

## **TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

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### ***HIGHLIGHTS***

**June 23, 2010 Meeting**

#### **INCREASED TRANSIT SERVICE FOR MONTEREY PENINSULA, CSUMB, AND SALINAS**

Beginning this September, A new Monterey Salinas Transit service, Line 25, will begin this fall with service running between Marina and Salinas via CSUMB. This new service will connect CSUMB with Salinas and Hartnell College with the Dunes Shopping Center and other commercial locations in Marina.

Also, beginning in March, Monterey Salinas Transit Line 20 will run 15-minute service during weekday peak periods and 30-minute Sunday service between Salinas and Monterey via Marina. Deemed an unmet transit need, this new service will provide a more frequent service between Salinas and Monterey, on the highest ridership bus route in the Monterey Salinas Transit system.

State law requires the Transportation Agency to make a finding on unmet transit needs prior to allocating state funded Local Transportation Funds to any jurisdiction for streets and roads or other eligible purposes. Monterey Salinas Transit will receive approximately \$764,000 to operate the services listed above and to keep current service running. Monterey County Public works will receive \$113,000 for local streets and roads.

#### **2010 MONTEREY COUNTY BIKE WEEK**

Bike Week 2010 took place May 10-16, 2010 and received a total of \$16,000 in sponsorships, \$12,000 in cash donations, and \$4,000 in goods and services. The level of donations increased by 3% compared to 2009. There were eight separate events, eight Bike-to-Work breakfast sites, and eight Bike-to-School sites throughout the County. Nearly 2,100 people participated in the weeklong series of events. The purpose of Bike Week is to increase awareness of and support for bicycling as a nonpolluting, healthy mode of transportation.

#### **COMMUTER RAIL EXTENSION TO SALINAS: MOVING FORWARD**

Passenger rail to Monterey County is moving forward with the City of Salinas selecting a design for the Salinas Intermodal Center, submittal of the Environmental Assessment to the Federal Transit Administration, and successfully receiving \$6,247,813 in state rail bond funds for right-of-way acquisition and \$4,258,000 in Traffic Congestion Relief Program funds for engineering and design.

The rail service will extend commuter rail service from the bay area to Pajaro/Watsonville, Castroville, and Salinas, providing an alternative to driving on congested Highway 101. To this point, conceptual design, state and the federally required alternatives analysis are complete. Next steps for this project will be to complete the federal environmental review, finalize negotiations for operations, and submit the Federal Small Starts application for federal transit funds. Construction for this \$110.15 million project is expected to begin in 2012 with service to the bay area beginning in 2013.

### **NEW MONTEREY COUNTY** **BICYCLE AND PEDESTRIAN MASTER PLAN**

A major part of a county's transportation network is bicycle and pedestrian planning. The Transportation Agency was awarded a State Motor Vehicle Emission Reduction grant to prepare this master plan for a total cost of \$63,720.

Last adopted in 2005, a bicycle transportation plan is updated every five years. The purpose of this project is to work with local agencies and interested individuals to formulate a comprehensive plan that will guide the planning and design of bicycle and pedestrian facilities improvements, resulting in a countywide plan that will position the local cities and the Transportation Agency for grants to finance these improvements. Completion of the master plan is expected by April 2011.

### **COUNTY OF MONTEREY RECEIVES** **STATE TRANSPORTATION FUNDS**

The Transportation Agency allocated more than \$260,000 in Regional Surface Transportation Funds to the County of Monterey for the Del Monte Rehabilitation Project Phase II, which included \$55,000 to the Carmel Valley Road and \$214,511 to the Davis Road overlay projects. Projects eligible for Regional Surface Transportation Program funding include local street and roadway rehabilitation, local match for federal transportation funds, bike lanes, pedestrian facilities, public transit capital, and signal coordination.