

## TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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### *HIGHLIGHTS*

**September 25, 2013 Meeting**

#### **US 101 CONSTRUCTION PROJECTS: THE FUTURE IS HAPPENING NOW**

Back in 2011 construction began on the US 101/Prunedale Improvement Project, the largest highway construction project in Monterey County in many years.

Fast forward to 2013: the Prunedale Improvement Project is now 80 percent complete, and the dramatic changes along US 101 are already helping increase safety and traffic flow along the corridor. Highway 101 in North Salinas now goes over Russell Road and Espinosa Road, eliminating left turns across the highway at that intersection. The over-crossing at Blackie and Reese Roads allows North Monterey County School buses to transport children more safely to their destinations. The San Miguel Canyon Road Interchange has a new lane that was added to the existing structure to improve traffic circulation. And the new interchange at Echo Valley/Crazy Horse Canyon Roads is scheduled to open in early October, which means that all the remaining gaps in the concrete median barrier from Boronda Road to Crazy Horse Canyon may be closed off in early 2014.

Further north, construction is also underway on the US 101/San Juan Road Project, which will remove three at-grade intersections (Dunbarton Road, San Juan Road and Cole Road) and construct one interchange near the Red Barn. This project is currently about 20 percent complete and is scheduled to be fully operational in January 2015.

Together these two projects will reduce congestion for 60,000 to 80,000 vehicles daily and provide safer access for motorists throughout the corridor.

#### **LOOKING FURTHER INTO THE FUTURE: PLANNING ON HOW TO BEST USE STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDS**

The State Transportation Improvement Program (STIP) is a five-year program of state highway and local transportation projects, funded with revenues from state and federal funding sources for capital improvements. The Transportation Agency receives a portion of these funds; for the 2014 State Transportation Improvement Program, which covers the period from 2014/15 to 2018/19, the funding ranges from \$14.1 million up to a maximum of \$20.3 million.

What does this mean for Monterey County? Well, these funds can be used for a wide variety of transportation projects including local road rehabilitation, road widening/capacity, intersection improvements, bicycle and pedestrian facilities, public transit, passenger rail, and other projects

that enhance the region's transportation infrastructure. With this in mind, the Transportation Agency works to develop a list of priority projects. Some of the priority projects recommended for consideration: construction of the Salinas rail and layover facilities; funding the purchase of new buses for Monterey-Salinas Transit; and covering project cost over-runs from the Salinas Road Interchange Project. Other projects under consideration are widening Imjin Road between Imjin Parkway to Reservation Road from two lanes to four lanes, including bicycle lanes and sidewalks; the right-of-way phase for the Pajaro Station; and US-101 South County Frontage Roads, Agency staff will begin drafting a 2014 Regional Transportation Improvement Program proposal based on the priorities set by the Board. The Transportation Agency needs to adopt its 2014 Regional Transportation Improvement Program and submit it to the California Transportation Commission by December 15. The 2014 State Transportation Improvement Program will be adopted by the Commission at its Northern Hearing on March 19, 2014.

### **ANOTHER ROAD TO THE FUTURE – THIS ONE WILL CONNECT MONTEREY PENINSULA AND SALINAS**

The proposed Marina-Salinas Multimodal Corridor Plan will connect the Monterey Peninsula to Salinas. The plan – a transit, bicycle, pedestrian and auto corridor which will connect the Marina area to Salinas – is just starting; Agency staff will be working with partner agencies and members of the public to develop the plan.

The first part will focus on determining a preferred corridor route. The second step will identify preferred conceptual roadway design features such as bicycle facilities, sidewalks, transit stops/shelters, transit prioritization at signalized intersections, dedicated bus rapid transit facilities, and pedestrian and equestrian crossing enhancements.

Because the corridor will go through several jurisdictions and provide access to a mix of land uses the planning process will strive for consensus and community collaboration through a series of public workshops will be held in Salinas and the Marina area. The first round of workshops will be held in early December 2013. The plan is scheduled to be completed by December 2014. It will result in a conceptual plan for the multimodal transportation corridor that will serve as a guiding document to design and implement transportation projects in the corridor.