

State of California
Business, Transportation and Housing Agency
Department of Transportation

Prepared by:
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Division of Transportation Programming
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OTHER MATTERS
Prunedale Bypass Project
Information Item

CTC Meeting: August 22-23, 2001

Agenda Item: 6

STATUS REPORT ON ROUTE 101 PRUNEDALE BYPASS PROJECT

On July 27, 2001, the Department provided the Commission with a status update on the Route 101 Prunedale Bypass Project. A copy of the status report and the February 2001 report presentation are attached.

The Department will make a presentation at the August meeting on the updated status of the Prunedale Bypass Project.

Attachments

Jim S

Memorandum

To: CHAIR AND MEMBERS
California Transportation Commission

Date: July 27, 2001

From: DEPARTMENT OF TRANSPORTATION
Division of Transportation Programming
MS-82

Subject: Prunedale Freeway Project – Status Update

During the February 2001 Commission meeting, it was agreed that the Department would provide an updated status for the Prunedale Project prior to your August meeting. Attached for your review is a copy of the updated status, along with a copy of the report presented to the Commission in February, and a background summary providing programming history for the project.

The project is progressing well and is consistent with the delivery schedule presented in February. The Department will continue to work with the Transportation Agency for Monterey County (TAMC), Commission staff, the community and regulatory agencies to deliver the project.

If you have any questions regarding this status update, please contact me at (916) 654-4013.

Sincerely,



JIM NICHOLAS
Chief
Division of Transportation Programming

Attachments

- c: Bob Rcmen - CTC
- Tony Harris
- Brent Felker
- Mark Leja
- Jay Walter – D5

Prunedale Freeway Project
Mon-101
STATUS UPDATE

Since the last project status report at the February 2001 California Transportation Commission meeting, work has progressed very nicely and the project is on schedule.

- Focused Group Meetings were held with community and agency stakeholders in March and April of this year to help reach consensus on the description of each alternative, to define community values, and to expedite project delivery.
- Preliminary engineering has been completed on the two build alternatives recommended by the community:
 - ✓ Alternative 2 Improve Existing Route 101
 - ✓ Alternative 4 East Bypass
- A Public Information Meeting was held on July 11 to discuss the proposed project, and review the proposed alignments and design features. The meeting was well attended.
- Work is proceeding to complete the remaining environmental studies on the selected alternatives and updated project features. The environmental studies will be completed by the end of the year. Preliminary design work is continuing during the environmental phase to help accelerate the assessment of project impacts, and incorporation of changes to minimize significant impacts.
- The revised draft environmental document is on schedule for review by the Federal Highway Administration (FHWA), and approval to circulate for review by the public and regulatory agencies in the Fall 2002.
- The project is on schedule for completion of design by spring 2007, with start of construction fall 2007.

As the project alternatives become more clearly defined, and the preferred project alternative selected, it will be necessary to reevaluate and update the project cost estimate. The Department will continue working with the Transportation Agency for Monterey County (TAMC) and the Commission on strategies to revise as necessary the programmed funding for project construction in future State Transportation Improvement Program (STIP) cycles. In the nearer term, the Department will be working with Commission staff to clarify the amount of grandfathered support necessary to complete the Environmental and Design phases of the project.

Prunedale Freeway Project
Mon-101
PROJECT HISTORY and BACKGROUND

The Prunedale Project began as a locally funded (sales tax measure) project. A draft Environmental Document was completed by a consultant and circulated to the public in 1993. The Department identified a Preferred Alternative (Alternative 4). However, due to a court ruling that it was unconstitutional to contract out the project development work to private consulting firms, the contract was terminated and work on the Final Environmental Document stopped. In addition, the Monterey County sales tax measure had been ruled by the court to be inconsistent with state law and was therefore invalid. All work was stopped on the project in 1994. A Final Environmental Document was never completed. Work on the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) did not begin until the end of 1997.

In the seven years since the draft EIS/EIR was circulated, many changes have taken place which affect the proposed project and its environmental document. Cumulatively, and in some cases individually, these changes are of a magnitude that require the preparation and circulation of a revised draft EIS/EIR before a final environmental document can be prepared. That work is currently underway and is the cause for a change in schedule.

Current Schedule

| | |
|--|-------------|
| Revised Draft EIS/EIR and Public Hearing | Fall 2002 |
| Final EIS/EIR and Record of Decision | Winter 2005 |
| Begin Purchase of Right of Way | Winter 2005 |
| Begin Construction | Fall 2007 |
| End Construction | Fall 2010 |

STIP Funding History

The project was first programmed in the 1987 STIP with limited local (Measure) and STIP funds for Right of Way only. Those amounts increased slightly in the 1988 STIP. Construction funds for an initial stage (grading and drainage only) were added in the 1990 STIP with increased Right of Way funds from local (Measure) funds. In the 1992 STIP, the final stage (4-lane freeway) was added with additional funding from both local (Measure) and STIP funds. The local tax measure was ruled unconstitutional in August 1992. In the 1994 STIP the Bypass was deleted and three interchanges were programmed in its place: San Miguel as a single project, and Russell-Espinosa and Crazy Horse as a combined project. In the 1996 STIP, programming for the project was restructured. In addition to the main Prunedale Bypass which was only partially funded for construction, five other projects with perceived independent utility were listed separately: 1) Russell-Espinosa interchange; 2) Route 101/156 interchange; 3) 101/156 operational improvements; 4) San Miguel interchange; and, 5) Crazy Horse interchange.

In the 1998 STIP, the two projects at the 101/156 interchange were combined into a single project and funding was increased for the Bypass with a proposed local (Measure) share identified. However, a second tax measure failed on the November 1998 ballot. STIP

Amendment 98S-33, adopted by the Commission in June 1999, moved funds from the Hatton Canyon Project on Route 1 in Monterey County to the Prunedale Project and STIP Amendment 98S-71 in December 1999 added Federal Demonstration funds. Also, as part of the STIP Amendment 98S-71, the Russell-Espinosa and the Crazy Horse interchange projects (#1 and #5) were combined with the Bypass into the current Prunedale Freeway project due to the requirement by the FHWA that the interchanges be included in the current environmental studies for the Bypass.

Project #4, the San Miguel interchange is now in construction and will be completed in early 2002. Project #2, the 101/156 interchange, and Project #3, the 101/156 operational improvements, which have been combined, will begin construction by the end of 2001, and are projected to be completed in the Spring of 2003.

Current Programming Summary

(\$ in thousands)

| | <u>R/W</u> | <u>Constr</u> | <u>Support</u> |
|------------------------------|-------------|-----------------|----------------|
| Regional Funds (RIP) | \$ 0 | \$ 84,855 | \$ 6,607 |
| Interregional Funds (IIP) | \$ 6,451 | \$ 36,145 | \$ 7,934 |
| Grandfathered STIP (IIP) | \$47,554 | \$ 22,261 | \$17,694 |
| Federal Old Demonstration | \$ 4,000 | \$ 7,250 | \$ 0 |
| Federal TEA-21 Demonstration | <u>\$ 0</u> | <u>\$ 1,650</u> | <u>\$ 0</u> |
| Subtotal | \$58,005 | \$152,161 | \$32,235 |

Total

\$242,401



PROJECT UPDATE

California Transportation Commission

February 21, 2001

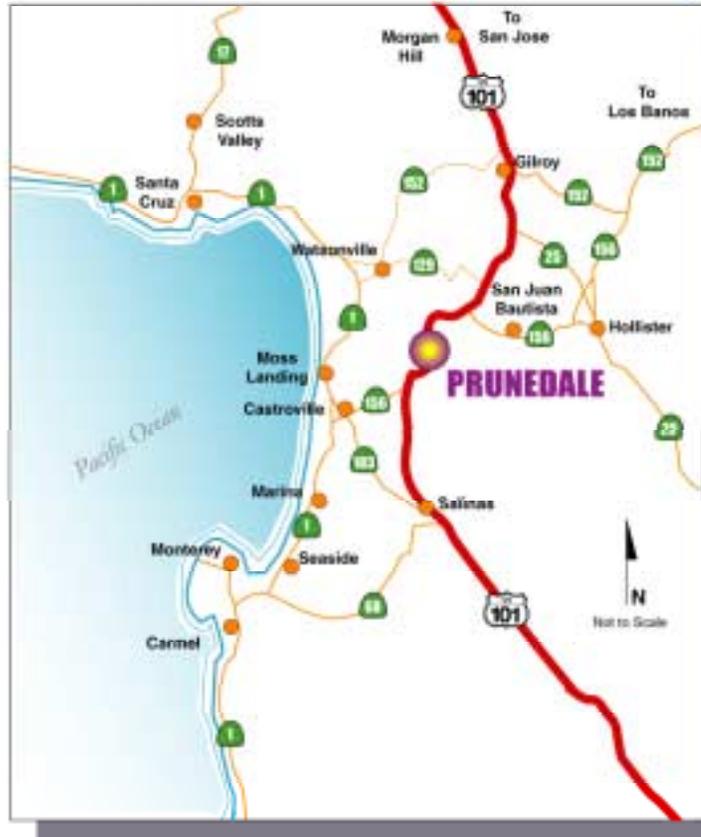


PRUNEDAILE

F R E E W A Y



Regional Map



TAMC

Transportation Agency for
Monterey County



Caltrans



U.S. Department of Transportation
Federal Highway Administration

Prunedale 101 Freeway Project



Prunedale 101 Freeway Project



FOCUS GROUP WILL:

- **UNDERSTAND ISSUES**
- **CONTRIBUTE INSIGHTS**
- **REACH “INFORMED CONSENT”**
- **HELP MEET SCHEDULE**



ENVIRONMENTAL STREAMLINING EFFORTS

- **CALTRANS CHANGE CONTROL PROCESS**
- **CALTRANS FUNDED POSITIONS IN RESOURCE AGENCIES**
- **COORDINATED RESOURCE AGENCY REVIEWS**



LEAD AGENCY (under NEPA)

- **Federal Highway Administration (FHWA)**

REVIEWING AND/OR PERMITTING AGENCIES

- **Army Corps of Engineers (ACOE)**
- **California Department of Fish and Game (DFG)**
- **US Fish and Wildlife Service (USFWS)**
- **Environmental Protection Agency (EPA)**
- **California Regional Water Quality Control Board**
- **State Historic Preservation Office (SHPO)**

OTHER AGENCIES

- **CTC (Route Adoption and Resolution of Necessities)**
- **Monterey County (Freeway Agreement)**
- **Transportation Agency of Monterey County (TAMC), (local funding)**







PRUNEDAILE

F R E E W A Y

