		Obstruction Marking, Water Tower	Lower obstruction marking water tower		$40	$0	$0	$40	$0	$40		A	
MAA013	Marina Airport		Runway Ends	Reconstruct Runway Ends		$0	$516	$0	$516	$0	$516		A	
MAA018	Marina Airport		Segmented circle and windsock	Relocate segmented circle and wind sock		$0	$70	$0	$70	$0	$70		A	
MAA020	Marina Airport		Taxiway A, B, C, D Lighting and Signage Improvements	Construct Taxiway A, B, C, D Lighting and Signage Improvements		$0	$814	$0	$814	$0	$814		A	
MAA021	Marina Airport		Taxiway A, B, D, D overlay and markings	Install Taxiway A, B, D, D overlay and markings		$0	$680	$0	$680	$0	$680		A	
MAA025	Marina Airport		West T-Hangar Drainage Improvements	Drainage Improvements (west T-Hangars)		$80	$0	$0	$80	$0	$80		A	
MDR001	Mesa Del Rey Airport		Airport Master Plan	Update Airport Master Plan		$35	$0	$0	$35	$0	$35		A	
MDR002	Mesa Del Rey Airport		East apron drainage system	Install east apron drainage system		$175	$0	$0	$175	$0	$175		A	
MDR003	Mesa Del Rey Airport		East apron overlay	Overlay east apron		$200	$0	$0	$200	$0	$200		A	
MDR004	Mesa Del Rey Airport		Overlay east TW	Overlay east TW		$150	$0	$0	$150	$0	$150		A	
MDR005	Mesa Del Rey Airport		Overlay Runway	Overlay Runway		$0	$500	$0	$500	$0	$500		A	
MDR006	Mesa Del Rey Airport		Pave tie down apron area	Pave tie down apron area		$0	$250	$0	$250	$0	$250		A	
MDR007	Mesa Del Rey Airport		Pavement management	Pavement Maintenance Management Program		$10	$0	$0	$10	$0	$10		A	
MDR008	Mesa Del Rey Airport		Rotating Beacon Light	Replace Rotating Beacon Light		$30	$0	$0	$30	$0	$30		A	
MDR009	Mesa Del Rey Airport		Service Road, Clear Zone	Construct airport service road; acquire clear zone		$90	$0	$0	$90	$0	$90		A	
MRY003	Monterey		Del Monte - Washington Improvements	Construct pedestrian bridge over Del Monte and traffic signal improvements		$0	$1,935	$0	$1,935	$0	$1,935		TF	
MRY004	Monterey		Del Monte Avenue - El Estero to Sloat	Add eastbound lane from El Estero to Sloat Ave. Intersection improvements to Sloat Ave and Aguajito Ave including addition of left turn lanes and signal operations improvements.	Del Monte from El Estero to Sloat Ave	$0	$30,000	$0	$30,000	$0	$30,000	Yes	VF	
MRY005	Monterey		Fremont - Aguajito Intersection Improvements	Widen north leg for left turn pocket; modify signal to 8-phase operations; provide median landscaping		$500	$0	$0	$500	$0	$500		TF	
MRY007	Monterey		Fremont North Improvements @ Casanova	Reconstruct intersection to realign roadway and install signal		$387	$0	$0	$387	$0	$387		TF	
MRY011	Monterey		Mar Vista and Soledad Storm Drains	Extend storm drains to Mar Vista and Soledad		$0	$774	$0	$774	$0	$774		M	
MRY012	Monterey		Multi-modal WAVE ITS	Install advanced traveler info kiosks and related equipment in four buses		$0	$670	$0	$670	$0	$670		TDM	Yes
MRY013	Monterey		Munras Abrego - Webster Improvements	Widen roadway from 36' to 48' curb to curb w/improvements on both sides of road		$0	$650	$0	$650	$0	$650		TF	
MRY014	Monterey		Pacific Street	Traffic flow and bike/ped improvements		$552	$0	$0	$552	$0	$552		TF	Yes
MRY017	Monterey		Recreation Trail Improvements	Widening and rehabilitation of recreation trail		$0	$5,000	$5,000	$10,000	$0	$10,000		BP	Yes
MRY026	Monterey		Window on the Bay	New bikeway and pedestrian facilities		$7,000	$0	$0	$7,000	$0	$7,000		BP	Yes
MRY027	Monterey		Del Monte - Figueroa intersection improvements	Safety and operational improvements	Del Monte and Figueroa	$750	$0	$0	$750	$0	$750		S	
MRY028	Monterey	MST	Downtown signal ITS	Install new signal boxes and opticom signal detectors	Pacific Street, Franklin Street and Munras Ave. corridors	$500	$0	$0	$500	$0	$500		TF	
MRY031	Monterey	Caltrans, Del Rey Oaks	York Road Improvements	Road rehabilitation, widening, bikelanes and signal installations and modification	SR 68 to South Boundary Road	$0	$2,000	$0	$2,000	$0	$2,000		MM	Yes
MRY032	Monterey		Sloat - Mark Thomas intersection improvements	New left turn lane and intersection improvements	Sloat and Mark Thomas	$0	$400	$0	$400	$0	$400		TF	
MRY034	Monterey		Citywide Street Overlay (Phases 1-13)	Street overlay program phases 1-13	various city streets	$0	$8,880	$0	$8,880	$0	$8,880		M	
MRY035	Monterey		Citywide Street Reconstruction (Phases 1 and 2)	Street Reconstruction (Phases 1 and 2)	Various city streets	$0	$1,170	$0	$1,170	$0	$1,170		M	
MRY036	Monterey		Citywide Street Panel Replacement (Phases 1 and 2)	Street Panel Replacement (Phases 1 and 2)	various city street	$0	$1,225	$0	$1,225	$0	$1,225		M	
MPA001	Monterey Pen Airport		10L28R Runway Extension BA/EA	Conduct environmental assessment for 10L28R extension		$0	$500	$0	$500	$0	$500		A	

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MPA003	Monterey Pen Airport		28L service road - BA/EA	Conduct environmental assessment for 28L service road		$375	$0	$0	$375	$0	$375		A	
MPA005	Monterey Pen Airport	Caltrans	Airport Road extension Phase II	Airport Road extension, phase 2 connection to SR 218		$1,000	$0	$0	$1,000	$0	$1,000		A	
MPA012	Monterey Pen Airport		Garden Rd. property acquisition	Acquire Garden Rd. property for airport offices and parking		$0	$4,000	$0	$4,000	$0	$4,000		A	
MPA013	Monterey Pen Airport		Maintenance Department	Improve and Expand maintenance department		$400	$0	$0	$400	$0	$400		A	
MPA014	Monterey Pen Airport		North airport road extension BA/EA	Conduct environmental assessment for north airport road extension		$375	$0	$0	$375	$0	$375		A	
MPA015	Monterey Pen Airport		On-Airport Road Projects	CEQA process for 3 on-airport road projects		$300	$0	$0	$300	$0	$300		A	
MPA017	Monterey Pen Airport		Parking lot #3 expansion	Expand parking lot #3 and overflow and employee parking expansion area		$250	$0	$0	$250	$0	$250		A	
MPA018	Monterey Pen Airport		Passenger lift	Install passenger lift		$0	$350	$0	$350	$0	$350		A	
MPA028	Monterey Pen Airport		Sky Park - Fred Kane Drive connection	Construct new road connecting Sky Park Drive to Fred Kane Drive		$1,000	$0	$0	$1,000	$0	$1,000		A	
MPA034	Monterey Pen Airport		Terminal Elevator	Install elevator to upper mezzanine		$300	$0	$0	$300	$0	$300		A	
MPA038	Monterey Pen Airport		Terminal Painting	Paint terminal interior and exterior		$100	$0	$0	$100	$0	$100		A	
MPA039	Monterey Pen Airport		Terminal Modernization	Renovate terminal		$0	$4,300	$0	$4,300	$0	$4,300		A	
MPA041	Monterey Pen Airport		Terminal Road Circulation Improvements	Construct Road Circulation improvements to Terminal Entrance and road		$1,000	$0	$0	$1,000	$0	$1,000		A	
MPA043	Monterey Pen Airport		Vegetation/wildlife management plan	Create vegetation/wildlife management plan		$150	$0	$0	$150	$0	$150		A	
MPA045	Monterey Pen Airport		Residential Soundproofing Phase 8	Insulate residential soundproofing, Phase 8		$2,000	$0	$0	$2,000	$0	$2,000		A	
MPA046	Monterey Pen Airport		Residential Soundproofing Phase 9	Insulate residential soundproofing, Phase 9		$2,000	$0	$0	$2,000	$0	$2,000		A	
MPA047	Monterey Pen Airport		Residential Soundproofing Phase 10	Insulate residential soundproofing, Phase 10		$0	$2,000	$0	$2,000	$0	$2,000		A	
MPA048	Monterey Pen Airport		Residential Soundproofing Phase 11	Insulate residential soundproofing, Phase 11		$0	$2,000	$0	$2,000	$0	$2,000		A	
MPA049	Monterey Pen Airport		Land Acquisition Environmental Mitigation	Acquire off airport property for environmental mitigation		$0	$3,000	$0	$3,000	$0	$3,000		A	
MPA050	Monterey Pen Airport		New Terminal Building	Construct new terminal building east of the existing terminal		$0	$0	$8,000	$8,000	$0	$8,000		A	
MLG001	Moss Landing Harbor Distric		Moss Landing Area Bike Path	Construct bike path through harbor area		$675	$0	$0	$675	$0	$675		BP	Yes
FRA020	MST	FORA	Fort Ord Intermodal Centers	Project includes 3 elements: 1. Intermodal Transportation Center @ 1st. Avenue South of 8th Street 2. Park and Ride Facility @12th Street and Imjin and 3. Park and Ride Facility @ 8th Street and Giggling (FORA CIP T22)		$0	$4,615	$0	$4,615	$0	$4,615		T	Yes
MST001	MST		Building and Ground Equipment	Acquire new equipment		$47	$0	$0	$47	$0	$47		T	Yes
MST002	MST		Bus Purchases - DART	Purchase mini-buses for replacements and growth in service		$1,500	$2,600	$2,300	$6,400	$0	$6,400		T	Yes
MST003	MST		Bus Purchases - Fixed Route for New Growth	Purchase buses for growth in services		$12,170	$27,341	$8,963	$48,474	$0	$48,474		T	Yes
MST004	MST		Bus Purchases - Fixed Route Replacements	Replace aging buses for fixed route service		$3,200	$30,800	$27,600	$61,600	$0	$61,600		T	Yes
MST005	MST		Bus Purchases - RIDES	Purchase wheelchair accessible mini-buses for replacements and growth in service		$1,176	$2,408	$2,016	$5,600	$0	$5,600		T	Yes
MST006	MST		Bus Retrofit for Clean Diesel	Retrofit buses for clean diesel operations		$740	$0	$0	$740	$0	$740		T	Yes
MST007	MST		Bus Stop ADA Compliance	Improve bus stops for disabled access		$6,500	$0	$0	$6,500	$0	$6,500		T	Yes
MST008	MST		Bus Stop/Shelters Upgrades	Upgrades and improvements to bus stops and shelters, including new benches		$2,040	$4,080	$4,080	$10,200	$0	$10,200		T	Yes
MST009	MST		Caltrain Commuter Connection	Bus service between Salinas and Gilroy train station		$860	$0	$0	$860	$0	$860		T	Yes
MST010	MST		Capital Maintenance	Minor maintenance for capital facilities		$90	$0	$0	$90	$0	$90		T	Yes
MST011	MST		Capital Needs - short-term emerging	Capital purchases for administrative purposes		$750	$0	$0	$750	$0	$750		T	Yes
MST013	MST		Component Overhauls - Major	Hardware and software upgrades to workstations		$107	$0	$0	$107	$0	$107		T	Yes
MST014	MST		Computer replacement/upgrade	Hardware and software upgrades to workstations		$107	$0	$0	$107	$0	$107		T	Yes
MST016	MST		Fort Ord Operations and Fueling Facility	Construct new operations and fueling facility at Fort Ord transit center		$12,472	$12,472	$7,811	$32,755	$0	$32,755		T	Yes

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MST017	MST		Intelligent Transportation System	Install ITS features at transit centers, including real time bus info kiosks and bus tracking devices		$3,500	$6,500	$0	$10,000	$0	$10,000		T	Yes
MST019	MST		Maintenance. Tools and Shop Equipment	Purchase maintenance tools and equipment		$78	$0	$0	$78	$0	$78		T	Yes
MST020	MST		Marina Transit Station	Construct transit center in Marina		$4,000	$0	$0	$4,000	$0	$4,000		T	Yes
MST021	MST		Methane Detection System	Replacement of Equipment		$35	$0	$0	$35	$0	$35		T	Yes
MST022	MST		MIS system	Upgrade to management information system		$204	$0	$0	$204	$0	$204		T	Yes
MST023	MST		Monterey Transit Plaza Upgrades	Improvements to Monterey Transit Plaza		$0	$6,500	$1,000	$7,500	$0	$7,500		T	Yes
MST025	MST		North County Transit Center	Construct new north county transit center		$0	$0	$12,000	$12,000	$0	$12,000		T	Yes
MST026	MST		Office Equipment and Furnishings	Purchase new office equipment		$200	$0	$0	$200	$0	$200		T	Yes
MST027	MST		Planning activities	Short-range and route planning		$1,600	$0	$0	$1,600	$0	$1,600		T	Yes
MST029	MST		Revenue collection equipment	Install new fareboxes and related equipment		$0	$2,500	$0	$2,500	$0	$2,500		T	Yes
MST030	MST		Safety/Security/Customer/ADA enhancements	Upgrades of safety, security and ADA facilities at transit station		$4,700	$8,800	$0	$13,500	$0	$13,500		T	Yes
MST032	MST		Salinas Transit Center Employee Enhancements	Improve employee facilities at Salinas transit center		$500	$0	$0	$500	$0	$500		T	Yes
MST033	MST		Salinas Transit Center Improvements	Construct improvements at the existing center, including landscaping and beautification (TEA)		$350	$0	$0	$350	$0	$350		T	Yes
MST034	MST		Service - Existing Fixed Route	Existing fixed route operations		$96,000	$160,000	$160,000	$416,000	$0	$416,000		T	Yes
MST035	MST		Service - Existing Paratransit	Existing paratransit operations		$8,952	$14,920	$14,920	$38,792	$0	$38,792		T	Yes
MST038	MST		South County Transit Center	Construct new south county transit center		$0	$0	$12,000	$12,000	$0	$12,000		T	Yes
MST039	MST		Traffic Signal Pre-emption	Traffic Signal Pre-emption and organization		$0	$215	$0	$215	$0	$215		T	Yes
MST040	MST		Transit Signs	Replace and/or purchase new signs		$19	$19	$0	$38	$0	$38		T	Yes
MST042	MST		Salinas Intermodal Center	Construct new intermodal Center at Train Station	Salinas at West Market Street and Station Place	$8,183	$0	$0	$8,183	$0	$8,183		T	Yes
MST045	MST		Replace support vehicles	Replace two bus stop service vehicles and on RU		$120	$0	$0	$120	$0	$120		T	Yes
MST046	MST		Add support vehicle	One vehicle to be used in bus stop shelter cleaning		$35	$0	$0	$35	$0	$35		T	Yes
MST047	MST		Replace steam cleaners	Replace steam cleaners and steam cleaner recycling systems	at both TDA and CJW	$65	$0	$0	$65	$0	$65		T	Yes
MST048	MST		Upgrade City of Monterey CARS station	Upgrade City of Monterey CARS station		$82	$0	$0	$82	$0	$82		T	Yes
MST049	MST		Portable hoists	Replace or add 3 portable hoists	at TDA	$105	$0	$0	$105	$0	$105		T	Yes
MST050	MST		Standby/emergency generators	Replace Standby/emergency generators	at CJW and TDA	$87	$0	$0	$87	$0	$87		T	Yes
MST051	MST		Repaint buses	Repaint nine 1000 series buses and four 800 series buses		$110	$0	$0	$110	$0	$110		T	Yes
MST052	MST		Facility improvements	Improvements to both TDA and CJW facilities		$44	$0	$0	$44	$0	$44		T	Yes
MST053	MST		Bus brake drum lathes	Replace Bus brake drum lathes	at both TDA and CJW	$100	$0	$0	$100	$0	$100		T	Yes
MST054	MST		Upgrade bus washers	Upgrade bus washers, wheel cleaners and air dryers	at both TDA and CJW	$35	$0	$0	$35	$0	$35		T	Yes
MST055	MST		Refurbish historical bus #80	Refurbish bus		$24	$0	$0	$24	$0	$24		T	Yes
MST056	MST		Refurbish historical bus #93	Refurbish bus		$42	$0	$0	$42	$0	$42		T	Yes
MST057	MST		TDA bus Yard rehabilitation	Patch pavement and restripe		$15	$0	$0	$15	$0	$15		T	Yes
MST058	MST		Miscellaneous bus and infrastructure upgrades and repairs			$900	$2,000	$0	$2,900	$0	$2,900		T	Yes
PGV002	Pacific Grove		Congress Ave. Sidewalks	Construct curb, gutter, and sidewalks	Sinex to Sunset	$350	$0	$0	$350	$0	$350		BP	Yes
PGV003	Pacific Grove		Eardley - Central Ave. Signal installation	Install new signal	Eardley and Central Ave.	$0	$250	$0	$250	$0	$250		TF	
PGV005	Pacific Grove		Lighthouse Ave. Resurfacing	Resurface Street	Lighthouse Ave - from Fountain to Eardley	$500	$0	$0	$500	$0	$500		M	
PGV006	Pacific Grove		Patterson Lane Sidewalks	Install Sidewalk, curb, and gutter	Patterson Lane from David Ave to Funston	$0	$200	$0	$200	$0	$200		BP	Yes
PGV010	Pacific Grove		SR 68 - Bishop to Sunset	Mobility Improvements including sidewalks, lighting, landscaping, and roadways overlay	SR 68 - Bishop to Sunset	$2,907	$2,750	$4,845	$10,502	$0	$10,502		MM	
PGV011	Pacific Grove		Recreational Trail Repairs	Repair failing sections of recreational trail	On Pacific Grove's Rec Trail near Lovers' Point	$1,000	$0	$0	$1,000	$0	$1,000		BP	Yes
RWD009	Regionwide		Prop 42 Region Wide Road Maintenance	Road Maintenance		$20,205	$101,024	$80,819	$202,048	$0	$202,048		M	
RWD010	Regionwide		Congestion Mitigation & Air Quality Program (CMAQ)	Future Congestion Mitigation & Air Quality Program (CMAQ) funds		$14,440	$24,685	$24,685	$63,810	$0	$63,810		BP	Yes
RWD011	Regionwide		Safe Routes to School (SR2S)	Future Safe Routes to School (SR2S) funds		$2,193	$3,654	$3,654	$9,501	$0	$9,501		BP	Yes
RWD012	Regionwide		Roadway Maintenance	Local Maintenance for streets and roads		$68,000	$278,550	$170,084	$516,634	$0	$516,634		M	
RWD013	Regionwide		Airport Safety Improvements	Unspecified local airport improvements		$7,500	$25,300	$36,500	$69,300	$0	$69,300		A	
SNS003	Salinas		ADA Access Ramp Installations	Install ADA access ramp locations throughout city, annual project	citywide	$2,400	$2,400	$0	$4,800	$0	$4,800		BP	Yes
SNS004	Salinas		Airport Boulevard Improvements	Widen Airport Blvd. From Elks Lodge to US 101 and extend bike lanes	Airport Blvd. From Elks Lodge to US 101	$245	$0	$0	$245	$0	$245	Yes	MM	Yes
SNS006	Salinas		Alvin Drive - SR101 overpass/underpass and Bypass	Construct overpass/underpass and 4 lane street structure	SR 101 and Alvin Drive	$0	$14,000	$0	$14,000	$0	$14,000	Yes	VF	

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SNS007	Salinas		Alvin Drive Bike Lanes	Install bike lanes along Alvin between McKinnon and Natividad	Along Alvin between McKinnon and Natividad	$86	$0	$0	$86	$0	$86		BP	Yes
SNS011	Salinas		Boronda - Main Improvements	Construct interchange improvements and widen road by 12' for 200'	Boronda Rd and Main Street	$231	$0	$0	$231	$0	$231	Yes	VF	
SNS012	Salinas		Boronda Rd. Widening	Widen to 6 lanes from San Juan Grade Rd to Williams Rd.	Boronda Rd from Natividad to Williams	$15,671	$0	$0	$15,671	$0	$15,671	Yes	VF	
SNS013	Salinas		Boronda Road Widening	Widen to 6 lanes from San Juan Grade Rd. to Natividad Rd.	Boronda Rd. from San Juan Grade Rd. to Natividad Rd.	$6,000	$0	$0	$6,000	$0	$6,000	Yes	VF	
SNS014	Salinas		Bridge Street Bike Lanes	Install bike lanes along entire length of Bridge Street	Entire length of Bridge Street	$419	$0	$0	$419	$0	$419		BP	Yes
SNS018	Salinas		Davis Road Bike Lanes	Install bike lanes from Central to Blanco Road	Davis Road from Central to Blanco	$0	$500	$0	$500	$0	$500		BP	Yes
SNS019	Salinas		Davis Road Bike Path	Install .57 mile bike path	Davis Road from W Laurel to Rossi	$0	$350	$0	$350	$0	$350		BP	Yes
SNS020	Salinas		Davis Road (North) Landscaping	Install Landscaping on (North) Davis Road	Larkin to Rossi	$0	$195	$0	$195	$0	$195		O	
SNS022	Salinas		East Salinas, reconstruct streets	Reconstruct various streets in East Salinas	East Salinas	$870	$870	$0	$1,740	$0	$1,740		M	
SNS024	Salinas		Elvee Drive	Construct 44' wide culvert and extend two lanes between Work to Elvee	Work to Elvee	$1,407	$0	$0	$1,407	$0	$1,407	Yes	VF	
SNS026	Salinas		Harkins Rd., Salinas Road Xing Improvements	Construct at-grade improvements at RR Crossings	Harkins Rd and Salinas Rd	$290	$0	$0	$290	$0	$290		TF	
SNS031	Salinas		Kip Drive	Install .15 mile bike path from Chaparral to end of Kip	Kip St. from Chaparral to end	$200	$0	$0	$200	$0	$200		BP	Yes
SNS032	Salinas		Laurel Drive - Davis road Signal Interconnect	Install signal interconnect to coordinate traffic signals	Laurel Drive - Davis Road	$40	$0	$0	$40	$0	$40		TF	Yes
SNS034	Salinas		Laurel Drive West Widening	Widen from 2 lanes to 4 lanes from N Main Street to Adam St	Laurel Drive from N. Main St. to Adam St.	$1,687	$0	$0	$1,687	$0	$1,687	Yes	VF	
SNS036	Salinas		Main Street (North) Bike Lanes	Install bike lanes from San Juan Grade to Alvin	Main St. from San Juan Grade to Alvin	$890	$0	$0	$890	$0	$890		BP	Yes
SNS037	Salinas		Main Street (North) Widening	Widen to 6 lanes from Market to Casentini	Main St. from Market to Casentini	$0	$5,520	$0	$5,520	$0	$5,520	Yes	VF	
SNS038	Salinas		Main St. South and Blanco Intersection Improvements	Modify median and curb, gutter and sidewalk for dual left and dedicated right turn lane	Intersection of Main St. and Blanco Rd.	$452	$0	$0	$452	$0	$452		TF	
SNS039	Salinas		Main Street (Downtown) Parking Garage	Construct a parking garage at 100 block of Main Street	100 block of Main Street	$7,000	$0	$0	$7,000	$0	$7,000		P	
SNS040	Salinas		Martella and Preston Streets	Reconstruction of deteriorated streets	Martella and Preston Streets	$650	$0	$0	$650	$0	$650		M	
SNS042	Salinas		Natividad - Laurel Intersection	Widen intersection to add one right turn lane	Intersection of Natividad and Laurel	$490	$0	$0	$490	$0	$490		TF	
SNS048	Salinas		Romie Lane Widening	Widen from 2 lanes to 4 lanes between S. Main to East of California Street	Romie Lane - between S. Main and California Street	$0	$1,218	$0	$1,218	$0	$1,218	Yes	VF	
SNS050	Salinas		Russell Rd Widening	Widen Street from US 101 to San Juan Grade Rd	Russell Rd. from US 101 to San Jaun Grade Rd	$0	$1,700	$0	$1,700	$0	$1,700	Yes	VF	
SNS051	Salinas		Sanborn - Elvee - Work - Terven Signal Interconnect	Install Signal Interconnect to coordinate traffic signals	Sanborn - Elvee - Work - Terven	$40	$0	$0	$40	$0	$40		TF	Yes
SNS053	Salinas		San Juan Grade Widening	Widen from 2 to 4 lanes	San Juan Grade between Boronda and Rogge	$0	$3,821	$0	$3,821	$0	$3,821	Yes	VF	
SNS059	Salinas		Williams Road Widening	Widen from 2 to 4 lanes	Williams Rd from Boronda to Old Stage Rd	$0	$4,473	$0	$4,473	$0	$4,473	Yes	VF	
SNS062	Salinas		Arcadia Way Bike route	Install Class III Bikeway signage	Arcadia way from Natividad to El Dorado	$3	$0	$0	$3	$0	$3		BP	Yes
SNS064	Salinas		Calle Del Adobe / West Laurel Dr Bikelanes	Install Class II Bikelanes	On Calle Del Adobe / West Laurel Dr Bikelanes from Boronda Rd to US 101	$0	$156	$0	$156	$0	$156		BP	Yes
SNS065	Salinas		Carr Lake Bikeways	Construct Class I and Class II Bikeways	Constitution/Sherwood Place/Maderia Ave	$0	$5,000	$0	$5,000	$0	$5,000		BP	Yes
SNS066	Salinas		East Alisal St (Future St) and Freedom Parkway (Future St) Bikelanes	Install Class II bikelanes	Along East Alisal St- Freedom Parkway - Williams Rd	$0	$0	$0	$0	$0	$0		BP	Yes
SNS069	Salinas		Hemingway Drive Bikelanes	Install Class II Bikelanes	On Hemingway from Nantucket to Boronda	$8	$0	$0	$8	$0	$8		BP	Yes
SNS070	Salinas	Caltrans	Highway 68 - South Main Bikelanes	Install Class II bikelanes	From San Juaquin west to City limit	$78	$0	$0	$78	$0	$78		BP	Yes
SNS071	Salinas		John Street Class III Bikeway	Install Class III bikeway signage	From Abbott to Wood Street	$5	$0	$0	$5	$0	$5		BP	Yes
SNS073	Salinas		Market Street Class III Bikeway	Install Class III bikeway signage	On Market Street from E Alisal to Cross Ave	$1	$0	$0	$1	$0	$1		BP	Yes
SNS074	Salinas		Moffett St Class III Bikeway	Install Class III bikeway signage	On Moffett Street from Airport Blvd to Vandenberg	$6	$0	$0	$6	$0	$6		BP	Yes
SNS075	Salinas		N Maderia / King St Class III Bikeway	Install Class III bikeway signage	On N Maderia / King St from E Alisal St to Roosevelt St	$1	$0	$0	$1	$0	$1		BP	Yes
SNS076	Salinas		N Maderia / Saint Edwards Ave Class III Bikeway	Install Class III bikeway signage	On N Maderia / Saint Edwards from Circle Dr to Laurel Dr	$5	$0	$0	$5	$0	$5		BP	Yes
SNS078	Salinas		Natividad Creek Bike Path	Install new bike path	From Gee St to Circle Dr	$680	$0	$0	$680	$0	$680		BP	Yes
SNS081	Salinas		Rossi St Class II Bikelanes	Install Class II Bikelanes	On Rossi Street from Davis Rd to Rec Ditch	$300	$0	$0	$300	$0	$300		BP	Yes
SNS082	Salinas		Rossi Street (9122) Class II Bikelane	Install Class II Bikelanes	On Rossi St from Sherwood to Rec Ditch	$448	$0	$0	$448	$0	$448		BP	Yes

Appendix D

RTP Constrained Project List

RTP Id	Agency	Support Agency	Project Title	Project Description	Project Location	Project Funding - All Figures in '000s (thousands of dollars)						Conformity Non-Exempt	Mode	TCM
						Present - 2010	2011 - 2020	2021 - 2030	Constrained Funding	Unconstrained Funding	Total Project Cost			
SNS083	Salinas		Russell Rd Class II Bikelanes	Install Class II Bikelanes	On Russell Rd from N Main to San Juan Grade Rd	$0	$155	$0	$155	$0	$155		BP	Yes
SNS084	Salinas		San Juan Grade Class II Bikelanes	Install Class II Bikelanes	On San Jan Grade Rd from Boronda Rd to Cornwall St	$0	$230	$0	$230	$0	$230		BP	Yes
SNS085	Salinas		Schilling Pl Class III Bikeway	Install Class III bikeway signage	From Harkins to Eden	$4	$0	$0	$4	$0	$4		BP	Yes
SNS088	Salinas		Towt St Class III Bikeway	Install Class III bikeway signage	On Towt St from E Alisal to Market	$2	$0	$0	$2	$0	$2		BP	Yes
SNS090	Salinas		Russell Road Extension	Extend 4 lane arterial	From San Juan Grade Rd to Old Stage Rd	$0	$17,557	$0	$17,557	$0	$17,557	Yes	VF	
SNS092	Salinas		San Juan - Natividad Collector	Construct an east - west 2 lane collector roadway	from San Juan Grade to Natividad (North of and parallel to Boronda)	$0	$3,635	$0	$3,635	$0	$3,635	Yes	VF	
SNS093	Salinas		Independence Boulevard Extension	Extend as 2 lane collector	From Boronda to Russell Rd	$0	$1,374	$0	$1,374	$0	$1,374	Yes	VF	
SNS095	Salinas		Constitution Boulevard Extension	Construct 4 lane street	From Boronda to Old Stage Road	$9,556	$0	$0	$9,556	$0	$9,556	Yes	VF	
SNS096	Salinas		Sanborn Road Extension	Construct 4 lane arterial	From Boronda to Old Stage Road	$0	$6,895	$0	$6,895	$0	$6,895	Yes	VF	
SNS097	Salinas		Williams Russell Collector	Construct new north - south connection	From Williams Rd to Russell (Parallel and northeast of Boronda)	$0	$8,115	$0	$8,115	$0	$8,115	Yes	VF	
SNS098	Salinas		Alisal Street Extension	Extend as 2 lane collector street with bike lanes	between Alisal Street/Bardin Road intersection and the Williams-Russell Collector	$0	$5,119	$0	$5,119	$0	$5,119	Yes	MM	Yes
SNS099	Salinas		Moffett Street Extension	Extend as 4 lane collector	From Davis Rd to Western Bypass	$0	$0	$3,336	$3,336	$0	$3,336	Yes	VF	
SNS100	Salinas		Rossi Street Widening	Widen to 4 Lanes	Between Main Street and Sherwood Dr	$0	$1,231	$0	$1,231	$0	$1,231	Yes	VF	
SNS101	Salinas		Bernal Drive Extension	Extend as 4 lane arterial	From Sherwood Drive / Natividad Rd intersection to Kern Street	$0	$6,976	$0	$6,976	$0	$6,976	Yes	VF	
SNS102	Salinas		Constitution Boulevard Extension	Construct new 2 lane street	From Laurel Drive to Bernal Drive extension	$0	$3,403	$0	$3,403	$0	$3,403	Yes	VF	
SNS103	Salinas		Williams Road Widening	Widen from 3 to 4 lanes	Between Del Monte Ave and Boronda Rd	$0	$2,975	$0	$2,975	$0	$2,975	Yes	VF	
SNS104	Salinas		Alisal Street Widening	Widen from 2 to 4 lanes	between Williams Rd and Alisal Rd	$0	$2,908	$0	$2,908	$0	$2,908	Yes	VF	
SNS105	Salinas		Abbott Street Improvements	Improve street surfacing and add bike lanes	From John Street to Romie Lane	$1,381	$0	$0	$1,381	$0	$1,381		BP	Yes
SNS106	Salinas		Alisal Street Improvements	Add left turn channelizations at major intersections	on Alisal Street east of Monterey Street	$0	$33	$0	$33	$0	$33		TF	
SNS107	Salinas		John Street Improvements	Add left turn channelization and eliminate on street parking	Between Abbott Street and Alisal Street	$0	$766	$0	$766	$0	$766		TF	
SNS108	Salinas		Laurel Drive Widening	Widen to 6 lanes and add left turn channelization east of Constitution	Between Natividad and Constitution	$0	$2,161	$0	$2,161	$0	$2,161	Yes	VF	
SNS109	Salinas		San Juan Grade - Russell Rd intersection improvements	Install Signal	San Juan Grade - Russell Rd intersection	$0	$371	$0	$371	$0	$371		TF	
SNS110	Salinas		San Juan Grade - Boronda Rd intersection improvements	Install signal	San Juan Grade - Boronda Rd intersection	$737	$0	$0	$737	$0	$737		TF	
SNS111	Salinas		Boronda Rd - Natividad Rd intersection improvements	Install Signal	Boronda Rd - Natividad Rd intersection	$542	$0	$0	$542	$0	$542		TF	
SNS112	Salinas		Boronda Rd -East Constitution intersection improvements	Install Signal	Boronda Rd -East Constitution intersection	$546	$0	$0	$546	$0	$546		TF	
SNS113	Salinas		Boronda Rd - Sanborn Rd intersection improvements	Install Signal	Boronda Rd - Sanborn Rd intersection	$501	$0	$0	$501	$0	$501		TF	
SNS114	Salinas		Boronda Rd - Williams Rd intersection improvements	Install Signal	Boronda Rd - Williams Rd intersection	$490	$0	$0	$490	$0	$490		TF	
SNS115	Salinas		Natividad Rd - Russell Rd intersection improvements	Install Signal	Natividad Rd - Russell Rd intersection	$0	$440	$0	$440	$0	$440		TF	
SNS116	Salinas		Sanborn Rd - Alisal Street intersection improvements	Install Signal	Sanborn Rd - Alisal Street intersection	$0	$218	$0	$218	$0	$218		TF	
SNS119	Salinas		Sanborn Rd. Improvement Project	Reconstruct failed pavement, widen and restripe for third northeast-bound through lane	On Sanborn Rd b/t Abbott and John St.	$3,014	$0	$0	$3,014	$0	$3,014	Yes	VF	
SNS120	Salinas		Salinas ITC Station Improvements	Upgrades to passenger terminal and freight buildings	Salinas ITC	$1,200	$0	$0	$1,200	$0	$1,200		R	
SNS121	Salinas		McKinnon Street Extension	Extend 2 lane collector	From Boronda Rd to Rogge Rd	$0	$3,710	$0	$3,710	$0	$3,710	Yes	VF	
SAP022	Salinas Airport		T-Hangar Taxiways (Phase II)	Construction of new taxiwawys-East Area hangars		$1,500	$246	$0	$1,746	$0	$1,746		A	
SAP023	Salinas Airport		VORTAC Relocation	Relocation of VORTAC off-airport		$972	$0	$0	$972	$0	$972		A	
SAP025	Salinas Airport		Runway 13/31 Overlay (constr)	Construct overlay of Runway 13/31		$1,500	$0	$0	$1,500	$0	$1,500		A	
SAP026	Salinas Airport		Master Plan Env'l Assessment	Perform NEPA/CEQA environmental process		$300	$0	$0	$300	$0	$300		A	
SAP027	Salinas Airport		East Area Development	Construction of East Area infrastructure		$3,500	$0	$0	$3,500	$0	$3,500		A	
SAP028	Salinas Airport		Miscellaneous	Placement of reflectors, directional signs, various locations on airport		$52	$0	$0	$52	$0	$52		A	
SAP029	Salinas Airport		Avigation Easement Acquisition; RPZ	Acquisition of avigation easements for Rwy 8, Rwy13 Runway Protection Zones		$30	$0	$0	$30	$0	$30		A	

Appendix D

RTP Constrained Project List

RTP Id	Agency	Support Agency	Project Title	Project Description	Project Location	Project Funding - All Figures in '000s (thousands of dollars)						Conformity Non-Exempt	Mode	TCM
						Present - 2010	2011 - 2020	2021 - 2030	Constrained Funding	Unconstrained Funding	Total Project Cost			
SAP030	Salinas Airport		T-Hangar Taxiways (Phase I)	Engineering for new taxiways-East Area		$300	$0	$0	$300	$0	$300		A	
SAP031	Salinas Airport		North -Hangar Twy Reconstruction (Phase I)	Engineering for reconstruction of all taxiways in the North Area of the Airport		$47	$0	$0	$47	$0	$47		A	
SAP032	Salinas Airport		North T-Hangar Utilities Reconstruction (Phase I)	Engineering for replacement of water, sewer, storm water facilities in the North Area of the Airport		$25	$0	$0	$25	$0	$25		A	
SAP033	Salinas Airport		Airport Gate/Fencing Upgrades (Phase II)	Engineering for four emergency generators for airport access gates		$36	$0	$0	$36	$0	$36		A	
SAP034	Salinas Airport		North T-Hangar Taxiway Reconstruction (Phase II)	Reconstruction of all taxiways in Airport North Area (construction)		$203	$0	$0	$203	$0	$203		A	
SAP035	Salinas Airport		North T-Hangar Utilities Reconstruction (Phase II)	Reconstruct North T-Hangar water, sewer, storm water facilities (construction)		$120	$0	$0	$120	$0	$120		A	
SAP036	Salinas Airport		Airport Gate/Fencing Upgrades (Phase III)	Construction of additional emergency generators for airport access gates		$163	$0	$0	$163	$0	$163		A	
SCY003	Sand City		California - Playa Signal	Install new traffic signal	Intersection of California and Playa	$225	$0	$0	$225	$0	$225		TF	
SCY008	Sand City		Bike Racks	Install Bicycle racks and other conveniences improvements	Throughout Sand City	$20	$0	$0	$20	$0	$20		BP	Yes
SCY009	Sand City		Bike path Lighting	Install Lighting on existing Class I path	From Tioga to Seaside City	$325	$0	$0	$325	$0	$325		BP	Yes
SCY012	Sand City		Class III bikeways	Install Class III bikeway signage	Various location	$15	$0	$0	$15	$0	$15		BP	Yes
SCY013	Sand City		California Avenue Pavement Overlay	Overlay street	On California Ave between Sylvan Ave and Tioga Ave.	$156	$0	$0	$156	$0	$156		M	
SCY014	Sand City		Contra Costra Realignment	Realign Contra Costa to at Del Monte	Contra Costa at Del Monte	$500	$0	$0	$500	$0	$500		TF	
SCY015	Sand City		Tioga widening	Widen Tioga at Del Monte	Tioga and Del Monte	$600	$0	$0	$600	$0	$600	Yes	VF	
FRA015	Seaside	FORA, County	Eucalyptus Road	Upgrade to 2-lane collector (FORA CIP FO12)	From General Jim Moore Boulevard to Parker Flats cut-off	$3,498	$0	$0	$3,498	$0	$3,498	Yes	VF	
FRA017	Seaside	FORA, Del Rey Oaks	General Jim Moore Blvd.	Widen from 2 lanes to 4 lanes from Normandy to Coe, and rehab two lane road from Coe to Rte 218 (FORA CIP FO9)	From Normandy Road to California State Route 218	$4,040	$8,000	$0	$12,040	$0	$12,040	Yes	VF	
SEA005	Seaside		Fremont - Broadway	Roadway improvements, utility relocation, ADA ramps, landscaping and signal upgrade	Fremont/Broadway	$387	$0	$0	$387	$0	$387		MM	
SEA006	Seaside		Fremont and Del Monte interconnect upgrades	Battery backup, street signs, cabinet replacement @ 11 intersections, overlay and conduits		$0	$3,975	$0	$3,975	$0	$3,975		TF	
SEA010	Seaside		Class I along Railroad	Install Class I bike path	From proposed Sand City Class I along Railroad to Monterey City limits	$150	$0	$0	$150	$0	$150		BP	Yes
SEA016	Seaside		General Jim Moore Blvd/Coe Ave-Eucalyptus Rd Improvements	Consider realigning Coe Ave and Eucalyptus Rd to create a four-legged intersection with General Jim Moore Blvd. Traffic signalization may be warranted.	Coe Avenue and Eucalyptus Road	$0	$400	$0	$400	$0	$400	Yes	TF	
SEA017	Seaside		General Jim Moore Blvd/San Pablo improvements	New signal and channelization	General Jim Moore Blvd - San Pablo	$0	$500	$0	$500	$0	$500		TF	
SEA018	Seaside		General Jim Moore Blvd/Broadway Ave	New signal and channelization	Jim Moore Blvd/Broadway Ave	$0	$400	$0	$400	$0	$400		TF	
SEA019	Seaside		General Jim Moore Blvd/Hilby Ave improvements	New signal and channelization	General Jim Moore Blvd/Hilby Ave	$0	$500	$0	$500	$0	$500		TF	
SEA020	Seaside		1st Ave/Lightfighter Dr improvements	Modify Signal and intersection improvements	1st Ave. at Lightfighter Dr.	$300	$0	$0	$300	$0	$300		TF	
SEA022	Seaside		2nd Ave/Seaside Development Parcel	New Signal and channelization	2nd Ave/Seaside Development Parcel	$200	$0	$0	$200	$0	$200		TF	
SEA023	Seaside		2nd Ave/1st St improvements	New signal and channelization	2nd Ave/1st St improvements	$200	$0	$0	$200	$0	$200		TF	
SEA024	Seaside		Del Monte Blvd/Tioga Ave improvements	Modify existing channelization and signal to add a fourth leg as new access to the Seaside Auto Mall.	Del Monte Blvd/Tioga Ave	$250	$0	$0	$250	$0	$250	Yes	TF	
SEA025	Seaside		Del Monte Blvd/Auto Mall Entrance improvements	Signalization and channelization. Should function as one of the primary entrances to the Auto Mall.	Del Monte Blvd/Auto Mall Entrance	$200	$0	$0	$200	$0	$200		TF	
SEA026	Seaside		Del Monte Boulevard improvements	Implement channelization improvements at specific intersections and Del Monte Rehab	Del Monte Boulevard	$0	$5,000	$0	$5,000	$0	$5,000		TF	
SEA027	Seaside		Fremont Boulevard Signal Installation	Install signal interconnect conduit	Fremont Blvd. south of Broadway Ave to Canyon Del Rey	$0	$500	$0	$500	$0	$500		TF	Yes
SEA028	Seaside		West Broadway Ave Corridor improvements	Corridor rehabilitation including intersection improvements, bikeways, road rehab	West Broadway Ave Corridor	$2,000	$3,000	$0	$5,000	$0	$5,000		M	Yes
SOL001	Soledad		East-Front Street Signals	Install new traffic signal		$125	$0	$0	$125	$0	$125		TF	
SOL007	Soledad		Bicycle Racks and Lockers	Install Bicycle Racks and Lockers	Main Street and Front Street	$0	$0	$0	$0	$0	$0		BP	Yes
SOL009	Soledad		Front Street Realignment (Fee Program #1)	Realign Front Street to new Gablin Dr US 101 ramps (Fee Program #1)	From Market St to Gablin Dr	$530	$1,100	$0	$1,630	$0	$1,630	Yes	TF	
SOL016	Soledad		Gablin Dr - US 101 connection (Fee Program #7)	Realign interchange ramps at Gablin Dr - Front Street and US 101	Existing Front Street and US 101 interchange	$3,900	$0	$0	$3,900	$0	$3,900	Yes	VF	
SOL023	Soledad		Front Street widening (Fee Program #14)	Widen front street to 4 lanes	From West street to Oak Street	$2,955	$0	$0	$2,955	$0	$2,955	Yes	VF	

Appendix D

RTP Constrained Project List

RTP Id	Agency	Support Agency	Project Title	Project Description	Project Location	Project Funding - All Figures in '000s (thousands of dollars)						Conformity Non-Exempt	Mode	TCM
						Present - 2010	2011 - 2020	2021 - 2030	Constrained Funding	Unconstrained Funding	Total Project Cost			
SOL024	Soledad		South Soledad interchange (Fee Program #15)	Realign US 101 interchange ramps at S. Front Street interchange	South Front Street interchange on US 101	$2,600	$0	$0	$2,600	$0	$2,600	Yes	TF	
SOL025	Soledad		Park and Ride Lot	Construct park and ride lot	Soledad City Limits	$262	$0	$0	$262	$0	$262		BP	Yes
TAM001	TAMC		Rural Planning	Funds for staff to oversee administration of funds and to conduct planning activities		$1,590	$2,650	$2,650	$6,890	$0	$6,890		O	
TAM006	TAMC		Castroville Rail Station	Construct new platform and park and ride lot where tracks intersect with Castroville Blvd.		$5,250	$5,900	$0	$11,150	$0	$11,150		R	
TAM007	TAMC		Commuter Rail Operations	Operating Costs to run two round trips per day between Gilroy and Salinas; to increase to four trips within 10 years		$5,900	$29,500	$29,500	$64,900	$0	$64,900	Yes	R	
TAM009	TAMC		Commuter Rail Track Access	Track improvements between Gilroy and Salinas in order to operate commuter rail service		$5,000	$0	$0	$5,000	$0	$5,000		R	
TAM011	TAMC		Freeway Service Patrol	Annual Operating Costs for tow truck services on SR 1 (SR 68 west to SR156) US 101 (Boronda Rd. to San Benito Co. Line)		$1,020	$1,700	$1,700	$4,420	$0	$4,420		TF	
TAM012	TAMC		Gilroy Yard Improvements	Construct improvements to Gilroy Yard required to accommodate rail service to Salinas		$3,170	$0	$0	$3,170	$0	$3,170		R	
TAM013	TAMC		Monterey Bay Rail Stations	Construct new platform and stations		$7,500	$0	$0	$7,500	$0	$7,500		R	
TAM014	TAMC		Monterey Branch line grade crossing improvements	At-grade improvements and signals along Monterey branch Line road crossings		$2,520	$0	$0	$2,520	$0	$2,520		R	
TAM016	TAMC		Pajaro Rail Station	Construct new platform and parking near Salinas Rd; Rehabilitate and/or relocate station building; relocate tracks for connection to Santa Cruz County rail service	Pajaro	$6,585	$0	$0	$6,585	$0	$6,585		R	
TAM018	TAMC		Project Monitoring	5% Planning, Programming, and Monitoring funds from the STIP to monitor project delivery		$3,000	$5,000	$5,000	$13,000	$0	$13,000		O	
TAM023	TAMC		SAFE Program Operations	Annual operating and maintenance costs for callbox program on state highways		$1,950	$3,250	$3,250	$8,450	$0	$8,450		S	
TAM024	TAMC		Salinas Station	Construct layover facility at West Market Street; construct additional commuter parking at Station Place	West Market Street and Station Place	$31,577	$0	$0	$31,577	$0	$31,577		R	
TAM029	TAMC		Railroad Grade Crossing improvements	upgrade multiple grade crossings with cement panel surfaces and replace signal controls and gates	Various locations throughout County	$1,800	$0	$0	$1,800	$0	$1,800		R	
TAM030	TAMC		Sales Tax Project Management	Management of Sales Tax projects		$2,450	$7,000	$350	$9,800	$0	$9,800		O	
TAM031	TAMC		Sales Tax Salaries and Benefits	Sales Tax Administration		$875	$2,500	$125	$3,500	$0	$3,500		O	
					Total Funding:	$1,180,824	$1,710,007	$1,278,116	$4,168,947	$0	$4,168,946			

Draft
2005 Monterey County Regional Transportation Plan

Appendix E: Unconstrained Regional Project List

Appendix E

RTP Unconstrained Project List

RTP Id	Agency	Support Agency	Project Title	Project Description	Project Location	Project Funding - All Figures in '000s (thousands of dollars)						Conformity Non-Exempt	Mode	TCM
						Present - 2010	2011 - 2020	2021 - 2030	Constrained Funding	Unconstrained Funding	Total Project Cost			
AMB002	AMBAG		Regional Transportation Model Update	Periodically update of regional forecast model		$500	$0	$0	$500	$1,550	$2,050		O	
CT007	Caltrans		SR 1 - Carmel Corridor	Capacity Improvements (MON-1-72.9/74.56) widen to add two more lanes with at-grade or grade-separated interchange improvements.	Between Carmel River Bridge and Carpenter St.	$0	$0	$0	$0	$200,000	$200,000	Yes	VF	
CT012	Caltrans		SR 1 - Moss Landing	Widen to 4 lanes (MON-1-T91.4/T101.4)	Between Castroville and Salinas Rd	$0	$0	$0	$0	$200,000	$200,000		VF	
CT016	Caltrans		SR 68 - Bypass or Widening	Construct 4-lane bypass along Ft. Ord ROW or widen existing roadway to 4-lanes (MON-68-4.0/15.0)	Between Toro Park and Rte 1	$0	$0	$0	$0	$395,000	$395,000		VF	
CT022	Caltrans		SR 68 - SR 1 Interchange	Improvements	SR 68 - SR 1 interchange	$0	$0	$0	$0	$90,000	$90,000		VF	
CT028	Caltrans		US 101 - Las Aromitas	Operational Capacity Improvements (MON-101-100.2/101.3) (add two new lanes along existing alignment, or construct bypass alignment at freeway standard)	Between Morro Rd and San Benito County Line	$0	$0	$0	$0	$60,000	$60,000		VF	
CT038	Caltrans		SR 183 Widening	Widen to 4 lanes and add left-turn pockets	Between Davis Rd in Salinas and SR 156 in Castroville	$0	$0	$0	$0	$50,000	$50,000		VF	
CT039	Caltrans		SR 218 - operational improvements	Add turn pockets, signal improvements, shoulder widening etc.	Between Route 68 and Fremont St	$0	$0	$0	$0	$3,600	$3,600		TF	
CT044	Caltrans		US 101 - South Salinas Corridor	Construct new interchange around Harris Road with new frontage roads and overpasses	From Salinas southern city limit to Chullar	$0	$0	$0	$0	$295,000	$295,000		VF	
CT045	Caltrans	Seaside	SR 1 - Monterey Rd Intercahnge	Construct new interchange	On SR 1 between Freemont and Lightfighter Drive near Monterey Rd	$0	$0	$0	$0	$10,000	$10,000		VF	
FRA014	County	FORA	Eastside Road	Construct new 2-lane arterial (FORA CIP FO13)	From intersection with Giggling Road northeasterly to intersection with Imjin Road	$5,294	$0	$0	$5,294	$2,561	$7,855	Yes	VF	
FRA019	County	FORA	Inter-Garrison Road	Upgrade to 2-lane arterial (FORA CIP FO6)	From Eighth Street Cutoff easterly to Reservation Road.	$3,913	$0	$0	$3,913	$1,932	$5,845	Yes	VF	
MYC001	County		Alisal Road	Install Class III bikeway	From Salinas City Limits to Old Stage Road	$0	$0	$0	$0	$5	$5		BP	Yes
MYC003	County		Blackie Road	Install bike lanes	Fr. SR 183 to US 101	$0	$0	$0	$0	$1,893	$1,893		BP	Yes
MYC005	County		Blanco Road Bike Path	Install bike path	Fr. Davis Road to Reservation Road	$0	$0	$0	$0	$2,250	$2,250		BP	Yes
MYC009	County		Brooklyn Street - Salinas Road - San Juan Road	Install signage (Class III) along route		$0	$0	$0	$0	$9	$9		BP	Yes
MYC019	County		Cooper - Nashua Roads	Install Class III bikeway	From Blanco Road to Monte Road	$0	$0	$0	$0	$100	$100		BP	Yes
MYC020	County		Crazy Horse Interchange bike connection	Build bike path connection	between Moro & Echo Valley Roads w/improvements @ US 101	$0	$0	$0	$0	$1,837	$1,837		BP	Yes
MYC024	County		Dolan Road Bike Lanes	Install bike lanes	From Castroville Blvd. To SR 1	$0	$0	$0	$0	$1,283	$1,283		BP	Yes
MYC026	County		Elkhorn Road Bike Lanes	Install bike lanes	Fr. Co. Line to Castroville Blvd.	$0	$0	$0	$0	$3,211	$3,211		BP	Yes
MYC027	County		Elkhorn Road Widening	Widen to 4 lanes	From Salinas to Hall Rd	$0	$0	$0	$0	$33,224	$33,224		VF	
MYC028	County		Espinosa - Russell Roads Bike Lanes	Install Bike lanes	From San Juan Grade Rd to SR 183 and @ interchange	$0	$0	$0	$0	$2,395	$2,395		BP	Yes
MYC029	County		Florence St. Extension	Install bike lanes	From RR to levee	$0	$0	$0	$0	$121	$121		BP	Yes
MYC030	County		Gonzales - River Road Bike Lanes	Install Class II-III bikeway	From Gonzales city limits to River Road	$0	$0	$0	$0	$396	$396		BP	Yes
MYC031	County		Gonzales - Soledad Correctional Facility	Install bike lanes	From Gonzales to the Soledad Correctional Facility	$0	$0	$0	$0	$2,772	$2,772		BP	Yes
MYC032	County		Hall Rd at Pini Rd	Construct left turn channelization		$0	$0	$0	$0	$153	$153		TF	
MYC033	County		Hall Rd Widening	Widen to 4 lanes	Elkhorn to San Miguel Canyon	$0	$0	$0	$0	$7,441	$7,441		VF	
MYC036	County		Hall Road - Tarpey Road Bike Lanes	Install bike lanes	Along Hall Road from. Elkhorn Road to San Juan Road	$0	$0	$0	$0	$1,613	$1,613		BP	Yes
MYC040	County		Inter-Garrison Road Bikeway	Install bikeway	Along Intergarrision from Abrams to Reservation	$0	$0	$0	$0	$1,000	$1,000		BP	Yes
MYC041	County		Johnson Canyon Road - Iverson Rd - La Gloria Rd - Camphora Bike Lanes	Install Class III bikeway	From Gonzales City Limits to the Prison/CTF	$0	$0	$0	$0	$25	$25		BP	Yes
MYC042	County		Jonathan St. Extension Bike Path	Install bike path	Fr. Jonathan St. to school	$0	$0	$0	$0	$37	$37		BP	Yes
MYC043	County		Jolon Rd Operational Improvements	Shoulder widening & Geometrics	Pine Canyon to San Lucas	$0	$0	$0	$0	$7,294	$7,294		TF	
MYC044	County		Jolon Road Bike Lanes	Install bike lanes	on Jolon Rd from King City to Bradley to Interlake	$0	$0	$0	$0	$7,733	$7,733		BP	Yes
MYC045	County		Las Lomas Road - Clausen Road Bike Lanes	Install bike lanes	From Hall Road to end of Las Lomas and Clausen Roads (Pajaro Area)	$0	$0	$0	$0	$800	$800		BP	Yes
MYC046	County		Laureles Grade Road Bike Lanes	Install bike lanes	Fr. SR 68 to Carmel Valley Road	$0	$0	$0	$0	$2,286	$2,286		BP	Yes
MYC049	County		McGowan -Trafton - Bluff - Jenson Roads Bikeway	Install Class III bikeways	Bet. Co. line and SR 1	$0	$0	$0	$0	$12	$12		BP	Yes
MYC050	County		Merritt Street and Del Monte Ave Intersection	Install traffic signals		$0	$0	$0	$0	$500	$500		TF	
MYC051	County		Merritt Street and Speegle Street intersection	Install traffic signals		$0	$0	$0	$0	$500	$500		TF	
MYC052	County		Metz Rd Operational Improvements	Shoulder widening & geometrics	King City to Soledad	$0	$0	$0	$0	$12,973	$12,973		S	
MYC053	County		Metz Road Bikeway	Install Class I-III bikeway	From Soledad to King City	$0	$0	$0	$0	$8,264	$8,264		BP	Yes
MYC055	County		Monhollan Road - Aguajito Road Bike Lane improvements	Implement consistent and smooth pavement widths in bicycle lane		$0	$0	$0	$0	$2,527	$2,527		BP	Yes

Appendix E

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MYC057	County		Monterra Ranch Bike Path	Install bike path	along Monterra Ranch Trail from Jacks to York Road	$0	$0	$0	$0	$1,012	$1,012		BP	Yes
MYC059	County		Nacimiento-Ferguson Rd	Shoulder widening & geometrics	Highway 1 to Mission Road	$0	$0	$0	$0	$15,773	$15,773		S	
MYC060	County		Natividad Road Bike Lanes	Install bike lanes	from Salinas City Limits to Old Stage Road	$0	$0	$0	$0	$530	$530		BP	Yes
MYC061	County		North Salinas to Prunedale Bike Path	Install new bike path	From Boronda to Moro Rd east of US 101	$0	$0	$0	$0	$3,600	$3,600		BP	Yes
MYC066	County		Pesante Rd Extension	Extend road	From Wild Horse Rd to Crazy Horse Road	$0	$0	$0	$0	$4,269	$4,269		VF	
MYC069	County		Porter Road Widening	Widen to 4 lanes	from Santa Cruz Co. to Salinas Road	$0	$0	$0	$0	$1,701	$1,701		VF	
MYC074	County		Rio Road Extension	Extend Rio Road	From current terminus to Carmel Valley Road	$0	$0	$0	$0	$5,117	$5,117		VF	
MYC075	County		River Road Operational Improvements	Widen shoulder and improve geometrics, and install class II bike lanes	From SR 68 to Arroyo Seco Road	$0	$4,700	$10,000	$14,700	$10,574	$25,274		MM	
MYC078	County		Rogge Lane Bike Lanes	Install bike lanes	From Natividad Road to San Juan Grade Road	$0	$0	$0	$0	$630	$630		BP	Yes
MYC080	County		Salinas Road - Elkhorn Road	Install traffic signal and construct intersection improvements		$0	$0	$0	$0	$595	$595		TF	
MYC082	County		Salinas Road Widening	Widen to 4 lanes	From SR 1 to Porter Drive	$0	$0	$0	$0	$7,479	$7,479		VF	
MYC086	County		San Juan Rd Widening	Widen to 4 lanes and shoulders	From US 101 to Porter Drive	$0	$0	$0	$0	$24,664	$24,664		VF	
MYC089	County		San Juan Road - San Miguel Canyon	Install traffic signal and construct intersection improvements		$0	$0	$0	$0	$723	$723		TF	
MYC090	County		San Juan Road Bike Lanes	Install bike lanes	From Porter Road to Carpenteria	$0	$0	$0	$0	$2,986	$2,986		BP	Yes
MYC092	County		San Miguel Canyon Road Widening	Widen to 4 lanes (environmental review & design only)	From Hall Rd to US 101	$5,082	$0	$0	$5,082	$19,018	$24,100		VF	
MYC095	County		South Boundary Road Bike Lanes	Install bike lanes on So. Boundary Road	Between Seaside City Limits and Laguna Seca	$0	$0	$0	$0	$681	$681		BP	Yes
MYC096	County		Pebble Beach Lodge to Carmel Gate Bikeways	Install a Class III bikeways with a long term goal of a Class II	Spanish Bay/Spyglass/Pebble Beach Lodge to Carmel Gate	$0	$0	$0	$0	$62	$62		BP	Yes
MYC097	County		SR 1 - Carmel Hill Bike Trail	Install bike trail	Along east side of Highway 1 to link up with Class I path at Viejo from Carpenter Street to Holman Highway exit	$0	$0	$0	$0	$243	$243		BP	Yes
MYC098	County		SR 1 - Fremont Exit Trail Connection	Improve transition	From coastal trail at Fremont exit towards the south	$0	$0	$0	$0	$300	$300		BP	Yes
MYC099	County	Caltrans	SR 1 - SR 156 Interchange Improvements	Construct ramp connectors	Between SR 1 and SR 156	$0	$0	$0	$0	$15,000	$15,000		VF	
MYC101	County		SR 68 - Bike Lanes	Install bike lanes	Along SR 68 from. So. Main Street to Olmstead Rd	$0	$0	$0	$0	$2,722	$2,722		BP	Yes
MYC105	County		US 101 - Soledad Area Bikeway	Install Class I-II bikeway	Between Soledad City Limits to California Training Facility and Dole vegetable processing plant	$0	$0	$0	$0	$2,000	$2,000		BP	Yes
MYC106	County		SR 183 - Bike Path	Install bike path	From Salinas City Limits to SR 1	$0	$0	$0	$0	$3,889	$3,889		BP	Yes
MYC107	County	Caltrans	SR 183 - SR 156 Interchange Improvements	Improve ramps	Between SR 156 and SR 183 (Merritt St)	$0	$0	$0	$0	$500	$500		TF	
MYC109	County		Werner Rd Widening	Widen to 4 lanes	From Elkhorn to Salinas Rd	$0	$0	$0	$0	$500	$500		VF	
MYC111	County		Calle del Adobe Walkway Ramp	Install class I bikeway	From Calle del Adobe to Bridge	$0	$0	$0	$0	$77	$77		BP	Yes
MYC112	County		Pajaro River Levee Bike Way	Install bike way Class I	Along Levee from Railroad Bridge to east side of proposed drainage pond	$0	$0	$0	$0	$243	$243		BP	Yes
MYC114	County		Reservation Rd. Bike Way Ph. II	Install Class II Bike Lanes	On Reservation from SR68 to Blanco Rd.	$0	$0	$0	$0	$3,210	$3,210		BP	Yes
MYC115	County		San Benancio Rd - Corral de Tierra Loop Bike Lane	Install Class II Bikeway	On San Benancio Rd - Corral de Tierra Loop	$0	$0	$0	$0	$2,400	$2,400		BP	Yes
MYC116	County		San Juan Grade Bike Lane Ph. I	Install Class II bike lanes	On San Juan Grade Rd. from Van Buren to Crazy Horse Rd.	$0	$0	$0	$0	$1,700	$1,700		BP	Yes
MYC117	County		San Miguel Canyon Rd. Bike Lanes	Install Class II Bike Lanes	On San Miguel Canyon from Hall Rd. to Prunedale North Rd.	$0	$0	$0	$0	$4	$4		BP	Yes
MYC118	County		Williams Rd. Bike Signs	Install Class III Bike Signage	On Williams Rd. from Boronda to Old Stage Roads.	$0	$0	$0	$0	$4	$4		BP	Yes
MYC130	County	Salinas	Westside Bypass	Bypass around western side of City of Salinas	From Boronda to Blanco	$0	$0	$0	$0	$31,200	$31,200		VF	
MYC131	County		Barloy Canyon Road rehab	Rehab roadway		$0	$0	$0	$0	$1,000	$1,000		M	
MYC132	County		Watkins Gate Road Rehab	Rehab roadway	Reservation Road to proposed County park	$0	$0	$0	$0	$1,000	$1,000		M	
MYC133	County		Blackie Rd - Oak St - Merritt St Intersection Improvements	Intersection Improvements	Blackie Rd - Oak St - Merritt St	$0	$0	$0	$0	$500	$500		TF	
MYC134	County		Tembladera Street Extension	Construct new road	From north of Del Monte Ave to Haro St	$0	$0	$0	$0	$4,560	$4,560		VF	
MYC135	County		Blackie Rd Extension	Extend Blackie Rd to proposed SR 156-Castroville Blvd interchange	Blackie Rd to SR 156	$0	$0	$0	$0	$6,912	$6,912		VF	
MYC136	County	Caltrans	SR 1 - Merritt St - Artichoke Ave Improvements (Phase I)	Interchange/Intersection improvements	SR 1 - Merritt St - Artichoke Ave	$0	$0	$0	$0	$5,690	$5,690		TF	

Appendix E

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MYC137	County	Caltrans	SR 1 - Merritt St - Artichoke Ave Improvements (Phase II)	Interchange/Intersection improvements	SR 1 - Merritt St - Artichoke Ave	$0	$0	$0	$0	$4,210	$4,210		TF	
MYC138	County		Merritt St Signals	Install traffic signals	Two intersections on Merritt St	$0	$0	$0	$0	$400	$400		TF	
MYC139	County		Susan St Extension	Construct new Road	Susan St in Pajaro	$0	$0	$0	$0	$738	$738		VF	
MYC143	County		Madison Lane Rehab	Reconstruction of roadbed	Entire length of Madison Lane	$0	$0	$0	$0	$1,783	$1,783		M	
MYC144	County		Boronda Rd Reconstruction	Reconstruction of roadbed	Entire length within Boronda Community area	$0	$0	$0	$0	$2,732	$2,732		M	
MYC145	County		Mary St improvements	Improvements and upgrades of existing road	Mary St in San Lucas	$0	$0	$0	$0	$180	$180		TF	
MYC146	County		Main St Improvements	Improvements and upgrades of existing road	Main St in San Lucas	$0	$0	$0	$0	$604	$604		TF	
MYC147	County		Pettit Rd Widening in Pine Canyon	Improvements and upgrades of existing road	Entire length of Pettit Rd	$0	$0	$0	$0	$2,716	$2,716		VF	
MYC148	County		Central Avenue Widening in Pine Canyon	Improvements and upgrades of existing road	Entire length of Central Avenue in Pine Canyon	$0	$0	$0	$0	$1,421	$1,421		VF	
MYC149	County	Caltrans	US 101 overcrossing in Pine Canyon	New connection to US 101	Pine Canyon and US 101	$0	$0	$0	$0	$25,000	$25,000		TF	
MYC150	County		Pine Canyon Traffic Signals	Install traffic signals	on Jolan Rd in Pine Canyon	$0	$0	$0	$0	$1,000	$1,000		TF	
MYC152	County		Espinosa Expressway	Construct 4 to 6 lane expressway north of existing Espinosa Rd alignment with new interchanges at SR 1 and SR 183 and modify interchange at US 101	North of existing Espinosa Rd alignment from US 101 to SR 1	$0	$0	$0	$0	$300,000	$300,000		VF	
MYC153	County	State Parks and TAMC	Beach Range Road connectors with Monterey Coastal Trail	Construct connectors between Beach Range Road and Monterey Coastal Trail	West of Highway 1, north of Sand City and South of 12th Street	$0	$0	$0	$0	$500	$500		BP	Yes
FRA027	Del Rey Oaks	County	So. Boundary Rd. Improvements	Reconstruct street, add sidewalks, bike lanes, street lights etc.	From Gen. Jim Moore to York Roads	$0	$0	$0	$0	$4,162	$4,162		MM	
GON004	Gonzales		Alta Street	Widen and reconstruct roadway	From city limits to US 101 interchange - approx 2 miles	$200	$0	$0	$200	$11,516	$11,716		VF	
GON005	Gonzales	County	Fano Road	Widen from 4 to 6 lanes in city limits to US 101		$0	$0	$0	$0	$4,250	$4,250		VF	
GON006	Gonzales		Harold Parkway - Roadway extension	Extend road	From La Gloria to 5th Street	$0	$0	$0	$0	$10,741	$10,741		VF	
GON007	Gonzales		La Gloria Rd Widening	Widen road approximately 1/2 mile	From Harold to SR 101	$0	$0	$0	$0	$4,228	$4,228		VF	
GRN003	Greenfield		Oak Road Bridge over US 101	Widen bridge for dual left turn lanes	0	$0	$0	$0	$0	$2,000	$2,000		VF	
GRN009	Greenfield		New On-Ramp at US-101 and Thorne Rd.	Construct new on-ramp	US 101 at Thorne	$0	$0	$0	$0	$14,000	$14,000		VF	
GRN020	Greenfield	Caltrans	Espinoza Interchange at US-101	Bridge widening and interchange improvement, signals	US-101 at Espinoza	$0	$0	$0	$0	$6,000	$6,000		VF	
KCY006	King City		US 101 - Division Street I/C	Install new freeway interchange		$0	$0	$0	$0	$2,629	$2,629		VF	
MAR012	Marina		Beach Rd	Construct new sidewalk and pavement	Between Del Monte and De Forest Rd	$0	$0	$0	$0	$500	$500		BP	Yes
MAR013	Marina		Beach Road - Del Monte Blvd	Widen/construct new gates and signal	At Railroad Grade Crossing	$0	$0	$0	$0	$2,000	$2,000		VF	
MAR015	Marina		Blanco Rd - Golf Rd Signal	Install new traffic signal		$0	$0	$0	$0	$250	$250		TF	
MAR021	Marina		California Ave - Golf Rd	Install new traffic signal		$0	$0	$0	$0	$250	$250		TF	
MAR026	Marina		Cardoza Ave	Construct new sidewalk and pavement	from Abdy to Ora	$0	$0	$0	$0	$500	$500		MM	
MAR027	Marina		Carmel Ave rehab	Construct new sidewalk and pavement	Del Monte to Salinas Rd	$0	$0	$0	$0	$500	$500		MM	
MAR029	Marina		Crescent Ave - Hillcrest to Carmel	Construct new road	from Hillcrest to Carmel	$0	$0	$0	$0	$1,000	$1,000		VF	
MAR032	Marina		De Forest Rd	Construct new sidewalk and pavement	between Reservation and Beach Roads	$0	$0	$0	$0	$500	$500		MM	
MAR033	Marina		Del Monte Blvd - Cardoza Extension	Install new traffic signal		$0	$0	$0	$0	$250	$250		TF	
MAR034	Marina		Del Monte Blvd - Charles Benson Dr	Install new traffic signal		$0	$0	$0	$0	$250	$250		TF	
MAR035	Marina		Del Monte Blvd - Marina Green Dr	Install new traffic signal		$0	$0	$0	$0	$250	$250		TF	
MAR037	Marina		Del Monte Blvd Sidewalks	Construct new sidewalk and pavement	Between Beach and Marina Green	$0	$0	$0	$0	$300	$300		MM	
MAR039	Marina		Downtown Pedestrian Improvements	Sidewalk and crosswalk improvements downtown		$0	$0	$0	$0	$1,000	$1,000		BP	
MAR040	Marina		Eucalyptus St - Reservation to Peninsula	Construct new sidewalk and pavement		$0	$0	$0	$0	$600	$600		MM	
MAR041	Marina		Golf Blvd Extension	Construct new road	From Blanco to Del Monte Blvd	$0	$0	$0	$0	$6,100	$6,100		VF	
MAR042	Marina		Healy Ave	Construct new sidewalk and pavement	Between Abdy to Marina	$0	$0	$0	$0	$600	$600		MM	
MAR049	Marina		Lake Dr rehab	Construct new sidewalk and pavement	Lake Ct to Reservation	$0	$0	$0	$0	$400	$400		MM	
MAR050	Marina		Lake Dr - Reservation Rd	Install new signal	Lake Dr - Reservation Rd	$0	$0	$0	$0	$160	$160		TF	
MAR051	Marina		Marina Dr Rehab	Construct new sidewalk and pavement	Beach to Healy	$0	$0	$0	$0	$800	$800		MM	
MAR052	Marina		Marina Dr Rehab	Construct new sidewalk and pavement	south end to Paddon	$0	$0	$0	$0	$800	$800		MM	
MAR054	Marina		Michael Dr new connection	Construct new street	Sells to Cosky	$0	$0	$0	$0	$800	$800		VF	
MAR056	Marina		Northside Rd new connection	New road	From Blanco to Business Park	$0	$0	$0	$0	$1,500	$1,500		VF	
MAR057	Marina		Palm Ave Rehab	Construct new sidewalk and pavement	Sunset to Del Monte	$0	$0	$0	$0	$400	$400		MM	
MAR058	Marina		Palm Ave @ TAMC RR	Widen/construct new gates	Palm Ave at RR crossing	$0	$0	$0	$0	$688	$688		TF	
MAR061	Marina		Redwood Dr Rehab	Construct new sidewalk and pavement	Reindollar to Carmel	$0	$0	$0	$0	$600	$600		MM	
MAR062	Marina		Reindollar Ave Rehab	Construct new sidewalk and pavement	Del Monte to Redwood	$0	$0	$0	$0	$800	$800		MM	
MAR065	Marina		Reservation Rd - De Forest signal modification	Modify traffic signal	Reservation Rd - De Forest	$0	$0	$0	$0	$100	$100		TF	
MAR066	Marina		Reservation Rd rehab	Construct new sidewalk and pavement	Del Monte to Beach	$0	$0	$0	$0	$500	$500		MM	
MAR067	Marina		Reservation Rd - Del Monte to Salinas	Construct new sidewalk and pavement		$0	$0	$0	$0	$800	$800		MM	
MAR069	Marina		Reservation Rd - Seaside Circle	Install new traffic signal		$0	$0	$0	$0	$200	$200		TF	

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MAR070	Marina		Reservation Rd Bike Lanes	Install bike lanes	From Salinas Ave. to Imjin	$0	$0	$0	$0	$400	$400		BP	Yes
MAR071	Marina		Reservation Rd Street Lights	Install Street Lights on Reservation Road		$0	$0	$0	$0	$278	$278		S	
MAR072	Marina		Reservation Rd Traffic Calming	Construct median, bike lanes, sidewalk		$0	$0	$0	$0	$1,000	$1,000		BP	Yes
MAR077	Marina		Salinas Ave Rehab	Construct new sidewalk and pavement	Carmel to Reservation	$0	$0	$0	$0	$800	$800		MM	
MAR079	Marina		Salinas Ave - Reservation Rd new signal	Install new signal	Salinas Ave - Reservation Rd	$0	$0	$0	$0	$250	$250		TF	
MAR080	Marina		Seaside Cir - Reservation to east end	Construct new sidewalk and pavement		$0	$0	$0	$0	$500	$500		MM	
MAR081	Marina		Seaside Court	Construct new sidewalk and pavement	From Reservation Rd to west end	$0	$0	$0	$0	$500	$500		MM	
MAR082	Marina		Sidewalk Improvements	Construct new sidewalks throughout City		$0	$0	$0	$0	$1,000	$1,000		BP	
MAR083	Marina	Caltrans	SR 1 - Imjin Parkway	Construct new interchange		$0	$0	$0	$0	$25,000	$25,000		VF	
MAR084	Marina		SR 1 - Reservation Road	Install new traffic signals	At Reservation Road and SR 1 Ramps	$0	$0	$0	$0	$600	$600		TF	
MAR085	Marina		Bayer Street Class II Bikelanes	Install Class II Bikelanes	Bayer Street from Reservation Road to Carmel Avenue	$0	$0	$0	$0	$3	$3		BP	Yes
MAR086	Marina		Beach Road Class II Bikelanes	Install Class II Bikelanes	Beach Road from Del Monte Blvd. to De Forest Rd.	$0	$0	$0	$0	$2	$2		BP	Yes
MAR087	Marina		Beach Road Class II Bikelanes	Install Class II Bikelanes	Beach Rd from Reservation Rd to Del Monte Blvd	$0	$0	$0	$0	$2	$2		BP	Yes
MAR088	Marina		Bostick Ave Class II Bikelanes	Install Class II Bikelanes	Bostick Ave from Carmel Ave to Reindollar Ave	$0	$0	$0	$0	$2	$2		BP	Yes
MAR089	Marina		California Ave Class II Bikelanes	Install Class II Bikelanes	California Ave from Carmel South to the dead end	$0	$0	$0	$0	$2	$2		BP	Yes
MAR090	Marina		California Avenue Class II Bikelanes	Install Class II Bikelanes	California Ave from Reservation Rd to Carmel Ave	$0	$0	$0	$0	$2	$2		BP	Yes
MAR091	Marina		Cardoza Ave Class II Bikelanes	Install Class II Bikelanes	Cardoza Ave Reservation Rd to Lakewood Dr	$0	$0	$0	$0	$3	$3		BP	Yes
MAR092	Marina		Cardoza Ave Class II Bikelanes	Install Class II Bikelanes	Cardoza Ave from Lakewood Drive to the dead end	$0	$0	$0	$0	$3	$3		BP	Yes
MAR094	Marina		De Forest Rd Class II Bikelanes	Install Class II Bikelanes	De Forest Rd from Reservation Rd to Beach Rd	$0	$0	$0	$0	$2	$2		BP	Yes
MAR095	Marina		Del Monte Blvd Class II Bikelanes	Install Class II Bikelanes	Del Monte Blvd from Beach Rd to Marina Greens Dr	$0	$0	$0	$0	$3	$3		BP	Yes
MAR096	Marina		Del Monte Blvd Class II Bikelanes	Install Class II Bikelanes	Del Monte Blvd from Reindollar Ave to Reservation Rd	$0	$0	$0	$0	$3	$3		BP	Yes
MAR097	Marina		Del Monte Blvd Class I Bikepath	Install Class I Bikepath	Del Monte Blvd - East Side from Reindollar to southern edge of "old" Marina	$0	$0	$0	$0	$500	$500		BP	Yes
MAR098	Marina		Formalize Use Trail, Class 1 Bikepath	Formalize Use Trail	Corner of Paddon Place and Marina Dr to trail along Del Monte Blvd.	$0	$0	$0	$0	$300	$300		BP	Yes
MAR099	Marina		Hillcrest Ave Class II Bikelanes	Install Class II Bikelanes	Hillcrest Ave from City Hall to Redwood Dr	$0	$0	$0	$0	$3	$3		BP	Yes
MAR100	Marina		Imjin Pkwy Class II Bikelanes	Install Class II Bikelanes	Imjin pkwy - stripe bike lanes on Imjin Pkwy in addition to Class I bikepath	$0	$0	$0	$0	$10	$10		BP	Yes
MAR101	Marina		Lake Dr Class II Bikelanes	Install Class II Bikelanes	Lake Dr from Palm Ave to Lake Court	$0	$0	$0	$0	$3	$3		BP	Yes
MAR102	Marina		Lake Dr Class II Bikelanes	Install Class II Bikelanes	Lake Dr from Palm Ave to Reservation Rd	$0	$0	$0	$0	$3	$3		BP	Yes
MAR103	Marina		Marina Drive Class I or II Bike Path/Lanes	Install Class I or II Bike Path/Lanes	Connection between Marina Dr and Beach Range Rd	$0	$0	$0	$0	$100	$100		BP	Yes
MAR104	Marina		Old Marina Class I Bikepath	Install Class I Bikepath	Along south edge of old Marina from Del Monte Blvd to California Ave	$0	$0	$0	$0	$200	$200		BP	Yes
MAR105	Marina		Old Marina Class I Bikepath	Install Class I Bikepath	Along south and east edge of old Marina from California Ave to Reservation	$0	$0	$0	$0	$200	$200		BP	Yes
MAR106	Marina		Palm Ave Class II Bikelanes	Install Class II Bikelanes	Palm Ave from Lake Dr to Sunset Ave	$0	$0	$0	$0	$3	$3		BP	Yes
MAR107	Marina		Reindollar Ave Class II Bikelanes	Install Class II Bikelanes	Reindollar Ave from Del Monte to Bostick	$0	$0	$0	$0	$3	$3		BP	Yes
MAR108	Marina		Remove and Replace Signs, Class III Bikeway	Remove and replace signs at signalized trail intersections, replace with R9-5 signs	Various Locations	$0	$0	$0	$0	$30	$30		BP	Yes
MAR109	Marina		Seacrest Ave Class II Bikelanes	Install Class II Bikelanes	Seacrest Ave from Carmel Ave to Reindollar Ave	$0	$0	$0	$0	$3	$3		BP	Yes
MAR110	Marina		Sunset Ave Class II Bikelanes	Install Class II Bikelanes	Sunset Ave from Carmel Ave to Reindollar Ave	$0	$0	$0	$0	$3	$3		BP	Yes
MAR111	Marina		Through Park, Class I Bikepath	Install Through park	Near Reservation Road from Del Monte Blvd to Seaside Circle	$0	$0	$0	$0	$200	$200		BP	Yes
MAA003	Marina Airport		Apron Joint Resealing	Reseal apron joint (west T-Hangers and rest ramp)		$0	$0	$0	$0	$100	$100		A	
MAA008	Marina Airport		Hangars	Build additional hangars		$0	$0	$0	$0	$1,188	$1,188		A	
MAA009	Marina Airport		No. Parallel Taxiway - Phase I	Construct Phase I north parallel taxiway - connector - taxiways - markings (RWY 11 end)		$0	$0	$0	$0	$1,300	$1,300		A	

Appendix E

RTP Unconstrained Project List

RTP Id	Agency	Support Agency	Project Title	Project Description	Project Location	Project Funding - All Figures in '000s (thousands of dollars)						Conformity Non-Exempt	Mode	TCM
						Present - 2010	2011 - 2020	2021 - 2030	Constrained Funding	Unconstrained Funding	Total Project Cost			
MAA010	Marina Airport		No. Parallel Taxiway - Phase II	Construct Phase II north parallel taxiway - connectors - markings - safety area		$0	$0	$0	$0	$1,300	$1,300		A	
MAA011	Marina Airport		No. Perimeter Access Road	Construct North Perimeter aviation access road		$0	$0	$0	$0	$1,000	$1,000		A	
MAA014	Marina Airport		Runway Improvements	Widen, Overlay Runway, add Runway Lights and Signs		$0	$0	$0	$0	$1,950	$1,950		A	
MAA015	Marina Airport		Runway taxiway Extensions	Extend runway taxiways		$0	$0	$0	$0	$991	$991		A	
MAA019	Marina Airport		Taxiway "A"	Overlay and reconstruct taxiway "A" and light system and safety area (south segment)		$0	$0	$0	$0	$600	$600		A	
MAA022	Marina Airport		Taxi Lights and Signage	Construct north parallel taxiway lights and signage		$0	$0	$0	$0	$400	$400		A	
MAA023	Marina Airport		T-Hangar Taxi Lanes	Construct T-Hangar taxi lanes (RWY 29 end)		$0	$0	$0	$0	$300	$300		A	
MAA024	Marina Airport		Tiedown Ramp and Helipad	Construct Tiedown ramp (north of 524) and Helipad		$0	$0	$0	$0	$1,100	$1,100		A	
MRY001	Monterey		Aguajito Road	Construct new Class I Bikeway		$0	$0	$0	$0	$4,000	$4,000		BP	Yes
MRY009	Monterey		Lighthouse Corridor Improvements Phase II	Improve traffic circulation on Lighthouse Avenue and Foam Street		$0	$0	$0	$0	$3,000	$3,000		TF	
MRY021	Monterey		Sloat Trail	Construct new Class I Bikeway		$0	$0	$0	$0	$4,000	$4,000		BP	Yes
MRY022	Monterey		Soledad Trail	Construct new Class II Bikeway		$0	$0	$0	$0	$500	$500		BP	Yes
MRY029	Monterey		Lower Presidio Pedestrian Connection	New pedestrian connector	Between Lighthouse Ave and Pacific Street through Lower Presidio	$0	$0	$0	$0	$250	$250		BP	Yes
MRY030	Monterey		Munras - Soledad intersection Improvements	Capacity and operational improvements	Munras and Soledad	$0	$0	$0	$0	$600	$600		VF	
MRY033	Monterey		Monterey City Bikeways Program	Install Class I, Class II, and Class III bikeways throughout city	Various locations	$1,000	$3,000	$3,000	$7,000	$3,000	$10,000		BP	Yes
MRY037	Monterey		North Freemont Storm Drain Improvements	Storm drain improvements	North Freemont	$0	$0	$0	$0	$2,500	$2,500		M	
MST012	MST		CNG Fueling Station Upgrades	Upgrade CNG fueling facilities in Monterey and Salinas		$0	$0	$0	$0	$6,100	$6,100		T	Yes
MST015	MST		Hybrid Bus Charging Infrastructure	Equipment required for charging hybrid buses		$0	$0	$0	$0	$80	$80		T	Yes
MST031	MST		Salinas North Transit Center	Construct new transit center in north Salinas		$0	$0	$5,000	$5,000	$2,500	$7,500		T	Yes
MST036	MST		Service - Expansion	Expansion of service countywide		$0	$0	$0	$0	$25,000	$25,000		T	Yes
MST041	MST		Salinas East Transit Center	Construct new transit center in East Salinas		$0	$0	$5,000	$5,000	$2,500	$7,500		T	Yes
MST043	MST		BRT infrastructure	Design and construct infrastructure for Bus Rapid Transit system (BRT)		$0	$0	$0	$0	$20,000	$20,000		T	Yes
MST044	MST		BRT Vehicles	Purchase new vehicles for BRT system		$0	$0	$0	$0	$7,500	$7,500		T	Yes
PGV001	Pacific Grove		Congress - Sunset Roundabout	Construct a roundabout at Congress and Sunset including ROW, landscaping, curb, and paving	Intersection of Sunset and Congress	$0	$0	$0	$0	$750	$750		TF	
PGV004	Pacific Grove		Lighthouse Ave. Corridor	Decorative Improvements, traffic calming and other mobility improvements from 12th street to Lobos street	Lighthouse Ave - 12th St. - Lobos St.	$500	$0	$0	$500	$3,001	$3,501		TF	
PGV008	Pacific Grove		Rec. Trail Improvements	Add landscaping, hardscape, stairs, benches, handrails, crosswalks, and signs	Rec Trail between Berwick Park and Eardley	$0	$0	$0	$0	$1,000	$1,000		BP	Yes
SNS005	Salinas		Alisal Rd. Bikeway	Install bike route along Alisal Rd south to City Limits	Alisal Rd south to City Limits	$0	$0	$0	$0	$6	$6		BP	Yes
SNS008	Salinas		Bernal Drive East Improvements	Widen road, construct sidewalk and retaining wall on north side of road, between N. Main and Roasarita Dr.	Bernal Drive between N. Main and Roasarita Dr.	$0	$0	$0	$0	$1,647	$1,647		MM	
SNS028	Salinas		Intermodal Transit Center Parking	Construct Parking Structure near Intermodal Center		$0	$0	$0	$0	$7,500	$7,500		P	
SNS029	Salinas		John Street - US 101	Widen to 4 lanes between Work to Wood Streets with grade separated overpass	John Street between Work and Wood Streets	$0	$0	$0	$0	$8,513	$8,513		VF	
SNS033	Salinas		Laurel Drive Intersection Improvements	Intersection Improvements	Intersections from Adams St to Main St	$0	$0	$0	$0	$583	$583		TF	
SNS035	Salinas		Lincoln Avenue Widening	Widen Lincoln to 4 lanes between West Market and Gavilan	Lincoln Ave Between W. Market and Gavilan	$0	$0	$0	$0	$1,117	$1,117		VF	
SNS041	Salinas		Maryal Drive Reconstruction	Widen roadway behind Rodeo Grounds (from 36' to 40')	Maryal Drive	$0	$0	$0	$0	$360	$360		VF	
SNS043	Salinas		Natividad Rd. Median Improvements	Median Improvement	Natividad Rd	$0	$0	$0	$0	$527	$527		S	
SNS044	Salinas		Natividad Road Widening	Widen from 2 to 4 lanes	From Boronda Rd to Rogge Rd	$0	$0	$0	$0	$4,296	$4,296	Yes	VF	
SNS046	Salinas		Reclamation Ditch Bike System	Construct Class 1 Bike Path along ditch # 1665		$0	$0	$0	$0	$3,500	$3,500		BP	Yes
SNS052	Salinas		Sanborn Rd. Widening/Reconstruction	Widen to 6 lanes and reconstruct from John Street to Abbott Streets	Sanborn Rd. from John Street to Abbott Street	$0	$0	$0	$0	$14,737	$14,737	Yes	VF	
SNS054	Salinas		US 101 - Laurel Drive	Interchange and offramp improvements	US 101 and Laurel Drive	$0	$0	$0	$0	$3,900	$3,900		TF	
SNS055	Salinas		US 101 - SR 183 Interchange	Construct new interchange	US 101 and SR 183	$0	$0	$0	$0	$12,900	$12,900		VF	
SNS057	Salinas		Williams Road Bike lanes	Install bike lanes along entire length	Williams Road	$0	$0	$0	$0	$200	$200		BP	Yes
SNS058	Salinas		Williams Road Median Island	Construct median from E Alisal to Bardin	Williams Rd. between E Alisal and Bardin	$0	$0	$0	$0	$2,188	$2,188		S	
SNS061	Salinas		Airport Blvd Bikepath Bypass	Construct Class I bikepath	from Terven Ave through RR spur to Hansen St	$0	$0	$0	$0	$2,000	$2,000		BP	Yes
SNS063	Salinas		Boronda Rd Class III Bikelanes	Install Class III Bikeway signage	On Boronda from Westside Parkway to Rossi Street Extension	$0	$0	$0	$0	$8	$8		BP	Yes

Appendix E

RTP Unconstrained Project List

RTP Id	Agency	Support Agency	Project Title	Project Description	Project Location	Project Funding - All Figures in '000s (thousands of dollars)						Conformity Non-Exempt	Mode	TCM
						Present - 2010	2011 - 2020	2021 - 2030	Constrained Funding	Unconstrained Funding	Total Project Cost			
SNS072	Salinas		Los Palos Drive Class III Bikelane	Install Class III bikeway signage	Along Los Palos Dr from Abbott St to Manor Dr/Grove St	$0	$0	$0	$0	$1	$1		BP	Yes
SNS077	Salinas		N Main / Espinosa Rd Class II Bikelane	Install Class II Bikelane	On new underpass at Russell/Espinosa to N Main	$0	$0	$0	$0	$5,000	$5,000		BP	Yes
SNS080	Salinas		Rossi St Extension Class II Bikelanes	Install Class II Bikelanes	On Rossi St Extension from Boronda to Davis	$0	$0	$0	$0	$175	$175		BP	Yes
SNS086	Salinas		Station Place (ITC Bridge)	Install Bike and Ped Bridge over Railroad	Rossi St to Amtrak Station	$0	$0	$0	$0	$1,500	$1,500		BP	Yes
SNS087	Salinas		Terven Ave Class II bikelanes	Install Class II Bikelanes	on Terven Ave from Sanborn Rd to Airport Blvd	$0	$0	$0	$0	$25	$25		BP	Yes
SNS089	Salinas		W Laurel / US 101 Overpass / Adams St Class III Bikeway	Install Class III bikeway signage	West of US 101 to Tulane St	$0	$0	$0	$0	$3	$3		BP	Yes
SNS094	Salinas		Hemingway Drive Extension	Construct 2 lane road	from Boronda to Russell	$0	$0	$0	$0	$2,871	$2,871		VF	
SNS117	Salinas		Independence Blvd - Boronda Rd intersection improvements	Install Signal	Independence Blvd - Boronda Rd intersection	$0	$0	$0	$0	$534	$534		TF	
SCY005	Sand City		Sand City Rehab in Old Town area	Install street lighting, reconstruct streets in Old Town area		$0	$0	$0	$0	$3,500	$3,500		BP	Yes
SCY010	Sand City		Class I bike path	Complete connection of Monterey Bay Coastal Trail Class I bike path through Sand City	From Tioga to Playa Ave	$0	$0	$0	$0	$400	$400		BP	Yes
SCY011	Sand City		Class I bike path along Railroad	Install Class I bike path along Railroad ROW	From Contra Costa to Monterey Road	$0	$0	$0	$0	$1,300	$1,300		BP	Yes
FRA018	Seaside	FORA, County	Giggling Road	Upgrade/construct new 4-lane arterial (FORA CIP FO7)	From General Jim Moore Blvd. Easterly to Eastside Road	$3,914	$0	$0	$3,914	$2,000	$5,914	Yes	VF	
SEA007	Seaside		Hilby Ave Rehab	Roadway improvements, utility relocation, ADA ramps, landscaping, storm sewer	Hilby Ave	$0	$0	$0	$0	$2,000	$2,000		MM	
SEA008	Seaside		Kimball Ave Improvements	Roadway reconstruction, sidewalk, curb, and gutter, ADA ramps, storm sewer	Kimball Ave	$0	$0	$0	$0	$2,000	$2,000		MM	
SEA011	Seaside		General Jim Moore Blvd Class I Bike Path	Install Class I bike path	Along Gen Jim Moore Blvd	$0	$0	$0	$0	$2,000	$2,000		BP	Yes
SEA012	Seaside		Broadway Ave Class II bikelanes	Install Class II bikelanes	Between Del Monte and General Jim Moore	$0	$0	$0	$0	$45	$45		BP	Yes
SEA013	Seaside		Fremont Blvd Class II Bikelanes	Install Class II bikelanes	From Canyon Del Rey to SR 1	$0	$0	$0	$0	$20	$20		BP	Yes
SOL003	Soledad		Soledad Train Station	Construct Soledad Train Station and Park and Ride Lot along Coast Rail line (park and ride lot funded)		$62	$0	$0	$62	$1,138	$1,200		R	
SOL004	Soledad		US 101 - North Interchange	Install new interchange north of US 101 and Front Street	US 101 and Front Street	$0	$0	$0	$0	$10,780	$10,780		VF	
SOL005	Soledad		US 101 - South Interchange	Install new interchange south of US 101 and Front Street	US 101 and Front Street	$0	$0	$0	$0	$8,842	$8,842		VF	
SOL006	Soledad		SR 146 - Bypass to US 101	Construct a new road from SR 146/Metz Road at City Limits to Los Coches Drive, to south US 101 interchange		$0	$0	$0	$0	$10,440	$10,440		VF	
SOL010	Soledad		Gablin Dr extension (Fee Program #2a)	Extend Gablin Dr (Fee Program #2a)	From Toledo St to Orchard Lane	$70	$0	$0	$70	$335	$405		VF	
SOL011	Soledad		Gablin Dr extension (Fee Program #2b)	Extend Gablin Dr (Fee Program #2b)	Orchard lane to Bryant Canyon Rd	$70	$0	$0	$70	$335	$405		VF	
SOL012	Soledad		Market Street connection (Fee Program #3)	Construct connecting road between West St. and Front St (Fee Program #3)	West St. and Front St	$0	$125	$0	$125	$805	$930		VF	
SOL013	Soledad		San Vincent Road (Fee Program #4)	New street and widening	Front Street to South of Market Street	$50	$0	$0	$50	$247	$297		VF	
SOL014	Soledad		San Vincent Road (Fee Program #5)	New street and widening	From Market Street to Gablin Dr	$56	$0	$0	$56	$454	$510		VF	
SOL015	Soledad		San Vincent Road (Fee Program #6)	New street and widening	Gablin Dr to City limits	$0	$0	$0	$0	$1,447	$1,447		VF	
SOL017	Soledad		Gablin Dr Extension (Fee Program #8)	New Street and widening	Bryant Canyon Road to Metz Road	$0	$0	$0	$0	$3,054	$3,054		VF	
SOL018	Soledad		Gablin Drive Extension (Fee Program #9)	New Street and widening	From Metz Rd to RR crossing	$0	$0	$0	$0	$2,022	$2,022		VF	
SOL019	Soledad		Gablin Rd RR Grade separation (Fee Program #10)	Construct Grade Separation	UPRR main line E and new Gablin Rd extension	$0	$0	$0	$0	$3,107	$3,107		R	
SOL020	Soledad		Gablin Dr Extension (Fee Program #11)	Construct new Road	From RR Grade Separation to channel crossing	$0	$0	$0	$0	$930	$930		VF	
SOL021	Soledad		Gablin Dr Channel Crossing Bridge (Fee Program #12)	Construct Bridge over channel	On Gablin Dr extension south east of City	$0	$0	$0	$0	$3,108	$3,108		VF	
SOL022	Soledad		Gablin Dr extension (Fee Program #13)	Construct new road	from Channel crossing to Nestles Rd	$0	$0	$0	$0	$2,390	$2,390		VF	
TAM015	TAMC		Monterey Branch Rail Line Rehabilitation	Monterey Branch line - rehabilitate track for rail service	Castroville to Seaside	$15,500	$0	$0	$15,500	$15,500	$31,000		R	
TAM020	TAMC		Rail Rolling Stock - intercity	Purchase equipment for intercity rail service between San Francisco and Monterey Peninsula		$0	$0	$0	$0	$12,000	$12,000		R	
TAM026	TAMC		Track Extension from Contra Costa to Monterey City	Acquire land, construct train station and extend tracks from Contra Costa to wharf		$0	$0	$0	$0	$10,600	$10,600		R	

Appendix E

RTP Unconstrained Project List

RTP Id	Agency	Support Agency	Project Title	Project Description	Project Location	Project Funding - All Figures in '000s (thousands of dollars)						Conformity Non-Exempt	Mode	TCM
						Present - 2010	2011 - 2020	2021 - 2030	Constrained Funding	Unconstrained Funding	Total Project Cost			
					Total Funding:	$36,211	$7,825	$23,000	$67,036	$2,322,889	$2,389,925			

Draft
2005 Monterey County Regional Transportation Plan

Appendix F:
List of Acronyms

Appendix F: List of Acronyms

ACS	Advance Communication System
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AFC	Automated Fare Control
AMBAG	Association of Monterey Bay Area Governments
AQMP	Air Quality Management Plan
ARB	Air Resources Board
AVR	Average Vehicle Ridership
BPC	Bicycle and Pedestrian Facilities Advisory Committee
BRT	Bus Rapid Transit (Rubber tire transit vehicles using a dedicated travel way)
CARB	California Air Resources Board
CAAQS	California Ambient Air Quality Standards
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Plan
CJW	Clarence “Jack” Wright, Jr. Operations Facility in Salinas
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CMS	Changeable Message Signs
CO	Carbon Monoxide
CSUMB	California State University at Monterey Bay
CTAA	Community Transportation Association of America
CTC	California Transportation Commission

CTSA	Consolidated Transportation Services Agency
DART	Demand Access Responsive Transit
EIR	Environmental Impact Report
EIS	Environmental Impact Study
FHWA	Federal Highway Administration
FIP	Federal Implementation Plan
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GPS	Global Positioning Satellites
HBRR	Highway Bridge Replacement and Rehabilitation Program
HCM	Highway Capacity Manual
HES	Hazard Elimination and Safety Program
HOT	High Occupancy Toll Lane
HOV	High Occupancy Vehicle Lane
ISTEA	Intermodal Surface Transportation Efficiency Act
ITAC	Interagency Technical Advisory Committee
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
JPB	Joint Powers Board
LOS	Level of Service
LTC	Local Transportation Commission
MBEST	Monterey Bay Education Science & Technology
MBUAPCD	Monterey Bay Unified Air Pollution Control District
MPA	Monterey Peninsula Airport
MPAD	Monterey Peninsula Airport District
MPO	Metropolitan Planning Organization
MST	Monterey-Salinas Transit

MTIS	Major Transportation Investment Study
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Policy Act
NHS	National Highway System
NMS	National Marine Sanctuary
NPDES	National Pollutant Discharge Elimination System
NOP	Notice of Preparation
NO_x	Oxides of Nitrogen
O_3	Ozone
PBC	Public Benefit Conveyance
RDA	Redevelopment Agency
ROG	Reactive Organic Gases
ROW	Right-of-Way
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SAFE	Service Authority for Freeways and Expressways
SB45	Senate Bill 45
SCMTD	Santa Cruz Metropolitan Transit District
SHOPP	State Highway and Operational Protection Program
SIP	Service Improvement Program
SIP	State Implementation Plan
SO_x	Oxides of Sulfur
SRTP	Short Range Transit Plan(s)
STIP	State Transportation Improvement Program
SWPPP	Storm Water Pollution Prevention Plan

TAMC	Transportation Agency for Monterey County (TAMC is the regional transportation planning agency.)
TCI	Transit Capital Improvement Program
TCM	Transportation Control Measure
TDA	Transportation Development Act
TDA	Thomas D. Albert Operations Facility in Monterey
TDM	Transportation Demand Management
TEA-21	Federal Transportation Equity Act for the 21st Century
TIA	Transportation Improvement Area
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TOS	Traffic Operations System
TP&D	Transportation Planning and Developing Account
TSM	Transportation System Management
VMT	Vehicle Miles Traveled

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Appendix G: Regional Transportation Plan Checklist

Regional Transportation Plan Checklist

(To be completed electronically Microsoft Word format by the MPO/RTPA and submitted along with draft RTP to the Calif. Department of Transportation)

Name of MPO/RTPA: Transportation Agency for Monterey County

Date Draft RTP Completed: February 11, 2005

RTP Adoption Date: May 25, 2005

Environmental Document (ED) Certification Date (if applicable): May 25, 2005

Identify where the ED is located (in the RTP, separate document, etc.): Separate Document

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

A.	**Regional Transportation Plan Components**	Page #
1.	Explain how the RTP provides a coordinated and balanced transportation system……..	111, 160
2.	Contains a short-term (10-year) time horizon……	152
3.	Contains a long-term (20-year) time horizon…….	152
4.	Considers strategies to meet the seven planning factors specified in Title 23, 134(f) of the U.S. Code. **(MPOs only)**……...	N/A
5.	Identify where the RTP describes how it is consistent with the Civil Rights Act as identified in Title 23, CFR § 450.316(b)(2). **(MPOs only)**……...	N/A
6.	Specify where the RTP identifies actions necessary to meet the ADA as identified in Title 23, CFR § 450.316(b)(3). **(MPOs only)**……	N/A
7.	Explain how the RTP considers, analyzes and reflects the following social and environmental effects. **(MPOs only)**	N/A
	a) Housing……..	
	b) Employment……	
	c) Community Development……...	
	d) Land Use…….	

e) Central Development goals……. _____

Other social and environmental effects (identify and specify page number)

Document includes discussion of regional demographic, employment, economic, and housing factors and issues. Pages 19-25.

B. Public Involvement	Page #
1. Includes a public involvement program that meets the requirements of Title 23, CFR § 450.316(b)(1) **(MPOs only)**……...	N/A
2. Where there are Native American Tribal Governments within the RTP boundaries, the tribal concerns have been addressed and the Plan was developed in cooperation with the Tribal Government(s) and the Secretary of the Interior (Bureau of Indian Affairs) (Title 23, CFR § 134, 135 [e])……...	N/A
3. Identify where the RTP describes the public involvement efforts the MPO/RTPA used during the development of the Plan……...	8-15
4. Identify where the RTP describes the private sector involvement efforts the MPO/RTPA used during the development of the Plan……...	11
5. The RTP describes the coordination efforts of MPO/RTPA with regional air quality planning authorities. **(federal nonattainment and maintenance areas only)**……	8, 17, 18,127, 163
6. Specify where the RTP addresses efforts concerning interagency coordination……...	8,9,10,11,129,160,162,163

C. Policy Element	Page #
1. Identify where the regional transportation issues are addressed in the Policy Element……	111-134
2. Specify where the regional needs are identified in the Policy Element…….	110,111

3.	Identify where the regional transportation issues are described in the RTP……..	109,110
4.	Identify where the objectives in the RTP are linked to a 10-year time frame……...	111
5.	Identify where the objectives in the RTP are linked to a 20-year time frame……...	111

D.	**Action Element**	Page #
1.	Where are the transportation needs as discussed in the Policy Element identified in the RTP……	22-105
2.	Specify where the RTP describes that it is consistent with the adopted regional transportation goals and policies?…….	20,105,129,
3.	Identify where the RTP conforms to the projected revenues……	152-154
4.	Where does the RTP identify consistency with the projected constrained financial revenues…….	153
5.	Includes a discussion of highways……	33-61
6.	Includes a discussion of mass transportation……	84-98
7.	Includes a discussion of the regional airport system…….	99-107
8.	Includes a discussion of regional pedestrian needs……...	79-83
9.	Includes a discussion of non-motorized transportation…….	75-83
10.	Includes a discussion of rail transportation……...	67-74
11.	Includes a discussion of maritime transportation……..	108
12.	Includes a discussion of goods movement……..	30-33

E.	**Consistency Requirement**	Page #
1.	Where does the RTP state the first four years of the fund estimate is consistent with four year STIP fund estimate adopted by the CTC……	152
2.	Where does the RTP state the goal, policy and objective statements is consistent with the Financial Statement……	21,22
3.	Where does the RTP state the projects included in the ITIP are consistent with those included in the RTP……	152
4.	Where does the RTP identify the projects included in the RTIP are consistent with the RTP..	152

F. Performance Measurement

		Page #
1.	Identify the objective criteria for measuring the performance of the transportation system located in the RTP?	155-159

G. Environmental Considerations

1. How were the environmental impact considerations of the RTP addressed **(choose A or B)**:.

		Page #
a.	It was determined through the Initial Study (IS) process the projects in the RTP will not impact the environment, therefore a Negative Declaration was prepared	
b.	The MPO/RTPA prepared a program EIR in accordance with CEQA guidelines	X, 162
2.	Specify where the RTP identifies how it will conform to the State Implementation Plan (SIP). **(federal nonattainment and maintenance areas only)**	164,165
3.	Specify where the RTP identifies TCM's to be implemented in the region. **(federal nonattainment and maintenance areas only)**	165
4.	Identify where the RTP addresses efforts to coordinate with the regional Air Pollution Control District and the Calif. Air Resources Board (CARB) to ensure conformity with the SIP **(federal nonattainment and maintenance areas only)**	163

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

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

6/17/05
Date

Wm. Reichmuth, P.E.
Print Name

Executive Director
Title

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Appendix H: Annotated Bibliography

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