

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.3a., Action Item

Prepared By: Janice Benton
Chief, Division of Design

Subject: RESCISSION, 05-MON-101 PM R91.9/101.3, 05-SBT-101 PM 0.0/2.9
RESOLUTION NIU 20-01

ISSUE:

Should the California Transportation Commission (Commission) approve the attached Notice of Intent to Consider Rescinding Freeway Adoption Resolution NIU 20-01 and the map authorizing the rescission of a portion of the freeway adoption for US Highway Route 101 in the Counties of Monterey and San Benito?

RECOMMENDATION:

The procedures for recycling, notifying the public of the Commission's intention to consider rescinding a freeway route adoption, and disposing of acquired right-of-way were established by the Commission in Resolution No. G-15, adopted on November 17, 1978, and amended on February 29, 1980. According to the Resolution, the recycling process cannot be initiated without consent from the Commission. The California Department of Transportation (Department) recommends that the Commission approve Resolution NIU 20-01 to initiate recycling procedures to consider rescinding a portion of the freeway adoption for US Highway Route 101 in the counties of Monterey from Post Mile (PM) R91.9 to 101.3 and San Benito from PM 0.0 to 2.9 in accordance with the recommendation of the Department's Chief Engineer. With the Commission's approval of Resolution NIU 20-01, the Department will notify all affected local, regional, and State agencies of the rescission proposal and ask the agencies for any additional pertinent information that might be helpful to the Commission in making a final decision.

Recommended by:

MICHAEL KEEVER
Chief Engineer

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

BACKGROUND:

The Department, in cooperation with the Transportation Agency for Monterey County (TAMC), Monterey County, San Benito Council of Governments (SBCOG), and San Benito County, proposes to rescind the 1964 freeway route adoption along US Highway Route 101 between Espinosa Road and State Route (SR) 156 in Monterey and San Benito Counties. The adopted route alignment is currently unconstructed and was once considered for a future Prunedale Bypass Project (PBP). The TAMC, SBCOG, and San Benito County have confirmed the 1964 adopted route alignment is no longer part of any local or regional plans, and it is appropriate for the Department to rescind the unconstructed portion of the freeway adoption. Once the route rescission is approved, the Department's responsibility is to dispose of the excess land.

US Highway Route 101 (formerly Legislative Route Number 2) was added to the State Highway System in the 1909 First Bond Act from San Francisco to San Diego, then added to the California Freeway & Expressway System in 1959. US Highway Route 101 is a primary north-south link in the California State Highway Network, serving regional and interregional traffic. The route is part of the interregional road system and is the key coastal link between the two major metropolitan regions of Los Angeles and the San Francisco Bay Area. Within District 5, US Highway Route 101 is a major arterial providing access to urban areas and the agricultural production areas of the Salinas Valley. It also serves recreational trips associated with the Monterey Peninsula, the Pacific Coast, and the Los Padres National Forest. For residents in and around Prunedale, a census-designated place in Monterey County, it provides the only major arterial for the community. Other mobility purposes served include business, government, recreation, tourism, and daily living, including the journey-to-work. US Highway Route 101 is functionally classified as a Principal Arterial and is part of the National Highway System.

Deficiencies on US Highway Route 101 in the Prunedale area were recognized in the 1960s when a project was initiated to improve the corridor by constructing a new alignment that bypassed the community of Prunedale. The California Highway Commission adopted the US Highway Route 101 freeway route on June 24, 1964.

In April 1973, the PBP was in the final design phase when it was determined that federal funding could not be secured, and the project was delayed indefinitely. In the late 1980s, the PBP was re-initiated from a Measure B sales tax but was challenged and overturned in court, and lack of funding again halted this bypass project. As a result, in 2015, the Prunedale Improvement Project (PIP) completed a series of operational and safety improvements, such as upgrading the existing four-lane facility to partially access-controlled with construction of ten miles of median barrier, two new interchanges, and an overcrossing. The PIP was considered to be Phase 1 of conversion to a full access-controlled freeway. Phase 2 was envisioned as the Prunedale Freeway on either the existing alignment or on the 1964 adopted bypass alignment.

As of 2019, the Phase 2 project is no longer identified in the TAMC Regional Transportation Plan. For San Benito County, there are similarly no local or regional planning studies existing or underway that would have a bearing on the existing route adoption. Ultimately, there is little likelihood for any construction to occur on the unconstructed portions of the adopted route from the affected agencies; therefore, rescission from the State Highway System is appropriate.

If the rescission of the unconstructed freeway adoption of US Highway Route 101 from Espinosa Road to SR 156 is approved, the land purchased for the Prunedale bypass project may be sold as excess land. Proceeds from the sales of the excess land will be diverted to Monterey County's local alternative transportation improvement program (LATIP), per State of California Government Code 14528.8. Monterey County's LATIP has identified two projects that are intended to address safety concerns and relieve congestion. The list of projects and pertinent details are attached.

The unneeded right-of-way will make available excess land, allowing for further community development, promoting economic growth, and relieving the Department from ongoing maintenance costs, including weed abatement, public dumping, and liability concerns.

With the Commission's approval of Resolution NIU 20-01, the Department will notify all affected local and regional agencies of the rescission proposal and ask the agencies for any additional pertinent information that might be helpful to the Commission in making a final decision. The Department will also notify the State Clearinghouse so that other State agencies may be notified. Following a 60-day comment period, a follow-up meeting will be scheduled with the Commission to present the Department's recommendation for final disposition.

Attachments:

Resolution NIU 20-01

Location Map

Monterey County LATIP List of Projects

Monterey County LATIP Map of Projects

CALIFORNIA TRANSPORTATION COMMISSION

Notice of Intent to Consider Rescinding Freeway Adoption

05-Mon-101 PM R91.9/101.3

05-SBt-101 PM 0.0/2.9

Resolution NIU 20-01

WHEREAS, a location for US Highway Route 101 was adopted and declared a freeway on June 24, 1964, in Monterey and San Benito Counties between Espinosa Road and the Santa Clara County limit line; and

WHEREAS, the portion of the aforementioned freeway from Espinosa Road to State Route (SR) 156 is not likely to be constructed as a freeway within the foreseeable future because of lack of local support and funding; and

WHEREAS, retention of the freeway adoption may not be desirable and would subject the California Transportation Commission (Commission) to possible future expense for acquisition and maintenance of property or future expense for acquisition of property on a hardship basis; and

WHEREAS, there is excess rights of way to dispose of.

NOW, THEREFORE, BE IT RESOLVED by the Commission that pursuant to the authority vested in it by law, this Commission does hereby authorize and direct the Department of Transportation to give public notice of the Commission's intention to consider rescinding the freeway adoption of US Highway Route 101 in the Counties of Monterey and San Benito, on the portion of US Highway Route 101 from Espinosa Road to SR 156, as shown on the US Highway Route 101 Rescission Map, and to give notice to local and regional agencies, and other affected State agencies, of such intention; and agencies so notified are to be requested to furnish within 60 days any additional information that the Commission should have prior to final consideration of Rescission for the portion of US Highway Route 101 Freeway.

BE IT FURTHER RESOLVED that the existing location of US Highway Route 101 between SR 156 and the Santa Clara County Limit line shall be retained and unaffected by this action.

PRUNEDALE AREA RESCISSION MAP

Santa Cruz
County

Santa Clara
County

Freeway Adopted
June 24, 1964

Route Adopted On
Existing Alignment

PM 2.9

101

PM 0.0

PM 101.32

San Benito
County

Monterey
County

Unconstructed Portions
To Be Rescinded

156

Freeway Adopted
April 19, 1950

PM R91.9

183

101

Freeway Rescission in
Monterey and San Benito
County

Location Map

A north arrow is located in the top right corner of the location map inset.

Monterey County Local Alternative Transportation Improvement Program List of Projects

SOUTH SALINAS CORRIDOR PROJECT

MON-101-PM 77.0/85.6 - EA 05-0H330_ (PID 0513000133)

This project proposes to convert the existing US 101 from an expressway to a freeway in Monterey County, from Main Street Overcrossing in Chualar to Airport Boulevard Overcrossing in Salinas. The proposed improvements consist of potentially realigning the existing expressway, controlling access within the project limits, constructing new interchanges and grade separations, and providing a new frontage road system.

This segment of US 101 is currently a four-lane expressway with an inadequate frontage road system with twelve at-grade intersections and numerous private driveways within the project limits. The project study area and surrounding areas have experienced a substantial amount of development, which is expected to continue in the future. This continued growth, coupled with a growth in commute and interregional traffic, has resulted in substantial congestion.

In addition to the congestion, safety is also a concern. There is a lack of controlled access along the corridor that results in conflicts between fast-moving through traffic and slower-moving vehicles, such as agricultural vehicles, that turn off and onto the expressway.

Cost Range: \$250,000,000 to \$450,000,000

US 101/STATE ROUTE 156 INTERCHANGE PROJECT

MON-101-PM 94.6/96.8, MON-156-PM 3.9/T5.6 - EA 05-31600_ (PID 0500000497)

This project proposes to remove and reconstruct the current interchange. The new interchange configuration will include a fully functioning interchange and a new flyover structure that will connect eastbound State Route 156 traffic to northbound US 101. This project also proposes to convert US 101 from a four-lane expressway to a four-lane freeway within the project limits.

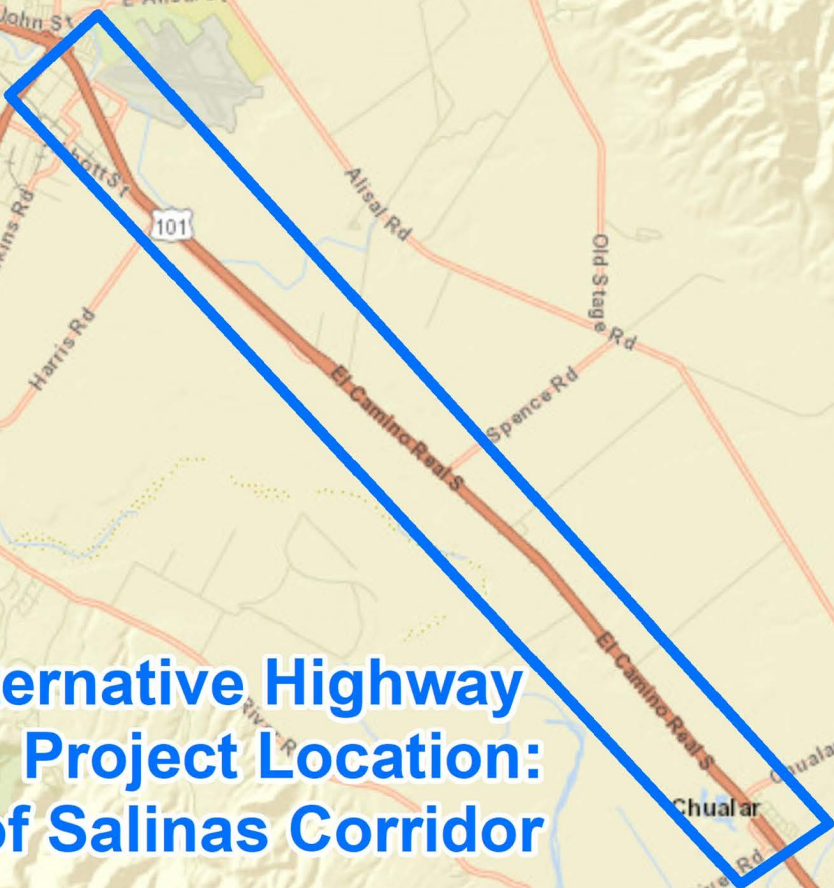
This segment of US 101 experiences congestion in both the northbound and southbound directions on a regular basis, especially on weekends. Heavy weekend traffic is generated by tourism from the Bay Area to the Monterey Peninsula and Big Sur. There are safety concerns and operational deficiencies due to poor weaving distances and at-grade intersections. The operational deficiencies exacerbate the congestion problems.

The project proposes to improve safety and address numerous operational deficiencies on US 101 by improving weaving distances, removing at-grade intersections, and constructing a new frontage road.

Cost Range: \$300,000,000 to \$350,000,000



**Potential Alternative Highway
Project Location:
US 101/SR 156 Interchange**



**Potential Alternative Highway
Project Location:
South of Salinas Corridor**

