



# 2024 Regional Transportation Improvement Program

December 2023

Fiscal Years 2024/25 to 2028/29



December 11, 2023

Ms. Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street, Room 2221  
Sacramento, CA 95814

**RE: Submittal of TAMC's 2024 Regional Transportation Improvement Program**

Dear Ms. Taylor:

The Transportation Agency for Monterey County submits the enclosed **2024 Regional Transportation Improvement Program** for consideration by the California Transportation Commission in accordance with State Transportation Improvement Program guidelines.

Monterey County's 2024 Regional Transportation Improvement Program reflects TAMC's dedication to improving statewide and regional travel by constructing high-priority highway, regional road, rail, and bicycle and pedestrian transportation projects throughout the region. To that end, the Transportation Agency selected projects to program in the 2024 Regional Transportation Improvement Program that are either ready for construction or moving quickly through pre-construction phases; are regional priority projects in Measure X with multimodal features; are in the adopted Sustainable Communities Strategy; and are excellent candidates for the Senate Bill 1 grant programs. With this proposed program of projects, the Transportation Agency can begin design on two priority regional projects in the next five years:

- Scenic State Route 68 Safety & Traffic Flow
- US 101 Safety Improvements – South County

The Transportation Agency looks forward to working with the State to deliver these critical safety and congestion relief projects. If you have any questions about the Transportation Agency's 2024 Regional Transportation Improvement Program, please contact myself or my staff, Janneke Strause, at (831) 775-4410.

Sincerely,

A handwritten signature in blue ink that reads "Todd Muck".

Todd Muck  
Executive Director

Enclosure: TAMC 2024 Regional Transportation Improvement Program

CC: James Anderson, Chief, Caltrans Division of Financial Programming  
Scott Eades, Director, Caltrans District 5

# 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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## A. Overview and Schedule

### Section 1. Executive Summary

Monterey County's **2024 Regional Transportation Improvement Program** reflects Transportation Agency for Monterey County (TAMC)'s dedication to improving statewide and regional travel by constructing high-priority highway, regional road, rail, transit, and bicycle and pedestrian transportation projects throughout the region. The Transportation Agency adopts the Regional Transportation Improvement Program (RTIP) every two years for consideration by the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP).

To further our progress in improving safety and mobility, and after extensive input from a wide variety of community stakeholders, TAMC adopted a Transportation Safety & Investment Plan to be funded by a 3/8% local transportation sales tax. This plan, which became Measure X on the November 8, 2016 ballot, was approved by 67.7% of Monterey County voters. The measure was anticipated to generate \$20 million annually, or \$600 million over thirty years, while actual revenues collected have been coming in significantly higher than that estimate. The revenue from Measure X funds critical safety, mobility, and maintenance projects and programs in three categories:

- 60% to Local Road Maintenance, Pothole Repairs & Safety
- 27% to Regional Road Safety & Congestion Improvements
- 13% to Pedestrian & Bike Safety and Mobility Projects

Building on the success of Measure X, the Transportation Agency Board of Directors held a strategic planning session in September 2017 and identified two key goals: accelerate the delivery of Measure X regional projects, while leveraging as much in matching funds as possible. With the passage of Senate Bill 1 (Beall), there are several new funding programs which TAMC has been successful in receiving competitive funds to leverage Measure X. Thanks to the support and partnership of the California Transportation Commission, our Agency received \$19 million from the Local Partnership Program for the Marina-Salinas Multimodal Corridor project and \$20 million from the Trade Corridors Enhancement Program for the State Route 156 / Castroville Boulevard Interchange project. Both projects are scheduled to start construction in early 2024.

To ensure efficient coordination among the various fund sources, TAMC has prepared an Integrated Funding Strategy that overlaps with its **2024 Regional Transportation Improvement Program**. The Integrated Funding Strategy identifies projects that are strong candidates for specific Senate Bill 1 competitive programs, STIP and other matching funds, and can be brought to construction or become shovel-ready over the next five years. Utilizing this strategy, the Transportation Agency can make significant progress on two priority regional projects in the next five years:

- Scenic State Route 68 Safety & Traffic Flow
- US 101 South of Salinas

## Section 2. General Information

- **Regional Agency Name**  
Transportation Agency for Monterey County
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

**Regional Agency Website Link:** <http://www.tamcmonterey.org>

**RTIP document link:** <https://www.tamcmonterey.org/funding-and-planning>

**RTP link:** <https://www.tamcmonterey.org/regional-transportation-plan>

- **Regional Agency Executive Director Contact Information**

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- **RTIP Manager Staff Contact Information**

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## Section 3. Background of Regional Transportation Improvement Program (RTIP)

### A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit, and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including federal, state, and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

### B. Regional Agency's Historical and Current Approach to developing the RTIP

Consistent with the Transportation Agency's historical approach, **Monterey County's 2024 Regional Transportation Improvement Program** funding proposal seeks to coordinate State Transportation Improvement Program funding with other available fund sources, such as Senate Bill 1 grant programs and Monterey County's Transportation Safety & Investment Plan (Measure X), to deliver a multimodal program of critical regional transportation improvements that are consistent with our region's Sustainable Communities Strategy. The Transportation Agency met with project sponsors, including Caltrans, to develop a coordinated funding effort known as the Integrated Funding Strategy, which aligns all potential funding sources with project phases and schedules to maximize project delivery and leveraging of matching funds.

Projects from the **2024 Regional Transportation Improvement Program** that are currently programmed in the State Transportation Improvement Program and carrying over to the 2024 program include the Scenic State Route 68 Safety & Traffic Flow project and the US 101 South of Salinas project. The Transportation Agency Board of Directors adopted the **2024 Regional Transportation Improvement Program** at its meeting on December 6, 2023.

## Section 4. Completion of Prior RTIP Projects

The Transportation Agency has been actively working to deliver high-priority multimodal regional projects. Package 1 of the Monterey County Rail Extension recently completed construction. This project extends Lincoln Avenue into the Salinas Rail Station, provides additional parking, and constructs related station improvements to facilitate the extension of commuter rail service from Santa Clara to Salinas. Additionally, the Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow) project will soon begin construction, which will widen Imjin from 2 to 4 lanes between Reservation Road and Imjin Road and make bike and pedestrian safety and transit improvements along the corridor.

## Section 5. RTIP Outreach and Participation

### A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
<b>TAMC Executive Committee reviews 2024 funding proposal</b>	<b>October 4, 2023</b>
Caltrans submits draft ITIP	October 15, 2023
<b>TAMC Board of Directors reviews 2022 funding proposal</b>	<b>October 25, 2023</b>
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
<b>TAMC Board of Directors adopts 2024 RTIP</b>	<b>December 6, 2023</b>
<b>TAMC submits RTIP to CTC (postmark by)</b>	<b>December 15, 2023</b>
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

### B. Community Engagement

The program of projects in this document builds on the 18-month strategic planning process to create the Measure X Transportation Safety and Investment Plan. First, TAMC conducted a technical analysis of transportation needs on the regional network: the top collision locations and safety hot spots, segments with traffic congestion and delay, gaps in the bicycle and pedestrian network, transit service deficiencies, and the pavement management index of roads throughout the county. This analysis produced a long list of regional transportation needs, totaling \$2 billion over 30 years. This list was presented for public review and comment in several forums throughout the county, including bilingual and disadvantaged communities. Public outreach also included surveys, focus groups, and several meetings of a diverse group of community leaders. The result of this extensive public outreach effort was the multimodal Measure X plan, which the **2024 Regional Transportation Improvement Program** builds upon.

The Transportation Agency for Monterey County presented the draft **2024 Regional Transportation Improvement Program** funding proposal to its Executive Committee and twice to the Board of Directors. Members of the public and a broad range of community stakeholders attended those meetings and provided input on the draft program of projects.

In addition to these meetings, the Transportation Agency also held public workshops during the development of the State Route 68 and US 101 South of Salinas projects in coordination with Caltrans. This has included a series of open houses and workshops to update and inform the community on the projects and solicit their feedback, as well as a number of targeted meetings with key stakeholder groups to discuss their issues and solutions.

The project selection process for the **2024 Regional Transportation Improvement Program** was driven by the goals and objectives of the Transportation Agency Board of Directors:

- Project Delivery – bring projects to construction as soon as possible, and advance other projects through the pre-construction phases to position them for potential grant opportunities.
- Maximize Leveraging of Funds – identify all potential sources of funding and aggressively pursue Senate Bill 1 programs, or other State and federal grant opportunities, as a match to existing State Transportation Improvement Program and Measure X funding.
- Communications – conduct public outreach to receive feedback on the draft list of projects and communicate the benefits of transportation funding (Measure X, Senate Bill 1, STIP) to the local community.
- New Approaches – develop projects that are forward-thinking and incorporate new technologies and multimodal features.

To that end, the Transportation Agency selected projects to program in the **2024 Regional Transportation Improvement Program** funds that are moving quickly through pre-construction phases; are regional priority projects in Measure X with multimodal features; are in the adopted Sustainable Communities Strategy; and are excellent candidates for the Senate Bill 1 grant programs.

C. Consultation with Caltrans District (Required per Section 20)

Caltrans District: 5

Transportation Agency staff consulted with Caltrans District 5 staff, as is required per Section 17 of the STIP Guidelines, during the development of the **2024 Regional Transportation Improvement Program**. Over the course of several meetings during 2022 and 2023, these discussions centered on coordinating pre-construction activities to facilitate the timely delivery of high priority projects, developing a program of shovel-ready projects, and securing matching funds from the Senate Bill 1 grant programs.



## B. 2024 STIP Regional Funding Request

### Section 6. 2024 STIP Regional Share and Request for Programming

#### A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

The Transportation Agency for Monterey County’s target share per the **2024 State Transportation Improvement Program** Fund Estimate is \$15.515 million. After including the carry-over from the 2022 State Transportation Improvement Program, which amounts to \$24.111 million, the Transportation Agency’s total funding available for programming is \$39.626 million.

#### B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
<b>Scenic State Route 68 Safety &amp; Traffic Flow</b>  <b>PPNO: 1790</b>	This project will modify the design of nine intersections from Josselyn Canyon Road to San Benancio Road and provide five new underground culverts for wildlife to use to cross under the highway.	\$23,516,000 for PS&E in FY2024/25  \$6,300,000 for CON in FY2026/27
<b>US 101 South of Salinas</b>  <b>PPNO: 3300</b>	This project will construct frontage roads along US 101 south of Salinas and make related interchange and ramp improvements.	\$8,450,000 for PS&E in FY2026/27
<b>Planning, Programming, and Monitoring</b>  <b>PPNO: 1165</b>	The Transportation Agency will use the Planning, Programming, and Monitoring funding in accordance with activities listed in Section 21 of the 2024 State Transportation Improvement Program Guidelines, such as regional transportation planning, project planning, and program development; including the preparation of Regional Transportation Improvement Programs and studies supporting and monitoring the implementation of STIP projects.	\$277,000 in FY 2024/25  \$277,000 in FY 2025/26  \$277,000 in FY 2026/27  \$276,000 in FY 2027/28  \$253,000 in FY 2028/29

Table 1: Summary of Proposed 2024 RTIP Programming

PROPOSED 2024 PROGRAMMING																
Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year					Project Totals by Component						
					Prior	24-25	25-26	26-27	27-28	28-29	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
<b>Highway Project Proposals:</b>																
Caltrans	101	3300	US 101 South of Salinas	-\$9,989	-\$9,989	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$9,989	\$0	\$0	\$0
Caltrans	101	3300	US 101 South of Salinas	\$18,439	\$9,989	\$0	\$0	\$8,450	\$0	\$0	\$0	\$0	\$9,989	\$8,450	\$0	\$0
Caltrans	68	1790	Rt 68 Op Improvements, Josselyn Cnyn-Spreckels Blvd	-\$23,516	\$0	\$0	-\$23,516	\$0	\$0	\$0	\$0	\$0	\$0	-\$23,516	\$0	\$0
Caltrans	68	1790	Rt 68 Op Improvements, Josselyn Cnyn-Spreckels Blvd	\$29,816	\$0	\$23,516	\$0	\$6,300	\$0	\$0	\$0	\$6,300	\$0	\$23,516	\$0	\$0
TAMC		1165	Planning, programming, and monitoring	-\$595	\$0	-\$202	-\$197	-\$196	\$0	\$0	\$0	-\$595	\$0	\$0	\$0	\$0
TAMC		1165	Planning, programming, and monitoring	\$1,360	\$0	\$277	\$277	\$277	\$276	\$253	\$0	\$1,360	\$0	\$0	\$0	\$0
<b>Total Proposed 2024 STIP Programming</b>				\$15,515	\$0	\$23,591	-\$23,436	\$14,831	\$276	\$253	\$0	\$7,065	\$0	\$8,450	\$0	\$0

**Acronyms:**

- Rte: Route
- PPNO: Planning and Programming Number (Caltrans Project Identifier)
- E & P: Environmental Document and Project Approval
- PS&E: Plans, Specifications, and Estimates (Design)
- R/W: Right of Way
- R/W Sup: Right of Way Support
- Const: Construction
- Con Sup: Construction Support

## Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

The following funding sources were considered as part of the Transportation Agency for Monterey County's 2023 Integrated Funding Strategy:

### **Local Funding**

Measure X: The voters of Monterey County approved a new three-eighths sales tax for transportation purposes on the November 2016 ballot, which is estimated to raise \$20 million annually, while actual revenues have come in higher. The revenues are split with 60% dedicated to local road maintenance, pothole repairs and safety projects, and 40% dedicated to regional safety and mobility projects.

### **State Funding**

State Transportation Improvement Program: The passage of Senate Bill 1 provided a new infusion of funding for the State Transportation Improvement Program and a payback of funds that were removed from the County in the 2016 program due to declining gas tax revenues. The fund estimate for Monterey County for the 2024 program is \$15.515 million. The Agency also received \$2.136 million of STIP funding from the Coronavirus Response and Relief Supplemental Appropriation Act, which was programmed to the State Route 156 / Castroville Boulevard Interchange project at the June 2021 California Transportation Commission meeting.

Senate Bill 1 Local Partnership Program (LPP): Funding from this program, \$200 million per year, is for counties that have received voter approval of taxes or that have imposed fees, including development impact fees. Funds are appropriated "for allocation to each eligible county and city in the county for road maintenance and rehabilitation purposes." The California Transportation Commission is currently updating the program guidelines for the next competitive cycle. The Transportation Agency included the fiscal year 2022/23 formula share in the funding and will revisit the potential for additional formula and competitive funds once the guidelines are finalized.

### **Federal Funding**

Highway Infrastructure Program: This federal fund source was created with the intent to specifically fund the "restoration, repair, construction, of federal aid eligible roads, bridges, and tunnels." The Agency has received shares of this funding for fiscal years 2017/18 through 2020/21, which are all programmed to the Scenic State Route 68 project.

Table 2: STIP Projects included in the 2023 Integrated Funding Plan

	Prior	2024/25	2025/26	2026/27	2027/28	2028/29	Funding
<b>State Route 68 Safety &amp; Traffic Flow</b>	<b>Env't</b>	<b>Design</b>		<b>Con</b>			
State Transportation Improvement Program - 2022	\$ 5,487	\$ 23,516					\$ 29,003
Highway Infrastructure Program	\$ 3,393						\$ 3,393
Measure X	\$ 640			\$ 6,300			\$ 6,940
SB1 Local Partnership Formula	\$ 1,949						
Solutions for Congested Corridors Grant Request				\$ 57,000			\$ 57,000
State Transportation Improvement Program - 2024				\$ 6,300			\$ 6,300
	<b>\$ 11,469</b>	<b>\$ 23,516</b>	<b>\$ -</b>	<b>\$ 69,600</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 104,585</b>
<b>US 101 South of Salinas</b>							
				<b>Design</b>			
Measure X	\$ 440			\$ 8,550			\$ 8,990
State Transportation Improvement Program - 2022	\$ 9,989						\$ 9,989
State Transportation Improvement Program - 2024				\$ 8,450			\$ 8,450
	<b>\$ 10,429</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 17,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 27,429</b>
<b>Planning, Programming, and Monitoring</b>							
State Transportation Improvement Program - 2022	\$ 916	\$ 202	\$ 197	\$ 196			\$ 1,511
State Transportation Improvement Program - 2024		\$ 75	\$ 80	\$ 81	\$ 276	\$ 253	\$ 765
<b>Total</b>	<b>\$ 916</b>	<b>\$ 277</b>	<b>\$ 277</b>	<b>\$ 277</b>	<b>\$ 276</b>	<b>\$ 253</b>	<b>\$ 2,276</b>

## Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

The Transportation Agency discussed with Caltrans proposals for ITIP funding, including the US 101 South of Salinas and State Route 156 projects, as well as Coast Starlight funding for improvements to the King City Station. The State Route 156 / Castroville Boulevard Interchange project was included on Caltrans' 2022 ITIP Transportation Needs Project List but was not recommended for funding, and the King City Station project was recommended for \$7.5 million of funding in the 2022 Interregional Transportation Improvement Program, contingent upon the project securing matching funds to fully-fund the phase.

### **Interregional Highway and Intercity Rail Needs**

The regional highway and rail network in Monterey County also serves as the regional goods movement system supporting the county's major industries. Improvements included in the Regional Transportation Plan have been identified to serve goods movement needs and are consistent with recent corridor-based studies and funding efforts. These include the 2016 US 101 Central Coast California Freight Strategy Report produced by the Association of Monterey Bay Area Governments and the 2016 California Sustainable Freight Action Plan.

Key goods movement routes in Monterey County include the US 101 and State Route 156. Freight routes in Monterey County are identified as significantly important for the movement of freight, particularly agricultural products, as Salinas Valley is home to the top vegetable producing land in the nation. The US 101 serves as the main north-south corridor for goods movement between Los Angeles and San Francisco and is the primary corridor for goods movement into and out of the Central Coast Counties.

State Route 156 is the primary access route from the Monterey Peninsula to California's Central Valley and the San Francisco Bay Area. State Route 156 has one of the highest truck volumes on the Central Coast, serving as the primary east-west link between the US 101 corridor and the Monterey Peninsula. Stakeholders engaged in development of the Central Coast California Freight Strategy report identified concerns about congestion and collisions along the State Route 156 corridor and support development of increased capacity and intersection modifications. The California Sustainable Freight Action Plan encourages the need to strategically improve travel time reliability and achieve sustainable congestion on primary corridors.

The Transportation Agency also recently adopted The Monterey Bay Area Rail Network Integration Study, which focuses on determining the optimal options for: rail connectivity and operations, equipment needs, governance, and community benefits for future service in the region. The service scenarios developed in the Study relate to three corridors:

- Salinas to Santa Clara County,
- Monterey Peninsula to Santa Cruz, and
- Salinas to San Luis Obispo via southern Monterey County.

Implementation of service is organized in three time horizons: Initial Service (short-term), Phased Service (mid-term), and Vision Service (long-term). For each time horizon, the Study outlines service characteristics; defines infrastructure and train equipment requirements; provides cost and ridership estimates; assesses potential benefits; and provides recommendations regarding governance and funding and financing strategies. This Study will assist TAMC by providing the data needed to prepare grant applications for funding new stations at Pajaro/Watsonville, Castroville, Soledad, and King City.

## Section 9. Projects Planned Within Multi-Modal Corridors

The following is a description of other projects planned or underway within multi-modal corridors:

### **US 101 North of Salinas**

- Monterey County Rail Extension: This project will provide a safe, air-quality beneficial alternative to driving on US 101 by establishing new daily passenger rail service between Salinas and Silicon Valley, with new stations planned in Pajaro/Watsonville, Castroville and Salinas. Major stops in Gilroy, San Jose and Oakland will allow convenient transfers to Caltrain and BART service to San Francisco and nearby destinations. In 2013, the Agency created the Kick-Start project, which fully-funds the first phase of the improvements focused on bringing two trains daily to Salinas and Gilroy. This is a companion project to the highway safety projects already constructed in the corridor, such as the US 101 Prunedale Improvement Project.
- Monterey County G12 Operational and Capacity Improvements: This County of Monterey project will widen San Miguel Canyon Road to four lanes between Castroville Boulevard and Hall Road, and Hall Road between San Miguel Canyon Road and Elkhorn Road. Class II bike lanes will be installed and maintained throughout widened segment. Traffic signal and intersection improvements will be constructed on San Miguel Canyon Road at Castroville Boulevard. Intersection improvements will be constructed on Hall Road at Sill Road and Willow Road. Intersection improvements will also be constructed on San Miguel Canyon Road at Moro Road and Langley Canyon Road.

## **US 101 Salinas and South of Salinas**

- US 101 Salinas Corridor: The inland US 101 Corridor includes the City of Salinas and the south Monterey County cities of Gonzales, Soledad, Greenfield, and King City. This corridor serves as both a significant county commute corridor and an important interregional corridor for goods movement and Monterey County's agricultural industry. Planned improvements will enhance mobility and expand travel options in the Salinas Valley and the projects in the plan will improve access to transportation for the South Monterey County cities for work, recreation, education, and travel outside of Monterey County. Improvements to US 101 will upgrade this facility to improve safety and operations and enhance capacity. The Transportation Agency, with Caltrans, developed a comprehensive business plan for the entire corridor and are now developing concept alternatives to being the environmental review process.
- South Monterey County Regional Transit Improvements (Salinas to King City): This Monterey-Salinas Transit District project is designed to expand regional transit access in South Monterey County. The project will expand Monterey-Salinas Transit Line 23 service between King City and Salinas to provide 30-minute headways and construct Bus Rapid Transit improvements on the existing route through Salinas to eliminate bottlenecks at major intersections that can impact on-time performance on this line. Monterey-Salinas Transit also recently completed construction on their South County Operations and Maintenance Facility, which is an 11,000-square-foot complex in King City with four maintenance bays and storage space for 40 buses. The facility was built to accommodate future battery electric and hydrogen fuel cell vehicles and will support MST's fixed-route and on-call services in King City, Greenfield, Soledad, Gonzales, and other South County communities.

## **Salinas to Monterey Corridor**

- Scenic State Route 68 Corridor: This corridor serves as a major regional commute route that connects employment centers in Salinas and on the Monterey Peninsula. This designated scenic highway is a conventional two-lane roadway that is congested during peak travel times. The corridor has numerous constraints in serving the major commute flows between these communities. The Agency is working with Caltrans on operational improvements in the corridor with the potential for wildlife connectivity enhancements.
- Marina-Salinas Multimodal Corridor: This corridor has served as an alternative to travel on State Route 68, but improvements to Blanco Road are constrained by impacts to prime farmlands. Beginning with the closure of Fort Ord in 1994, the regional plan began identifying the Davis-Reservation-Imjin route for multimodal regional improvements, which were subsequently included in the Fort Ord Base Reuse Plan and refined in the Regional Transportation Plans that followed.

- State Route 1 Rapid Bus Corridor: To improve travel times and on-time performance for regional transit between Salinas and Monterey through Marina, the SURF! project will construct bus improvements along the State Route 1 corridor between Marina and Fremont Boulevard in Seaside by constructing a dedicated busway parallel to the existing freeway along the Monterey Branch Line right-of-way.

### Section 10. Highways to Boulevards Conversion Pilot Program

The region does not currently have State routes identified that might be potential candidates for a highway to boulevard conversion pilot program.

### Section 11. Complete Streets Consideration (per Section 26)

Consistent with Caltrans' Complete Streets Action Plan, projects proposed in the **2024 Regional Transportation Improvement Program** have considered and will incorporate, where appropriate, complete streets elements.



## C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

### Section 12. Regional Level Performance Evaluation

The Association of Monterey Bay Area Governments is the Metropolitan Planning Organization (MPO) for the Monterey Bay Area. As the MPO, AMBAG is required to produce certain documents that maintain the region's eligibility for federal transportation assistance which include the Metropolitan Transportation Plan (MTP). AMBAG coordinates the development of the MTP with Regional Transportation Planning Agencies (San Benito County Council of Governments, the Santa Cruz County Regional Transportation Commission and the Transportation Agency for Monterey County), transit providers (San Benito County Local Transit Authority, Monterey Salinas Transit, and Santa Cruz METRO Transit District), the Monterey Bay Unified Air Pollution Control District, and state and federal governments.

Senate Bill 375, passed in late 2008, requires the 18 Metropolitan Planning Organizations in California to reduce per capita vehicle miles traveled and related greenhouse gases through a coordinated land use and transportation plan called the Sustainable Communities Strategy. AMBAG adopted an updated Metropolitan Transportation Plan that included the requirements of Senate Bill 375 in June of 2018. Under SB 375, the Sustainable Communities Strategy must identify a regional development pattern and transportation system that can meet the regional greenhouse gas (GHG) targets from the automobile and light truck sectors for 2020 and 2035. Pursuant to statute, the California Air Resources Board (CARB) adopted targets for each of the 18 MPOs across the state. Based upon the recommendation issued by the AMBAG Board of Directors, CARB adopted the following targets for the Monterey Bay Area in September 2010:

- 2020: 0% increase from 2005 per capita GHG emissions
- 2035: 5% reduction from 2005 per capita GHG emissions

The Transportation Agency worked closely with the Association of Monterey Bay Area Governments and our regional partners to develop the Sustainable Communities Strategy and coordinated the preparation of the 2022 Regional Transportation Plan with the 2045 Metropolitan Transportation Plan / Sustainable Communities Strategy. The 2026 Regional Transportation Plan is currently being prepared and will remain consistent with the Strategy.

The Transportation Agency has supported the goals of SB 375 to ensure our planning efforts are aligned with the proposed GHG targets for our region. This **2024 Regional Transportation Improvement Program** is consistent with these efforts by supporting projects that will relieve congestion, support multi-modal transportation (rail, transit, and bike / pedestrian), and promote environmental preservation, all of which will help to improve regional air quality and reduce greenhouse gas emissions.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Table B1 summarizes the regional-level performance measures of the 2022 Regional Transportation Plan for Monterey County and the Monterey Bay Metropolitan Transportation Plan / Sustainable Communities Strategy. The Policy Element of the 2022 Regional Transportation Plan provides a framework for evaluating transportation projects to meet Monterey County’s mobility needs over the next twenty years. To develop transportation improvements that support land use assumptions in the regional Sustainable Communities Strategy, the 2022 Regional Transportation Plan incorporates goals, objectives and performance measures that are oriented toward achieving a balanced transportation system. This policy framework moves away from automobile-oriented goals and instead evaluates how well the planned system transports people and goods. The Policy Element of the regional plan is derived from the Smart Mobility Framework developed by Caltrans, which has been used by other regions across California to address state sustainability planning requirements.

Table 3: Regional Level Performance Indicators and Measures

<b>Table B1: Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator / Measure</b>	<b>2022 Existing</b>	<b>2045 MTP / SCS</b>
<b>Access and Mobility</b>	Work Trips within 30 Minutes (percent)		
	Drive Alone	85.1%	84.3%
	Carpool	85.1%	84.3%
	Transit	57.6%	60.8%
	Commute Travel Time (minutes)	15.4	15.6
<b>Economic Vitality</b>	Jobs Near High Quality Transit (percent)	21.4%	29.6%
	Daily Truck Delay (hours)	6,404	8,218
<b>Environment</b>	GHG Reductions (percent)	-3.0%	-6.6%
	Open Space Consumed (acres)	N/A	293
	Farmland Converted (acres)	N/A	2,635
<b>Healthy Communities</b>	Alternative Transportation Trips (percent)	13.6%	13.5%
	Air Pollution - all vehicles (pounds/day)	0.019	0.005
	Peak Period Congested Vehicle Miles of Travel (miles)	707,987	797,962
<b>Social Equity</b>	Access to Transit Within 1/2 Mile (percent)		
	Low-Income Population	17.49%	22.12%
	Non-Low-Income Population	4.16%	8.35%
	Minority Population	29.65%	35.26%
	Non-Minority Population	1.19%	5.25%
<b>System Preservation and Safety</b>	Maintain the Transportation System (percent)	N/A	59.7%
	Fatalities and Injuries per 1,000 Vehicle Miles Traveled	0.03	0.06
	Annual Projected Bike / Pedestrian Fatalities and Injuries per 1,000 Vehicle Miles of Traveled	0.006	0.004

## Section 13. Regional and Statewide Benefits of RTIP

The following is a qualitative narrative on the regional and statewide benefits of the **2024 Regional Transportation Improvement Program** for Monterey County.

### **Regional Benefits:**

- Access & Mobility: The 2024 Regional Transportation Improvement Program for Monterey County improves the ability of Monterey County residents to safely meet daily needs with improved travel times and reduced congestion. The Scenic State Route 68 project improves the convenience and quality of trips, especially for walk, bike, transit, and car/vanpool trips, and the US 101 South of Salinas project also improves freight trips.
- Safety & Health: The Transportation Agency for Monterey County coordinates with our partner agencies to design, operate, and manage the transportation system in a manner that reduces serious injuries and fatalities, promotes active living, and lessens exposure to pollution. To that end, all the projects in this 2024 Regional Transportation Improvement Program for Monterey County are designed to improve safety.
- Environmental Stewardship: All the projects programmed in the 2024 Regional Transportation Improvement Program for Monterey County seek to protect and enhance the County's built and natural environment, and act to reduce the transportation system's emission of greenhouse gases.
- Social Equity: The 2024 Regional Transportation Improvement Program for Monterey County reduces disparities in healthy, safe access to key destinations for transportation-disadvantaged populations and demonstrates that planned investments do not adversely impact transportation-disadvantaged populations.

### **Statewide Benefits:**

- Freight Movements: In 2012, the Central Coast Coalition prepared the Central Coast Commercial Flows Study to analyze freight movements throughout the region. The study found that the top ten locations in the region for daily five-axle truck trips are all on US 101, with the highest concentration just north of Salinas, in Monterey County. The 2024 Regional Transportation Improvement Program for Monterey County supports goods movement by funding a priority freight project with the US 101 South of Salinas.
- Senate Bill 375: The Transportation Agency for Monterey County has coordinated on the development of the Monterey Bay Sustainable Communities Strategy with AMBAG, the regional Metropolitan Planning Organization for the Monterey Bay region, and is in the process of updating the plan. As part of this effort, the Transportation Agency is working to identify projects that will increase the use of alternative modes by commuters for interregional travel between Monterey County and Silicon Valley, to comply with the greenhouse gas emission targets of SB 375.

## D. Performance and Effectiveness of RTIP

### Section 14. Evaluation of Cost Effectiveness of RTIP

The Transportation Agency for Monterey County developed the **2024 Regional Transportation Improvement Program** to be cost effective in several ways:

- All the projects programmed in the 2024 Regional Transportation Improvement Program are high-priority safety or capacity-enhancing projects on the State Highway System or regional transportation network and support a blend of multi-modal transportation options, including transit, bicycle, and pedestrian facilities.
- When constructed, these projects will provide traffic congestion relief and safety improvements to Monterey County residents, truckers, and visitors.
- The projects will stimulate the economy by creating jobs and supporting economic development in the region.
- The 2024 Regional Transportation Improvement Program projects include leveraged funding from other federal, state, and local sources.

Per Section 22B of the 2024 State Transportation Improvement Program Guidelines, the Transportation Agency has used the performance measures in Table B1(a) below to evaluate the regional cost-effectiveness of projects proposed in the **2024 Regional Transportation Improvement Program**.

Table 4: Evaluation – Rural Specific Regional Level Performance Indicators and Measures

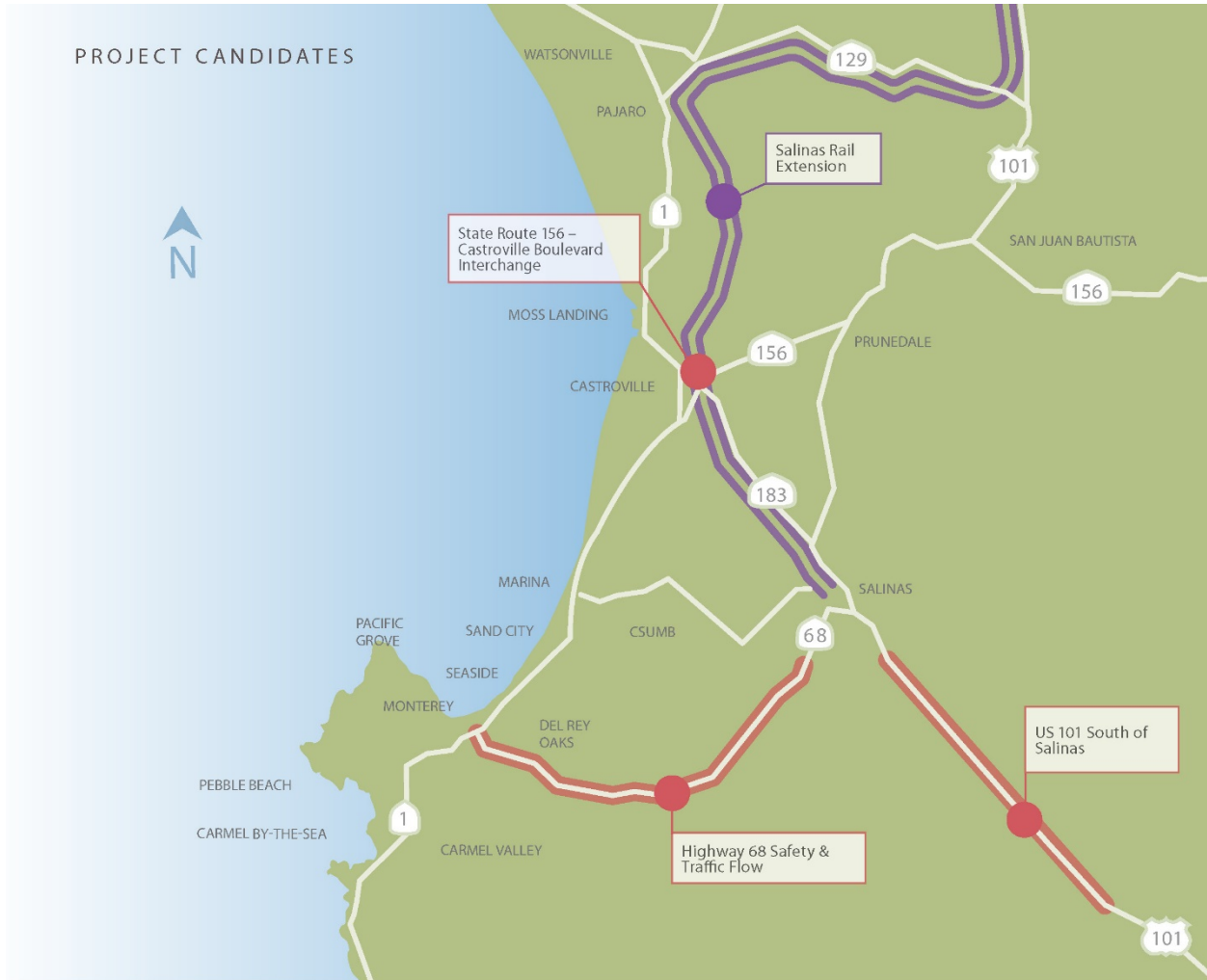
Table B1(a): Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (Year 2035)
<b>Congestion Reduction</b>	Change in total VMT	707,987	797,962
	Change in commute mode share	Drive Alone: 85.1% Carpool: 85.1% Transit: 57.6%	Drive Alone: 84.3% Carpool: 84.3% Transit: 60.8%
<b>Transit</b>	Change in operating cost per revenue mile	Not applicable	No change
<b>Infrastructure Condition</b>	Change in Pavement Condition Index	52	Improve
<b>Safety</b>	Injuries and fatalities per 1,000 VMT	.03	.06
<b>Environmental Sustainability</b>	Change in Land Use Efficiency	Not applicable	No change

## Section 15. Project Specific Evaluation

For projects with total cost of \$50 million or greater, or STIP programming for right-of-way and/or construction of \$15 million or more, a project specific benefit evaluation will be performed to estimate its benefit to the regional system from changes to the built environment. The **2024 Regional Transportation Improvement Program** for Monterey County does not propose any new projects from previous State Transportation Improvement Program cycles that meet these criteria.













## E. Detailed Project Information

### Section 16. Overview of Projects Programmed with RIP Funding





## STATE ROUTE 68 MONTEREY TO SALINAS

- |  |                                     |  |                           |
|--|-------------------------------------|--|---------------------------|
|   | Proposed Roundabout                 |   | Monterey Regional Airport |
|   | Proposed Wildlife Crossing          |   | Fire Station              |
|   | Schools                             |   | Laguna Seca Raceway       |
|   | Parks & Hiking Trails               |   | SPCA for Monterey County  |
|   | Hiking Trails                       |   | Health Care Providers     |
|  | Park & Ride Lot (on Laureles Grade) |  | Mountain Bike Trail       |

## Highway 68 - Safety & Traffic Flow



### Description

Make intersection and other capacity & operational improvements to increase safety and improve traffic flow between Blanco Road and Highway 1.

### Purpose

Highway 68 is the main connector between Monterey County's two principal urbanized areas, Salinas and the Monterey Peninsula, serving commuters and the residents, schools and business parks along the corridor. Traffic congestion along Highway 68 is currently at gridlock during the morning and afternoon commute periods. This project will provide relief to commuters in the Highway 68 corridor in a manner that is cost-effective and environmentally sensitive. A team of planners, engineers and community representatives is currently developing the proposed corridor improvements.

### Benefits

Improves safety; Reduces congestion and delays on Highway 68; Supports regional travel between Monterey Peninsula and Salinas; Improves access for local residents

### Location

Salinas to Monterey

### Sponsor

Caltrans

### Project Manager

Carla Yu

### Phone

(805) 835-6349

### Email

carla.yu@dot.ca.gov

### Project Schedule and Funding (\$1,000s)

Phase	Schedule	Total	Measure X	STIP	RSTP	TDA 2%	RDIF	SB1 Cycle 4	LPP	HIP
PA&ED	FY 22/23	\$ 11,469	\$ 640	\$ 5,519					\$ 1,917	\$ 3,393
PS&E	FY 24/25	\$ 23,516		\$ 23,516						\$ -
CON	FY26/27	\$ 69,600	\$ 6,300	\$ 6,300				\$ 57,000		\$ -
		\$ 104,585	\$ 6,940	\$ 35,335	\$ -	\$ -	\$ -	\$ 57,000	\$ 1,917	\$ 3,393





## HIGHWAY US 101 SOUTH OF SALINAS

### US 101 South of Salinas



#### Description

Construct frontage roads along US-101 south of Salinas (Abbott Street on/off-ramp) and make related intersection improvements.

#### Purpose

Traffic on US 101 in South County is increasingly impacting the highway as well as adjoining interchanges. The lack of frontage roads means that agricultural trucks must use the highway to make local trips, adding to traffic congestion and forcing U-turns and other tricky maneuvers on US 101. Antiquated interchanges all along US 101 will not be able to accommodate traffic in the near future. The purpose of this project is to improve safety and relieve future traffic congestion by eliminating multiple highway crossings while providing the necessary frontage roads to allow farmers access to their lands.

#### Benefits

Improves safety and relieves traffic congestion on US 101; Reduces conflicts with slow moving agricultural vehicles; Supports regional travel between Salinas and south Monterey County cities; Improves access for local residents

#### Location

South Salinas and South County

#### Sponsor

Caltrans

#### Project Manager

Meg Henry

#### Phone

(805) 458-7916

#### Email

meg.henry@dot.ca.gov

#### Project Schedule and Funding (\$1,000s)

Phase	Schedule	Total	Measure X	STIP	RSTP	TDA 2%	RDIF	Match	Tolling	FORA
Study	FY 19/20	\$ 440	\$ 440	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PA&ED	FY 22/23	\$ 9,989	\$ -	\$ 9,989	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PS&E	FY 26/27	\$ 17,000	\$ 8,550	\$ 8,450	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 27,429	\$ 8,990	\$ 18,439	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

## **F. Appendices**

### Section 17. Projects Programming Request Forms

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/08/2023 15:22:39
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05	1J790	0518000061	1790	Transportation Agency for Monterey County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Monterey County	68	4.800	13.700		
				MPO	Element
				AMBAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Carla Yu			805-835-6349	carla.yu@dot.ca.gov	

**Project Title**

Highway 68 Corridor

**Location (Project Limits), Description (Scope of Work)**

On State Route 68 from Josselyn Canyon Road to San Benancio Road. Operational improvements.

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	Caltrans HQ
Right of Way	Caltrans HQ
Construction	Caltrans HQ

**Legislative Districts**

Assembly:	29	Senate:	17	Congressional:	20
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/29/2019	07/29/2019
Circulate Draft Environmental Document <span style="float: right;">Document Type EIR</span>	04/12/2023	11/08/2023
Draft Project Report	04/12/2023	11/08/2023
End Environmental Phase (PA&ED Milestone)	05/13/2024	10/07/2024
Begin Design (PS&E) Phase	06/11/2024	12/16/2024
End Design Phase (Ready to List for Advertisement Milestone)	12/03/2026	06/21/2027
Begin Right of Way Phase	06/12/2024	12/16/2024
End Right of Way Phase (Right of Way Certification Milestone)	11/02/2026	05/21/2027
Begin Construction Phase (Contract Award Milestone)	06/18/2027	11/23/2027
End Construction Phase (Construction Contract Acceptance Milestone)	04/20/2029	09/10/2030
Begin Closeout Phase	03/14/2030	08/05/2031
End Closeout Phase (Closeout Report)	01/20/2032	06/03/2033

Date 12/08/2023 15:22:39

**Purpose and Need**

The purpose of the project is to improve overall circulation and accessibility in the project area for all transportation modes with the following goals: 1) Improve intersection operations to reduce vehicle delay throughout the project corridor. 2) Improve safety and mobility for vehicles, bicyclists, and pedestrians. 3) Enhance wildlife connectivity and reduce the rate of collisions between vehicles and wildlife. **NEED:** There is a need to relieve recurring congestion, queuing at intersections, especially occurring during peak travel periods, and improve wildlife connectivity.

- Provides healthier, cleaner air improved with resiliency to climate change as well as reduced congestion and greenhouse gas emissions in the eastern part of the county, which is currently designated as non-attainment for state and federal ambient air quality standards.
- Improves mobility and system efficiency for emergency responders.
- Eliminates existing high-volume, left-turns and improves safety while reducing congestion and greenhouse gas emissions.
- Improve system safety and operations for travel and heavy goods movement efficiencies.
- Maintains consistency with the long-range planning goals for this location.
- Implements the Sustainable Community Strategy by installing the most cost-effective and efficient improvements facilitating mobility with an improved intersection and reduced congestion.
- Improves quality of life for all Californians with safer and more efficient travel and multi-modal accessibility for motorists, rail passengers, transit riders, carpoolers, commuters, truck drivers, and emergency responders.
- Improves corridor movements for multiple species within the corridor including bobcats, deer, etc.
- Improves travel time reliability, reduces peak period travel and delay for all modes, and improves integration and operation of the transportation system.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 2	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total
State Highway Road Construction	Operational improvements	EA	9

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	797,962	875,310	-77,348
			VMT per Capita	1.68	1.72	-0.04
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	49,544	96,588	-47,044
			Hours per Capita	0.104	0.203	-0.099
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	49,544	96,588	-47,044
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0.089	0.1669	-0.0779
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	2.73	-2.73
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	2.38	3.91	-1.53
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	10.49	11.48	-0.99
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	4,849	4,849	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,496,483	0	2,496,483
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.06	0	3.06
System Preservation Pavement	Optional	Pavement Condition Index	Index	0	0	0
			Rating	Good	Good	

District	County	Route	EA	Project ID	PPNO
05	Monterey County	68	1J790	0518000061	1790
Project Title					
Highway 68 Corridor					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	11,469							11,469	Caltrans HQ
PS&E			23,516					23,516	Caltrans HQ
R/W SUP (CT)				7,000				7,000	Caltrans HQ
CON SUP (CT)				25,000				25,000	Caltrans HQ
R/W				50,000				50,000	Caltrans HQ
CON				110,000				110,000	Caltrans HQ
<b>TOTAL</b>	<b>11,469</b>		<b>23,516</b>	<b>192,000</b>				<b>226,985</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	11,469							11,469	
PS&E		23,516						23,516	
R/W SUP (CT)				2,198			4,802	7,000	
CON SUP (CT)				7,850			17,150	25,000	
R/W				10,172			39,828	50,000	
CON				49,380			60,620	110,000	
<b>TOTAL</b>	<b>11,469</b>	<b>23,516</b>		<b>69,600</b>			<b>122,400</b>	<b>226,985</b>	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	5,487							5,487	Transportation Agency for Monterey
PS&E			23,516					23,516	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>5,487</b>		<b>23,516</b>					<b>29,003</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	5,487							5,487	
PS&E		23,516						23,516	
R/W SUP (CT)									
CON SUP (CT)				230				230	
R/W				6,070				6,070	
CON									
<b>TOTAL</b>	<b>5,487</b>	<b>23,516</b>		<b>6,300</b>				<b>35,303</b>	



Fund #2:	Local Funds - Transportation Safety & Investment Plan -Measure X (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	640							640	Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	640							640	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	640							640	
PS&E									
R/W SUP (CT)				2,198				2,198	
CON SUP (CT)									
R/W				4,102				4,102	
CON									
TOTAL	640			6,300				6,940	
Fund #3:	Future Need - Future Funds (Uncommitted)								
Existing Funding (\$1,000s)									FUTURE
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)				7,000				7,000	
CON SUP (CT)				25,000				25,000	
R/W				50,000				50,000	
CON				110,000				110,000	
TOTAL				192,000				192,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									FY26/27 funds will be part of a SB1 Cycle 4 grant request.
PS&E									
R/W SUP (CT)							4,802	4,802	
CON SUP (CT)				7,620			17,150	24,770	
R/W							39,828	39,828	
CON				49,380			60,620	110,000	
TOTAL				57,000			122,400	179,400	





**Complete this page for amendments only**

Date 12/08/2023 15:22:39

District	County	Route	EA	Project ID	PPNO
05	Monterey County	68	1J790	0518000061	1790

**SECTION 1 - All Projects**

**Project Background**

This project will modify the design of nine intersections from Josselyn Canyon Road to San Benancio Road and provide five new underground culverts for wildlife to use to cross under the highway.

**Programming Change Requested**

Local Measure X funds and 2024 STIP funds were programmed in FY 26/27 as a match for a potential Solutions for Congested Corridors grant request.

**Reason for Proposed Change**

The first phase of the project will be ready to bid by FY 26/27.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

**Other Significant Information**

**SECTION 2 - For SB1 Project Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

The amendment request is to program \$6.3 million of local Measure X and \$6.3 million of RIP funds in FY 26/27 as a match to a potential Solutions for Congested Corridors grant application.

**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

**SECTION 3 - All Projects**

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/08/2023 15:24:05
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05	0H330	0513000133	3300	Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Monterey County	101	77.000	85.600	Transportation Agency for Monterey County	
				MPO	Element
				AMBAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Meg Henry			805-441-3792	meg.henry@dot.ca.gov	

**Project Title**

US 101 South of Salinas

**Location (Project Limits), Description (Scope of Work)**

In and near Chualar and Salinas, from Main Street to Airport Boulevard. Construct safety and operational improvements.

Component	Implementing Agency
PA&ED	Caltrans District 5
PS&E	Caltrans District 5
Right of Way	Caltrans District 5
Construction	Caltrans District 5

**Legislative Districts**

Assembly:	27	Senate:	15	Congressional:	17
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2022	07/01/2022
Circulate Draft Environmental Document <span style="float: right;">Document Type EIR</span>	03/17/2025	03/17/2025
Draft Project Report	03/17/2025	07/28/2025
End Environmental Phase (PA&ED Milestone)	05/15/2026	01/13/2027
Begin Design (PS&E) Phase	07/21/2026	03/09/2027
End Design Phase (Ready to List for Advertisement Milestone)	11/20/2029	06/20/2030
Begin Right of Way Phase	07/21/2026	03/09/2027
End Right of Way Phase (Right of Way Certification Milestone)	10/01/2029	06/20/2030
Begin Construction Phase (Contract Award Milestone)	06/12/2030	01/27/2031
End Construction Phase (Construction Contract Acceptance Milestone)	07/01/2033	02/10/2034
Begin Closeout Phase	06/23/2034	01/15/2035
End Closeout Phase (Closeout Report)	01/12/2038	08/12/2038

Date 12/08/2023 15:24:05

**Purpose and Need**

This segment of Route 101 is currently a 4-lane expressway with an inadequate frontage road system that includes twelve at-grade intersections and numerous private driveways within the project limits. The average daily traffic volume is expected to increase by 20,000 between year 2001 and 2032. Without improvements, continued growth will result in an escalation of congestion and safety concerns. These safety concerns include lack of controlled access with traffic entering and exiting numerous at-grade intersections, trucks crossing railroad tracks, and slow moving agricultural equipment mixing with high-speed interregional traffic.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 2	Reversible Lane Analysis <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

<b>Project Outputs</b>			
Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	7
State Highway Road Construction	Modified/Improved interchanges	EA	2

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Date 12/08/2023 15:24:05

**Additional Information**

ADA is checked  
Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	797,962	875,310	-77,348
			VMT per Capita	1.68	1.72	-0.04

District	County	Route	EA	Project ID	PPNO
05	Monterey County	101	0H330	0513000133	3300
Project Title					
US 101 South of Salinas					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	10,429							10,429	Caltrans District 5
PS&E									Caltrans District 5
R/W SUP (CT)									Caltrans District 5
CON SUP (CT)									Caltrans District 5
R/W									Caltrans District 5
CON									Caltrans District 5
<b>TOTAL</b>	<b>10,429</b>							<b>10,429</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	10,429							10,429	
PS&E				17,000				17,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>10,429</b>			<b>17,000</b>				<b>27,429</b>	

Fund #1:	Local Funds - Transportation Safety & Investment Plan -Measure X (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	440							440	Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>440</b>							<b>440</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	440							440	
PS&E				8,550				8,550	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>440</b>			<b>8,550</b>				<b>8,990</b>	

Fund #2:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	9,989							9,989	Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	9,989							9,989	
	Proposed Funding (\$1,000s)								
E&P (PA&ED)	9,989							9,989	
PS&E				8,450				8,450	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	9,989			8,450				18,439	



**Complete this page for amendments only**

Date 12/08/2023 15:24:05

District	County	Route	EA	Project ID	PPNO
05	Monterey County	101	0H330	0513000133	3300

SECTION 1 - All Projects

**Project Background**

This project will construct frontage roads along US 101 south of Salinas and make related interchange and ramp improvements.

**Programming Change Requested**

The programming change request is to program \$8.55 million of local Measure X and \$8.45 million of RIP funds to FY 26/27 to PS&E.

**Reason for Proposed Change**

The project is at start of environmental phase and will be ready for P&SE by FY 26/27.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

**Other Significant Information**

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

The amendment request is to program \$8.55 million of local Measure X and \$8.45 million of RIP funds to FY 26/27 to PS&E.

**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/08/2023 15:25:17
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05		0523000031	1165	Transportation Agency for Monterey County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Monterey County					
			MPO	Element	
			AMBAG	Local Assistance	
Project Manager/Contact			Phone	Email Address	
Dave Delfino			831-775-4408	dave@tamcmonterey.org	

**Project Title**

Planning, Programming and Monitoring

**Location (Project Limits), Description (Scope of Work)**

Planning, Programming and Monitoring.

Component	Implementing Agency
PA&ED	Transportation Agency for Monterey County
PS&E	Transportation Agency for Monterey County
Right of Way	Transportation Agency for Monterey County
Construction	Transportation Agency for Monterey County

**Legislative Districts**

Assembly:	27,28	Senate:	12,15	Congressional:	17
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/08/2023 15:25:17

**Purpose and Need**

Planning, programming, and monitoring of the Agency's projects included in the State Transportation Improvement Program.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
05	Monterey County			0523000031	1165
Project Title					

Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									Transportation Agency for Monterey
R/W SUP (CT)									Transportation Agency for Monterey
CON SUP (CT)									Transportation Agency for Monterey
R/W									Transportation Agency for Monterey
CON	7,884	202	197	196				8,479	Transportation Agency for Monterey
<b>TOTAL</b>	<b>7,884</b>	<b>202</b>	<b>197</b>	<b>196</b>				<b>8,479</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,884	277	277	277	276	253		9,244	
<b>TOTAL</b>	<b>7,884</b>	<b>277</b>	<b>277</b>	<b>277</b>	<b>276</b>	<b>253</b>		<b>9,244</b>	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									\$123 CON voted 07/16/98
R/W SUP (CT)									\$123 CON voted 11/30/99
CON SUP (CT)									\$122 CON voted 02/02/01
R/W									\$122 CON voted 07/10/01
CON	7,772	202	197	196				8,367	\$500 CON voted 06/28/02
<b>TOTAL</b>	<b>7,772</b>	<b>202</b>	<b>197</b>	<b>196</b>				<b>8,367</b>	\$257 CON voted 02/26/04
									\$400 CON voted 03/03/05
									\$400 CON voted 08/18/05

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,772	277	277	277	276	253		9,132	
<b>TOTAL</b>	<b>7,772</b>	<b>277</b>	<b>277</b>	<b>277</b>	<b>276</b>	<b>253</b>		<b>9,132</b>	

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.817
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey \$112 CON voted 08/18/21
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	112							112	
TOTAL	112							112	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	112							112	
TOTAL	112							112	

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Date 12/08/2023 15:25:17

District	County	Route	EA	Project ID	PPNO
05	Monterey County			0523000031	1165

SECTION 1 - All Projects

Project Background

Adding 2024 STIP PPM.

Programming Change Requested

Reason for Proposed Change

Adding 2024 STIP PPM.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Adding 2024 STIP PPM.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Section 18. Board Resolution or Documentation of 2024 RTIP Approval



## RESOLUTION NO. 2023-16

### Adoption of the Monterey County 2024 Regional Transportation Improvement Program

**WHEREAS**, pursuant to Government Code Section 65082(a)(1), the Transportation Agency for Monterey County (TAMC) must prepare, adopt, and submit the 2024 Regional Transportation Improvement Program (RTIP) for Monterey County to the California Transportation Commission (CTC) by December 15, 2023 in order to be incorporated into the Year 2024 State Transportation Improvement Program (STIP);

**WHEREAS**, the development or adoption of a regional transportation improvement program, or to the preparation and adoption of a congestion management program are statutorily exempt from the California Environmental Quality Act (CEQA), pursuant to Section 21080(b)(13) of the California Public Resources Code and Section 15276 of the State CEQA Guidelines.

#### **NOW, THEREFORE, BE IT RESOLVED THAT:**

- The TAMC Board so finds:
  - The RTIP is consistent with the STIP Guidelines adopted by the CTC in August 2023, as shown in Sections 3, 4, 5, 6, and 7 of the 2024 RTIP for Monterey County; and
  - The RTIP does not conflict with other RTIPs or with the Interregional Transportation Improvement Program (ITIP), as shown in Sections 8 and 9 of the 2024 RTIP for Monterey County; and
  - The RTIP is consistent with the Congestion Management Program (CMP) and the Regional Transportation Plan (RTP), as shown in Sections 12 and 13 of the 2024 RTIP for Monterey County
- The TAMC Board adopts the 2024 RTIP for Monterey County; and
- The TAMC Board directs TAMC staff to submit the 2024 RTIP for Monterey County to the CTC by December 15, 2023; and
- The TAMC Board directs TAMC staff to submit the 2024 RTIP for Monterey County to the Association of Monterey Bay Area Governments to be included in the Metropolitan Transportation Improvement Program; and
- The TAMC Board amends the 2024 RTIP for Monterey County into the Congestion Management Program Capital Improvement Program.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California  
this 6th day of December 2023, by the following votes:

**AYES:** Alejo, L; Cabrera, F; Carbone, M; Church, G; Courtney, C; Dirksen, C; Donaldson, S;  
LeBarre, M; Lopez, C; Poduri, C; Potter, D; Rios, J; Ortiz, R; Oglesby, I; and Sandoval, A  
and E. Smith

**NOES:**

**ABSENT:** Askew, W

  
Mike LeBarre (Dec. 7, 2023 15:38 PST)

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**MIKE LEBARRE, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**



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**TODD A. MUCK, EXECUTIVE DIRECTOR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

## Section 19. Fact Sheet

### A. Executive Summary

Monterey County's 2024 Regional Transportation Improvement Program reflects Transportation Agency for Monterey County (TAMC)'s dedication to improving statewide and regional travel by constructing high-priority highway, regional road, rail, transit, and bicycle and pedestrian transportation projects throughout the region. To ensure efficient coordination among the various fund sources, TAMC has prepared an Integrated Funding Strategy that overlaps with its 2024 Regional Transportation Improvement Program. The Integrated Funding Strategy identifies projects that are strong candidates for specific Senate Bill 1 competitive programs, STIP and other matching funds, and can be brought to construction or become shovel-ready over the next five years. Utilizing this strategy, the Transportation Agency can make significant progress on two priority regional projects in the next five years:

- Scenic State Route 68 Safety & Traffic Flow
- US 101 South of Salinas

### B. Benefits

The following is a narrative on the regional benefits of the **2024 Regional Transportation Improvement Program** for Monterey County:

- Access & Mobility: The 2024 Regional Transportation Improvement Program for Monterey County improves the ability of Monterey County residents to safely meet daily needs with improved travel times and reduced congestion. The Scenic State Route 68 project improves the convenience and quality of trips, especially for walk, bike, transit, and car/vanpool trips, and the US 101 South of Salinas project also improves freight trips.
- Safety & Health: The Transportation Agency for Monterey County coordinates with our partner agencies to design, operate, and manage the transportation system in a manner that reduces serious injuries and fatalities, promotes active living, and lessens exposure to pollution. To that end, all the projects in this 2024 Regional Transportation Improvement Program for Monterey County are designed to improve safety.
- Environmental Stewardship: All the projects programmed in the 2024 Regional Transportation Improvement Program for Monterey County seek to protect and enhance the County's built and natural environment, and act to reduce the transportation system's emission of greenhouse gases.

Social Equity: The 2024 Regional Transportation Improvement Program for Monterey County reduces disparities in healthy, safe access to key destinations for transportation-disadvantaged populations and demonstrates that planned investments do not adversely impact transportation-disadvantaged populations.

## C. Goals and Objectives

The Policy Element of the 2022 Regional Transportation Plan provides a framework for evaluating transportation projects to meet Monterey County's mobility needs over the next twenty years. To develop transportation improvements that support land use assumptions in the regional Sustainable Communities Strategy, the 2022 Regional Transportation Plan incorporates goals, objectives and performance measures that are oriented toward achieving a balanced transportation system. This policy framework moves away from automobile-oriented goals and instead evaluates how well the planned system transports people and goods. The Policy Element of the regional plan is derived from the Smart Mobility Framework developed by Caltrans, which has been used by other regions across California to address state sustainability planning requirements. The Transportation Agency has supported the goals of SB 375 to ensure our planning efforts are aligned with the proposed GHG targets for our region. This **2024 Regional Transportation Improvement Program** is consistent with these efforts by supporting projects that will relieve congestion, support multi-modal transportation (rail, transit, and bike / pedestrian), and promote environmental preservation, all of which will help to improve regional air quality and reduce greenhouse gas emissions

For alignment with Statewide climate goals, The **2024 Regional Transportation Improvement Program** integrates sustainability as the State aims to achieve its ambitious climate goals to reduce greenhouse gas emissions and vehicle miles traveled. The newly adopted California Climate Action Plan for Transportation Infrastructure (CAPTI) details how the state recommends spending discretionary transportation funding in a manner that can help aggressively combat climate change while supporting public health, safety, and equity through investments in projects that will reduce vehicle miles traveled. The **2024 Regional Transportation Improvement Program** aims to address these challenges and result in safer, healthier and more effective transportation solutions that improve multimodal access to jobs, housing, education and other essential resources for residents and visitors alike.

Key goods movement routes in Monterey County include the US 101 and State Route 156. Freight routes in Monterey County are identified as significantly important for the movement of freight, particularly agricultural products, as Salinas Valley is home to the top vegetable producing land in the nation. The US 101 serves as the main north-south corridor for goods movement between Los Angeles and San Francisco and is the primary corridor for goods movement into and out of the Central Coast Counties. The **2024 Regional Transportation Improvement Program** aligns with the State's goals for freight and goods movement by funding critical safety and goods movement improvements to US 101 South of Salinas.

Advancing equity in Monterey County is a core goal of the Regional Transportation Plan, touching on equity across race, income, and geography. The Plan aims to promote equity through proactively reducing the risk of disproportionate impacts from transportation construction or operations; through proactively engaging low-income, minority and low-mobility groups in the transportation planning process; and by reducing barriers to safe transportation options for youth and seniors. Beyond these metrics of equity, in August 2021 the Transportation Agency adopted a Racial Equity Program. The **2024 Regional Transportation Improvement Program** aligns with the State's equity initiatives by funding improvements to historically disadvantaged areas while incorporating a robust public outreach effort.