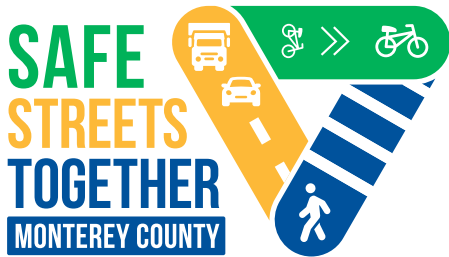




Safe Streets Together

2025 ANNUAL REPORT



Everyone Deserves to Get Home Safely

Too many people continue to lose their lives while walking, biking, or driving on local roads. All it takes is a single moment of poor judgment to cause a tragedy that leaves families forever changed.

We can end this needless and devastating cycle of death by making a commitment to look out for one another and to share the responsibilities to make our streets safer. The Transportation Agency for Monterey County is committed to creating safer streets for everyone. Our Vision Zero initiative seeks to eliminate traffic fatalities and serious injuries through expansion of our Safe Routes to School program and investing in projects that prioritize safety. By leveraging Measure X and local dollars to secure state and federal funding, TAMC partners with cities, the County, and Caltrans to deliver improvements that make our roads safer for all users.

But safety is a shared responsibility. We invite every resident to join us in this mission. Whether you are driving, biking, or walking, you can help by following the rules of the road, staying alert, and making choices that protect lives. Together, we can transform our streets into places where everyone—motorists, cyclists, and pedestrians—gets home safely. Let's make Monterey County a model for safe, connected communities.

About TAMC

The Transportation Agency for Monterey County (TAMC) is responsible for investing in regional transportation projects to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environmental quality and economic activities in Monterey County.

YOUR VOICE, YOUR REPRESENTATION

Transportation Agency's Board of Directors:

5 All 5 Monterey County Supervisors



12 One representative from each of our 12 cities

7 Non-voting representatives from 7 public agencies



Measure X



With input from community leaders, TAMC created the Transportation Safety and Investment Plan, which was proposed in 2014 to be funded by a three-eighths percent sales tax.

After nearly two years of public engagement and consensus-building, a super-majority of Monterey County residents voted to approve the plan, on the ballot as Measure X, in November 2016. That vote elevated Monterey County to self-help status, which enables us to leverage state and federal matching funds, and enhance our ability to fix our roads to improve safety, access and mobility.



This dedicated funding source enables all 12 cities and the County of Monterey to implement safety improvements in their local communities and is an eligible fund source for the safety projects and programs identified in the Monterey County Regional Vision Zero Action Plan.

The Measure X Citizens Oversight Committee continues to provide oversight and conducts an independent audit of the revenues and expenditures of Measure X funds and reports their findings in their Measure X Annual Report. The results of the committee's audit and the Measure X Oversight Committee's Annual Report is included in this copy of the TAMC Annual Report and can be online at tamcmonterey.org/tamc-annual-report.

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[TAMCMonterey](https://www.facebook.com/TAMCMonterey)

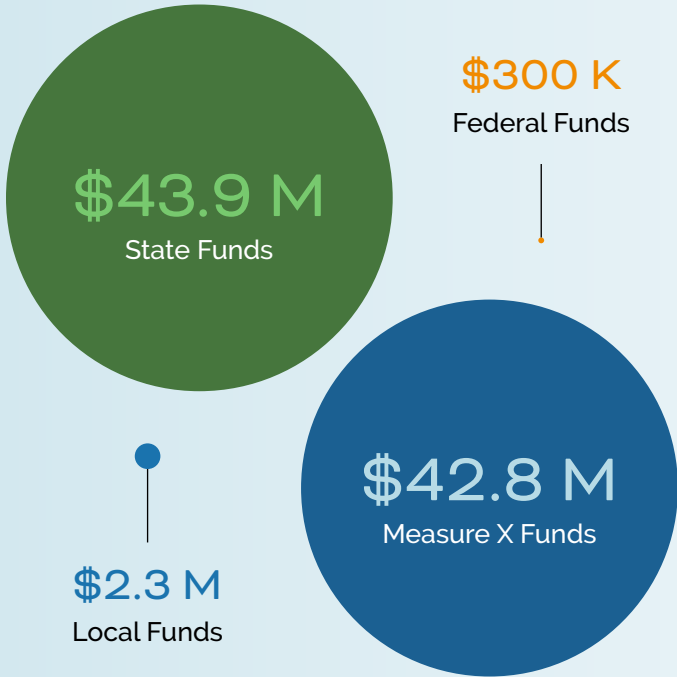
[tamcmonterey](https://www.instagram.com/tamcmonterey)

2024-2025 FINANCIALS

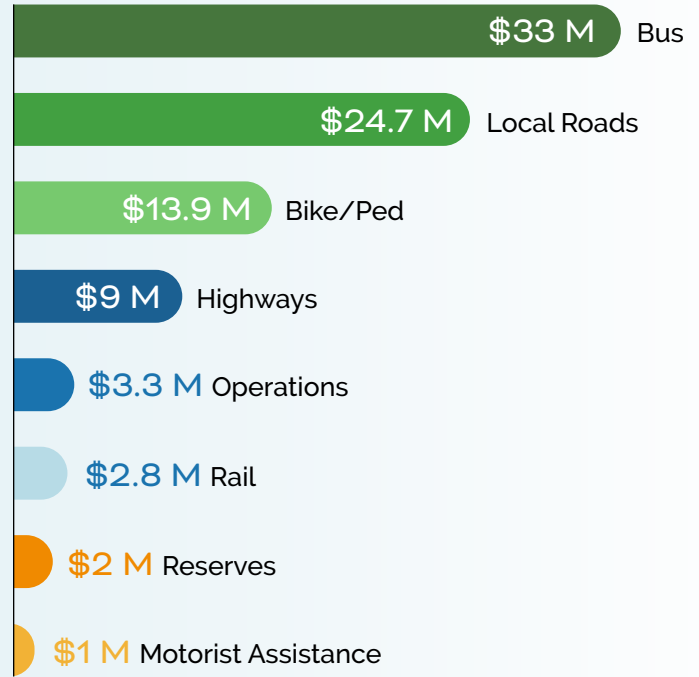
Revenue and expenditures include fiduciary funds TAMC administers in a trustee capacity. Figures are unaudited.

REVENUE | EXPENDITURE

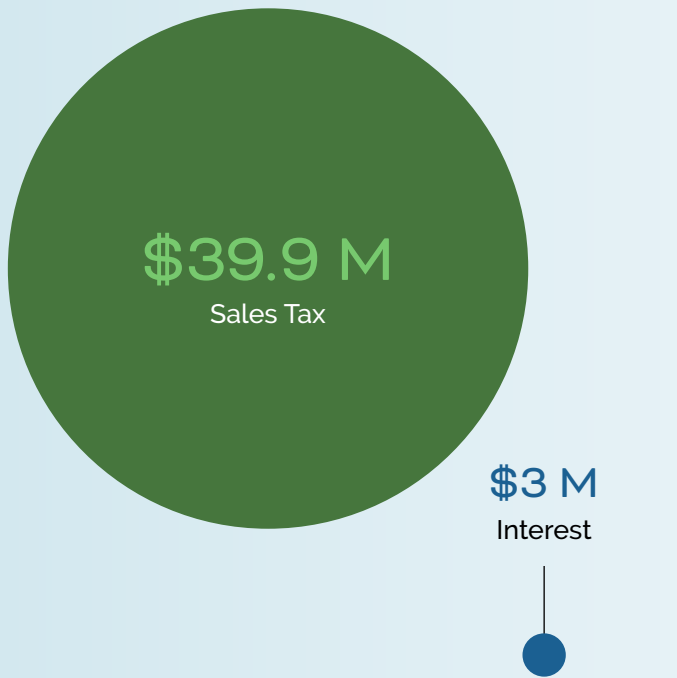
TAMC Total: \$89.6 M



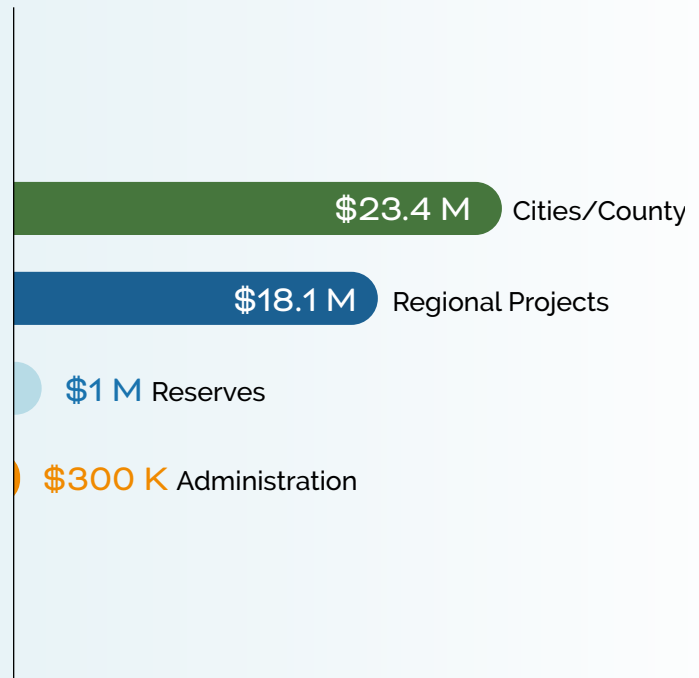
TAMC Total: \$89.6 M



Measure X Total: \$42.8 M



Measure X Total: \$42.8 M



To review how Measure X funds were expended by local cities and the County, visit: tamcmonterey.org/city-and-county-annual-reports-on-measure-x-spending

Progress Report on Projects To Help Make Communities Safer



MONTEREY COUNTY REGIONAL VISION ZERO ACTION PLAN

The Monterey County Regional Vision Zero Action Plan will be a comprehensive county-wide safety action plan developed by TAMC in collaboration with partner agencies and other stakeholders to promote coordinated solutions to reduce fatalities and injuries due to traffic collisions.

The Plan will develop individual action plans for the ten jurisdictions that do not currently have an adopted plan (the Cities of Monterey, Salinas, and Seaside have already adopted or are currently developing Vision Zero or other safety plans). Caltrans District 5 and California Highway Patrol are participating in the plan, and both local roadways and state highways will be included. In addition to action plans for each jurisdiction, the Plan will include recommendations for regional projects and programs that could be implemented by TAMC or partner agencies.

Adoption of a Vision Zero Action Plan will make jurisdictions eligible for further funding to construct the safety improvements identified in the plan. The Plan will also help TAMC and local jurisdictions focus limited resources on areas with the greatest safety need.

Expected to be completed in
2026



The Monterey County Regional Vision Zero Action Plan is expected to be completed at the end of 2026.

For more information about the Monterey County Regional Vision Zero Action Plan, visit tamcmonterey.org/monterey-county-regional-vision-zero-plan.

As we move forward with the projects and programs planned to make safety improvements, we ask that you join our efforts by making a commitment to follow the rules of the road, stay alert and make choices that protect lives, because “Safe Streets Together Monterey County” is only achievable if we share the responsibility to protect each other.



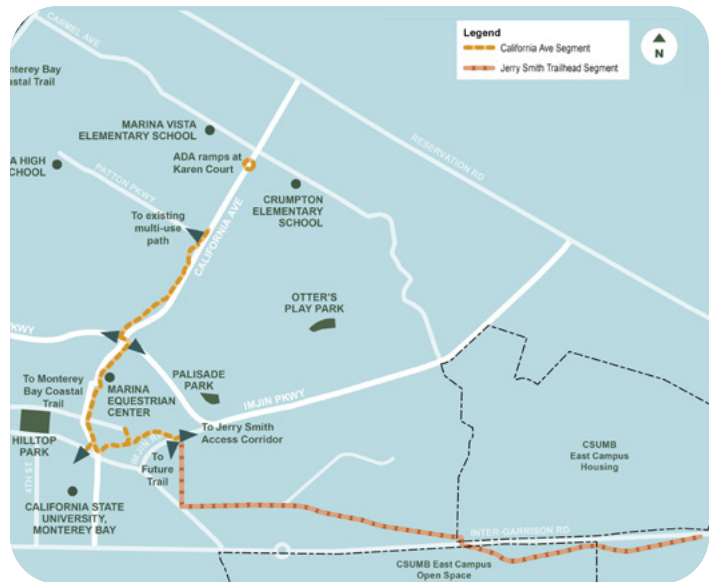
Fort Ord Regional Trail & Greenway (FORTAG)

Significant progress has been made on segments of the Fort Ord Regional Trail and Greenway in Del Rey Oaks, Marina and Seaside:

Canyon Del Rey Segment: A key multi-use trail connection through Del Rey Oaks and Seaside, designed to improve safety and access for people walking and biking. Construction is underway, and the segment remains on track for Fall 2026 completion.

California Avenue Segment: This segment closes the gap on California Avenue between Marina and CSUMB and will link to the Jerry Smith Trailhead segment. It is in final design, with construction starting later this year.

Jerry Smith Trailhead Segment: A multi-use trail providing access from Marina to the Fort Ord National Monument, funded through the Federal Lands Access Program. The project is at 70% final design, with construction funding planned for 2028.



With the use of \$15.4 million in Measure X, TAMC has successfully leveraged an additional \$25 million in state and federal funding for the regional trail project.

For more information, visit tamcmonterey.org/fort-ord-regional-trail-greenway.





US 101 South of Salinas Project

Caltrans District 5 continues the environmental review and preliminary design of the US 101 South of Salinas project to address safety and congestion on this vital corridor.

US 101 Safety Project

An interim project to address specific safety issues in advance of replacing the **Abbott and Chualar interchanges** include the following short-term modifications:

Close all **11 median openings** between Chualar and Salinas

Leave **2 openings** for emergency vehicle access

Stop control changes at the Chualar southbound ramp



US 101 South of Salinas—Chualar Segment

The project team is working on grant proposals for the US 101 South of Salinas—Chualar Segment, which will replace the existing Main Street overcrossing with a relocated interchange designed to improve safety, reduce collision risks, and enhance access for the community of Chualar. The relocation will modernize the interchange configuration, address longstanding traffic and safety issues at the current crossing, and support future mobility needs along this section of US 101.

For more information, visit tamcmonterey.org/highway-101-south-of-salinas.

US 101 Safety Project Timeline

CTC SAFETY PROJECT INITIATED

January 2025



DESIGN

Spring 2025–
Summer 2026



CONSTRUCTION CONTRACT AWARD

Fall 2026



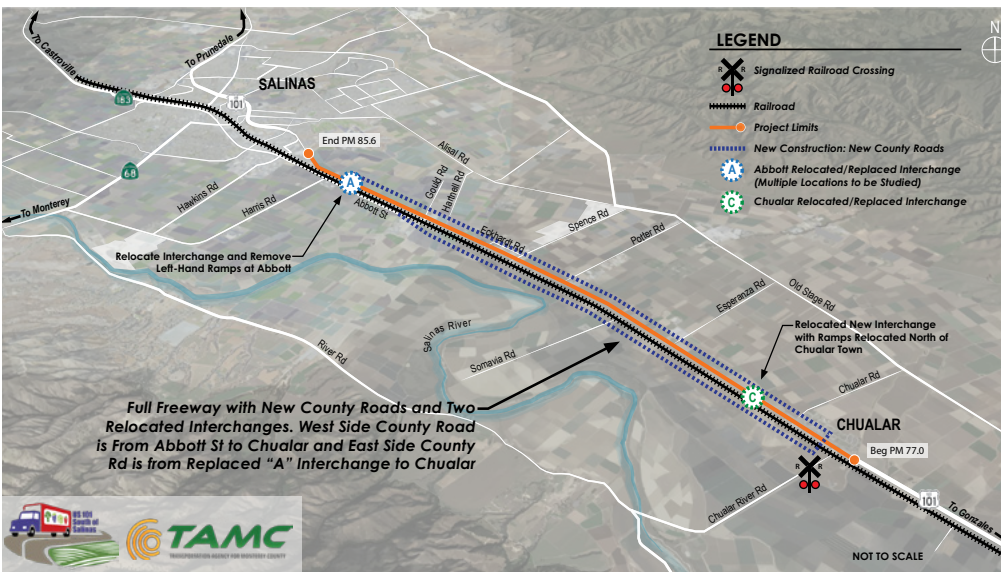
CONSTRUCTION START DATE

Spring 2027



END CONSTRUCTION

Fall 2027



Safe Routes to Schools

The Safe Routes to School Program (SRTS) continues to expand with education, outreach, and infrastructure planning to support safe walking and biking to schools. Over a two-year planning process, the SRTS Participatory Budgeting Community Steering Committee identified barriers to safe access for ten public schools across North Monterey County, including Pajaro, Las Lomas, Prunedale, and Castroville, and developed recommendations for infrastructure and non-infrastructure improvements.

Following the approval of the project list by the North Monterey County Unified School District and the County of Monterey Board of Supervisors, TAMC's Board of Directors approved the use of Regional Surface Transportation Program reserve and Measure X funds budgeted to implement Safe Routes to school projects in North Monterey County in October 2025.

In addition to dedicated Measure X funding for safety improvement projects, TAMC supports the Vision Zero goal of reducing serious injuries and fatalities through a broad set of ongoing initiatives. Education efforts include Bike and Walk Smart safety programs offered through the countywide Safe Routes to School initiative, which provides hands on walking and biking education in partnership with schools across Monterey County, along with the countywide Safer Streets Together public awareness campaign that promotes safe driving, walking, and biking behaviors to reduce collisions.

Encouragement programs include Safe Routes to School activities such as walking school buses, operating in multiple communities including Del Rey Woods Elementary (Seaside) and Santa Lucia Elementary (King City) in 2026, and traffic gardens, which are now installed at twelve schools sites throughout the county and one public park in King City. TAMC and its Safe Routes partners also distribute safety gear such as lights, reflectors, bike bells, and helmets at school and community events, and organized walk & roll to school events.



PROGRAM OUTCOMES North County

84 steering committee members

46% were monolingual Spanish speakers

999 ballots submitted:
55% in Spanish &
74% were paper

5 proposals funded,
32 projects

Pedestrian & Bicycle Wayfinding Plan

for Monterey County



The Transportation Agency developed the Regional Pedestrian and Bicycle Wayfinding Plan for Monterey County to provide standard guidelines for bicycle and pedestrian wayfinding throughout Monterey County.

Wayfinding is part of TAMC's broader effort to expand safe, reliable active transportation options throughout the region. With the new signs in place, residents and visitors can now more easily find their way to iconic...



Scenic Route 68

Corridor Improvements Project

TAMC is advancing operational improvements along the State Route 68 corridor, including installation of adaptive signal controls at nine intersections between Salinas and Monterey.

The system uses Artificial Intelligence to optimize the capacity of the existing signalized intersections. The adaptive system has been installed by Caltrans and is expected to be operational starting in May, following training and system calibration. Data collection will begin at that time and continue for five years, with Caltrans providing regular reports on the system's performance to the TAMC Board.

While adaptive signal performance is being evaluated, TAMC and Caltrans continue ongoing work to assess whether Phase 1 roundabouts remain a feasible long-term safety solution for the corridor.

Project information can be found at tamcmonterey.org/scenic-state-route-68-salinas-to-monterey.



The SURF!

Busway and Bus Rapid Transit

The SURF! Busway and Bus Rapid Transit Project along Highway 1 is well underway.

Monterey-Salinas Transit began construction of the 6-mile bus-only corridor on September 12, 2025, providing a dedicated transit facility between Marina and Seaside/Sand City.

Project updates are available at mst.org/about-mst/planning-development/surf.



Monterey County destinations including historic downtowns, coastal trails, parks, schools, and popular visitor attractions. The system is designed to help people explore local communities without needing a car, making it easier to enjoy everyday trips on foot or by bike.

An important component of the Wayfinding Plan is the Monterey County Bike Map, which includes the bicycle routes identified in the Regional Wayfinding Plan.

The Monterey County Bicycle Map can be found at tamcmonterey.org/monterey-county-bike-map.

The Wayfinding Plan can be found at tamcmonterey.org/wayfinding-plan.



Coast Rail Project

Rail Extension

Efforts to expand passenger rail service between San Jose and San Luis Obispo continues to make significant progress on key components for improving rail access and connectivity in Monterey County:

- > The Salinas Rail Kick Start Project is advancing through final design for its remaining components. Package 1, which included improvements to the Salinas station, has been completed. Package 2 will construct a layover facility for train storage, and Package 3 will upgrade tracks in Gilroy to support expanded service. These improvements are critical to enabling new passenger rail service between Salinas and the Bay Area.
- > The King City Multimodal Transportation Center is fully funded and currently in the design phase. This future station will provide southern Monterey County residents with access to intercity rail service. The project includes plans for a passenger platform, parking facilities, and bus connections, and is intended to serve as a regional mobility hub for the southern part of the county.

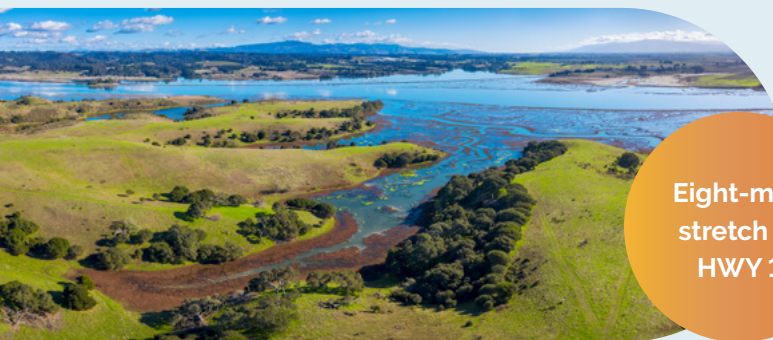


- > The Pajaro/Watsonville Multimodal Transit Hub is currently in environmental review. Located in the community of Pajaro, just 1.5 miles from downtown Watsonville, the station will serve as a key connection point for Santa Cruz County residents accessing rail service to the Bay Area. The project is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

For more information, visit tamcmonterey.org/rail.

Highway 1 Elkhorn Slough Corridor Climate Resiliency Project

TAMC is working in collaboration with The Nature Conservancy and the Elkhorn Slough National Estuarine Research Reserve to evaluate the risk of sea level rise impacting Highway 1 through Elkhorn Slough. The plan will develop multimodal and nature-based transportation adaptation solutions to address vulnerability for this key transportation corridor in north Monterey County. The corridor is an eight-mile stretch of Highway 1 through the disadvantaged community of Moss Landing and the parallel five miles of rail tracks traversing Elkhorn Slough, which provides valuable habitat area for hundreds of aquatic birds, fish, marine mammals, and invertebrate species.



Eight-mile stretch of HWY 1

A central element of the project study is a comprehensive outreach process that includes resource and regulatory agencies, tribes, local stakeholders, and the public. Through ongoing meetings, workshops, hearings, and notices, the project team works to build consensus around long-term solutions that improve mobility and protect the environment.

For more information, visit tamcmonterey.org/highway-1-elkhorn-slough-corridor-climate-resiliency-project.



State Route 156 / Castroville Boulevard Interchange

The California Transportation Commission awarded \$90.6 million for the State Route 156 / Castroville Boulevard Interchange Project, which will replace the current at-grade intersection with a grade-separated interchange to improve safety and relieve congestion. The project addresses a long-standing bottleneck and collision hotspot for regional travelers. TAMC and Caltrans are preparing to receive the allocation in May 2026, with construction anticipated to begin this summer.

California Transportation Commission Chair Grisby Presents \$90.6 Million Ceremonial Check for Highway 156 Castroville Boulevard Interchange Project.

Imjin Parkway Widening & Roundabout Project

The Imjin Parkway Widening & Roundabout Project is near completion. All four lanes and roundabouts are now open. With the installation of the artwork at the roundabouts this spring, the project is expected to be complete this summer. Information about the project and tips on how to drive roundabouts can be found at imjinparkway.com. The Imjin Road Widening and Roundabout Project is the second regional Measure X funded project to be constructed.



Measure X Citizens Oversight Committee Annual Report

Your Measure X Citizens Oversight Committee has completed the ninth year of its 30-year commitment to ensure that local governments properly spend the Monterey County transportation sales tax.

We meet quarterly on YOUR behalf to track YOUR money. For every \$100 spent in Monterey County, 37½ cents goes to the Transportation Agency for Monterey County (TAMC). While small individually, these contributions add up.

In the 2024–2025 fiscal year (July 1, 2024–June 30, 2025), TAMC collected \$39,854,771 in Measure X revenue. This funding stays in Monterey County and also helps leverage additional federal and state matching funds.

60% of Measure X revenue goes directly to the twelve cities and the

County of Monterey for local projects. TAMC uses the remaining 40% for regional projects and programs that improve mobility for people who cannot or do not drive.

The committee exists because voters wanted an added layer of accountability. Measure X required approval from two-thirds of voters, a high threshold that reflects high expectations for transparency and trust.

When Measure X appeared on the November 2016 ballot, the fifth attempt since 1988, the TAMC Board added a requirement for a broad citizens oversight committee. Voters approved Measure X with 67.71% support.

We are pleased to report that all jurisdictions continued to spend and

report their funds properly in 2024–2025. The previous year achieved 100% compliance for the first time. This year, one city missed the deadline for submitting its audit, preventing a second year of full compliance; however, we have no evidence of improper spending, and compliance will be confirmed once the audit is complete.

Residents who lived here before Measure X can see noticeable improvements in road conditions over the past nine years. You can be confident that your Measure X dollars are being used as voters intended.

Sincerely,

Kevin Dayton, 2025 Chair
Measure X Citizens Oversight Committee

Measure X Compliance Summary						Measure X Compliance Chart FY 24/25								
	20/21	21/22	22/23	23/24	24/25	Report Received by 12/31 Deadline	Funds Carried-Over	Measure X Revenues	Interest	Total Funds	Measure X Expenditures	Balance	Maintenance of Effort Met	In Compliance Feb. 4, 2026
Monterey County	Yes	Yes	Yes	Yes	Yes	Yes	\$11,315,877	\$9,801,588	\$102,405	\$21,219,870	-\$16,607,127	\$4,612,743	Yes	Yes
Carmel	MOE*	Yes	Yes	Yes	Yes	Yes	\$0	\$247,941	\$5,876	\$253,817	-\$253,817	\$0	Yes	Yes
Del Rey Oaks	Yes	Yes	Yes	Yes	Yes	Yes	\$114,539	\$99,863	\$0	\$214,402	-\$139,159	\$75,243	Yes	Yes
Gonzales	Yes	Yes	Yes	Yes	Yes	Yes	\$0	\$347,727	\$0	\$347,727	-\$347,727	\$0	Yes	Yes
Greenfield	Late	Late	Late	Yes	Yes	Yes	\$2,594,268	\$793,427	\$83,814	\$3,471,509	-\$264,498	\$3,207,011	Yes	Yes
King City	Yes	Yes	Yes	Yes	Yes	Yes	\$659,132	\$574,987	\$18,131	\$1,252,250	-\$589,042	\$663,208	Yes	Yes
Marina	Yes	Yes	Yes	Yes	Yes	Yes	\$1,045,169	\$1,093,808	\$6,808	\$2,145,785	-\$955,452	\$1,190,333	Yes	Yes
Monterey	Yes	Yes	Yes	Yes	No	No	\$5,522,038	\$1,396,924	\$213,877	\$7,132,839	-\$601,015	\$6,531,824	Yes	No
Pacific Grove	Yes	Yes	Yes	Yes	Yes	Yes	\$1,036,890	\$820,135	\$35,920	\$1,892,945	-\$599,605	\$1,293,340	Yes	Yes
Salinas	Yes	Late	Late	Yes	Yes	Yes	\$16,864,503	\$6,284,933	\$807,997	\$23,957,433	-\$5,140,925	\$18,816,508	Yes	Yes
Sand City	No	No	No	Yes	Yes	Yes	\$107,689	\$49,144	\$0	\$156,833	\$0	\$156,833	Yes	Yes
Seaside	Yes	Yes	Yes	Yes	Yes	Yes	\$1,747,806	\$1,333,429	\$57,000	\$3,138,235	-\$2,068,263	\$1,069,972	Yes	Yes
Soledad	Yes	Yes	Yes	Yes	Yes	Yes	\$4,863,340	\$981,601	\$158,044	\$6,002,985	-\$4,650,948	\$1,352,037	Yes	Yes
Yes	Jurisdiction is in full compliance.					Cities/County Subtotal	\$45,871,251	\$23,825,508	\$1,489,872	\$71,186,631	-\$32,217,578	\$38,969,052		
Late	Compliance issue that has since been resolved.					Regional Subtotal	\$70,059,322	\$15,780,000	\$2,772,100	\$77,838,826	-\$18,100,000	\$71,978,592		
No	Did not submit by deadline Measure X revenue withheld.					Admin Fees (1%)	\$398,500							
	*Maintenance of Effort					Regional and Admin Interest	\$2,826,000							