



SAFETY & CONGESTION RELIEF

SALES TAX INVESTMENT PLAN SAFETY AND CONGESTION RELIEF PROJECT PRIORITIES

This program will receive 50% of the sales tax revenues.

These revenues, estimated at approximately \$490 million, will be matched with an estimated \$410 million in development fees and an estimated \$400 million in state and federal funding to pay for nine key safety and congestion relief projects. Most projects will be funded by a mix of funding sources. In addition to the nine projects that will be constructed, a study will also be conducted to determine the best route for the future eastside bypass of Salinas.

Projects will be designed to meet current standards, including bicycle and pedestrian access as needed. They will be thoroughly studied for environmental impacts and the identified environmental mitigations included in the project scopes.


SAFETY AND CONGESTION RELIEF PROGRAM

Priorities for Delivery: It is the intent of this plan that safety and congestion relief projects be delivered in accordance with the three-tier priorities set forth in this plan. These delivery priorities are based on project readiness, availability of revenues

and geographic balance. Over the life of this Investment Plan, these factors and other assumptions may change. Modifying delivery priorities is allowed but shall require an amendment to this Investment Plan.

Safety & Congestion Relief Projects	Tier 1	Tier 2	Tier 3
Delivery Periods	2009-2016	2017-2024	2025-2033
Highway 68—Holman Highway Widening	●		
Highway 156 Widening & US 101/156 Interchange Improvements	●		
US 101 San Juan Road Interchange	●		
Westside Salinas Connector: Davis Rd.	●		
Eastside Bypass Study	●		
Del Monte Ave/Lighthouse Avenue Improvements		●	
Highway 1—Seaside/Sand City Widening		●	
Highway 68 Commuter Improvements		●	
US 101 South County Improvements		●	
Westside Salinas Connector: Reservation/Imjin		●	
Westside Salinas Connector: Westside—Boronda to Rossi		●	
US 101 Harris Road Interchange			●
Westside Salinas Connector: Westside—Rossi to Davis			●

Notes: Tier 1—Environmental review already underway. Tier 2—Conceptual Plan complete. Tier 3—No Conceptual Plan. Delivery = start construction.



Eligible Project Costs: Eligible project costs include all conceptual studies, project development costs, right-of-way acquisition, construction costs and any other costs needed to deliver the projects, unless otherwise noted in the project description.

Funding or Cost Changes: Transportation planning experts, including independent financial and engineering professionals, have carefully crafted this Investment Plan with conservative revenue estimates and reasonable project cost contingencies. There are, however, many unforeseen circumstances that can arise over 25 years. The actual funding needs to construct the regional roadway projects may be higher or lower due to factors that are outside the control of this Investment Plan. Sales tax revenues or anticipated matching funds may also fall below or above projections. Should funding fall short, the Transportation Agency will prioritize the delivery of safety and congestion relief projects in accordance with the three-tier priorities in this plan. Should revenues for a given phase exceed projections, monies shall first be used to accelerate the delivery of projects in the next phase of the program. Should overall revenues exceed projections, funding shall first be dedicated to the final phase of the Westside Connector project, then to other safety and congestion relief projects as determined by the Transportation Agency.

Removal or Addition of Projects: Removal or addition of any project on the safety and congestion relief project list, for any reason, shall require an amendment to the Investment Plan.