



## TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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### *HIGHLIGHTS*

**October 22, 2025**

### **TAMC Board Receives Presentation on Monterey County's Share of State Transportation Improvement Program Funding**

At its October meeting, the TAMC Board reviewed and provided input on the funding proposal for the 2026 Regional Transportation Improvement Program (RTIP), a key component of the agency's Integrated Funding Strategy. The RTIP is a biennial document submitted to the California Transportation Commission that outlines how regions plan to use their share of State Transportation Improvement Program (STIP) funds. STIP funding is generated primarily from state and federal gas taxes and is allocated on a five-year cycle to support capital improvements in transportation infrastructure, including highways, local roads, transit, and intermodal facilities.

The proposed RTIP includes three major projects. The first is the Scenic State Route 68 Corridor Phase 1, which is proposed to receive \$5.0 million in STIP funds for the right-of-way phase. This phase focuses on safety and congestion improvements at Corral de Tierra, Laureles Grade, and San Benancio Road — key intersections along a heavily traveled corridor between Salinas and the Monterey Peninsula.

The second project is the US 101 South of Salinas Corridor, which is recommended for \$10.6 million in STIP funding to support final design of the US 101 interchange at Chualar. TAMC is working with Caltrans to pursue a Construction Manager/General Contractor (CM/GC) delivery method to accelerate project delivery.

The third project is the Pajaro/Watsonville Multimodal Transit Hub, which is proposed to receive \$8.8 million in STIP funds for final design. Located in the unincorporated community of Pajaro, the station will serve as a regional hub for Santa Cruz County residents accessing passenger rail service to the Bay Area.

Staff will finalize the RTIP proposal for Board consideration in December and then submit it to the California Transportation Commission. “These projects highlight our region’s urgent transportation needs,” said Executive Director Todd Muck. “By aligning our funding strategy with state priorities for climate resilience and multimodal initiatives, we’re positioning Monterey County to compete successfully for limited resources and deliver improvements that enhance safety, mobility, and access for our communities.”

### **Coast Rail Project Update**

The TAMC Board received a comprehensive update on the agency’s rail program, with a focus on the Coast Rail project and related planning efforts to expand passenger rail service along the Coast Mainline rail corridor between San Jose and San Luis Obispo. The presentation highlighted progress on several key components that together form a regional strategy for improving rail access and connectivity in Monterey County.

The King City Multimodal Transportation Center is fully funded and currently in the design phase. This future station will provide southern Monterey County residents with access to intercity rail service. The project includes plans for a passenger platform, parking facilities, and bus connections, and is intended to serve as a regional mobility hub for the southern part of the county.

The Salinas Rail Kick Start Project is advancing through final design for its remaining components. Package 1, which included improvements to the Salinas station, has been completed. Package 2 will construct a layover facility for train storage, and Package 3 will upgrade tracks in Gilroy to support expanded service. These improvements are critical to enabling new passenger rail service between Salinas and the Bay Area.

The Pajaro/Watsonville Multimodal Transit Hub is currently in environmental review. Located in the community of Pajaro, just 1.5 miles from downtown Watsonville, the station will serve as a key connection point for Santa Cruz County residents accessing rail service to the Bay Area. The project is designed to support future transit-oriented development and provide a new transportation hub for the region.

The Castroville Multimodal Station remains a priority for future development. It will connect the Monterey Peninsula to the Coast Mainline and serve as a transfer point for future service on the Monterey Branch Line. Environmental review and design work are currently paused pending additional funding.

The Board also received updates on coordination with the Coast Rail Coordinating Council and ongoing efforts to position these projects for future grant opportunities. Staff emphasized the importance of aligning environmental documentation and project readiness with state and federal funding cycles. “Expanding passenger rail service along the Coast corridor is a long-term investment in regional connectivity,” said Executive Director Muck. “Each of these station projects plays a vital role in building a network that serves residents across Monterey County and beyond.”