

NEW Hwy 68 Roundabout "PROJECT FACT SHEET"

Has every member of the Board seen and thoroughly read the new TAMC "**PROJECT FACT SHEET**" (shown below) now promoting the Phase 1 Roundabouts to the Public as a "Multimodal Corridor" by adding a **¾ mile path from the school to a parking lot** (\$4,025,000) and adding **2 Zero Emission Buses** (\$3,000,000)? **This new Fact Sheet suddenly appeared on the TAMC website in place of the original Project Fact Sheet that had been on the website for years.** Was the Board informed and if so, when? Seems like promoting the 3 roundabouts on their own merit is not enough anymore since they have been shown to make no difference in reducing the AM Peak commute and an alleged 5-minute reduction of the PM Peak commute while increasing emergency response times and non-peak commute times. After reading the new "Fact Sheet", will the Board members, ask the TAMC staff for the data to support the claims made? **Are these claims actual FACTS or just an attempt to add some items to check a few boxes on a SB1 Grant Application?** I have asked the TAMC staff the following questions and have yet to receive answers. I am asking the Board to require the TAMC staff to answer these questions and report the answers to the Public and post them on the website for complete transparency and accountability.

Thank you,

Dwight Stump

1. Why was the "**Multimodal**" **¾ mile path from the school to a parking lot** added to the new Fact Sheet and how would it have any impact on the performance of the Phase 1 roundabouts or the reduction of the peak commute times on Hwy 68? Could this path be added just as easily to the AI Adaptive System?
2. Why were the 2 zero-emission buses added to the new Fact Sheet and how will they "**improve reliability**" along the corridor and advance "**equity goals**" when they have nothing to do with reducing the peak commute delays? I thought that MST suspended service along the corridor due to unpredictable time of transit through the corridor so how will adding 2 buses "re-establish improved reliability" and "advance equity goals"? Could these 2 buses be added just as easily to the AI Adaptive System?
3. How will adding 2 zero-emission buses "**Increase transit ridership for MST**" and exactly what increased number or percentage is MST and TAMC projecting?
4. Exactly what "**high accident rate**" is TAMC claiming in the new Fact Sheet, that the 3 roundabouts will reduce and how will it be reduced? What data are you using to make that claim? **What is the current accident rate and history for the 3 signalized intersections** that are proposed to be replaced with 2 lane roundabouts? Have TAMC and Caltrans factored in the **62% increase in accidents that 2 lane roundabouts produced** over the signalized intersections that they replaced as reported in the Arizona State University Study?
5. What data is TAMC using to make the claim that 3 roundabouts will "**cut 221 Daily Vehicle Hours of Delay (DVHD) and reduce queues**" and does that include peak and non-peak hours? **Exactly how many minutes of Peak AM and Peak PM commute times will be reduced by adding the 3 roundabouts?**
6. Exactly what "**bicycle and pedestrian crossing improvements at the roundabouts**" will be added to the project as described in the new Fact Sheet and where is the design for those improvements listed, so the Board and public can view them? These were not part of the original Fact Sheet or the Final EIR.

7. Why does TAMC only list "**Construction Costs**" for the Phase 1 project as **\$57,000,000** on the new Fact Sheet, when the actual total cost of **\$114,819,000** is projected to be much higher, as shown below? The Public should always be provided with the Total Cost since it is their tax dollars that is being used for it, and anything less than that is very misleading and not transparent. Total cost was listed on the original Fact Sheet.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**  
 PRG-0010 (REV 08/2020)

PPR ID  
 ePPR-6143-2024-0001 v0

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
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	

8. How much of the \$57 Million roundabout cost is allocated to the **2 wildlife crossings** and could those 2 crossings be added to the AI Adaptive System if selected over the roundabouts?

**NEW "Project Fact Sheet" that was recently posted on TAMC Website in place of original, shown below, including link to TAMC website:**

<https://publicinput.com/Customer/File/Full/9a5fab55-5083-42f0-bbea-4b259eec810c>

## PROJECT FACT SHEET

### ► State Route 68 Salinas to Monterey Multimodal Corridor

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



#### ■ SCOPE

The State Route 68 Salinas to Monterey Multimodal Corridor 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, Corral de Tierra, and Laureles Grade and two wildlife crossings on the eastern half of the corridor. Improvements also include bicycle and pedestrian crossing improvements 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

#### ■ 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 a high accident rate and reducing conflict points for vehicles, pedestrians, and bicyclists. MST 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:	\$4,025,000
Zero-Emission Buses:	\$3,000,000

**Total Cost \$64,025,000**

#### ■ 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

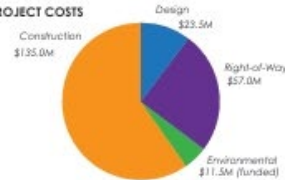
**Original (Project Fact Sheet) that had been on TAMC Website for years is shown below:**



**PROJECT SCOPE**

This project will improve safety for motorists and wildlife, and improve traffic flow along 7.8 miles of State Route 68 between Monterey and Salinas without adding road capacity. This will be accomplished by converting eight signalized intersections to roundabouts and constructing five wildlife crossings reflecting a balance between serving vehicle traffic and sustaining this environmentally sensitive area.

**PROJECT COSTS**



**PROJECT FUNDING**



**STATE ROUTE 68 MONTEREY TO SALINAS**

- |                                     |                           |
|-------------------------------------|---------------------------|
| Proposed Roundabout                 | Monterey Regional Airport |
| Proposed Wildlife Crossing          | Fire Station              |
| Schools                             | Laguna Seca Raceway       |
| Parks & Hiking Trails               | SPCA for Monterey County  |
| Hiking Trails                       | Health Care Providers     |
| Park & Ride Lot (on Laureles Grade) | Mountain Bike Trail       |

**PROJECT BENEFITS**

- Reduces collision rates by eliminating vehicle conflict points most associated with injuries and fatal collisions
- Provides safe passages for wildlife between the Fort Ord National Monument and the Los Padres National Forest to reduce vehicle collisions with animals
- Improves traffic flow and makes travel time more predictable for 25,700 weekday vehicle trips
- Decreases greenhouse gas (GHG) emissions by eliminating unnecessary stops at intersections
- Reduces congestion while supporting the region's sustainability goals and maintaining consistency with the State's Climate Action Plan
- Facilitates Laguna Seca Racetrack's ability to relocate its main entrance to the proposed roundabout at the Laureles Grade intersection
- Improves access to Monterey Regional Airport's passenger terminal
- Reduces emergency response times

