TRANSPORTATION AGENCY FOR MONTEREY COUNTY

HIGHLIGHTS

May 27, 2026

TAMC Board Receives Update on State Route 68 Adaptive Signal Pilot Project

The Transportation Agency for Monterey County (TAMC) Board of Directors received an update on the State Route 68 Adaptive Signal Pilot Project. The presentation follows the Board's previous authorization of $1.2 million for Caltrans to conduct a five-year adaptive signal pilot project on State Route 68.

The State Route 68 corridor includes nine signalized intersections that experience significant congestion during peak commute periods. With funding from the Transportation Agency, Caltrans procured a system from Miovision designed to improve traffic flow using real-time traffic data and technology incorporating artificial intelligence (AI). Unlike traditional signal timing, this adaptive system continuously adjusts to changing traffic conditions, allowing it to optimize traffic flow and respond to seasonal traffic fluctuations, special events, and incidents. The system is being evaluated as a five-year pilot program intended to provide real-world performance data while the Agency evaluates whether the benefits of roundabouts justify their cost relative to the adaptive signal system.

The Miovision adaptive traffic signal system was procured by Caltrans last year, and adaptive operations were implemented on May 5, 2026. A preliminary analysis was done on the adaptive operations to reflect typical conditions when local schools are in session. Early results show improved travel times in the prime direction of traffic flow during peak commute times.

During the morning commute, the adaptive system reduced travel times in the primary direction of travel (westbound from Salinas towards the Monterey Peninsula) by over 4 minutes. The average westbound speed during the morning commute increased from 19.5 mph to 21.6 mph due to adaptive signal operations. During the afternoon commute, the adaptive system reduced travel times in the primary direction of travel (eastbound from the Monterey Peninsula towards Salinas) by a little under 1 minute. The average travel speed eastbound during the afternoon

commute increased from 30.3 mph to 31.1 mph after adaptive signal operations were implemented.

Preliminary results indicate that the Miovision adaptive signal system will improve traffic flow along the corridor. The next appropriate time to evaluate signal operations is in the fall when school is back in session and typical driving patterns are prevalent.

This adaptive signal pilot project is important because it establishes a real-world benchmark for evaluating the proposed Phase I Scenic Route 68 Corridor Improvement Project, which includes constructing roundabouts at San Benancio Road, Corral de Tierra, and Laureles Grade.

Measure X Senior & Disabled Transportation Cycle 4 Award Recommendations Approved

The Transportation Agency received ten applications for the Measure X Senior and Disabled Transportation Program Cycle 4 Program, covering fiscal years 2026/27, 2027/28, and 2028/29. Applicants requested a combined total of $5,758,119—exceeding the $1.86 million available for Cycle 4 by $3,898,119. This made Cycle 4 the most competitive funding round to date.

After an extensive discussion following the Board presentation about the funding and selection process, the Board approved the recommendation by the Measure X Citizens Oversight Committee to adopt a resolution to award the Cycle 4 Measure X Senior & Disabled Transportation Program of Projects for Fiscal Years 2026/27 through 2028/29 as follows:

- $1,116,300 to Independent Transportation Network (ITN) Monterey County
- $526,328 to Alliance on Aging
- $50,244 to City of Greenfield
- $67,128 to Veterans Transition Center
- $100,000 to Blind & Visually Impaired Center

A summary of proposals and rankings are available here:
https://www.tamcmonterey.org/files/82d08db5d/Measure+X+Senior+%26+Disabled+-+Cycle+4+Funds+Requested+Summary.pdf

North Monterey County Regional Transportation Vulnerability Assessment Project

The TAMC Board of Directors received a presentation on the North Monterey County Regional Transportation Vulnerability Assessment (RTVA) Project, which evaluates how climate-related hazards are affecting and will continue to affect the transportation system in North Monterey County.

Findings indicate that precipitation-based hazards, particularly riverine and rainfall-runoff flooding along the Pajaro and Salinas Rivers, are the dominant drivers of transportation vulnerability under existing conditions. Chronic flooding occurs regularly during winter storm events, disrupting mobility, increasing travel times, and limiting access to essential services for residents.

While flooding remains the primary concern today, rising sea levels and coastal processes are expected to intensify impacts after 2050, leading to more frequent coastal and high-tide flooding and compounding inland flood risks. In addition, rising groundwater levels associated with sea level rise will reduce soil infiltration capacity, increasing the speed and extent of surface flooding while accelerating deterioration of roadway infrastructure. Inland and higher-elevation areas, which currently experience fewer impacts, are projected to face increasing risks later in the century from hazards such as landslides, wildfires, and post-fire debris flows as precipitation variability and extreme weather intensify.

Exposure and vulnerability analyses show that transportation assets located in low-lying coastal and riverine areas are particularly at risk, with local roads representing the largest share of exposed infrastructure. Critical corridors (including State Routes 1, 156, and 183, and key local roads such as Castroville Boulevard, Elkhorn Road, and Moss Landing Road) are vulnerable to multiple hazards, which can result in road closures, detours, and system-wide disruptions. These impacts affect not only vehicular travel but also transit service reliability, emergency response, and the movement of goods, particularly for the region's agricultural economy.

The assessment highlights important social and equity considerations. Vulnerability is not evenly distributed across the region, with disadvantaged and rural communities, many of which rely on limited transportation options, experiencing disproportionate impacts from flooding and roadway disruptions. Community engagement confirmed that recurring flooding leads to missed work, limited access to schools and services, and, in some cases, temporary isolation. Traffic demand and the need to maintain reliable transportation access for disadvantaged populations were consistently identified as top priorities in evaluating risk and developing adaptation strategies.

Overall, the RTVA provides a data-driven foundation for prioritizing transportation investments and adaptation projects. By combining hazard exposure, infrastructure vulnerability, and community priorities, the assessment identifies the most at-risk roadway segments and establishes a framework for targeting improvements that enhance system resilience. The findings support a proactive approach to integrating climate considerations into transportation planning, emphasizing near-term action to address existing flooding issues while also preparing for long-term climate impacts through multi-jurisdictionally coordinated, multi-benefit adaptation strategies.