



Figure 1 - Pajaro / Watsonville Multimodal Station Concept

2026 Regional Transportation Improvement Program

December 2025

Fiscal Years 2026/27 to 2030/31



November 17, 2025

Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

RE: Submittal of TAMC's 2026 Regional Transportation Improvement Program

Dear Ms. Taylor:

The Transportation Agency for Monterey County submits the enclosed **2026 Regional Transportation Improvement Program** for consideration by the California Transportation Commission in accordance with State Transportation Improvement Program guidelines.

Monterey County's 2026 Regional Transportation Improvement Program reflects TAMC's dedication to improving statewide and regional travel by constructing high-priority highway, regional road, rail, and bicycle and pedestrian transportation projects throughout the region. To that end, the Transportation Agency selected projects to program in the 2026 Regional Transportation Improvement Program that are either ready for construction or moving quickly through pre-construction phases; are regional priority projects in Measure X with multimodal features; are in the adopted or draft Sustainable Communities Strategy; and are excellent candidates for the Senate Bill 1 grant programs. With this proposed program of projects, the Transportation Agency can begin design on three priority regional projects in the next five years:

- Scenic State Route 68 Safety & Traffic Flow – Phase 1
- US 101 South of Salinas – Chualar Segment
- Pajaro / Watsonville Multimodal Station

The Transportation Agency looks forward to working with the State to deliver these critical safety and congestion relief projects. If you have any questions about the Transportation Agency's 2026 Regional Transportation Improvement Program, please contact myself or my staff, Janneke Strause, at (831) 775-4410.

Sincerely,

A handwritten signature in blue ink that reads "Todd Muck".

Todd Muck
Executive Director

Enclosure: TAMC 2026 Regional Transportation Improvement Program

CC: James Anderson, Chief, Caltrans Division of Financial Programming
Scott Eades, Director, Caltrans District 5

2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

Table of Contents

Cover Letter	ii
A. Overview and Schedule	1
Section 1. Executive Summary	1
Section 2. General Information	2
Section 3. Background of Regional Transportation Improvement Program (RTIP)	3
Section 4. Completion of Prior RTIP Projects	3
Section 5. RTIP Outreach and Participation	4
B. 2026 STIP Regional Funding Request	6
Section 6. 2026 STIP Regional Share and Request for Programming	6
Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program (RIP) Projects	9
Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs	12
Section 9. Projects Planned Within Multi-Modal Corridors	13
Section 10. Highways to Boulevards Conversion Pilot Program	15
Section 11. Complete Streets Consideration (per Section 26)	15
C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP	16
Section 12. Regional Level Performance Evaluation	16
Section 13. Regional and Statewide Benefits of RTIP	18
D. Performance and Effectiveness of RTIP	19
Section 14. Evaluation of Cost Effectiveness of RTIP	19
Section 15. Project Specific Evaluation	20
E. Detailed Project Information	31
Section 16. Overview of Projects Programmed with RIP Funding	31
F. Appendices	32
Section 17. Projects Programming Request Forms	32
Section 18. Board Resolution or Documentation of 2026 RTIP Approval	33
Section 19. Fact Sheet	34

A. Overview and Schedule

Section 1. Executive Summary

Monterey County's 2026 Regional Transportation Improvement Program (RTIP) reflects the Transportation Agency for Monterey County (TAMC)'s commitment to delivering high-priority highway, rail, transit, and active transportation projects that improve safety and mobility across the region. The RTIP, adopted every two years, programs funds for consideration by the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP).

With the passage of Measure X in 2016, Monterey County became a self-help county, securing a reliable local funding source through a 3/8% transportation sales tax. Measure X was projected to generate \$20 million annually, or \$600 million over 30 years, but actual revenues have exceeded expectations. These funds are dedicated to:

- 60% Local Road Maintenance, Pothole Repairs & Safety
- 27% Regional Road Safety & Congestion Relief
- 13% Pedestrian & Bicycle Safety and Mobility

Measure X allows TAMC to bring local dollars to the table, but delivering major regional projects still requires significant state and federal investment and close coordination with funding partners. Our strategy is clear: use Measure X and STIP funds to advance projects through pre-construction phases quickly, making them competitive for Senate Bill 1 programs and federal discretionary grants. This approach has already proven successful, leveraging local and STIP shares to secure:

- \$19 million from the SB 1 Local Partnership Program for the Marina–Salinas Multimodal Corridor (construction underway, completion in 2026)
- \$80.3 million from the Trade Corridor Enhancement Program and \$10.3 million from the Local Partnership Program for the SR 156/Castroville Boulevard Interchange (construction begins in 2026)

The 2026 RTIP continues this strategy by prioritizing three regional projects that can be advanced to shovel-ready status within five years and positioned for competitive state and federal programs:

- Scenic State Route 68 Safety & Traffic Flow – Phase 1
- US 101 South of Salinas – Chualar Segment
- Pajaro / Watsonville Multimodal Station

Through Measure X, STIP, and strong partnerships with the CTC, Caltrans, and federal agencies, TAMC is building the foundation for transformative transportation improvements that connects communities, advances State climate goals, and supports economic vitality.

Section 2. General Information

Regional Agency Name

Transportation Agency for Monterey County

Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).

Regional Agency Website Link: <http://www.tamcmonterey.org>

RTIP document link: <https://www.tamcmonterey.org/state-transportation-improvement-program>

RTP link: <https://www.tamcmonterey.org/regional-transportation-plan>

Regional Agency Executive Director Contact Information

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit, and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including federal, state, and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

Consistent with the Transportation Agency's historical approach, **Monterey County's 2026 Regional Transportation Improvement Program** funding proposal seeks to coordinate State Transportation Improvement Program funding with other available fund sources, such as Senate Bill 1 grant programs and Monterey County's Transportation Safety & Investment Plan (Measure X), to deliver a multimodal program of critical regional transportation improvements that are consistent with our region's Sustainable Communities Strategy. The Transportation Agency met with project sponsors, including Caltrans, to develop a coordinated funding effort known as the Integrated Funding Strategy, which aligns all potential funding sources with project phases and schedules to maximize project delivery and leveraging of matching funds.

Projects from the **2026 Regional Transportation Improvement Program** that are currently programmed in the State Transportation Improvement Program and carrying over to the 2026 program include the Scenic State Route 68 Safety & Traffic Flow project and the US 101 South of Salinas project. The Agency is proposing to add one new project, the Pajaro / Watsonville Multimodal Station. The Transportation Agency Board of Directors adopted the **2026 Regional Transportation Improvement Program** at its meeting on December 3, 2025.

Section 4. Completion of Prior RTIP Projects

The Transportation Agency has been actively working to deliver high-priority multimodal regional projects. Package 1 of the Monterey County Rail Extension completed construction in 2021. Package 1 extended Lincoln Avenue into the Salinas Rail Station, provided additional parking, and constructed related station improvements to facilitate the extension of commuter rail service from Santa Clara to Salinas. Additionally, the Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow) project will complete construction in 2026, which will widen Imjin from 2 to 4 lanes between Reservation Road and Imjin Road, construct four new roundabouts, and modify the existing signal at

the Reservation/Imjin intersection. The project also includes class 2 bike lanes, a multi-use pathway, crosswalk beacons, storm-water improvements, street lighting, artwork, and landscaping.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
TAMC Executive Committee reviews 2026 funding proposal	October 1, 2025
Caltrans submits draft ITIP	October 15, 2025
TAMC Board of Directors reviews 2026 funding proposal	October 22, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
TAMC Board of Directors adopts 2026 RTIP	December 3, 2025
TAMC submits RTIP to CTC (postmark by)	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

B. Community Engagement

The program of projects in this document builds on the 18-month strategic planning process to create the Measure X Transportation Safety and Investment Plan. First, TAMC conducted a technical analysis of transportation needs on the regional network: the top collision locations and safety hot spots, segments with traffic congestion and delay, gaps in the bicycle and pedestrian network, transit service deficiencies, and the pavement management index of roads throughout the county. This analysis produced a long list of regional transportation needs, totaling \$2 billion over 30 years. This list was presented for public review and comment in several forums throughout the county, including bilingual and disadvantaged communities. Public outreach also included surveys, focus groups, and several meetings of a diverse group of community leaders. The result of this extensive public outreach effort was the multimodal Measure X plan, which the **2026 Regional Transportation Improvement Program** builds upon.

The Transportation Agency for Monterey County presented the draft **2026 Regional Transportation Improvement Program** funding proposal to its Executive Committee and twice to the Board of Directors. Members of the public and community stakeholders attended those meetings and provided input on the draft program of projects.

In addition to regular Transportation Agency board meetings, extensive public outreach was conducted for each major project proposed in the 2026 RTIP. For the State Route 68 Scenic Corridor

Project, the Agency partnered with Caltrans to host a series of in-person and virtual workshops in Monterey and Salinas, including an open house and a bilingual community meeting. These sessions focused on safety improvements, scenic preservation, and congestion relief, and included interactive mapping exercises to gather local input.

For the US 101 South of Salinas Project, the Agency and Caltrans organized multiple stakeholder roundtables with agricultural businesses, freight operators, and local jurisdictions, as well as two public open houses in Chualar and Gonzales to present design alternatives and receive feedback on access and safety concerns.

The Pajaro / Watsonville Multimodal Station Project was advanced through outreach tied to the Monterey Bay Area Rail Network Integration Study. This included three regional workshops in Watsonville, Castroville, and Salinas, as well as targeted meetings with transit agencies, freight rail operators, and community organizations. Public scoping sessions for the Environmental Impact Report were held in Watsonville and online, ensuring broad participation. Across all projects, the Agency employed bilingual materials, interactive surveys, and pop-up events at farmers' markets and community centers to keep residents informed and engaged.

The project selection process for the **2026 Regional Transportation Improvement Program** was driven by the goals and objectives of the Transportation Agency Board of Directors:

- Project Delivery – bring projects to construction as soon as possible and advance other projects through the pre-construction phases to position them for potential grant opportunities.
- Maximize Leveraging of Funds – identify all potential sources of funding and aggressively pursue Senate Bill 1 programs, or other State and federal grant opportunities, as a match to existing State Transportation Improvement Program and Measure X funding.
- Communications – conduct public outreach to receive feedback on the draft list of projects and communicate the benefits of transportation funding (Measure X, Senate Bill 1, STIP) to the local community.
- New Approaches – develop projects that are forward-thinking and incorporate new technologies and multimodal features.

To that end, the Transportation Agency selected projects to program in the **2026 Regional Transportation Improvement Program** funds that are moving quickly through pre-construction phases; are regional priority projects with multimodal features; are in the adopted Sustainable Communities Strategy; and are excellent candidates for State and federal grant programs.

C. Consultation with Caltrans District (Required per Section 20)

Caltrans District: 5

Transportation Agency staff consulted with Caltrans District 5 staff, as is required per Section 17 of the STIP Guidelines, during the development of the **2026 Regional Transportation Improvement**

Program. Over the course of several meetings during 2024 and 2025, these discussions centered on coordinating pre-construction activities to facilitate the timely delivery of high priority projects, developing a program of shovel-ready projects, and securing matching funds from the Senate Bill 1 grant programs.

B. 2026 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

The Transportation Agency for Monterey County’s maximum share per the **2026 State Transportation Improvement Program** Fund Estimate is \$24.345 million.

B. Advance Project Development Element (APDE)

There is no APDE capacity identified for the 2026 STIP.

C. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
Scenic State Route 68 Safety & Traffic Flow – Phase 1 PPNO: 1790A	Phase 1 of the State Route 68 project will construct the first three of a total of nine roundabouts and two of a total of five wildlife crossings planned on the SR 68 corridor. The roundabout locations will be at San Benancio Road, Corral de Tierra Road, and Laureles Grade.	\$4,827,000 for ROW in FY2026/27
US 101 South of Salinas – Chualar Segment PPNO: 3300A	The Chualar Segment is the first phase of the US 101 South of Salinas project. This project phase will construct a new, relocated interchange on US-101, provide a grade separation over the Union Pacific Railroad, and add new frontage roads with bicycle facilities.	\$10,397,000 for PS&E in FY2027/28
Pajaro / Watsonville Multimodal Station PPNO: CP132	This project will construct a new multimodal transit and intercity rail station in Pajaro, north Monterey County connecting future rail service to Santa Cruz County.	\$8,781,000 for PS&E in FY2027/28
Planning, Programming, and Monitoring PPNO: 1165	The Transportation Agency will use the Planning, Programming, and Monitoring funding in accordance with activities listed in Section 21 of the 2026 State Transportation Improvement Program	\$277,000 in FY 2026/27 \$276,000 in FY 2027/28

	<p>Guidelines, such as regional transportation planning, project planning, and program development; including the preparation of Regional Transportation Improvement Programs and studies supporting and monitoring the implementation of STIP projects.</p>	<p>\$253,000 in FY 2028/29</p> <p>\$170,000 in FY 2029/30</p> <p>\$170,000 in FY 2030/31</p>
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Table 1: Summary of Proposed 2026 RTIP Programming

PROPOSED 2026 PROGRAMMING																
Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year					Project Totals by Component						
					Prior	26-27	27-28	28-29	29-30	30-31	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Project Proposals:																
Caltrans	101	3300A	US 101 South of Salinas - Chualar Segment	-\$18,439	-\$9,989	\$0	-\$8,450	\$0	\$0	\$0	\$0	\$0	-\$9,989	-\$8,450	\$0	\$0
Caltrans	101		US 101 South of Salinas - Chualar Segment	\$28,836	\$9,989	\$0	\$18,847	\$0	\$0	\$0	\$0	\$0	\$9,989	\$18,847	\$0	\$0
Caltrans	68	1790A	Rt 68 Op Improvements - Phase 1	-\$23,500	-\$23,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$23,500	\$0	\$0
Caltrans	68		Rt 68 Op Improvements - Phase 1	\$28,327	\$23,500	\$4,827	\$0	\$0	\$0	\$0	\$4,827	\$0	\$23,500	\$0	\$0	\$0
TAMC		CP132	Pajaro / Watsonville Multimodal Station	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TAMC		CP132	Pajaro / Watsonville Multimodal Station	\$8,781	\$0	\$0	\$8,781	\$0	\$0	\$0	\$0	\$0	\$0	\$8,781	\$0	\$0
TAMC		1165	Planning, programming, and monitoring	-\$2,216	-\$1,410	-\$277	-\$276	-\$253	\$0	\$0	\$0	-\$2,216	\$0	\$0	\$0	\$0
TAMC		1165	Planning, programming, and monitoring	\$2,556	\$1,410	\$277	\$276	\$253	\$170	\$170	\$0	\$2,556	\$0	\$0	\$0	\$0
Total Proposed 2026 STIP Programming				\$24,345	\$0	\$4,827	\$19,178	\$0	\$170	\$170	\$4,827	\$340	\$0	\$19,178	\$0	\$0

Acronyms:

- Rte: Route
- PPNO: Planning and Programming Number (Caltrans Project Identifier)
- E & P: Environmental Document and Project Approval
- PS&E: Plans, Specifications, and Estimates (Design)
- R/W: Right of Way
- R/W Sup: Right of Way Support
- Const: Construction
- Con Sup: Construction Support

Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program (RIP) Projects

Local Funding

- **Measure X**

Local sales tax revenues under Measure X are split 60% for local road maintenance and safety projects and 40% for regional mobility improvements. Measure X funds are programmed for the SR 68 Safety & Traffic Flow – Phase 1 right-of-way phase in FY 2026/27 and construction in FY 2027/28.

State Funding

- **State Transportation Improvement Program (STIP)**

Enhanced by Senate Bill 1, STIP provides funding for major highway and rail projects. STIP shares are programmed for SR 68 final design and right-of-way; US 101 South of Salinas final design; and proposed funding for the Pajaro / Watsonville Multimodal Station in the 2026 RTIP.

- **SB 1 Local Partnership Program (LPP)**

Provides formula funds to self-help counties and competitive grants for matching major state programs. LPP formula funds will support SR 68 Phase 1 right-of-way in FY 2025/26. The Agency will also pursue LPP competitive funds as match for SCCP and TCEP grants.

- **SB 1 Solutions for Congested Corridors Program (SCCP)**

Funds projects that relieve congestion in key corridors. The Agency plans to apply for SCCP Cycle 5 funds for SR 68 Phase 1 construction in FY 2027/28.

- **SB 1 Trade Corridors Enhancement Program (TCEP)**

Supports freight efficiency and goods movement. The Agency will seek TCEP Cycle 5 funds for US 101 South of Salinas, addressing freight bottlenecks and safety improvements.

Federal Funding

- **FTA Section 5307, 5339, and 5311**

Provide formula grants for urban and rural transit operations and capital improvements, including bus and multimodal facilities.

- **FRA CRISI & Federal-State Partnership for Intercity Passenger Rail**

Support rail safety and infrastructure upgrades, critical for the Pajaro / Watsonville Multimodal Station.

- **USDOT RAISE, INFRA, and MEGA Grants**

Competitive programs for multimodal, freight, and transformative infrastructure projects. These will be pursued for regional rail and highway priorities.

These funding sources, identified in the Regional Transportation Plan's Financial Element, will be essential to delivering the SR 68 Scenic Corridor, US 101 South of Salinas, and Pajaro / Watsonville Multimodal Station projects.

Table 2: STIP Projects included in the 2025 Integrated Funding Plan

	Prior	2026/27	2027/28	2028/29	2029/30	2030/31	Funding
MON-CT011-CT: State Route 68 Safety & Traffic Flow - Phase 1 (Corral De Tierra / San Benancio / Laureles)	Design	ROW	Con				
State Transportation Improvement Program	\$ 23,500						\$ 23,500
Measure X		\$ 15,409	\$ 6,300				\$ 21,709
SB 1 Local Partnership Formula		\$ 1,483					\$ 1,483
SB 1 Solutions for Congested Corridors - Cycle 5 (future)			\$ 57,000				\$ 57,000
SB 1 Local Partnership Competitive (future)			\$ 6,300				\$ 6,300
State Transportation Improvement Program - 2026		\$ 4,827					\$ 4,827
	\$ 23,500	\$ 21,719	\$ 69,600	\$ -	\$ -	\$ -	\$ 114,819
MON-CT031-CT: US 101 South of Salinas	Study & Env't		Design			Con	
Measure X	\$ 440		\$ 153				\$ 593
State Transportation Improvement Program	\$ 9,989		\$ 8,450				\$ 18,439
SB 1 Solutions for Congested Corridors - Cycle 5 (future)						\$ 15,300	\$ 15,300
SB 1 Trade Corridor Enhancement Program - Cycle 5 (future)						\$ 68,000	\$ 68,000
State Transportation Improvement Program - 2026			\$ 10,397				\$ 10,397
	\$ 10,429	\$ -	\$ 19,000	\$ -	\$ -	\$ 83,300	\$ 112,729
MON-TAMC014-TAMC: Pajaro / Watsonville Multimodal Station	Env't		Design				
SB 1 TIRCP	\$ 2,274						\$ 2,274
State Transportation Improvement Program - 2026			\$ 8,781				\$ 8,781
	\$ 2,274	\$ -	\$ 8,781	\$ -	\$ -	\$ -	\$ 11,055
Planning, Programming, and Monitoring							
State Transportation Improvement Program - PPM	\$ 1,410	\$ 277	\$ 276	\$ 253			\$ 2,216
State Transportation Improvement Program - 2026					\$ 170	\$ 170	\$ 340
	\$ 1,410	\$ 277	\$ 276	\$ 253	\$ 170	\$ 170	\$ 2,556

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

The King City Multimodal Transportation Center is a key component of the Coast Rail project, designed to provide intercity rail access for southern Monterey County and improve connectivity to statewide passenger rail services. The project will deliver a new station platform and supporting infrastructure to serve Amtrak's Coast Starlight and future regional rail services, enhancing mobility for rural communities and supporting economic development in the Salinas Valley.

The Draft 2026 Interregional Transportation Improvement Program (ITIP) includes \$9.1 million in ITIP funding for this project, an increase from the prior rail reserve allocation. This investment underscores the state's commitment to expanding interregional passenger rail and reducing reliance on single-occupancy vehicles, while improving access to jobs, education, and healthcare for residents in one of California's most productive agricultural regions.

Interregional Highway and Intercity Rail Needs

The regional highway and rail network in Monterey County also serves as the regional goods movement system supporting the county's major industries. Improvements included in the Regional Transportation Plan have been identified to serve goods movement needs and are consistent with recent corridor-based studies and funding efforts. These include the 2016 US 101 Central Coast California Freight Strategy Report produced by the Association of Monterey Bay Area Governments and the 2016 California Sustainable Freight Action Plan.

Key goods movement routes in Monterey County include the US 101. Freight routes in Monterey County are identified as significantly important for the movement of freight, particularly agricultural products, as Salinas Valley is home to the top vegetable producing land in the nation. The US 101 serves as the main north-south corridor for goods movement between Los Angeles and San Francisco and is the primary corridor for goods movement into and out of the Central Coast Counties.

The Transportation Agency also recently adopted The Monterey Bay Area Rail Network Integration Study, which focuses on determining the optimal options for: rail connectivity and operations,

equipment needs, governance, and community benefits for future service in the region. The service scenarios developed in the Study relate to three corridors:

- Salinas to Santa Clara County,
- Monterey Peninsula to Santa Cruz, and
- Salinas to San Luis Obispo via southern Monterey County.

Implementation of service is organized in three time horizons: Initial Service (short-term), Phased Service (mid-term), and Vision Service (long-term). For each time horizon, the Study outlines service characteristics; defines infrastructure and train equipment requirements; provides cost and ridership estimates; assesses potential benefits; and provides recommendations regarding governance and funding and financing strategies. This Study will assist TAMC by providing the data needed to prepare grant applications for funding new stations at Pajaro/Watsonville, Castroville, Soledad, and King City. The Pajaro / Watsonville Multimodal Station was awarded \$2,274,000 of Transit & Intercity Rail Capital Program funds in FY24/25.

Section 9. Projects Planned Within Multi-Modal Corridors

The 2026 Regional Transportation Improvement Program (RTIP) and the broader Regional Transportation Plan prioritize investments in corridors that integrate multiple modes of travel—highway, transit, bicycle, and pedestrian facilities—to improve safety, mobility, and connectivity. These projects support the Sustainable Communities Strategy and statewide climate goals by reducing congestion and expanding travel choices.

Salinas–Monterey Corridor

- **Scenic State Route 68 Safety & Traffic Flow**
Converts nine signalized intersections to modern roundabouts, improving travel time reliability and safety for motorists while incorporating wildlife crossings and bicycle/pedestrian accommodations.
- **Marina–Salinas Multimodal Corridor**
Provides high-quality transit facilities, dedicated bus lanes, and active transportation improvements along Blanco Road, Reservation Road, and Imjin Parkway, connecting Salinas to the Monterey Peninsula and CSU Monterey Bay.
- **SURF! Busway and Bus Rapid Transit Project**
Constructs approximately 5 miles of dedicated bus-only lanes along the TAMC-owned Monterey Branch Line right-of-way, linking Marina, Seaside, and Monterey with regional transit hubs. Includes a new multimodal station at 5th Street and enhanced bicycle/pedestrian connections to the Fort Ord Regional Trail and Greenway.
- **Fort Ord Regional Trail and Greenway (FORTAG)**
A 28-mile Class I trail network connecting Marina, Seaside, Del Rey Oaks, and Monterey to CSU Monterey Bay and regional transit hubs. Provides safe, separated bicycle and pedestrian access and links to the SURF! Busway corridor.

Salinas Valley / U.S. 101 Corridor

- **U.S. 101 South of Salinas**
Eliminates 11 at-grade intersections, constructs new interchanges, and adds frontage roads to improve safety and freight mobility. Includes bicycle and pedestrian enhancements and transit access improvements.
- **King City Multimodal Transportation Center**
Creates a new rail station and bus transfer hub to serve Amtrak’s Coast Starlight and future Coast Rail Service, improving interregional connectivity for South Monterey County residents and military personnel at Fort Hunter Liggett.
- **South County Regional Transit Improvements**
Expands MST Line 23 service between King City and Salinas, with enhanced bus stops and active transportation features along Abbott Street.

North Monterey County Gateways

- **Pajaro–Watsonville Multimodal Station**
Establishes a regional rail and transit hub connecting Monterey and Santa Cruz Counties to Silicon Valley and the Bay Area. The station will integrate passenger rail, local and regional bus service, bicycle and pedestrian facilities, and electric vehicle charging infrastructure.
- **G12 Corridor Improvements**
Implements operational and capacity upgrades along the Pajaro–Prunedale corridor, including intersection improvements, signalization, and bicycle/pedestrian facilities to enhance safety and connectivity between State Route 1 and U.S. 101.

Coastal Corridor / State Route 1

- **Highway 1 Elkhorn Slough Climate Resiliency Project**
Addresses sea-level rise and storm surge risks along Highway 1 and adjacent rail corridor. Includes realignment options and multimodal improvements for safety and connectivity.
- **Future Passenger Rail Service (Monterey Branch Line)**
Long-term vision for rail service between Monterey and Castroville, complementing the SURF! Busway and Pajaro Station investments.

Regional Benefits:

These multimodal corridor projects collectively aim to:

- Reduce congestion and improve travel time reliability for all users.
- Expand access to public transit and active transportation options.
- Support freight efficiency and economic vitality.
- Enhance safety and environmental sustainability through Complete Streets and climate adaptation strategies.

Section 10. Highways to Boulevards Conversion Pilot Program

The region does not currently have State routes identified that might be potential candidates for a highway to boulevard conversion pilot program.

Section 11. Complete Streets Consideration (per Section 26)

Consistent with Caltrans' Complete Streets Action Plan, projects proposed in the **2026 Regional Transportation Improvement Program** have considered and will incorporate, where appropriate, complete streets elements.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation

The Association of Monterey Bay Area Governments is the Metropolitan Planning Organization (MPO) for the Monterey Bay Area. As the MPO, AMBAG is required to produce certain documents that maintain the region's eligibility for federal transportation assistance which include the Metropolitan Transportation Plan (MTP). AMBAG coordinates the development of the MTP with Regional Transportation Planning Agencies (San Benito County Council of Governments, the Santa Cruz County Regional Transportation Commission and the Transportation Agency for Monterey County), transit providers (San Benito County Local Transit Authority, Monterey Salinas Transit, and Santa Cruz METRO Transit District), the Monterey Bay Unified Air Pollution Control District, and state and federal governments.

Senate Bill 375, passed in late 2008, requires the 18 Metropolitan Planning Organizations in California to reduce per capita vehicle miles traveled and related greenhouse gases through a coordinated land use and transportation plan called the Sustainable Communities Strategy. AMBAG adopted an updated Metropolitan Transportation Plan that included the requirements of Senate Bill 375 in June of 2018. Under SB 375, the Sustainable Communities Strategy must identify a regional development pattern and transportation system that can meet the regional greenhouse gas (GHG) targets from the automobile and light truck sectors for 2020 and 2035. Pursuant to statute, the California Air Resources Board (CARB) adopted targets for each of the 18 MPOs across the state. Based upon the recommendation issued by the AMBAG Board of Directors, CARB adopted the following targets for the Monterey Bay Area in September 2010:

- 2020: 3% reduction from 2005 per capita GHG emissions
- 2035: 6% reduction from 2005 per capita GHG emissions

The Transportation Agency worked closely with the Association of Monterey Bay Area Governments and our regional partners to develop the Sustainable Communities Strategy and coordinated the preparation of the 2022 Regional Transportation Plan with the 2045 Metropolitan Transportation Plan / Sustainable Communities Strategy. The 2026 Regional Transportation Plan is currently being prepared and will remain consistent with the Strategy.

The Transportation Agency has supported the goals of SB 375 to ensure our planning efforts are aligned with the proposed GHG targets for our region. This **2026 Regional Transportation Improvement Program** is consistent with these efforts by supporting projects that will relieve congestion, support multi-modal transportation (rail, transit, and bike / pedestrian), and promote environmental preservation, all of which will help to improve regional air quality and reduce greenhouse gas emissions.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Table B1 summarizes the regional-level performance measures of the 2022 Regional Transportation Plan for Monterey County and the Monterey Bay Metropolitan Transportation Plan / Sustainable Communities Strategy. The Policy Element of the 2022 Regional Transportation Plan provides a framework for evaluating transportation projects to meet Monterey County’s mobility needs over the next twenty years. To develop transportation improvements that support land use assumptions in the regional Sustainable Communities Strategy, the 2022 Regional Transportation Plan incorporates goals, objectives and performance measures that are oriented toward achieving a balanced transportation system. This policy framework moves away from automobile-oriented goals and instead evaluates how well the planned system transports people and goods. The Policy Element of the regional plan is derived from the Smart Mobility Framework developed by Caltrans, which has been used by other regions across California to address state sustainability planning requirements.

Table 3: Regional Level Performance Indicators and Measures

Table B1: Regional Level Performance Indicators and Measures			
Goal	Indicator / Measure	2022 Existing	2045 MTP / SCS
Access and Mobility	Work Trips within 30 Minutes (percent)		
	Drive Alone	85.1%	84.3%
	Carpool	85.1%	84.3%
	Transit	57.6%	60.8%
	Commute Travel Time (minutes)	15.4	15.6
Economic Vitality	Jobs Near High Quality Transit (percent)	21.4%	29.6%
	Daily Truck Delay (hours)	6,404	8,218
Environment	GHG Reductions (percent)	-3.0%	-6.6%
	Open Space Consumed (acres)	N/A	293
	Farmland Converted (acres)	N/A	2,635
Healthy Communities	Alternative Transportation Trips (percent)	13.6%	13.5%
	Air Pollution - all vehicles (pounds/day)	0.019	0.005
	Peak Period Congested Vehicle Miles of Travel (miles)	707,987	797,962
Social Equity	Access to Transit Within 1/2 Mile (percent)		
	Low-Income Population	17.49%	22.12%
	Non-Low-Income Population	4.16%	8.35%
	Minority Population	29.65%	35.26%
System Preservation and Safety	Non-Minority Population	1.19%	5.25%
	Maintain the Transportation System (percent)	N/A	59.7%
	Fatalities and Injuries per 1,000 Vehicle Miles Traveled	0.03	0.06
	Annual Projected Bike / Pedestrian Fatalities and Injuries per 1,000 Vehicle Miles of Traveled	0.006	0.004

Section 13. Regional and Statewide Benefits of RTIP

The 2026 Regional Transportation Improvement Program (RTIP) for Monterey County delivers significant regional and statewide benefits by advancing projects that improve safety, mobility, equity, and sustainability while supporting economic vitality and freight efficiency.

Regional Benefits

Access & Mobility

The RTIP strengthens residents' ability to safely and efficiently meet daily needs by improving travel times, reducing congestion, and expanding transportation choices.

- Scenic State Route 68 – Phase 1 enhances access between the Monterey Peninsula and Salinas Valley, reducing delays and improving safety for commuters, visitors, and emergency services.
- US 101 South of Salinas – Chualar Segment improves freight movement and regional connectivity, supporting agricultural and goods movement while reducing bottlenecks for local travelers.
- Pajaro / Watsonville Multimodal Station creates a true mobility hub—providing seamless access to new passenger rail services, regional and local transit, bicycle and pedestrian facilities, and electric vehicle charging stations—connecting Monterey County residents to jobs, education, and healthcare throughout the Central Coast and Bay Area.

Safety & Health

All RTIP projects are designed to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution. Roundabouts on SR 68 and interchange improvements on US 101 will reduce high-speed collisions, while multimodal investments encourage walking, biking, and transit use.

Environmental Stewardship

Projects programmed in the RTIP incorporate climate adaptation and sustainability strategies, including wildlife crossings, stormwater management, and Complete Streets elements. These investments reduce greenhouse gas emissions by improving traffic flow and increasing access to transit and active transportation.

Social Equity

The RTIP reduces disparities in safe, reliable access to key destinations for transportation-disadvantaged populations. The Pajaro Station project provides affordable rail and transit options for rural communities, improving access to employment and education opportunities without adverse impacts.

Statewide Benefits

Freight Movement

US 101 is a critical freight corridor for California’s agricultural economy. The RTIP funds the US 101 South of Salinas – Chualar Segment, eliminating at-grade intersections and improving safety and reliability for goods movement, consistent with the California Freight Mobility Plan.

Interregional Connectivity

The Pajaro Station project advances the Coast Rail Corridor vision, improving passenger rail access between the Central Coast, Silicon Valley, and Southern California. These investments support statewide goals for mode shift and greenhouse gas reduction.

Senate Bill 375 Compliance

The RTIP aligns with the Monterey Bay Sustainable Communities Strategy by funding projects that increase the use of alternative modes for interregional travel and help meet greenhouse gas emission targets under SB 375.

Climate Adaptation and Resiliency

The 2026 RTIP incorporates design strategies that address climate risks and support long-term system resilience. Projects include features such as wildlife crossings, stormwater management, and Complete Streets elements to reduce environmental impacts and improve safety. Corridor improvements also consider sea-level rise and extreme weather vulnerabilities, ensuring reliable access for communities and freight while advancing California’s climate goals.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP

The Transportation Agency for Monterey County developed the **2026 Regional Transportation Improvement Program** to be cost effective in several ways:

- All the projects programmed in the 2026 Regional Transportation Improvement Program are high-priority safety or congestion-relief projects on the State Highway System or regional transportation network and support a blend of multi-modal transportation options, including rail, transit, bicycle, and pedestrian facilities.
- When constructed, these projects will provide traffic congestion relief, safety improvements, and sustainable transportation options to Monterey County residents, truckers, and visitors.
- The projects will stimulate the economy by creating jobs and supporting economic development in the region.

- The 2026 Regional Transportation Improvement Program projects include leveraged funding from other federal, state, and local sources.

Per Section 22B of the 2026 State Transportation Improvement Program Guidelines, the Transportation Agency has used the performance measures in Table B1(a) below to evaluate the regional cost-effectiveness of projects proposed in the **2026 Regional Transportation Improvement Program**.

Table 4: Evaluation – Rural Specific Regional Level Performance Indicators and Measures

Table B1(a): Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (Year 2035)
Congestion Reduction	Change in total VMT	707,987	797,962
	Change in commute mode share	Drive Alone: 85.1% Carpool: 85.1% Transit: 57.6%	Drive Alone: 84.3% Carpool: 84.3% Transit: 60.8%
Transit	Change in operating cost per revenue mile	Not applicable	No change
Infrastructure Condition	Change in Pavement Condition Index	52	Improve
Safety	Injuries and fatalities per 1,000 VMT	.03	.06
Environmental Sustainability	Change in Land Use Efficiency	Not applicable	No change

Section 15. Project Specific Evaluation

The three projects proposed in the **2026 Regional Transportation Improvement Program** for Monterey County have total project costs of \$50 million or greater, or STIP programming for right-of-way and/or construction of \$15 million or more. The following is a project specific benefit evaluation to estimate each project’s benefit to the regional system from changes to the built environment.

Scenic State Route 68 – Phase 1:

The benefit evaluation for Scenic State Route 68 – Phase 1 was determined using the following performance measures: Congestion Reduction (Freight), Throughput (Freight), System Reliability (Freight), Velocity (Freight), Safety, and Air Quality. The evaluation of performance measures indicates a positive benefit of the Scenic State Route 68 – Phase 1 project, as shown in the following tables.

Table 5: Project Specific Evaluation Performance Metrics – Scenic State Route 68 – Phase 1

Metric Name:	Congestion Reduction (Freight) Person Hours of Travel Time Saved
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
4082.17 Person Hours of Travel Time	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
3362.62 Person Hours of Travel Time	
Change	
4082.17 - 3362.62 = 719.54 Person Hours of Travel Time Saved	

Metric Name:	Congestion Reduction (Freight) Daily Truck Trips Due to Mode Shift
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
1507.54 Daily Truck Trips	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
1506.55 Daily Truck Trips	
Change	
1508 - 1507 = 1 Reduction of Daily Truck Trips Due to Mode Shift	

Metric Name:	Congestion Reduction (Freight) Daily Truck Miles Travelled Due to Mode Shift
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
5291.47 Daily Truck Miles	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
1506.55 Daily Truck Miles	
Change	
5291.47 - 5288 = 3.48 Less Daily Truck Miles Due to Mode Shift	

Metric Name:	Throughput (Freight) Change In Cargo Volume
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
33919.7 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	

33897.41 Tons
Change
$33919.7 - 33897.41 = 22.29$ Reduction in Cargo Volume in Tons

Metric Name:	Velocity (Freight) Change in Average Peak Period Weekday Speed for Road Facility
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
28.12 MPH	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
38.25 MPH	
Change	
$28.12 - 38.25 = 10.13$ MPH Increased	

Metric Name:	Velocity (Freight) Change in Average Peak Period Weekday Speed for Rail Facility
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
0 MPH	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0 MPH	
Change	
$0 - 0 = 0$ MPH Reduced	

Metric Name:	Safety Number of Fatalities
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
0 Fatalities	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0 Fatalities	
Change	
$0 - 0 = 0$ Fatalities Reduced	

Metric Name:	Safety Rate of Fatalities per 100 Million VMT
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
0 Fatalities per 100 MVMT	

Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number
0 Fatalities per 100 MVMT
Change
0 – 0 = 0 Reduction in Fatalities per 100 Million VMT

Metric Name:	Safety Number of Serious Injuries
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
1 Serious Injuries	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0.672 Serious Injuries	
Change	
1 – 0.67 = 0.33 Reduction in Serious Injuries	

Metric Name:	Safety Rate of Serious Injuries per 100 Million VMT
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
0.047 Serious Injuries Per 100 MVMT	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0.031 Serious Injuries Per 100 MVMT	
Change	
0.047 – 0.031 = 0.015 Reduction in Serious Injuries per 100 Million VMT	

Metric Name:	Air Quality and Greenhouse Gases Particulate Matter 10
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
10.9743 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
11.0489 Tons	
Change	
10.9743 – 11.0489 = 0.0746 Tons PM 10 Increased Annually	

Metric Name:	Air Quality and Greenhouse Gases Particulate Matter 2.5
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
10.5283 Tons	

Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number
10.6883 Tons
Change
10.5283 – 10.6883 = 0.16 Tons PM 2.5 Increased Annually

Metric Name:	Air Quality and Greenhouse Gases Carbon Dioxide
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
3629449 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
3638878 Tons	
Change	
3629449 – 3638878 = 9429 Tons CO2 Increased Annually	

Metric Name:	Air Quality and Greenhouse Gases Volatile Organic Compounds
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
95.5102 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
89.2395 Tons	
Change	
95.5102 – 89.2395 = 6.2707 Tons VOC Reduced Annually	

Metric Name:	Air Quality and Greenhouse Sulphur Oxides
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
35.4349 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
35.7874 Tons	
Change	
35.4349 – 35.7874 = 0.3525 Tons SOX Increased Annually	

Metric Name:	Air Quality and Greenhouse Gases Carbon Monoxide
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
8037.3932 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	

7648.3469 Tons
Change
8037.3932 – 7648.3469 = 389.0463 Tons CO Reduced Annually

Metric Name:	Air Quality and Greenhouse Gases Nitrogen Oxide
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
665.2271 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
621.31111 Tons	
Change	
665.2271 – 621.3111 = 43.916 Tons NOX Reduced Annually	

US 101 South of Salinas – Chualar Segment:

The benefit evaluation for US 101 South of Salinas – Chualar Segment was determined using the following performance measures: Congestion Reduction (Freight), Throughput (Freight), System Reliability (Freight), Velocity (Freight), Safety, and Air Quality. The evaluation of performance measures indicates a positive benefit of the US 101 South of Salinas – Chualar Segment, as shown in the following tables.

Table 6: Project Specific Evaluation Performance Metrics – US 101 South of Salinas – Chualar Segment

Metric Name:	Congestion Reduction (Freight) Person Hours of Travel Time Saved
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
11888.45 Person Hours of Travel Time	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
5886.23 Person Hours of Travel Time	
Change	
11888.45 – 5886.23 = 6002.22 Person Hours of Travel Time Saved	

Metric Name:	Congestion Reduction (Freight) Daily Truck Trips Due to Mode Shift
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	

0 Daily Truck Trips
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number
0 Daily Truck Trips
Change
0 – 0 = 0 Reduction of Daily Truck Trips Due to Mode Shift

Metric Name:	Congestion Reduction (Freight) Daily Truck Miles Travelled Due to Mode Shift
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
0 Daily Truck Miles	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0 Daily Truck Miles	
Change	
0 – 0 = 0 Less Daily Truck Miles Due to Mode Shift	

Metric Name:	Throughput (Freight) Change In Cargo Volume
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
0 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0 Tons	
Change	
0 – 0 = 0 Reduction in Cargo Volume in Tons	

Metric Name:	Velocity (Freight) Change in Average Peak Period Weekday Speed for Road Facility
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
20.3 MPH	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
41 MPH	
Change	
20.3 – 41 = 20.7 MPH Increased	

Metric Name:	Velocity (Freight) Change in Average Peak Period Weekday Speed for Rail Facility
Source Data	Performance Measures

Base Numbers & Calculations for "No Build" Estimate
0 MPH
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number
0 MPH
Change
0 – 0 = 0 MPH Reduced

Metric Name:	Safety Number of Fatalities
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
1 Fatalities	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0.5 Fatalities	
Change	
1 – 0.5 = 0.5 Fatalities Reduced	

Metric Name:	Safety Rate of Fatalities per 100 Million VMT
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
0.00006 Fatalities per 100 MVMT	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0.00003 Fatalities per 100 MVMT	
Change	
0.00006 – 0.00003 = 0.00003 Reduction in Fatalities per 100 Million VMT	

Metric Name:	Safety Number of Serious Injuries
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
4.2 Serious Injuries	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
2.1 Serious Injuries	
Change	
4.2 – 2.1 = 2.1 Reduction in Serious Injuries	

Metric Name:	Safety Rate of Serious Injuries per 100 Million VMT
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	

0.00025 Serious Injuries Per 100 MVMT
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number
0.00013 Serious Injuries Per 100 MVMT
Change
0.00025 – 0.00013 = 0.00013 Reduction in Serious Injuries per 100 Million VMT

Metric Name:	Air Quality and Greenhouse Gases Particulate Matter 10
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
0 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0 Tons	
Change	
0 – 0 = 0.0003 Tons PM 10 Reduced Annually	

Metric Name:	Air Quality and Greenhouse Gases Particulate Matter 2.5
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
0 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0 Tons	
Change	
0 – 0 = 0.0002 Tons PM 2.5 Reduced Annually	

Metric Name:	Air Quality and Greenhouse Gases Carbon Dioxide
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
0 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0 Tons	
Change	
0 – 0 = 12 Tons CO2 Reduced Annually	

Metric Name:	Air Quality and Greenhouse Gases Volatile Organic Compounds
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	

0 Tons
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number
0 Tons
Change
0 – 0 = 0.0026 Tons VOC Reduced Annually

Metric Name:	Air Quality and Greenhouse Sulphur Oxides
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
0 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0 Tons	
Change	
0 – 0 = 0.0001 Tons SOX Reduced Annually	

Metric Name:	Air Quality and Greenhouse Gases Carbon Monoxide
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
0 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0 Tons	
Change	
0 – 0 = 0.0281 Tons CO Reduced Annually	

Metric Name:	Air Quality and Greenhouse Gases Nitrogen Oxide
Source Data	Performance Measures
Base Numbers & Calculations for "No Build" Estimate	
0 Tons	
Base Numbers, Trends, or Assumptions, and Calculation for "Build" Number	
0 Tons	
Change	
0 – 0 = 0.0111 Tons NOX Reduced Annually	

Pajaro / Watsonville Multimodal Station:

The benefit evaluation for the Pajaro / Watsonville Multimodal Station was determined using the California Air Resources Board’s (CARB) Greenhouse Gas Quantification Methodology for the Transit and Intercity Rail Capital Program. The performance measures utilized in this evaluation includes: Total GHG Emission, Passenger VMT Reductions, Fossil Fuel Reductions, Safety Improvements, and VMT Reductions. The evaluation of performance measures indicates a positive benefit of the Pajaro / Watsonville Multimodal Station, as shown in the following tables.

Table 7: Project Specific Evaluation Performance Metrics – Pajaro / Watsonville Multimodal Station

	Total GHG Emissions Reductions (MTCO _{2e})	Passenger VMT Reductions (miles)	Fossil Fuel Reductions (gallons)
Initial Phase	515 MTCO _{2e}	1,340,848	43,019
Vision Phase	1,789 MTCO _{2e}	5,904,144	149,686

	Average Weekday VMT Reduction (miles)	Fatalities Avoided (Annualized)	Injuries Avoided (Annualized)
Initial Service	1,340,848	0.02	0.3
Vision Service	5,904,144	0.09	1.4

Passenger VMT Reductions (Miles)	
Initial Service	1,340,848
Vision Service	5,904,144

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding



► State Route 68 Project - Salinas to Monterey Corridor Project

Agencies: Department of Transportation (Caltrans), Transportation Agency for Monterey County (TAMC), Monterey Salinas Transit (MST), County of Monterey



■ SCOPE

The SR 68 Salinas to Monterey Corridor Project implements multimodal improvements along this congested corridor to enhance safety and mobility for all modes through three projects. **Scenic SR 68 Corridor Improvements Phase 1:** Constructs three roundabouts at San Benancio Road, Corral de Tierra Road, and Laureles Grade and two wildlife crossings on the eastern half of the corridor. Improvements also include a bicycle and pedestrian crossing at the roundabouts. **Toro Park Multimodal Trail:** 0.77-mile multiuse path from Toro Park School to the Fort Ord National Monument parking lot, providing safe pedestrian and bicycle connectivity parallel to SR 68. **SR 68 Zero Emission Transit Route:** Acquisition of two zero-emission buses by MST to re-establish transit service along SR 68, which will increase transit ridership and reduce emissions along the corridor.

■ PROJECT BENEFITS

The project will reduce congestion, improve safety, and expand multimodal access along this critical east-west connection between Salinas and the Monterey Peninsula. Roundabouts are expected to cut 221 Daily Vehicle Hours of Delay (DVHD) and reduce queues, benefiting commuters from underserved Salinas Valley communities. Safety benefits include addressing collisions along the corridor and reducing conflict points for vehicles, pedestrians, and bicyclists. MST Transit service will be re-established with improved reliability through the addition of zero-emission buses, advancing environmental and equity goals.

■ CONSTRUCTION COSTS

Scenic SR 68, Ph 1:	\$57,000,000
Toro Park Trail:	\$3,000,000
Zero-Emission Buses:	\$1,000,000
Total Cost	\$61,000,000

■ SCHEDULE

Final Environmental Document	June 2025
Right-of-Way Acquisition	June 2027
Design Complete	July 2027
Construction Begin	March 2028
Construction Complete	November 2030

■ Improvements



3 signalized intersections converted to roundabouts



Zero-emission buses for MST



Wildlife Crossings



ADA-compliant sidewalks, curb ramps, and crosswalks



New Class I multiuse path

■ Benefits



Increased Safety



Alleviates Congestion



Cleaner air: fewer idling vehicles + ZEV buses



221 DVHD reduction in daily delay



Increase transit ridership for MST

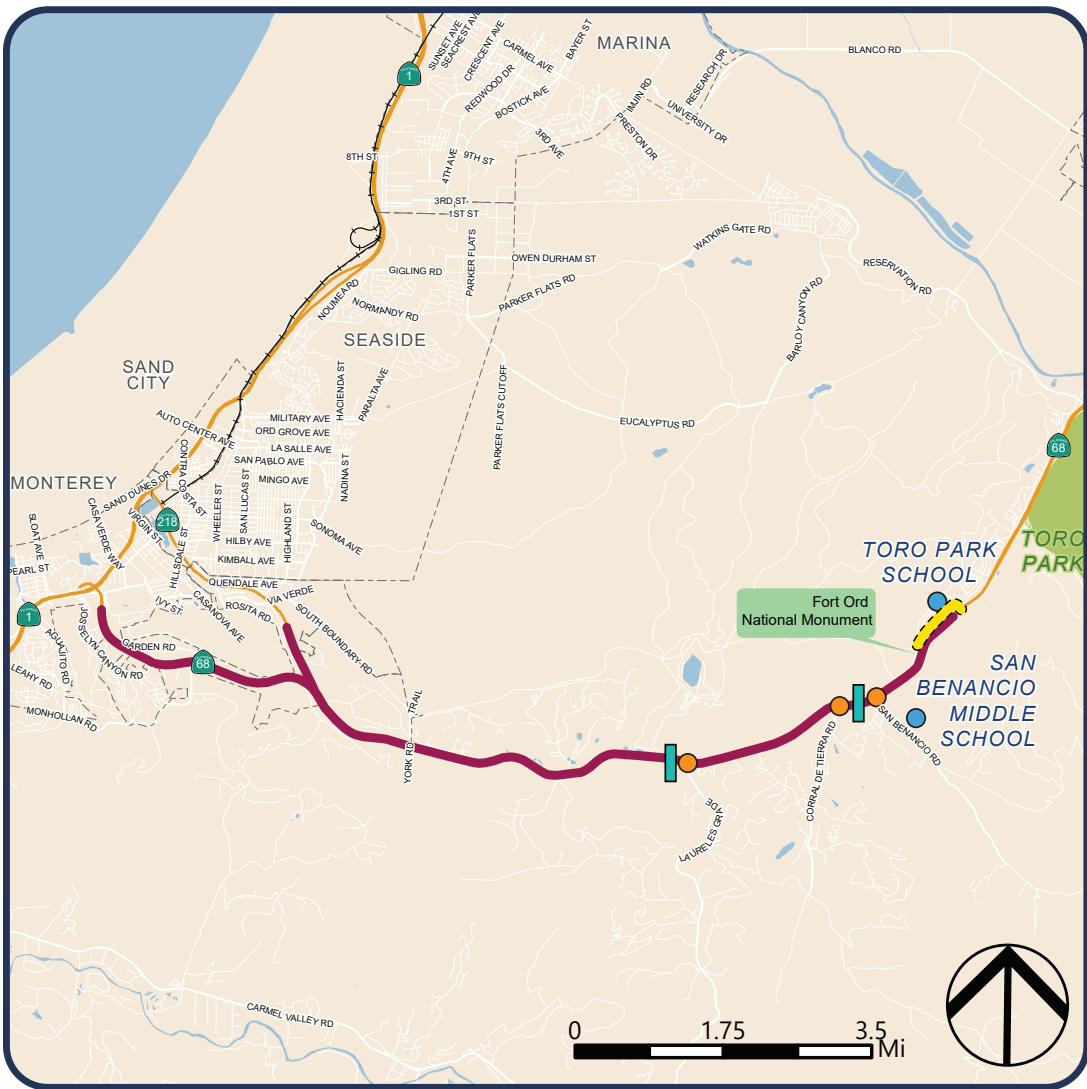
PROJECT DETAILS

Implementing Agency	PPNO	Post-mile Limits	Legislative District(s)	Local & Non STIP Funding Source(s)
Caltrans	1790A	PM 77- PM 85.6	US Congress 18 CA Senate 17 CA Assembly 29	Measure X LPP

PROJECT FUNDING

Phase	Schedule	Total	Measure X	STIP
PA&ED	FY 19/20	\$440	\$440	
PS&E	FY 22/23	\$9,989		\$9,989
CON	FY 26/27	\$17,000	\$8,550	
Total		\$27,429	\$8,990	\$18,439

PROJECT LOCATION



- SR 68 Zero Emission Transit Route
- Toro Park Multimodal Trail
- Scenic SR 68 Phase 1 Roundabout
- City Limits
- School
- Scenic SR 68 Phase 1 Roundabout Wildlife Crossing

► US 101 South of Salinas Project - Chualar Segment

Agency: Caltrans and Transportation Agency for Monterey County (TAMC)



■ SCOPE

The efficient movement of harvested crops from fields across the Salinas Valley utilizing the US 101 corridor is essential to the local and statewide economies. Due to the volume of freight that passes through this corridor, there is a critical need to improve truck movement efficiency and safety, particularly at the Chualar Interchange. The US-101 South of Salinas Project-Chualar Segment will construct a new, relocated interchange on US-101, provided a grade separation over the Union Pacific Railroad (UPRR), and add new frontage roads with bicycle facilities. The proposed work will provide significant improvements to both freight and local traffic operations, improve multimodal mobility, improve transit reliability and ridership, and reduce negative transportation impacts to the small, rural, and disadvantaged community of Chualar.

■ PROJECT BENEFITS

The project addresses long-standing congestion, safety, and equity issues on one of California's most critical freight corridors. With trucks representing 14% of traffic and outdated design, the current Chualar Interchange cannot efficiently handle large freight vehicles, creating queuing, delays, and unreliable produce deliveries to Salinas Valley packing facilities. By reconstructing the interchange to the north, the project will improve truck travel time reliability, reduce collisions, and remove heavy trucks from the disadvantaged community of Chualar. Multimodal improvements will benefit Monterey-Salinas Transit (MST) Routes 23, which currently experience on-time performance challenges due to congestion. The project is vital to Monterey County's agriculture industry, a \$11.7 billion sector supporting more than 64,000 jobs. By strengthening the freight link of the supply chain, the project supports the movement of produce from fields, to packing facilities, to national markets.

■ PROJECT COSTS

- PA&ED: \$11,200,000
- PS&E: \$25,000,000
- Right of Way: \$10,000,000
- Construction: \$95,000,000
- Construction Support: \$12,000,000

Total Cost: \$153,200,000

** PA&ED and PS&E costs for entire US 101 South of Salinas Project*

■ SCHEDULE

Final Environmental Document	November 2027
Engineering / Design	June 2029
Right of Way	May 2029
Construction Start	February 2030

■ Improvements



Reconstruct Chualar Interchange on new alignment with modern freeway design



Add new UPRR grade separations



Install four roundabouts



Construct sidewalks and bicycle lanes on local and frontage roads

■ Benefits



Removes heavy truck traffic from disadvantaged Chualar community



Eliminates conflict points, reducing collisions for freight and local traffic



Improves MST Route 23 on-time performance and ridership by reducing interchange congestion



Strengthens regional freight efficiency, supporting \$3.9B Salinas Valley agriculture economy



Improves truck travel time reliability on a Priority Clean Freight Corridor (SB-671)



Enhances local circulation and access for residents and farmworkers



Reduces air pollution and noise by diverting trucks to a modern interchange

PROJECT DETAILS

Implementing Agency	PPNO	Post-mile Limits	Legislative District (s)	Local & Non STIP Funding Source(s)
Caltrans	3300A	PM 11 - PM 13.5	US Congress 19 CA Senate 17 CA Assembly 30	Measure X

PROJECT FUNDING

Phase	Schedule	Total	Measure X	STIP	SB 1 Cycle 4	LPP	HIP
PA&ED	FY 22/23	\$11,469	\$640			\$1,197	\$3,393
PS&E	FY 24/25	\$23,516		\$23,516			
CON	FY 26/27	\$69,600	\$6,300		\$57,000		
Total		\$104,585	\$6,940		\$57,000	\$1,917	\$3,393

PROJECT LOCATION



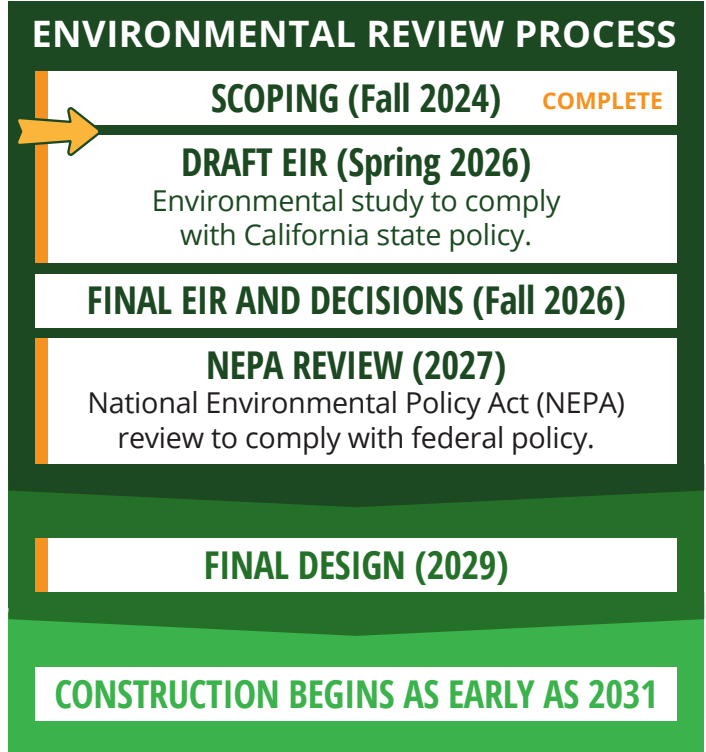
The Pajaro-Watsonville Multimodal Station (Project) is Phase 2 of the Monterey County Rail Extension project with the Transportation Agency for Monterey County (TAMC) as the implementing agency. The Project is in the unincorporated community of Pajaro, south of Watsonville. The Project will create a connection point for new passenger rail service between the Monterey Bay Area and the San Francisco Bay Area. TAMC is conducting environmental review for the proposed Project in compliance with state and federal policies and is currently preparing the Environmental Impact Report (EIR).

The Pajaro-Watsonville Multimodal Station would include:

-  New passenger loading platform, shelters, lighting, and associated infrastructure
-  Monterey-Salinas Transit and Santa Cruz Metro bus transfer facilities
-  Bicycle and pedestrian access and improvements
-  Vehicle parking spaces and electric vehicle charging stations
-  Improved access via a new signalized intersection at Salinas Road and Lewis Road

Project Schedule

Subject to change



▶ Opportunity for public review and input

Project Location

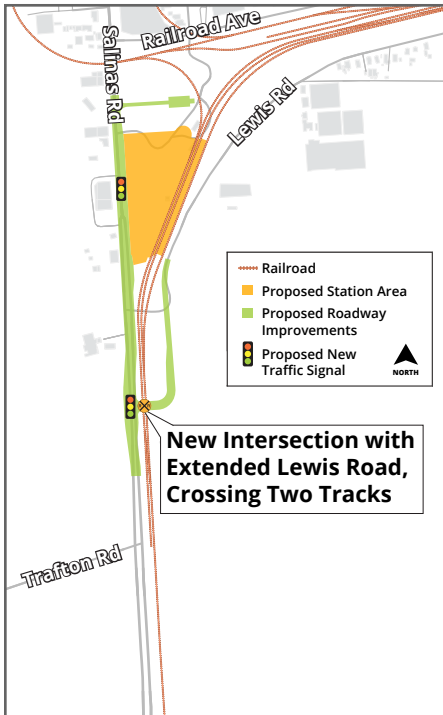


The project is located in northern Monterey County in the unincorporated community of Pajaro, near the intersection of Salinas Rd. and Lewis Road (36.892, -121.747)

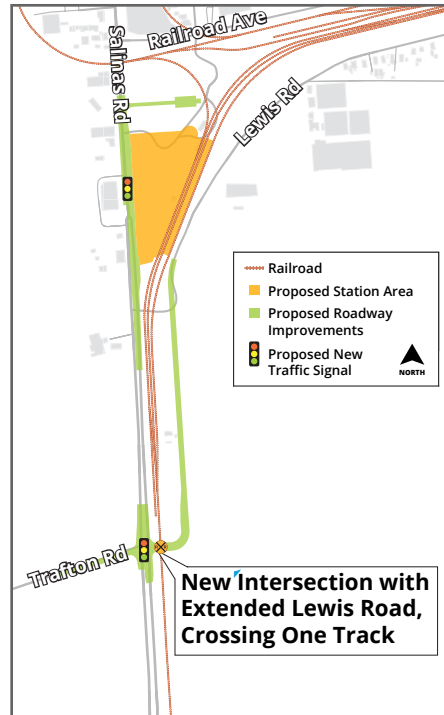
Station Location Alternatives Being Considered

Three station location alternatives are being considered in the environmental review process.

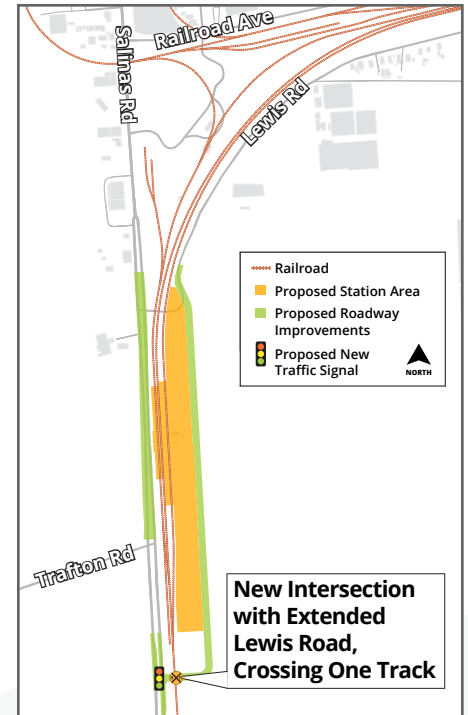
Station with Lewis Road Crossing/Extension Alternative 1C



Station with Trafton Road Crossing/Extension Alternative 1D



Station at Southern Salinas Road Alternative 2A



Project Cost Estimate

• Environmental Documentation Cost (funded - TIRCP):	\$2.274 million
• Estimated Final Design Cost:	\$8.781 million
• Estimated Right-of-Way Cost:	\$8 million
• Estimated Construction Cost, Initial Service:	\$86 million
• Estimated Construction Cost, Vision Service:	\$30 million



The Project is eligible for California Public Transportation Account (PTA) Funding.

Legislative Districts

State

- Senate District 17 – John Laird
- Assembly District 29 – Robert Rivas
- Assembly District 30 – Dawn Addis

Federal

- 18th Congressional District – Zoe Lofgren
- 19th Congressional District – Jimmy Panetta



F. Appendices

Section 17. Projects Programming Request Forms

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/10/2025 09:56:47
Programs <input type="checkbox"/> LPP-C <input checked="" type="checkbox"/> LPP-F		<input type="checkbox"/> SCCP	<input type="checkbox"/> TCEP	<input checked="" type="checkbox"/> STIP	<input type="checkbox"/> Other
District	EA	Project ID	PPNO	Nominating Agency	
05	1J791		1790A	Transportation Agency for Monterey County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Monterey County	68	11.100	13.700		
			MPO	Element	
			AMBAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Ryan Caldera			805-458-8457	ryan.caldera@dot.ca.gov	

Project Title

Scenic State Route 68 Corridor - Phase 1

Location (Project Limits), Description (Scope of Work)

In Monterey County, SR 68, PM 11.1 to PM 13.7: Construct Phase 1 of larger corridor project includes a 9-mile segment of SR 68. Install roundabouts at San Benancio, Corral de Tierra, and Laureles Grade intersections and two wildlife crossings.

This is a child project of PPNO 1790.

Component	Implementing Agency
PA&ED	Caltrans District 5
PS&E	Caltrans District 5
Right of Way	Caltrans District 5
Construction	Caltrans District 5

Legislative Districts

Assembly:	30	Senate:	17	Congressional:	19
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		07/01/2025
End Design Phase (Ready to List for Advertisement Milestone)		07/01/2027
Begin Right of Way Phase		10/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		05/01/2027
Begin Construction Phase (Contract Award Milestone)		03/01/2028
End Construction Phase (Construction Contract Acceptance Milestone)		11/01/2030
Begin Closeout Phase		12/01/2030
End Closeout Phase (Closeout Report)		11/01/2031

Date 12/10/2025 09:56:47

Purpose and Need

The SR-68 corridor currently experiences heavy congestion leading to travel delays concentrated at the existing signalized intersections. According to the Intersection Control Evaluation Step 2 and Traffic Operations Analysis Report Addendum for the Scenic SR-68 Corridor Improvement Project (Caltrans D-5, 11/22), the SR 68 corridor currently experiences 6,609 Daily Vehicle Hours of Delay (DVHD). Westbound queues extend up to 2.8 miles each weekday morning approaching the San Benencio Road intersection, creating 20-minute delay for the low-income commuters from underserved Salinas Valley communities traveling to jobs in the Monterey Peninsula’s tourist industry. Traffic delay is caused by inefficiency in the existing intersection signal controls, including limited green time, the lack of coordinated signal timing between intersections, and heavy traffic volumes. Queues during morning and evening peak periods routinely force vehicles to wait multiple signal cycles and block access to local streets and driveways. This stop-and-go traffic worsens congestion, increases emissions, and degrades safety for corridor users.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	3

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	5,288	5,291.47	-3.47
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	719.54	-719.54
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	10.6883	10.5283	0.16
			PM 10 Tons	11.0489	10.9743	0.0746
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	3,638,878	3,629,449	9,429
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	89.2395	95.5102	-6.2707
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	35.7874	35.4349	0.3525
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	7,648.3469	8,037.3932	-389.0463
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	621.3111	665.2271	-43.916
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	2.016	3	-0.984
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	1.30742	1.94557	-0.63815
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0	0	0
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	30,000	30,000	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	30,000	30,000	0

District	County	Route	EA	Project ID	PPNO
05	Monterey County	68	1J791		1790A

Project Title
 Scenic State Route 68 Corridor - Phase 1

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Caltrans District 5
PS&E									Caltrans District 5
R/W SUP (CT)									Caltrans District 5
CON SUP (CT)									Caltrans District 5
R/W									Caltrans District 5
CON									Caltrans District 5
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E			23,500					23,500	
R/W SUP (CT)				4,827				4,827	
CON SUP (CT)					12,600			12,600	
R/W				16,892				16,892	
CON					57,000			57,000	
TOTAL			23,500	21,719	69,600			114,819	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									STIP funds in ROW are the 2026 RTIP proposal.
PS&E			23,500					23,500	
R/W SUP (CT)				4,827				4,827	
CON SUP (CT)									
R/W									
CON									
TOTAL			23,500	4,827				28,327	

Fund #2:	Local Funds - Transportation Safety & Investment Plan -Measure X (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									LPP - Formula Proposal
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				15,409				15,409	
CON									
TOTAL				15,409				15,409	
Fund #3:	State SB1 LPP - Local Partnership Program - Formula distribution (Uncommitted)								
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									LPP - Formula Proposal
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				1,483				1,483	
CON									
TOTAL				1,483				1,483	

Fund #4:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					12,600			12,600	
R/W									
CON					57,000			57,000	
TOTAL					69,600			69,600	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/10/2025 09:25:37
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05	0H331		3300A	Transportation Agency for Monterey County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Monterey County	101	76.450	78.450		
			MPO	Element	
			AMBAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Meg Henry			805-441-3792	meg.henry@dot.ca.gov	

Project Title

US 101 South of Salinas - Chualar Phase 1

Location (Project Limits), Description (Scope of Work)

On US 101 in Monterey County between Chualar and Esperanza Road project post miles 76.45/78.45.
 The US-101 South of Salinas Project – Chualar Segment will construct a new, relocated interchange on US-101, including a grade separation over the Union Pacific Railroad (UPRR), four roundabouts, new frontage roads, and sidewalks and bicycle lanes on local and frontage roads. The new interchange will replace existing at-grade median crossings closed by the Highway 101 South of Salinas Access Management Safety Project, concentrating all traffic and freight movements at the new Chualar Interchange.
 This is a child project of PPNO 3300.

Component	Implementing Agency
PA&ED	Caltrans District 5
PS&E	Caltrans District 5
Right of Way	Caltrans District 5
Construction	Caltrans District 5

Legislative Districts

Assembly:	30	Senate:	17	Congressional:	19
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/22/2003	
Begin Environmental (PA&ED) Phase		02/07/2023
Circulate Draft Environmental Document Document Type EIR/FONSI		11/06/2026
Draft Project Report		10/23/2026
End Environmental Phase (PA&ED Milestone)		11/12/2027
Begin Design (PS&E) Phase		01/19/2028
End Design Phase (Ready to List for Advertisement Milestone)		06/25/2029
Begin Right of Way Phase		01/19/2028
End Right of Way Phase (Right of Way Certification Milestone)		05/25/2029
Begin Construction Phase (Contract Award Milestone)		03/01/2030
End Construction Phase (Construction Contract Acceptance Milestone)		09/01/2032
Begin Closeout Phase		09/01/2032
End Closeout Phase (Closeout Report)		12/01/2037

Date 12/10/2025 09:25:37

Purpose and Need

The Highway 101 South of Salinas Project – Chualar Segment is a vital improvement to addressing transportation challenges rural, disadvantaged communities. The construction of the new, relocated interchange, addition of new frontage roads with bicycle facilities, and closure of on- and off-ramps at the existing Main Street Interchange will improve multimodal mobility and reduce negative transportation impacts for the community of Chualar. The congestion reduction will provide benefits for transit riders, as the improved travel times will benefit the Monterey-Salinas Transit (MST) Routes 23. The selected alternative has been developed in concert and support from the community through years of direct engagement. This effort will verify community buy in and support for the project.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Category	Outputs	Unit	Total
Operational Improvement	Interchange modifications	EA	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Velocity (Freight)	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	41	20.3	20.7

District	County	Route	EA	Project ID	PPNO
05	Monterey County	101	0H331		3300A

Project Title
 US 101 South of Salinas - Chualar Phase 1

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Caltrans District 5
PS&E									Caltrans District 5
R/W SUP (CT)									Caltrans District 5
CON SUP (CT)									Caltrans District 5
R/W									Caltrans District 5
CON									Caltrans District 5
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E			19,000					19,000	
R/W SUP (CT)			1,800					1,800	
CON SUP (CT)					14,300			14,300	
R/W			12,000					12,000	
CON					95,000			95,000	
TOTAL			32,800		109,300			142,100	

Fund #1:	RIP - STIP Advance Construction (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E			18,847					18,847	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			18,847					18,847	

Fund #2:	Local Funds - Transportation Safety & Investment Plan -Measure X (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			153					153	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			153					153	
Fund #3:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)			1,800					1,800	
CON SUP (CT)					14,300			14,300	
R/W			12,000					12,000	
CON					95,000			95,000	
TOTAL			13,800		109,300			123,100	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/10/2025 09:57:51
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05				Transportation Agency for Monterey County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Monterey County					
				MPO	Element
				AMBAG	Rail
Project Manager/Contact			Phone	Email Address	
Alissa Guther			831-775-4402	alissa@tamcmonterey.org	

Project Title
 Pajaro/Watsonville Multimodal Station

Location (Project Limits), Description (Scope of Work)
 In the community of Pajaro in Northern Monterey County, near to the City of Watsonville in Santa Cruz County, at the intersection of Salinas Road and Lewis Road. Construct a multimodal station for rail and transit. The Transportation Agency for Monterey County ("TAMC") is the local lead agency, grantee agency, and owner of the Monterey County Rail Extension--Pajaro/Watsonville Multimodal Station Project. The Project will create a new multimodal transit station in Pajaro a community in northern Monterey County that the California Environmental Protection Agency identifies as a disadvantaged community. Pajaro is adjacent to the city of Watsonville, located in southern Santa Cruz County, Caltrain, Amtrak, Monterey-Salinas Transit (MST) and Santa Cruz Metro (METRO) would serve the station, making it a major transit hub that would have a demonstrated decrease in greenhouse gas emissions and vehicle miles traveled via growth in transit and rail ridership.

Component	Implementing Agency
PA&ED	Transportation Agency for Monterey County
PS&E	Transportation Agency for Monterey County
Right of Way	Transportation Agency for Monterey County
Construction	Transportation Agency for Monterey County

Legislative Districts

Assembly: 29	Senate: 17	Congressional: 18
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Project Milestone	Existing	Proposed
Project Study Report Approved	02/27/2006	
Begin Environmental (PA&ED) Phase		04/26/2006
Circulate Draft Environmental Document Document Type		04/26/2006
Draft Project Report		02/27/2006
End Environmental Phase (PA&ED Milestone)		06/28/2025
Begin Design (PS&E) Phase		07/31/2006
End Design Phase (Ready to List for Advertisement Milestone)		06/26/2026
Begin Right of Way Phase		07/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2027
Begin Construction Phase (Contract Award Milestone)		07/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2028
Begin Closeout Phase		07/01/2028
End Closeout Phase (Closeout Report)		12/31/2028

Date 12/10/2025 09:57:51

Purpose and Need

Phase 2 of the Monterey County Rail Extension Project, the Pajaro/Watsonville Multimodal Station will be a major transit hub that will reduce greenhouse gas emissions, increase ridership on intercity and commuter passenger rail, regional and local bus transit, and active transportation services, provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged community of Pajaro.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	New stations	EA	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	515	-515

District	County	Route	EA	Project ID	PPNO
05	Monterey County				

Project Title
 Pajaro/Watsonville Multimodal Station

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									Transportation Agency for Monterey
R/W SUP (CT)									Transportation Agency for Monterey
CON SUP (CT)									Transportation Agency for Monterey
R/W									Transportation Agency for Monterey
CON									Transportation Agency for Monterey
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	2,274							2,274	
PS&E	8,781		8,781					17,562	
R/W SUP (CT)									
CON SUP (CT)									
R/W		8,444						8,444	
CON						86,329		86,329	
TOTAL	11,055	8,444	8,781			86,329		114,609	

Fund #1:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Caltrans (ext) (obsolete)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	2,274							2,274	CalSTA Administers TIRCP
PS&E	8,781							8,781	
R/W SUP (CT)									
CON SUP (CT)									
R/W		8,444						8,444	
CON									
TOTAL	11,055	8,444						19,499	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Possible future federal or state grant for construction of the Initial Service- Emerging Corridors (state) or Corridor ID program (federal)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						86,329		86,329	
TOTAL						86,329		86,329	
Fund #3:	RIP - Public Transportation Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									2026 RTIP proposal
PS&E			8,781					8,781	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			8,781					8,781	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/10/2025 09:58:43
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05				Transportation Agency for Monterey County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Monterey County					
				MPO	Element
				AMBAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Mi Ra Park			831-775-0903	mira@tamcmonterey.org	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring.

Component	Implementing Agency
PA&ED	Transportation Agency for Monterey County
PS&E	Transportation Agency for Monterey County
Right of Way	Transportation Agency for Monterey County
Construction	Transportation Agency for Monterey County

Legislative Districts

Assembly:	27,28	Senate:	12,15	Congressional:	17
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document Document Type		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/10/2025 09:58:43

Purpose and Need

Planning, programming, and monitoring of the Agency's projects included in the State Transportation Improvement Program.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
05	Monterey County				

Project Title
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									Transportation Agency for Monterey
R/W SUP (CT)									Transportation Agency for Monterey
CON SUP (CT)									Transportation Agency for Monterey
R/W									Transportation Agency for Monterey
CON									Transportation Agency for Monterey
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,438	277	276	253	170	170		9,584	
TOTAL	8,438	277	276	253	170	170		9,584	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									\$123 CON voted 07/16/98
R/W SUP (CT)									\$123 CON voted 11/30/99
CON SUP (CT)									\$122 CON voted 02/02/01
R/W									\$122 CON voted 07/10/01
CON									\$500 CON voted 06/28/02
									\$257 CON voted 02/26/04
									\$400 CON voted 03/03/05
TOTAL									\$400 CON voted 08/18/05

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,326	277	276	253	170	170		9,472	
TOTAL	8,326	277	276	253	170	170		9,472	

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.817
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey \$112 CON voted 08/18/21
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	112							112	
TOTAL	112							112	

Section 18. Board Resolution or Documentation of 2026 RTIP Approval



RESOLUTION NO. 2025-15

Adoption of Monterey County 2026 Regional Transportation Improvement Program

WHEREAS, pursuant to Government Code Section 65082(a)(1), the Transportation Agency for Monterey County (TAMC) must prepare, adopt, and submit the 2026 Regional Transportation Improvement Program (RTIP) for Monterey County to the California Transportation Commission (CTC) by December 15, 2025, to be incorporated into the Year 2026 State Transportation Improvement Program (STIP);

WHEREAS, the development or adoption of a regional transportation improvement program, or to the preparation and adoption of a congestion management program are statutorily exempt from the California Environmental Quality Act (CEQA), pursuant to Section 21080(b)(13) of the California Public Resources Code and Section 15276 of the State CEQA Guidelines.

NOW, THEREFORE, BE IT RESOLVED THAT:

- The TAMC Board so finds:
 - The RTIP is consistent with the STIP Guidelines adopted by the CTC in August 2025, as shown in Sections 3, 4, 5, 6, and 7 of the 2026 RTIP for Monterey County; and
 - The RTIP does not conflict with other RTIPs or with the Interregional Transportation Improvement Program (ITIP), as shown in Sections 8 and 9 of the 2026 RTIP for Monterey County; and
 - The RTIP is consistent with the Congestion Management Program (CMP) and the Regional Transportation Plan (RTP), as shown in Sections 12 and 13 of the 2026 RTIP for Monterey County
- The TAMC Board adopts the 2026 RTIP for Monterey County; and
- The TAMC Board directs TAMC staff to submit the 2026 RTIP for Monterey County to the CTC by December 15, 2025; and
- The TAMC Board directs TAMC staff to submit the 2026 RTIP for Monterey County to the Association of Monterey Bay Area Governments to be included in the Metropolitan Transportation Improvement Program; and
- The TAMC Board amends the 2026 RTIP for Monterey County into the Congestion Management Program Capital Improvement Program.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California
this 3rd day of December 2025, by the following votes:

AYES: Askew, W; Baron, J; Carbone, M; Craig, K; Delgado, B; Donaldson, S; Donohue, D;
Gonzales, L; Gray, L; LeBarre, M; Oglesby, I; Ortiz, R; Poduri, C; Ramos, P; Rios, J;
Smith, E.; Velazquez, A.

NOES:

ABSENT:



[Wendy Root Askew \(Dec 4, 2025 11:50:04 PST\)](#)

WENDY ROOT ASKEW, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:



TODD A. MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Section 19. Fact Sheet

A. Executive Summary

Monterey County’s 2026 Regional Transportation Improvement Program (RTIP) reflects the Transportation Agency for Monterey County (TAMC)’s commitment to delivering high-priority highway, rail, transit, and active transportation projects that improve safety and mobility across the region. The RTIP, adopted every two years, programs funds for consideration by the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP).

With the passage of Measure X in 2016, Monterey County became a self-help county, securing a reliable local funding source through a 3/8% transportation sales tax. Measure X was projected to generate \$20 million annually, or \$600 million over 30 years, but actual revenues have exceeded expectations

Measure X allows TAMC to bring local dollars to the table, but delivering major regional projects still requires significant state and federal investment and close coordination with funding partners. Our strategy is clear: use Measure X and STIP funds to advance projects through pre-construction phases quickly, making them competitive for Senate Bill 1 programs and federal discretionary grants.

The 2026 RTIP continues this strategy by prioritizing three regional projects that can be advanced to shovel-ready status within five years and positioned for competitive state and federal programs:

- Scenic State Route 68 Safety & Traffic Flow – Phase 1
- US 101 South of Salinas – Chualar Segment
- Pajaro / Watsonville Multimodal Station

B. Benefits

The following is a narrative on the regional benefits of the **2026 Regional Transportation Improvement Program** for Monterey County:

Access & Mobility: The RTIP strengthens residents’ ability to safely and efficiently meet daily needs by improving travel times, reducing congestion, and expanding transportation choices.

- Scenic State Route 68 – Phase 1 enhances access between the Monterey Peninsula and Salinas Valley, reducing delays and improving safety for commuters, visitors, and emergency services.
- US 101 South of Salinas – Chualar Segment improves freight movement and regional connectivity, supporting agricultural and goods movement while reducing bottlenecks for local travelers.
- Pajaro / Watsonville Multimodal Station creates a true mobility hub—providing seamless access to new passenger rail services, regional and local transit, bicycle and pedestrian

facilities, and electric vehicle charging stations—connecting Monterey County residents to jobs, education, and healthcare throughout the Central Coast and Bay Area.

Safety & Health: All RTIP projects are designed to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution. Roundabouts on SR 68 and interchange improvements on US 101 will reduce high-speed collisions, while multimodal investments encourage walking, biking, and transit use.

Environmental Stewardship: Projects programmed in the RTIP incorporate climate adaptation and sustainability strategies, including wildlife crossings, stormwater management, and Complete Streets elements. These investments reduce greenhouse gas emissions by improving traffic flow and increasing access to transit and active transportation.

Social Equity: The RTIP reduces disparities in safe, reliable access to key destinations for transportation-disadvantaged populations. The Pajaro Station project provides affordable rail and transit options for rural communities, improving access to employment and education opportunities without adverse impacts.

C. Goals and Objectives

The Policy Element of the 2022 Regional Transportation Plan provides a framework for evaluating transportation projects to meet Monterey County’s mobility needs over the next twenty years. To develop transportation improvements that support land use assumptions in the regional Sustainable Communities Strategy, the 2022 Regional Transportation Plan incorporates goals, objectives and performance measures that are oriented toward achieving a balanced transportation system. This policy framework moves away from automobile-oriented goals and instead evaluates how well the planned system transports people and goods. The Policy Element of the regional plan is derived from the Smart Mobility Framework developed by Caltrans, which has been used by other regions across California to address state sustainability planning requirements. The Transportation Agency has supported the goals of SB 375 to ensure our planning efforts are aligned with the proposed GHG targets for our region. This **2026 Regional Transportation Improvement Program** is consistent with these efforts by supporting projects that will relieve congestion, support multi-modal transportation (rail, transit, and bike / pedestrian), and promote environmental preservation, all of which will help to improve regional air quality and reduce greenhouse gas emissions.

For alignment with Statewide climate goals, the **2026 Regional Transportation Improvement Program** integrates sustainability as the State aims to achieve its ambitious climate goals to reduce greenhouse gas emissions and vehicle miles traveled. The newly adopted California Climate Action Plan for Transportation Infrastructure (CAPTI) details how the state recommends spending discretionary transportation funding in a manner that can help aggressively combat climate change while supporting public health, safety, and equity through investments in projects that will reduce vehicle miles traveled. The **2026 Regional Transportation Improvement Program** aims to address these challenges and result in safer, healthier and more effective transportation solutions that

improve multimodal access to jobs, housing, education and other essential resources for residents and visitors alike.

Key goods movement routes in Monterey County includes the US 101. Freight routes in Monterey County are identified as significantly important for the movement of freight, particularly agricultural products, as Salinas Valley is home to the top vegetable producing land in the nation. The US 101 serves as the main north-south corridor for goods movement between Los Angeles and San Francisco and is the primary corridor for goods movement into and out of the Central Coast Counties. The **2026 Regional Transportation Improvement Program** aligns with the State's goals for freight and goods movement by funding critical safety and goods movement improvements to US 101 South of Salinas – Chualar Segment.

The Scenic State Route 68 Safety & Traffic Flow – Phase 1 project will implement multimodal improvements along a heavily congested commuter corridor to enhance safety and mobility. SR 68 serves as a commuter corridor between the Monterey Peninsula and Salinas. Current levels of congestion cause travel times to double during commute hours. The **2026 Regional Transportation Improvement Program** aligns with the State's goals to reduce vehicle delay and improve safety and quality of life by improving the critical east-west connection of the Scenic State Route 68 Safety & Traffic Flow – Phase 1 project.

The Pajaro / Watsonville Multimodal Station is a key connection in the 2024 California State Rail Plan, providing a transfer point for new passenger rail service between the Santa Cruz and Monterey Bay Area and the San Francisco Bay Area. The **2026 Regional Transportation Improvement Program** aligns with the State's goals for an integrated passenger rail network by funding an integral hub in the overall system through the Pajaro / Watsonville Multimodal Station.

Advancing equity in Monterey County is a core goal of the Regional Transportation Plan, touching on equity across race, income, and geography. The Plan aims to promote equity through proactively reducing the risk of disproportionate impacts from transportation construction or operations; through proactively engaging low-income, minority and low-mobility groups in the transportation planning process; and by reducing barriers to safe transportation options for youth and seniors. Beyond these metrics of equity, in August 2021 the Transportation Agency adopted a Racial Equity Program. The **2026 Regional Transportation Improvement Program** aligns with the State's equity initiatives by funding improvements to historically disadvantaged areas while incorporating a robust public outreach effort.