

## TRANSPORTATION AGENCY FOR MONTEREY COUNTY

[www.tamcmonterey.org](http://www.tamcmonterey.org)

### HIGHLIGHTS

December 4, 2013 Meeting

### **BOARD ADOPTS 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

The 2014 Regional Transportation Improvement Program proposes Monterey County projects to the California Transportation Commission for state funding. With the US-101 San Juan Road Interchange project now in construction, the Transportation Agency is focusing on the *next* set of priority projects, working within a funding target of \$14.7 million. Projects proposed for funding in the 2014 Regional Transportation Improvement Program include:

- **Capitol Corridor Extension to Monterey County** (\$8.6M): This request would fully fund the kick-start project for construction of improvements at the Salinas rail station facilities and other locations necessary to extend Capitol Corridor train service from San Jose to Salinas.
- **Imjin Road Widening to Four Lanes** (\$3.3M): This project would widen Imjin Parkway from two to four lanes between Imjin Road and Reservation Road. The request would be for environmental and design funds to develop the full project cost and scope, with an expected future request for construction funds. Imjin Parkway serves as a connection between Salinas and Marina, and provides an alternative route to Highway 68 for travel between Salinas and Monterey.
- **Monterey-Salinas Transit Buses** (\$2.0M): Monterey-Salinas Transit will use this funding request to leverage other funds to purchase over 20 new buses.
- **Castroville Crossing** (\$1.5M): The Castroville Bicycle Path and Railroad Crossing project is estimated to cost \$8.1 million – this request would fill the gap and fully fund the project through construction.

The 2014 Regional Transportation Improvement Program will be submitted to the California Transportation Commission for its consideration and final adoption on March 19, 2014.

### **NEW 511 PROGRAM WILL SERVE AS A HUB FOR TRAVELER INFORMATION**

Although many good traveler information tools and resources already exist, there is value in having them all in one place and easy to access. That's why the Transportation Agency is developing a web-based Monterey County 511 program. And, since more and more people access information via the internet, and many individuals access the internet on a portable device

such as a tablet or smart phone, Monterey County's new 511 website will be designed for viewing on mobile devices, helping to make it more effective in reaching a broad audience than a phone system. The proposed website will feature information on:

- Traffic conditions;
- Multimodal trip planning;
- Emergency notices;
- Rideshare tools and information; and
- Links to transportation agency websites and local programs and resources

The Monterey County 511 website will be a one-stop shop for traveler information.

### **UPDATE ON PLANNED SAFETY IMPROVEMENTS ON HIGHWAY 156**

The State Route 156 improvement project has been one of Monterey County's top priorities for many years. It includes constructing a new four-lane freeway parallel to the existing Route 156 between Castroville and U.S. 101, and a new interchange at the 101/156 connection. These improvements will increase safety, improve local access, and provide congestion relief along this important regional corridor. But with a total project cost of \$268 million, and an unfunded gap of \$244 million, finding a way to pay for this much-needed project is a challenge.

With little funding for infrastructure projects available these days, Caltrans and the Transportation Agency are looking at the possibility of using tolling as a way to pay for the safety and congestion improvements on Route 156. In May the Agency received the results of a Traffic and Revenue Study, which can be found on [TAMC's website](#). Based on the study results, the TAMC Board of Directors requested Caltrans further study the feasibility of implementing tolling to fund the project by preparing a supplemental environmental document. The supplemental environmental document is limited to the potential impact of tolling, including socio-economic impacts and changes to traffic circulation.

Since then Caltrans has initiated Project Development Team meetings for the supplemental environmental document, which will require more detailed traffic modeling and updating of some of the other environmental studies; re-formed the 156 Community Advisory Group to bring members up to date on the status of the project and the funding challenges; and is conducting industry outreach to explore delivering the project using public-private-partnership.

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