



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

www.tamcmonterey.org

HIGHLIGHTS

January 24, 2024

TAMC Board Elects New Officers & Executive Committee Members

The Board of Directors of the Transportation Agency for Monterey County elected the following members to serve as their officers and members of the Executive Committee:

- Chris Lopez, Chair
- Dave Potter, 1st Vice Chair
- Wendy Root Askew, 2nd Vice Chair
- Mike LeBarre, Past Chair
- Luis Alejo, County Representative
- Chaps Poduri, City Representative

Their terms began upon their election at the beginning of the January 24, 2024, Board meeting through the next election of officers.

22nd Annual Transportation Excellence Awards

The Transportation Agency presented their 22nd Annual Transportation Excellence Awards to honor community members, programs and projects that make a significant contribution to improve transportation in Monterey County. This year's awards honorees are:

- Individual: Amir Attia, Associate Professor of Graphic Design; and Gabby Lazarcheff & Monica Ocampo, Graphic Design Students, California State University, Monterey Bay, for developing designs for the first traffic gardens in Monterey County
- Business: Boyds Asphalt Services for striping thirteen traffic gardens across Monterey County
- Program: "Better Bus Network", Monterey-Salinas Transit
- Project: California Avenue Pedestrian Crossing at Marina Heights Drive, City of Marina
- Project: King City Downtown Streetscape, City of King
- Project: Marina Parking Lot Improvement Project, City of Monterey

Summaries of each honoree and their achievements are available on the TAMC website:

<https://www.tamcmonterey.org/2023-transportation-excellence-awards>

Escalating Costs Will Delay the State Route 156/Castroville Boulevard Interchange Project

In what can only be described as “sticker shock,” TAMC’s Board of Directors learned during a presentation by TAMC staff and Caltrans that the cost of the State Route 156/Castroville Boulevard Interchange project has risen significantly, from \$77.5 million in May 2023 to \$114.5 million. The Transportation Agency’s share of this \$40 million cost increase is estimated to be between \$33 to \$35 million, with the State covering the remaining balance. The cost increases are illustrated across all phases of work in the graphic below, which are primarily driven by utility relocations and two new unfunded construction components for landscape planting and bio monitoring:

Project Costs

Phase	Pre-May 2023	May 2023	January 2024
1 – PS&E	\$6,200,000	\$6,200,000	\$8,700,000
2 – RW Support	\$1,400,000	\$1,400,000	\$2,000,000
3 – Con Support	\$5,500,000	\$5,500,000	\$8,400,000
4 – Construction Capital	\$27,375,000	\$46,375,000	\$50,375,000
9 – RW Capital	\$18,100,000	\$18,100,000	\$45,000,000
Estimated Total Cost	\$58,575,000	\$77,575,000	\$114,475,000

\$40,275,000 cost increase

A total of \$73.5 million has been secured from various local and state sources to construct the SR 156 Castroville Boulevard Interchange project. A competitively secured Trade Corridor Enhancement Program grant accounts for \$28 million of the construction funding, along with \$2.1 million of State Transportation Improvement Program funds. Since the last update to the Board in May 2023, Caltrans was successful in receiving a second 12-month time extension to request a funding allocation from the California Transportation Commission for these funds, making the new deadline June 30, 2024. This extension would have allowed PG&E to complete their utility relocation work and keep the project on track to meet the June allocation deadline. However, that is no longer the case with the cost increases. Since the project is not likely to meet its June 30, 2024, funding deadline for construction allocation, these funds will be forfeited back to the State.

After TAMC and Caltrans staff provided a comprehensive presentation of the cost and schedule challenges, the Board evaluated four alternatives to determine what the project’s next steps should be. The four alternatives are shown in the graph below:

Next Steps & Alternatives		
Alternatives	Time Delay	Risk
Fund the increased costs	0 – 6 months	Increased Measure X contribution and potential the project still does not meet funding deadlines.
Reapply for SB1 Cycle 4	6 months - 1 year*	Forfeit current grant; Complete ROW and design with local funds, * potential the project is not awarded a future grant.
Value Engineering	2 – 4 years	Stop the project and forfeit current grant; value engineering results in modest cost improvements.
Reevaluate project	5 – 7 years	Stop the project and forfeit current grant; most time delay of alternatives; possible that no other alternatives meet State goals.

After reviewing the time delays and risks associated with each alternative, the Board of Directors directed staff to move forward with reapplying for Senate Bill 1 Cycle 4 funds. While this will delay the project by 6 months to a year, the timing for the upcoming grant cycle aligns well with the current project schedule. This option will also allow a larger portion of the project’s cost to be covered by the State grant rather than having to be covered by local funds.

The State Route 156 Castroville Boulevard Interchange project is one of the regional safety and mobility projects listed in Measure X and approved by 67.7% of Monterey County voters in 2016. As noted by Supervisor Church there have been plans since the 1960s to do something to improve this congested corridor and the Castroville Boulevard Interchange project “is the closest we have come to getting something done.”