

## TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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### *HIGHLIGHTS*

**December 6, 2017**

#### **Safety Improvements Planned for Canyon Del Rey, Pajaro to Prunedale Corridors**

TAMC approved contract with consultants to begin working on two new corridor studies. Both studies are funded in part with Caltrans Sustainable Transportation Planning Grants. The studies are:

- **Canyon Del Rey Boulevard (State Route 218) Corridor Improvement Plan**  
A partnership with the cities of Seaside and Del Rey Oaks, and Caltrans, the study will evaluate multimodal safety improvements on Canyon Del Rey Boulevard from Highway 1 to Highway 68. The goal of the study is to create a more “complete” corridor — one that is safer and more accommodating of different forms of transportation, for people of all ages and abilities. In particular, the study will explore ways to improve conditions for pedestrians and cyclists, who are among the most vulnerable users of the transportation system and are not served adequately by the corridor. Also, the study will evaluate options for reshaping the roadway to improve bicycle and pedestrian access to the commercial centers, to help create a more vibrant commercial zone in both communities.
- **Pajaro to Prunedale Corridor Study**  
The Study will analyze current and future travel patterns along the G12 corridor (San Miguel Canyon Road-Hall Road-Salinas Road) between U.S. 101 and SR 1 and Santa Cruz County. Based on that analysis, the study will evaluate the potential for improving transit service for residents and commuters, and the opportunities for improving stormwater management. The Transportation Agency, in partnership with the County of Monterey, will actively engage the public and stakeholders in the study with a program of public meetings and online outreach efforts. The plan will help develop a program of cost-effective projects and strategies that will improve the long-range sustainability of the G12 corridor.

## **Integrated Funding Plan Envisions \$365 million in Projects in 5-Years**

The Transportation Agency Board approved an aggressive integrated funding plan to begin construction on several Measure X projects in the next 5 years. The approach was confirmed during a presentation of the final 2017 Measure X Strategic Expenditure Plan and the Five-Year Integrated Funding Plan to the TAMC Board of Directors.

The Final 2017 Measure X Strategic Expenditure Plan identified the projects and the potential to leverage Measure X funds for their construction at a rate of 2.2 times the amount with grants and other funding sources through the Five-Year Integrated Funding Plan. The ability to leverage funds along with debt financing will allow Measure X projects to be delivered as quickly as possible, making them more cost-effective while reducing overall expenses.

The Agency is looking at financing and completing construction or segments of construction on the following projects in the first five years:

- State Route 68 Salinas-Monterey Safety & Traffic Flow
- State Route 156 Castroville Boulevard Interchange with a Blackie Road Extension
- Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow)
- Fort Ord Regional Trail and Greenway
- Rail Extension to Salinas – Kick Start capital improvements

Funding for the improvements includes \$54 million in the State Transportation Improvements Fund and \$90 million in Measure X funds. The Agency is seeking to match these funds with over \$221 million in Senate Bill 1 gas tax grants and other funds.

## **Highway 156 Tolling Study Shows Significant Funding Shortfall**

The State Route 156 Level 2 Traffic and Revenue Study evaluated the financial feasibility of collecting tolls to deliver the project and determined that after tolling, a shortfall of \$98 million to \$119 million still remains, under the public toll authority scenario. Discussions with Caltrans indicate that, while ambitious and optimistic, this shortfall could be filled with State Highway Operations Protection Program, competitive Trade Corridor and other SB 1 program funding, but not in the near-term.

Additionally, the traffic analysis shows that approximately 45% of the 2035 traffic will use the new tolled facility, called the Monterey Expressway. While travel times will be faster on the new facility and existing 156, congestion on Blackie Road and Castroville Boulevard will increase. Given the challenges with delivering the project as a toll facility, the Agency Board directed staff to prioritize constructing the Castroville Boulevard Interchange as a first phase of the overall project, while continuing to work with Caltrans on finalizing a supplemental Environmental Impact Report for the project, and continuing to look for additional funding sources to construct the full project.

The latest cost estimate for the delivery of the State Route 156 West Corridor project under a tolling scenario is \$375 million. The study assumes aggressive funding commitments of an estimated \$70 million from various local, regional and state funding sources, including Measure X and impact fees.

That study was conducted to determine the feasibility of collecting tolls to deliver funding the “Monterey Expressway, “a new four-lane highway, that would run parallel to the existing Highway 156. The existing Highway 156 would be converted to a frontage road providing access to the local community.

### **New Agency Goals Emphasize Project Delivery and Matching Funds**

The Transportation Agency Board approved an updated set of goals and objects to guide the Agency as it works to deliver local and regional transportation improvements in Monterey County. The Goals and Objectives are based on discussions held during a September Board Workshop where Board Members of the Public had a chance to discuss opportunities and challenges facing the Agency.

Based on discussions at the September Workshop, the goals are:

1. Deliver Projects
  - Ensure timely delivery of quality, multi-modal transportation projects throughout Monterey County.
2. Maximize Funding
  - Aggressively pursue all available Federal and State matching funds to initiate and complete transportation projects, to maximize leverage of locally-generated transportation dollars.
3. Communicate Early and Often
  - Keep the community informed of TAMC’s role in improving the safety and convenience of transportation in the region, and keep the Board of Directors engaged in TAMC activities.
4. Prepare for the Future
  - Become a leader in the use of innovative solutions to improve transportation in the region.

The new goals and objectives will guide the Transportation Agency in its activities, including the expenditure of approximately:

- \$8 million per year in Measure X regional funding
- \$6 million per year in State Transportation Improvement Program funding,
- \$1 million per year in Local Partnership Program matching funds,
- \$500,000 per year in development impact fees, as well as,
- Potentially several million dollars per year in SB1 competitive funding.