



# TAMC

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## 2022 Regional Transportation Improvement Program

**December 2021**

Fiscal Years 2022/23 to 2026/27





December 1, 2021

Mr. Mitch Weiss  
Executive Director  
California Transportation Commission  
1120 N Street, Room 2221  
Sacramento, CA 95814

**RE: Submittal of TAMC's 2022 Regional Transportation Improvement Program**

Dear Mr. Weiss:

The Transportation Agency for Monterey County submits the enclosed **2022 Regional Transportation Improvement Program** for consideration by the California Transportation Commission in accordance with State Transportation Improvement Program guidelines.

Monterey County's 2022 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 2022 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 or draft 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 construction on two priority regional projects in the next five years:

- State Route 156 Safety Improvements – Castroville Boulevard Interchange
- Monterey County Rail Extension – Salinas Layover Facility (Package 2)

Also, under this plan, both the Scenic State Route 68 Safety & Traffic Flow and US 101 South of Salinas projects will continue making progress towards construction. 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 2022 Regional Transportation Improvement Program, please contact myself or Michael Zeller of my staff at (831) 775-0903.

Sincerely,

Todd Muck  
Executive Director

Enclosure: TAMC 2022 Regional Transportation Improvement Program

CC: James Anderson, Chief, Caltrans Division of Transportation Programming  
Timothy Gubbins, Director, Caltrans District 5

# 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

## Table of Contents

- Cover Letter ..... i
- A. Overview and Schedule..... 1
  - Section 1. Executive Summary..... 1
  - Section 2. General Information..... 2
  - Section 3. Background of Regional Transportation Improvement Program (RTIP)..... 3
  - Section 4. Completion of Prior RTIP Projects..... 3
  - Section 5. RTIP Outreach and Participation..... 4
- B. 2022 STIP Regional Funding Request..... 7
  - Section 6. 2022 STIP Regional Share and Request for Programming ..... 7
  - Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects ..... 9
  - Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs ..... 12
  - Section 9. Projects Planned Within Multi-Modal Corridors..... 13
  - Section 10. Highways to Boulevards Conversion Pilot Program..... 15
- C. Relationship of RTIP to RTP/SCS and Benefits of RTIP..... 16
  - Section 11. Regional Level Performance Evaluation..... 16
  - Section 12. Regional and Statewide Benefits of RTIP ..... 18
- D. Performance and Effectiveness of RTIP ..... 19
  - Section 13. Evaluation of Cost Effectiveness of RTIP ..... 19
  - Section 14. Project Specific Evaluation ..... 20
- E. Detailed Project Information ..... 21
  - Section 15. Overview of Projects Programmed with RIP Funding..... 21
- F. Appendices..... 25
  - Section 16. Projects Programming Request Forms..... 25
  - Section 17. Board Resolution or Documentation of 2022 RTIP Approval ..... 54

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## A. Overview and Schedule

### Section 1. Executive Summary

Monterey County's **2022 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 higher than that estimate. The revenue from Measure X funds critical safety, mobility, and maintenance projects and programs in three categories:

- \$360 million (60%) to Local Road Maintenance, Pothole Repairs & Safety
- \$160 million (27%) to Regional Road Safety & Congestion Improvements
- \$80 million (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 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.

To ensure efficient coordination among the various fund sources, TAMC has prepared an Integrated Funding Plan that overlaps with its **2022 Regional Transportation Improvement Program**. The Integrated Funding Plan identifies projects that are strong candidates for specific Senate Bill 1 competitive programs, STIP and other matching funds, and can be brought to construction over the next five years. Utilizing this Plan, the Transportation Agency can begin construction on two priority regional projects in the next five years:

- State Route 156 Safety Improvements – Castroville Boulevard Interchange
- Monterey County Rail Extension – Salinas Layover Facility (Package 2)

Also, under this plan, both the Scenic State Route 68 Safety & Traffic Flow and US 101 South of Salinas projects will continue making progress towards construction.

## 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:**

<https://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**

Name            Todd Muck  
Title            Executive Director  
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- **RTIP Manager Staff Contact Information**

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- **California Transportation Commission (CTC) 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 15th 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 four 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 **2022 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 Plan, which aligns all potential funding sources with project phases and schedules to maximize project delivery and leveraging of matching funds.

Projects from the **2022 Regional Transportation Improvement Program** that are currently programmed in the State Transportation Improvement Program and carrying over to the 2022 program include the Scenic State Route 68 Safety & Traffic Flow project, the US 101 South of Salinas project, and the State Route 156 – Castroville Boulevard project. The Transportation Agency Board of Directors adopted the **2022 Regional Transportation Improvement Program** at its meeting on December 1, 2021.

## Section 4. Completion of Prior RTIP Projects

Transportation Agency has been actively working to deliver high-priority multimodal regional projects. However, with the \$16.1 million reduction of Monterey County's target share of State Transportation Improvement Program funds in 2016, several projects had to be delayed, including the State Route 156 project and the US 101 South of Salinas. However, even with these funding challenges, 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. In addition, the Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow) project will be ready for construction next spring, 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.

*Table 1: Projects Completed since 2020 RTIP*

Project Name and Location	Description	Summary of Improvements/Benefits
<b>PPNO 1155A: Monterey County Rail Extension – Package 1 (Salinas, California)</b>	Construct road and circulation improvements, bus facility, commuter parking in Salinas. Improvements to the Salinas station to be constructed as part of the Kick Start Project include a new direct signalized access point to downtown via the extension of Lincoln Avenue across Market Street, a bus transfer area, bike lanes and bike storage, safe pedestrian crossings and sidewalks, and commuter parking. This station will integrate new passenger rail service to the San Francisco Bay Area with existing service by Amtrak intercity trains and buses, MST local buses, and Greyhound intercity buses.	The Rail Extension to Monterey County Project will enhance mobility for Monterey County and Santa Cruz County residents and visitors. The improved Salinas Intermodal Transportation Center will improve interregional travel, reduce greenhouse gas emissions, and promote economic development.

## Section 5. RTIP Outreach and Participation

### A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2021
<b>TAMC Executive Committee reviews 2022 funding proposal</b>	<b>October 6, 2021</b>
Caltrans submits draft ITIP	October 15, 2021
<b>TAMC Board of Directors reviews 2022 funding proposal</b>	<b>October 27, 2021</b>
CTC ITIP Hearing, North	November 1, 2021
CTC ITIP Hearing, South	November 8, 2021
<b>TAMC Board of Directors adopts 2022 RTIP</b>	<b>December 1, 2021</b>
<b>TAMC submits RTIP to CTC (postmark by)</b>	<b>December 15, 2021</b>
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

## B. Public Participation/Project Selection Process

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 a number of 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 **2022 Regional Transportation Improvement Program** builds upon.

The Transportation Agency for Monterey County presented the draft **2022 Regional Transportation Improvement Program** funding proposal 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 US 101 South of Salinas project.

The project selection process for the **2022 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 **2022 Regional Transportation Improvement Program** funds 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 or draft Sustainable Communities Strategy; and are excellent candidates for the Senate Bill 1 grant programs.

### C. Consultation with Caltrans District

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 **2022 Regional Transportation Improvement Program**. Over the course of several meetings during 2020 and 2021, 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. 2022 STIP Regional Funding Request

## Section 6. 2022 STIP Regional Share and Request for Programming

### A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

The Transportation Agency for Monterey County’s target share per the **2022 State Transportation Improvement Program** Fund Estimate is \$8.973 million. After including the carry-over from the 2020 State Transportation Improvement Program, which amounts to \$31.176 million, the Transportation Agency’s total funding available for programming is \$40.149 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 makes intersection and other multimodal capacity & operational improvements to increase safety and improve traffic flow on State Route 68 between Josselyn Canyon and Spreckels Boulevard.	\$2,087,000 for E&P in FY2022/23  \$23,516,000 for PS&E in FY2023/24
<b>US 101 Safety Improvements – South of Salinas</b>  <b>PPNO: 3300</b>	This project will construct frontage roads along US 101 south of Salinas and make related intersection and ramp improvements.	\$1,378,000 for E&P in FY2022/23
<b>Monterey County Rail Extension – Package 2</b>  <b>PPNO: 1155B</b>	Rail Extension to Monterey County, Package 2 includes a layover facility and track improvements in Salinas.	\$12,573,000 of <u>State-Only Funds</u> for CONS in FY2022/23
<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 2022 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.	\$240,000 in FY 2022/23  \$240,000 in FY 2023/24  \$240,000 in FY 2024/25  \$240,000 in FY 2025/26  \$239,000 in FY 2026/27



Table 2: Summary of Proposed 2022 Programming

PROPOSED 2022 PROGRAMMING																	
Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year					Project Totals by Component							
					Prior	22-23	23-24	24-25	25-26	26-27	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
<b>Highway Project Proposals:</b>																	
Caltrans	156	57D	Castroville Blvd Interchange	-\$1,975	-\$1,975	\$0	\$0	\$0	\$0	\$0	\$0	-\$1,975	\$0	\$0	\$0	\$0	
Caltrans	156	57D	Castroville Blvd Interchange	\$1,975	\$1,975	\$0	\$0	\$0	\$0	\$0	\$0	\$1,975	\$0	\$0	\$0	\$0	
Caltrans	101	3300	South County Freeway Conversions	-\$8,611	-\$8,611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$8,611	\$0	\$0	\$0	
Caltrans	101	3300	South County Freeway Conversions	\$9,989	\$8,611	\$1,378	\$0	\$0	\$0	\$0	\$0	\$0	\$9,988	\$0	\$0	\$0	
Caltrans	68	1790	Rt 68 Op Improvements,Josselyn Cnyn-Spreckels Blvd	-\$18,603	\$0	-\$18,603	\$0	\$0	\$0	\$0	-\$7,000	\$0	\$0	-\$6,518	-\$5,085	\$0	
Caltrans	68	1790	Rt 68 Op Improvements,Josselyn Cnyn-Spreckels Blvd	\$25,603	\$0	\$2,087	\$23,516	\$0	\$0	\$0	\$0	\$0	\$2,119	\$23,484	\$0	\$0	
TAMC		1165	Planning, programming, and monitoring	-\$604	\$0	-\$201	-\$201	-\$202	\$0	\$0	\$0	-\$604	\$0	\$0	\$0	\$0	\$0
TAMC		1165	Planning, programming, and monitoring	\$1,199	\$0	\$240	\$240	\$240	\$240	\$239	\$0	\$1,199	\$0	\$0	\$0	\$0	\$0
<b>Subtotal, Highway Proposals</b>				<b>\$8,973</b>	<b>\$0</b>	<b>-\$15,099</b>	<b>\$23,555</b>	<b>\$38</b>	<b>\$240</b>	<b>\$239</b>	<b>-\$7,000</b>	<b>\$595</b>	<b>\$3,496</b>	<b>\$16,966</b>	<b>-\$5,085</b>	<b>\$0</b>	
<b>Rail and Transit Project Proposals:</b>																	
TAMC	rail	1155B	Rail Extension to Monterey County - Package 2	-\$12,573	\$0	-\$12,573	\$0	\$0	\$0	\$0	\$0	-\$12,573	\$0	\$0	\$0	\$0	
TAMC	rail	1155B	Rail Extension to Monterey County - Package 2	\$12,573	\$0	\$12,573	\$0	\$0	\$0	\$0	\$0	\$12,573	\$0	\$0	\$0	\$0	
<b>Subtotal, Rail and Transit Proposals</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Total Proposed 2022 STIP Programming</b>				<b>\$8,973</b>													

**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 2021 Integrated Funding Plan:

### **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. The regional portion of Measure X is estimated to deliver \$8 million annually in new funding to Monterey County.

**Developer Fees:** The Transportation Agency has a regional development impact fee program that contributes fee revenues towards regional priority projects. The fees are collected from new development when building permits are pulled based on the number of new vehicle trips the development will generate.

### **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 2022 program is \$8.973 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 2020/21 formula share in the funding and will revisit the potential for additional formula funds once the guidelines are finalized.

**Senate Bill 1 Trade Corridor Enhancement Account:** Senate Bill 1 creates this new \$300 million per year account to fund corridor-based freight projects nominated by local agencies and the state. The Transportation Agency was awarded \$20 million in funding for the State Route 156 Safety Improvements (Castroville Boulevard Interchange) project.

Traffic Congestion Relief Program: The Traffic Congestion Relief Act of 2000 (AB 2928 and SB 1662) created the Traffic Congestion Relief Program (TCRP); the Traffic Congestion Relief Fund (TCRF); and committed \$4.909 billion to 141 specific projects designated in law. The Transportation Agency received funds for the Monterey County Rail Extension project and has funding programmed to both the Salinas Layover Facility (Package 2) and the Gilroy Station and Track Improvements (Package 3) projects.

Transit and Intercity Rail Capital Program: The Transit and Intercity Rail Capital Program (TIRCP) provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The Transportation Agency was successful in receiving a \$10.1 million grant from this program for the Monterey County Rail Extension project.

### **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.

High Priority Projects (DEMO): These federal funds were first earmarked to the Agency in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (or SAFETEA-LU), which was a funding and authorization bill that governed United States federal surface transportation spending. It was signed into law on August 10, 2005 and included a funding dedication to the State Route 156 Widening project in the High Priority Projects program.

Table 3: STIP Projects included in the 2021 Integrated Funding Plan

	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Funding
<b>State Route 68 Safety &amp; Traffic Flow</b>	<b>Env't</b>		<b>Env't</b>	<b>Design</b>				
State Transportation Improvement Program	\$ 3,400		-->	\$ 18,603				\$ 22,003
Highway Infrastructure Program	\$ 2,594							\$ 2,594
Measure X	\$ 640							\$ 640
SB1 Local Partnership Formula - FY20/21-22/23			\$ 1,949					\$ 1,949
Highway Infrastructure Program - FY19/20-20/21			\$ 799					\$ 799
State Transportation Improvement Program - 2022			\$ 2,087	\$ 4,913				\$ 7,000
	<b>\$ 6,634</b>	<b>\$ -</b>	<b>\$ 4,835</b>	<b>\$ 23,516</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 34,985</b>
<b>State Route 156 - A: Castroville Boulevard Interchange</b>	<b>Design &amp; ROW</b>	<b>Con</b>						
State Transportation Improvement Program	\$ 25,700	\$ 1,975						\$ 27,675
State Transportation Improvement Program - CRRSAA		\$ 2,136						
Federal DEMO	\$ 312							\$ 312
Measure X		\$ 389						\$ 389
Developer Fees		\$ 5,000						\$ 5,000
SB 1 Trade Corridors		\$ 20,000						\$ 20,000
	<b>\$ 26,012</b>	<b>\$ 29,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 55,512</b>
<b>US 101 Safety Improvements - South County</b>	<b>Study</b>	<b>Env't</b>	<b>Env't</b>					
Measure X	\$ 440							\$ 440
State Transportation Improvement Program		\$ 8,611						\$ 8,611
State Transportation Improvement Program - 2022			\$ 1,378					\$ 1,378
	<b>\$ 440</b>	<b>\$ 8,611</b>	<b>\$ 1,378</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,429</b>
<b>Monterey County Rail Extension - Packages 2 (Layover) &amp; 3 (Gilroy)</b>	<b>Design</b>	<b>Con</b>						
State Transportation Improvement Program		\$ 12,573						\$ 12,573
Traffic Congestion Relief Program	\$ 5,500	\$ 15,742						\$ 21,242
SB 1 TIRCP		\$ 8,033						\$ 8,033
TAMC Reserve	\$ 437							\$ 437
	<b>\$ 5,937</b>	<b>\$ -</b>	<b>\$ 36,348</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 42,285</b>
<b>Planning, Programming, and Monitoring</b>								
State Transportation Improvement Program	\$ 201	\$ 313	\$ 201	\$ 201	\$ 202			\$ 1,118
State Transportation Improvement Program - 2022			\$ 39	\$ 39	\$ 38	\$ 240	\$ 239	\$ 595
<b>Total</b>	<b>\$ 201</b>	<b>\$ 313</b>	<b>\$ 240</b>	<b>\$ 240</b>	<b>\$ 240</b>	<b>\$ 240</b>	<b>\$ 239</b>	<b>\$ 1,713</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, and the King City Station project is recommended for \$7.5 million of funding in the Draft 2022 Interregional Transportation Improvement Program.

### **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 service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor.

Specifically, the Network Integration Study outlines 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**

- 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 is currently working with Caltrans to develop US 101 South of Salinas concept alternatives and a comprehensive business plan for the entire corridor.
- 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 connect 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 and capacity 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 highways to boulevards conversion pilot program.

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

### Section 11. 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 2018 Regional Transportation Plan with the 2040 Metropolitan Transportation Plan / Sustainable Communities Strategy. The 2022 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 **2022 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

Table B1 summarizes the regional-level performance measures of the 2018 Regional Transportation Plan for Monterey County and the Monterey Bay Metropolitan Transportation Plan / Sustainable Communities Strategy. The Policy Element of the 2018 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 2018 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.

<b>Table B1: Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator / Measure</b>	<b>2015 Existing</b>	<b>2040 MTP / SCS</b>
<b>Access and Mobility</b>	Work Trips within 30 Minutes (percent)		
	Drive Alone	84.3%	84.5%
	Carpool	84.3%	84.5%
	Transit	13.0%	15.8%
	Commute Travel Time (minutes)	15.6	15.5
<b>Economic Vitality</b>	Jobs Near High Quality Transit (percent)	21.4%	29.6%
	Daily Truck Delay (hours)	2,799	7,432
<b>Environment</b>	GHG Reductions (percent)	N/A	-6.6%
	Open Space Consumed (acres)	N/A	11
	Farmland Converted (acres)	N/A	294
<b>Healthy Communities</b>	Alternative Transportation Trips (percent)	17.3%	17.7%
	Air Pollution - all vehicles (pounds/day)	0.019	0.005
	Peak Period Congested Vehicle Miles of Travel (miles)	499,064	1,118,524
<b>Social Equity</b>	Access to Transit Within 1/2 Mile (percent)		
	Low Income Population	27.9%	28.1%
	Non Low Income Population	11.2%	11.2%
	Minority Population	32.1%	32.3%
	Non-Minority Population	5.2%	5.0%
<b>System Preservation and Safety</b>	Maintain the Transportation System (percent)	N/A	68.0%
	Fatalities and Injuries per Capita	0.09%	0.07%
	Annual Projected Bike / Pedestrian Fatalities and Injuries per 1,000 Vehicle Miles of Travel	0.02	0.02

## Section 12. Regional and Statewide Benefits of RTIP

The following is a qualitative narrative on the regional and statewide benefits of the **2022 Regional Transportation Improvement Program** for Monterey County.

### **Regional Benefits:**

- Access & Mobility: The 2022 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. Projects that improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool and freight trips, include the Scenic State Route 68 Safety & Traffic Flow.
- 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, this 2022 Regional Transportation Improvement Program for Monterey County includes Monterey County Rail Extension projects.
- Environmental Stewardship: All the projects programmed in the 2022 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 2022 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 2022 Regional Transportation Improvement Program for Monterey County supports goods movement by funding to priority freight projects such as the US 101 - South of Salinas Improvements.
- 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 13. Evaluation of Cost Effectiveness of RTIP

The Transportation Agency for Monterey County developed the **2022 Regional Transportation Improvement Program** to be cost effective in several ways:

- All of the projects programmed in the 2022 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.
- Many of the projects are ready or near-ready for construction; these projects will provide near-term 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 2022 Regional Transportation Improvement Program projects include leveraged funding from other federal, state and local sources.

Per Section 19B of the 2022 State Transportation Improvement Program Guidelines, the Transportation Agency has used the performance measures in Table B2(a) below to evaluate the regional cost-effectiveness of projects proposed in the **2022 Regional Transportation Improvement Program**.

Table B2(a): Evaluation – Rural Specific Cost-Effectiveness Indicators			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (Year 2030)
Congestion Reduction	Change in total VMT	4,691,639	5,998,328
	Change in Volume/Capacity Ratio	0.99	0.83
	Change in commute mode share	Drive Alone: 84.3% Carpool: 84.3% Transit: 15.4%	Drive Alone: 84.2% Carpool: 84.2% Transit: 17.1%
Transit	Change in operating cost per revenue mile	Not applicable	No change
Infrastructure Condition	Change in total distressed lane-miles	33	Improve
	Change in Pavement Condition Index	50	Improve
Safety	Change in total incidents	Collisions: 431 Fatalities: 5	Improve
Environmental Sustainability	Change in Land Use Efficiency	Not applicable	No change

## Section 14. 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 **2022 Regional Transportation Improvement Program** for Monterey County is not proposing any new projects from previous State Transportation Improvement Program cycles that meets these criteria.

## E. Detailed Project Information

### Section 15. Overview of Projects Programmed with RIP Funding





## 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	Project Manager	Phone	Email
Caltrans	Carla Yu	(805) 835-6349	carla.yu@dot.ca.gov

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

Phase	Schedule	Total	Measure X	STIP	RSTP	TDA 2%	RDIF	Match	LPP	HIP
PA&ED	FY 19/20	\$ 6,634	\$ 640	\$ 3,400						\$ 2,594
PA&ED	FY 22/23	\$ 4,835		\$ 2,087					\$ 1,949	\$ 799
PS&E	FY 23/24	\$ 23,516		\$ 23,516						\$ -
ROW		\$ -								\$ -
CON		\$ -								\$ -
		\$ 34,953	\$ 640	\$ 29,003					\$ 1,917	\$ 3,393

# US 101 Safety Improvements - South County



## 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	Project Manager	Phone	Email
Caltrans	Aaron Henkel	(805) 835-6366	aaron.henkel@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 20/21	\$ 8,611	\$ -	\$ 8,611	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PA&ED	FY 22/23	\$ 1,378	\$ -	\$ 1,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PS&E/ROW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 10,429	\$ 440	\$ 9,989	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

## Monterey County Rail Extension - Package 2

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### Description

Rail Extension to Monterey County (PPNO 1155 parent project, TCRP #14), Package 2 includes a layover facility and track improvements in Salinas.

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### Purpose

Transportation alternatives are needed in Monterey County to improve commuter and healthcare access and to relieve congestion on state highways. The project will enable commuters and those seeking access to health care and education in the Bay Area to avoid sitting in traffic on the congested corridors of Highways 101 and 156. This project will connect to rail lines at San Jose and air travel.

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### Benefits

The Rail Extension to Monterey County Project will enhance mobility for Monterey County and Santa Cruz County residents and visitors. The improved Salinas Intermodal Transportation Center will improve interregional travel, reduce greenhouse gas emissions, and promote economic development.

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### Location

Monterey County

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### Sponsor

TAMC

### Project Manager

Christina Watson

### Phone

(831) 775-4406

### Email

christina@tamcmonterey.org

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

Phase	Schedule	Total	Measure X	STIP	TCRP	TIRCP	RDIF	Match	Tolling	FORA
CON	FY 22/23	\$ 36,348	\$ -	\$ 12,573	\$ 15,742	\$ 8,033	\$ -	\$ -	\$ -	\$ -
		\$ 36,348		\$ 12,573	\$ 15,742	\$ 8,033	\$ -	\$ -	\$ -	\$ -

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## **F. Appendices**

### Section 16. Projects Programming Request Forms

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/08/2021 14:44:17
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	1J790	0518000061	1790	Transportation Agency for Monterey County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Monterey	68	4.870	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 District 5
PS&E	Caltrans District 5
Right of Way	Caltrans District 5
Construction	Caltrans District 5

**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>	12/01/2021	04/12/2023
Draft Project Report	11/02/2021	04/12/2023
End Environmental Phase (PA&ED Milestone)	01/06/2023	05/13/2024
Begin Design (PS&E) Phase	02/06/2023	06/11/2024
End Design Phase (Ready to List for Advertisement Milestone)	07/29/2025	12/03/2026
Begin Right of Way Phase	06/29/2023	06/12/2024
End Right of Way Phase (Right of Way Certification Milestone)	06/30/2025	11/02/2026
Begin Construction Phase (Contract Award Milestone)	02/01/2026	06/18/2027
End Construction Phase (Construction Contract Acceptance Milestone)	12/20/2027	04/20/2029
Begin Closeout Phase	12/20/2027	03/14/2030
End Closeout Phase (Closeout Report)	08/11/2028	01/20/2032

Date 11/08/2021 14:44:17

**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 corridor currently operating at or over-capacity conditions. 2) Improve safety and mobility for vehicles, bicyclists, and pedestrians. 3) Improve natural habitat of approximately twelve wildlife species that routinely cross SR 68 in search of food and shelter resulting in roadkill, property damage, and collisions. **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	16





Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	797,962	875,310	-77,348
			VMT per Capita	1.68	1.72	-0.04
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	47,044	-47,044
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	3.06	0	3.06

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

**Project Title**

Highway 68 Corridor

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	4,040							4,040	Caltrans District 5
PS&E		6,518						6,518	Caltrans District 5
R/W SUP (CT)		5,085						5,085	Caltrans District 5
CON SUP (CT)					8,906			8,906	Caltrans District 5
R/W		7,000						7,000	Caltrans District 5
CON					60,000			60,000	Caltrans District 5
<b>TOTAL</b>	<b>4,040</b>	<b>18,603</b>			<b>68,906</b>			<b>91,549</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	6,634	4,803						11,437	
PS&E			23,516					23,516	
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	
<b>TOTAL</b>	<b>6,634</b>	<b>4,803</b>	<b>30,516</b>			<b>185,000</b>		<b>226,953</b>	

<b>Fund #1:</b>	<b>RIP - State Cash (Committed)</b>	<b>Program Code</b>
	<b>Existing Funding (\$1,000s)</b>	<b>20,XX,075,600</b>

Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	3,400							3,400	Transportation Agency for Monterey
PS&E		6,518						6,518	
R/W SUP (CT)		5,085						5,085	
CON SUP (CT)									
R/W		7,000						7,000	
CON									
<b>TOTAL</b>	<b>3,400</b>	<b>18,603</b>						<b>22,003</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	3,400	2,087						5,487	
PS&E			23,516					23,516	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>3,400</b>	<b>2,087</b>	<b>23,516</b>					<b>29,003</b>	

Fund #2:	Local Funds - Transportation Safety & Investment Plan -Measure X (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX,400,100
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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)									
CON SUP (CT)									
R/W									
CON									
TOTAL	640							640	
Fund #3:	Future Need - Future Funds (Uncommitted)								
Existing Funding (\$1,000s)									FUTURE
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					8,906			8,906	
R/W									
CON					60,000			60,000	
TOTAL					68,906			68,906	
Proposed Funding (\$1,000s)									
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			7,000			185,000		192,000	

Fund #4:	Other Fed - Highway Infrastructure Program (HIP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,594	799						3,393	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,594	799						3,393	
Fund #5:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		1,917						1,917	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,917						1,917	

**Complete this page for amendments only**

Date 11/08/2021 14:44:17

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

**SECTION 1 - All Projects**

**Project Background**

No change.

**Programming Change Requested**

Updating funding plan with 2022 STIP funds.  
Updating project location, description, and schedule.

**Reason for Proposed Change**

Updating funding plan with 2022 STIP funds.

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)

Updating funding plan with 2022 STIP funds.

**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	11/08/2021 14:47:31
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	101	77,000	85,600	Transportation Agency for Monterey County	
				MPO	Element
				AMBAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Aaron Henkel			805-835-6366	aaron.henkel@dot.ca.gov	

**Project Title**

US 101 South County Freeway Conversions

**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 HQ
PS&E	Caltrans HQ
Right of Way	Caltrans HQ
Construction	Caltrans HQ

**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	08/01/2015	08/01/2015
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 11/08/2021 14:47:31

**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	

Project Outputs			
Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	7
State Highway Road Construction	Modified/Improved interchanges	EA	1
State Highway Road Construction	New bridges	EA	1





Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total 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	101	0H330	0513000133	3300

**Project Title**  
 US 101 South County Freeway Conversions

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	12,211							12,211	Caltrans HQ
PS&E									Caltrans HQ
R/W SUP (CT)									Caltrans HQ
CON SUP (CT)									Caltrans HQ
R/W									Caltrans HQ
CON									Caltrans HQ
<b>TOTAL</b>	<b>12,211</b>							<b>12,211</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	9,051	1,973						11,024	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>9,051</b>	<b>1,973</b>						<b>11,024</b>	

Fund #1:	Local Funds - Transportation Safety & Investment Plan -Measure X (Committed)								Program Code
	Existing Funding (\$1,000s)								20,10,400,100
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	3,600							3,600	Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>3,600</b>							<b>3,600</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	440							440	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>440</b>							<b>440</b>	

Fund #2:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	8,611							8,611	Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	8,611							8,611	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	8,611	1,973						10,584	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	8,611	1,973						10,584	

**Complete this page for amendments only**

Date 11/08/2021 14:47:31

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

**SECTION 1 - All Projects**

**Project Background**

No changes.

**Programming Change Requested**

Updated funding plan.

**Reason for Proposed Change**

Added 2022 STIP funds to PA&ED.

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)

Added 2022 STIP funds to PA&ED.

**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	11/08/2021 14:46:24
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	R413TA	0519000013	1155B	Transportation Agency for Monterey County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Monterey					
				MPO	Element
				AMBAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Christina Watson			831-775-4406	christina@tamcmonterey.org	

**Project Title**

Rail Extension to Monterey County Package 2

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

Rail Extension to Monterey County, Package 2 includes a layover facility and track improvements in Salinas.

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:	29,30	Senate:	17,12	Congressional:	20
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	03/01/2002	03/01/2002
Circulate Draft Environmental Document <span style="float:right">Document Type EIR</span>	04/26/2006	04/26/2006
Draft Project Report		08/13/2013
End Environmental Phase (PA&ED Milestone)	08/31/2013	08/31/2013
Begin Design (PS&E) Phase	10/01/2009	10/01/2009
End Design Phase (Ready to List for Advertisement Milestone)	06/30/2021	06/30/2021
Begin Right of Way Phase	06/01/2009	06/01/2009
End Right of Way Phase (Right of Way Certification Milestone)	06/30/2021	06/30/2021
Begin Construction Phase (Contract Award Milestone)	07/01/2021	07/01/2021
End Construction Phase (Construction Contract Acceptance Milestone)	07/01/2022	07/01/2022
Begin Closeout Phase	08/01/2022	08/01/2022
End Closeout Phase (Closeout Report)	09/30/2022	09/30/2022

Date 11/08/2021 14:46:24

**Purpose and Need**

Transportation alternatives are needed in Monterey County to improve commuter and healthcare access and to relieve congestion on state highways. The project will enable commuters and those seeking access to health care and education in the Bay Area to avoid sitting in traffic on the congested corridors of Highways 101 and 156. This project will connect to rail lines at San Jose and air travel.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	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
Intercity Rail/Mass Trans	Station improvements	EA	1



Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total 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		R413TA	0519000013	1155B

**Project Title**

Rail Extension to Monterey County Package 2

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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	8,033	12,573						20,606	Transportation Agency for Monterey
<b>TOTAL</b>	<b>8,033</b>	<b>12,573</b>						<b>20,606</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E	5,937							5,937	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		36,348						36,348	
<b>TOTAL</b>	<b>5,937</b>	<b>36,348</b>						<b>42,285</b>	

<b>Fund #1:</b>	<b>RIP - Public Transportation Account (Committed)</b>	<b>Program Code</b>
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Existing Funding (\$1,000s)									30,10,070,625
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Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		12,573						12,573	
<b>TOTAL</b>		<b>12,573</b>						<b>12,573</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	

E&P (PA&ED)									State-only funding
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		12,573						12,573	
<b>TOTAL</b>		<b>12,573</b>						<b>12,573</b>	

Fund #2:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.000
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,033							8,033	
<b>TOTAL</b>	<b>8,033</b>							<b>8,033</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		8,033						8,033	
<b>TOTAL</b>		<b>8,033</b>						<b>8,033</b>	
Fund #3:	TCRP (Committed) - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,500							5,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		15,742						15,742	
<b>TOTAL</b>	<b>5,500</b>	<b>15,742</b>						<b>21,242</b>	

Fund #4:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Notes
PS&E	437							437	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	437							437	

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Date 11/08/2021 14:46:24

District	County	Route	EA	Project ID	PPNO
05	Monterey		R413TA	0519000013	1155B

**SECTION 1 - All Projects**

**Project Background**

Updating for 2022 STIP.

**Programming Change Requested**

**Reason for Proposed Change**

Updating for 2022 STIP.

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)

Updating for 2022 STIP.

**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	11/10/2021 21:27:04
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			1165	Transportation Agency for Monterey County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Monterey					
				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 11/10/2021 21:27:04

**Purpose and Need**

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

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

<b>Project Outputs</b>			
Category	Outputs	Unit	Total

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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				1165

Project Title  
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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									Transportation Agency for Monterey
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,483	240	240	240	240	239		8,682	
<b>TOTAL</b>	<b>7,483</b>	<b>240</b>	<b>240</b>	<b>240</b>	<b>240</b>	<b>239</b>		<b>8,682</b>	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									\$231 CON voted 06/28/17
R/W SUP (CT)									\$231 CON voted 08/16/18
CON SUP (CT)									\$234 CON voted 08/14/19
R/W									\$201 CON voted 08/12/20
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,370	240	240	240	240	239		8,569	
<b>TOTAL</b>	<b>7,370</b>	<b>240</b>	<b>240</b>	<b>240</b>	<b>240</b>	<b>239</b>		<b>8,569</b>	

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	113							113	
TOTAL	113							113	

Section 17. Board Resolution or Documentation of 2022 RTIP Approval

**RESOLUTION NO. 2021-15**

**Adoption of the Monterey County  
2022 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 2022 Regional Transportation Improvement Program (RTIP) for Monterey County to the California Transportation Commission (CTC) by December 15, 2021 in order to be incorporated into the Year 2022 State Transportation Improvement Program (STIP);

**WHEREAS**, as shown in Sections 3, 4, 5, 6, and 7 of the 2022 RTIP for Monterey County, the RTIP is consistent with the STIP Guidelines adopted by the CTC in August 2021, and the TAMC Board so finds; and

**WHEREAS**, as shown in Sections 8 and 9 of the 2022 RTIP for Monterey County, the RTIP does not conflict with other RTIPs or with the Interregional Transportation Improvement Program (ITIP), and the TAMC Board so finds; and

**WHEREAS**, as shown in Sections 10, 11, and 12 of the 2022 RTIP for Monterey County, the RTIP is consistent with the Congestion Management Program (CMP) and the Regional Transportation Plan (RTP), and the TAMC Board so finds; and

**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:**

1. The TAMC Board adopts the 2022 RTIP for Monterey County; and
2. The TAMC Board directs TAMC staff to submit the 2022 RTIP for Monterey County to the CTC by December 15, 2021; and
3. The TAMC Board directs TAMC staff to submit the 2022 RTIP for Monterey County to the Association of Monterey Bay Area Governments to be included in the Metropolitan Transportation Improvement Program; and
4. The TAMC Board amends the 2022 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 1st day of December 2021, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

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**ED SMITH, CHAIR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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