



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways and Expressways
Monterey County Regional Development Impact Fee Joint Powers Agency
Email: info@tamcmonterey.org

Measure X Citizens Oversight Committee

Tuesday, October 20, 2026

****2:00 PM****

MEETING LOCATION

1441 Schilling Place, Salinas, California
Saffron Conference Room

Wi-Fi Network: MontereyCty-Guest (no password required)

Members of the public & Committee may join meeting online at:

<https://us02web.zoom.us/j/84115275792?pwd=vQaU9ibaJtbYErGMRg4IZXJAeD42tO.1>

Webinar ID: 841 1527 5792

Passcode: 961351

OR

Via teleconference at +1 669 900 6833

If you join the meeting by phone and would like to make a public comment on an item, please dial *9 to raise your hand.

Pursuant to Government Code Section 54952.7:

Please find Chapter 9, also known as the Ralph M. Brown Act:

https://leginfo.ca.gov/faces/codes_displayText.xhtml?division=2.&chapter=9.&part=1.&lawCode=GOV&title=5

Please note: If all board members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted, but the meeting may continue at the discretion of the Chair.

Please see all the special meeting instructions at the end of this agenda

Alternative Agenda Format and Auxiliary Aids: If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency staff at 831-775-0903. Auxiliary aids or services include wheelchair-accessible facilities, sign language interpreters, Spanish language interpreters, and printed materials in large print, Braille or on disk.

These requests may be made by a person with a disability who requires a modification or

accommodation in order to participate in the public meeting and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

Formato alternativo de la agenda y recursos auxiliares: Si se solicita, la agenda se pondrá a disposición de las personas con discapacidad en formatos alternativos apropiados, según lo exige la Sección 202 de la Ley de Estadounidenses con Discapacidades de 1990 (42 USC Sec. 12132) y las normas y reglamentos federales adoptados en su aplicación. Las personas que soliciten una modificación o adaptación por discapacidad, incluyendo ayudas o servicios auxiliares, pueden comunicarse con el personal de la Agencia de Transporte al 831-775-0903. Las ayudas o servicios auxiliares incluyen instalaciones accesibles para sillas de ruedas, intérpretes de lengua de señas, intérpretes de español y materiales impresos en letra grande, braille o en disco. Estas solicitudes pueden ser presentadas por una persona con discapacidad que requiera una modificación o adaptación para participar en la reunión pública y deben hacerse al menos 72 horas antes de la reunión. Se hará todo lo posible para atender la solicitud.

1. QUORUM CHECK - CALL TO ORDER

Call to order and self-introductions. If you are unable to attend, please contact Maria Montiel, Administrative Assistant. Your courtesy to the other members to assure a quorum is appreciated.

2. PUBLIC COMMENTS

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Under this item, each member of the public is allowed two minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Monday before the meeting, and such comments will be distributed to the Board before the meeting.

COMENTARIOS DEL PÚBLICO:

Cualquier miembro del público podrá dirigirse a la Comité sobre cualquier punto no incluido en la agenda, pero que sea de su competencia. En este punto, cada miembro del público tendrá dos minutos para plantear sus inquietudes. Se podrán formular comentarios sobre los puntos de este agenda cuando se discuta dicho punto. Se anima a quienes deseen dirigirse a la Comité para recibir comentarios del público o sobre un punto de la agenda que envíen sus comentarios por escrito a Maria en maria@tamcmonterey.org antes de las 5:00 pm del lunes anterior a la reunión. Dichos comentarios se distribuirán a la Comité antes de la reunión.

3. CONSENT AGENDA

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

3.1. **APPROVE** the draft minutes of the August 18, 2026 meeting.

- Maria Montiel

The draft August 18, 2026 Measure X Citizens Oversight Committee minutes are attached for review.

3.2. RECEIVE the 2027 Measure X Citizens Oversight Committee Meeting Schedule

- Theresa Wright

The Measure X Citizens Oversight Committee meetings in 2027 follow the existing practice of four meetings per year. The meetings will be held on the third Tuesday of the month in February, April, August, and October 2027 at 2:00 pm.

4. RECEIVE update on the State Route 156 / Castroville Boulevard Interchange project.

- Javier Hernandez

Chad Stoeher, Caltrans District 5, Project Manager, will provide an update on the State Route 156/Castroville Boulevard Interchange Project which will construct a grade-separated interchange at the intersection of State Route 156 and Castroville Boulevard, replacing the existing traffic signal. The project is designed to improve safety, reduce traffic delays, facilitate regional and agricultural freight movement, and enhance bicycle and pedestrian connectivity within the Castroville area.

5. RECEIVE an update on the Adaptive Traffic Signal Control (ATSC) pilot project performance and Scenic State Route 68 Corridor Improvement Project – Phase 1 traffic operations analyses and benefit-cost analysis results.

- Javier Hernandez

The SR 68 adaptive traffic signal project has demonstrated measurable improvements in peak periods, prioritizing mainline traffic over side-street movements along the corridor. While these improvements have provided limited operational benefits, additional improvements are needed to achieve the corridor's long-term transportation goals. Updated evaluations continue to support advancing the roundabout project and pursuing funding for construction. The phase 1 improvement project would add hybrid roundabouts and wildlife crossings to improve safety, reliability, and travel times.

6. RECEIVE presentation on the US 101 South of Salinas Corridor Project.

- Javier Hernandez

Caltrans is advancing both near-term and long-term improvements along US 101 south of Salinas to enhance safety, mobility, and access for travelers, freight, and local communities. Near-term improvements will reduce collision risks through access management measures, while long-term corridor improvements include replacement interchanges near Chualar and Abbott Street, frontage roads, bicycle facilities, and other multimodal enhancements.

7. RECEIVE presentation on the draft Ten-Year Report on Measure X impacts.

- Theresa Wright, Blythe Wilson

This report highlights the first ten years of the Transportation Safety & Investment Plan

(Measure X). Measure X has funded local street and road improvements, regional transportation projects, transit enhancements, bicycle and pedestrian facilities, and safety improvements throughout Monterey County. In addition to these direct investments, Measure X has served as a critical local funding source that helps leverage substantial state, federal, and grant funding for transportation projects across the region.

8. ANNOUNCEMENTS and/or COMMENTS

9. ADJOURN

ANNOUNCEMENTS

Next Transportation Oversight Committee meeting:

Tuesday, February 16, 2027, at 2:00 P.M.

PHYSICAL LOCATION -

County Building at 1441 Schilling Place, Salinas CA, in the Cayenne Conference Room

There will be a zoom link for hybrid participation.

If you have any items for the next agenda, please submit them to:
Theresa Wright, Measure X Citizens Oversight Committee Coordinator

theresa@tamcmonterey.org

Important Meeting Information

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County

www.tamcmonterey.org

55B Plaza Circle, Salinas, CA 93901

TEL: 831-775-0903

EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon five (5) working days before the regular meeting. Any member of the Board may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any support papers must be furnished by that time or be readily available.

Memorandum

To: Citizens Oversight Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: October 20, 2026
Subject: Draft XTOC Minutes

RECOMMENDED ACTION:

APPROVE the draft minutes of the August 18, 2026 meeting.

SUMMARY:

The draft August 18, 2026 Measure X Citizens Oversight Committee minutes are attached for review.

FINANCIAL IMPACT:**DISCUSSION:****ATTACHMENTS:**

1. Draft X-TOC Minutes - August 2026

WEB ATTACHMENTS:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

Measure X Citizens Oversight Committee (X-TOC)

Meeting held at the Monterey County Government Center at Schilling Place

Cayenne Conference Room, 1441 Schilling Place, Salinas

Draft minutes of August 18, 2026

Voting Members	AUG 24	NOV 24	FEB 25	APR 25	AUG 25	OCT 25	FEB 26	APR 26	AUG 26
Kevin Dayton, Chair Salinas Valley Taxpayers Association <i>(Rick Giffin)</i>	P -	P A	P -	P A	P A	P A	C	P A	E A
Maria Vera Transit Users <i>(Andrea Manzo)</i>	A -	P A	P A	P A	A A	P A	A	P A	A A
Janet Brennan League of Women Voters <i>(Howard Fosler)</i>	A P(A)	E P(A)	P A	P A	P A	P A	N	P A	E P
Tom Rowley Monterey Peninsula Taxpayers Association <i>(Rick Heuer)</i>	P -	P E	P A	P A	P A	P A	C	P A	P A
Mike Donohue Senior or disabled services agency <i>(Brielle Bumba)</i>	A P(A)	P A	P A	P A	P P(A)	P A	E	A A	P A
Victoria Beach Bicycling Advocate <i>(vacant)</i>	P(VC)	P(VC)	P	A	A	P	L	A	P
Tony Garcia Labor Organization <i>(vacant)</i>	P P	A -	P -	A	A	A	L	A	A
Christie Cromeenes Central Coast Builders Association <i>(vacant)</i>	A	E	P	E	P	P	E	A	A
Greg Hamer Salinas Valley Chamber of Commerce <i>(Fred Hooker)</i>	P -	P	P	P	P P	P A	D	A A	P A
Monica Lal Monterey Peninsula Chamber of Commerce <i>(Bradley Leavang)</i>	A	P P(A)	P	P A	A P(A)	P A		A A	A A
Dale Agron Habitat Preservation <i>(Rachel Saunders, Big Sur Land Trust)</i>	P -	A -	E -	E A	A A	A A		P A	P A
Martine Watkins Hospitality <i>(Gary Cursio)</i>	P	A P(A)	P A	P A	P A	P A		P A	P A

Norm Groot, Past Chair Agriculture (Paul Arnaudo)	P P(A)	P P	P E	P P(A)	P P(A)	P P(A)	C	P P(A)	P A
John McPherson Education (Ralph Porras)	P -	P -	P A	E A	P A	P A	A	A P(A)	P A
Paula Getzelman South County (Carol Kenyon)	E P(A) (VC)	P P(A) (VC)	P A	P(VC) A	P A	A P	N	E P(A)	P A
Chris Barrera Latino Organization (Diana Jimenez)	P P(A)	E P(A)	P E	P A	P A	P A	C	P A	P A
Robert Rodoni North County vacant	P P(A)	E P(A)	P P(A)	P	A P(A)	- A	E	A P(A)	P
Robin Lee Pedestrian (Laurie Eavey)	A -	P -	P -	P A	A A	P A	L	P A	P A
Angelo Raya Medrano Youth/College (vacant)	E	A	A	A	P	P	E	A	A
Martin Canning Construction vacant	A P(A) (VC)	A P(A)	A P(A)	E P(A)	P P(A)	A P(A)	D	A P(A)	P
TRANSPORTATION AGENCY STAFF	AUG 24	NOV 24	FEB 25	APR 25	AUG 25	OCT 25	FEB 26	APR 26	AUG 26
Todd Muck, Executive Director	P	P	P	P	P	E		P	P
Theresa Wright, Community Outreach Coordinator	P	P	P	P	P	P		P	P
Mike Zeller, Director of Programming & Project Delivery	P(VC)	P	P(VC)	P	P(VC)	P		E	P(VC)
Jeff Kise, Director of Finance & Admin	P(VC)	E	E	A	A	P(VC)		A	A
Laurie Williamson, Senior Engineer	-	E	E	A	A	E		P	P
Maria Montiel, Administrative Assistant	P	P	P	P	P	E		P	P
Mi Ra Park, Finance Officer/Analyst		A	A	A	A	P(VC)		A	P(VC)
Javier Hernandez, Principal Engineer									*P(VC)
Alissa Guthrie, Transp. Planner	-	E	E	A	A	E		A	A
Aaron Hernandez, Transp. Planner	P	P	P	P	P	P		P	P
Janneke Strause, Asso. Transp. Planner	P	P	P	P	P	P		P	P
Sophia Linnevers, Transp. Planner									A

P = present		P(A)= present (<i>alternate</i>)		(VC)= Zoom Video Conference	
E = excused absence		A = unnoticed absence		- = alternate absent	V = vacant position
OTHERS PRESENT					
Jamie Tugel	City of Greenfield	Thomas Korman	City of Seaside		

1. QUORUM CHECK – CALL TO ORDER

Norm Groot, Committee Past Chair, called the meeting to order at 2:03 p.m. Maria Montiel, Administrative Assistant, called the roll and confirmed a quorum was established.

2. PUBLIC COMMENTS

Committee member Howard Fosler asked for information about the time savings element and the accuracy of the time savings evaluation of the SURF! Project to help him respond to public inquiries. Executive Director Muck replied that Agency staff will get back with information.

3. CONSENT AGENDA

M/S/C McPherson/ Rowley/ unanimous

Abstained: Greg Hamer

3.1 Approved the draft minutes of April 21, 2026, meeting.

END CONSENT AGENDA

4. CITY OF GREENFIELD MEASURE X PROJECT UPDATE

The Committee received a presentation on local Measure X projects from the City of Greenfield.

Jamie Tugel, City of Greenfield Public Works Director, presented an update on Measure X funded projects in the city. She noted that the City of Greenfield received \$793,427 in new Measure X funding. The presentation featured the Walnut Avenue Pedestrian and Bike Improvements Project. She noted that the project installed sidewalk and ADA ramps on Walnut Ave, connecting the East and West sides of the city over highway 101. She also mentioned that work for this fiscal year would include a street rehabilitation project on various roads throughout the City of Greenfield consisting of:

- Various grinds and overlays
- Type II slurry seal
- Remove & Replace pavement markings
- Leveling courses
- Small amounts of Remove & Replace of adjacent sidewalk, curb & gutter

5. CITY OF SEASIDE MEASURE X PRESENTATION

The Committee received a presentation on local Measure X projects from the City of Seaside.

Thomas Korman, Public Works Director/ City Engineer, City of Seaside provided an update on projects and future planned activities. He reported that the Pavement Rehabilitation Project was funded with Measure X, combined with SB 1 funds and General Funds. He noted that city-wide residential roadway segments were overlaid, and the scope of the work included base repairs, AC overlay, and accessibility improvements. He noted that the project was completed in May 2025. The Hilby Avenue Traffic Calming project from General Jim Moore Boulevard to Canyon Del Rey included speed cushions, slurry seal, striping, and signage. The project was completed in December 2025.

Mr. Korman reported that the Citywide ADA Curb Ramp Project funded by Measure X and Community Development Block Grants included the removal of non-compliant curb returns and their replacement with accessible curb ramps per Caltrans standards. The first part of the project was completed in June 2025 and the remaining part was completed in Summer 2026.

He also noted that the San Pablo Avenue Traffic Calming included speed cushions, slurry seal, striping, and signage at San Pablo Avenue from Mescal Street to General Jim Boulevard. The project was completed in February 2026.

In conclusion, Mr. Korman reported that the Citywide Street Sign Upgrades included Installation of a flashing stop sign at Broadway/ Calaveras and at Broadway/Hillsdale, street-sign replacements at Del Monte Boulevard and Tioga Avenue, and at Fremont Boulevard and Ord Grove.

The Committee had the following input and questions on the City of Seaside Measure X project:

- Can you explain the difference between a speed cushion and speed bump
- Is the construction work at the intersection of SR 218 and Fremont Street under your jurisdiction? There is a lot of back up at that location due to signals at Canyon Del Rey and Kimbell Avenue being close together.
- Consider installing speed bumps to slow traffic down due to vehicles speeding
- How much consideration can be given to an overlay of arterial or other planned bike routes where the costs of putting in even a not perfect but better side lane have been considered.
- Consider the example of how pausing the re-paving Rio Road provided the opportunity to re-stripe the road to include bike lanes and lower the traffic speed.

6. ELECTION OF COMMITTEE CHAIR AND VICE CHAIR

M/S/C Hamer / Getzelman /unanimously

committee member Greg Hamer nominated Christie Cromeenes for the 2027 and 2028 Chair and Martine Watkins for the 2027 and 2028 Vice Chair and the motion was seconded by Committee member Paula Getzelman.

Past Chair Norm Groot reported that the Oversight Committee's purpose is to be an additional layer of accountability so that the public is assured that the Transportation Agency, the County of Monterey and the participating cities are operating consistently with the terms of the Ordinance. He noted that this action item calls for the nomination and election of a Chair and Vice Chair of the Measure X Citizens Oversight Committee to serve effective January 2027 for a two-year term. He reported that Vice Chair, Christie Cromeenes, has indicated that she is willing to take the Chair position for 2 years. He then called for nominations.

7. ELECTION OF AUDIT SUB-COMMITTEE

M/S/C Getzelman / Hamer / unanimous

The Committee unanimously appointed Committee member Martin Canning and Norm Groot to serve on the audit sub-committee with the Committee Chair Kevin Dayton, Vice Chair Christie Cromeenes and Vice Chair Elect, Martine Watkins to conduct the independent audit for fiscal year 2026/2027 and to prepare the annual audit report.

The Measure X Citizens Oversight Committee is responsible for conducting an independent audit to assure that Measure X funds are expended in accordance with the requirements of the Transportation Safety & Investment Plan and to prepare an annual audit report.

8. ANNOUNCEMENTS AND/OR COMMENTS

Theresa Wright, Community Outreach Coordinator, announced that next Committee meeting is scheduled for Tuesday, October 20 at 2 pm in the Saffron Room.

Committee member Greg Hamer asked for a short update on FORTAG DRO segment. Past Chair Groot asked if it could be a written report in the next packet.

Committee member Victoria Beach asked for a future update on the green infrastructure connections to get people off the highway, coming through the park land to get to Point Lobos.

Committee member Dale Agron noted that Carmel Valley Land Use Advisory Committee has agreed to putting parking for Point Lobos and a shuttle there at Rio Road. Is there anything that can be done during the construction period to ease that extremely congested area near the general store and fire station. Mr. Muck replied that she was referring to the "ParkIt" project near the Marathon Flats. He stated that while the agency has not seen a construction schedule for the parking lot, TAMC could talk to them about management during the construction. He also noted that construction will be off the roadway so the congestion from the construction will be minimal.

9. ADJOURNMENT

Past Chair Groot adjourned the meeting at 2:52 p.m.

Memorandum

To: Citizens Oversight Committee
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: October 20, 2026
Subject: **2027 Measure X Citizens Oversight Committee Meeting Schedule**

RECOMMENDED ACTION:

RECEIVE the 2027 Measure X Citizens Oversight Committee Meeting Schedule

SUMMARY:

The Measure X Citizens Oversight Committee meetings in 2027 follow the existing practice of four meetings per year. The meetings will be held on the third Tuesday of the month in February, April, August, and October 2027 at 2:00 pm.

FINANCIAL IMPACT:

None.

DISCUSSION:

The Measure X Citizens Oversight Committee meets quarterly on the third Tuesday of the month in February, April, August, and October 2027 at 2:00 pm. In accordance with that schedule, the 2027 Measure X Citizens Oversight Committee meetings will be held at the Government Center located at 1441 Schilling Place in Salinas on the following dates:

- February 16
- April 20
- August 17
- October 19

ATTACHMENTS:

1. Measure X Citizen Oversight Committee 2027 Calendar

WEB ATTACHMENTS:

Measure X Citizen Oversight Committee



2027 Committee Calendar

The Measure X Citizen Oversight Committee 2027 schedule follows the existing standard of four meetings per year, held on the third Tuesday of the month in February, April, August and October at 2:00 p.m. Therefore, the meeting dates are as follows:

Meetings:

- February 16
- April 20
- August 17
- October 19

“The Transportation Agency for Monterey County (TAMC) is responsible for investing in regional transportation projects for Monterey County residents, businesses and visitors. The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County.”

Memorandum

To: Citizens Oversight Committee
From: Javier Hernandez, Principal Engineer
Meeting Date: October 20, 2026
Subject: State Route 156 / Castroville Blvd Update

RECOMMENDED ACTION:

RECEIVE update on the State Route 156 / Castroville Boulevard Interchange project.

SUMMARY:

Chad Stoeher, Caltrans District 5, Project Manager, will provide an update on the State Route 156/Castroville Boulevard Interchange Project which will construct a grade-separated interchange at the intersection of State Route 156 and Castroville Boulevard, replacing the existing traffic signal. The project is designed to improve safety, reduce traffic delays, facilitate regional and agricultural freight movement, and enhance bicycle and pedestrian connectivity within the Castroville area.

FINANCIAL IMPACT:

With the recent allocation of construction funds by the California Transportation Commission, the State Route 156/Castroville Boulevard Interchange Project now has the funding necessary to proceed into the construction phase. The funding plan combines local funds with state transportation program funds programmed for delivery of the interchange improvements.

The construction phase is funded at \$75.5 million. Funding sources include \$15.389 million in local TAMC funds, \$48.2 million in Senate Bill (SB) 1 Trade Corridor Enhancement Program funds, \$10.3 million in SB 1 Local Partnership Program Competitive funds, and \$1.576 million SB 1 Local Partnership Program Formula funds.

DISCUSSION:

Caltrans and the Transportation Agency for Monterey County (TAMC) have continued advancing the State Route 156/Castroville Boulevard Interchange Project through final project development and pre-construction activities. A major focus during this period has been coordination with Pacific Gas & Electric and other utility providers to facilitate the relocation of existing utility facilities that conflict with the proposed interchange improvements. Utility relocation activities are now underway, representing a significant milestone toward preparing the site for construction.

In addition to utility coordination, Caltrans has continued work on right-of-way activities, environmental compliance requirements, and completion of final project plans, specifications, and estimates. These efforts have been critical to advancing the project through the final stages of project development and maintaining progress toward construction. Agency staff have remained engaged with Caltrans throughout this process to monitor schedule milestones and support coordination among the various agencies and stakeholders involved in project delivery.

The project recently achieved a major milestone with receipt of Ready-to-List (RTL) approval, indicating that all required plans, permits, right-of-way certifications, and approvals necessary for construction advertisement have been completed. Following RTL approval, the California Transportation Commission allocated construction funding for the project in June 2026, providing authorization for Caltrans to proceed toward construction delivery.

Caltrans District 5 and Headquarters staff are currently working to finalize bid package documents and complete all remaining administrative activities necessary to advertise the project for construction bids in Fall 2026. Advertisement of the project will mark the final step before the award of a construction contract and the start of major construction activities.

Caltrans will provide the Committee with an overview of the project's current status, recent accomplishments, next steps leading to construction, and updates on utility relocations, right-of-way activities, and other key elements associated with project delivery. The presentation will also provide an updated schedule and highlight major milestones anticipated as the project moves from final project development into construction. The project website is linked as a **web attachment**.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Highway 156 - Transportation Agency for Monterey County](#)

Memorandum

To: Citizens Oversight Committee
From: Javier Hernandez, Principal Engineer
Meeting Date: October 20, 2026
Subject: **Scenic Route 68 Corridor Improvement Project Update**

RECOMMENDED ACTION:

RECEIVE an update on the Adaptive Traffic Signal Control (ATSC) pilot project performance and Scenic State Route 68 Corridor Improvement Project – Phase 1 traffic operations analyses and benefit-cost analysis results.

SUMMARY:

The SR 68 adaptive traffic signal project has demonstrated measurable improvements in peak periods, prioritizing mainline traffic over side-street movements along the corridor. While these improvements have provided limited operational benefits, additional improvements are needed to achieve the corridor's long-term transportation goals. Updated evaluations continue to support advancing the roundabout project and pursuing funding for construction. The phase 1 improvement project would add hybrid roundabouts and wildlife crossings to improve safety, reliability, and travel times.

FINANCIAL IMPACT:

The estimated funding plan for the Phase 1 Scenic Route 68 Corridor Improvement Project totals \$101.3 million and includes funding for design, right-of-way acquisition, and construction. Design activities are funded with \$9.9 million from the State Transportation Improvement Program (STIP). Right-of-way acquisition is funded through a combination of \$6.2 million in STIP funds and \$15.6 million in Measure X funds. Construction is not currently funded and will require a combination of Measure X and grant funds totaling \$69.6 million. In addition to the Phase 1 project funding, the Adaptive Traffic Signal Control (ATSC) pilot project continues to operate under the previously approved \$1.2 million Measure X allocation and serves as the operational baseline for evaluating future corridor improvement investments.

DISCUSSION:

The goal of the Scenic Route 68 Corridor Improvement Project remains to improve safety and mobility along the corridor while preserving its environmentally sensitive character. Phase I includes construction of hybrid roundabouts at San Benancio Road, Corral de Tierra Road, and Laureles Grade together with wildlife crossings. Caltrans continues to lead project development and is coordinating with TAMC regarding future funding opportunities.

Staff continues to collect data from the Adaptive Traffic Signal Control pilot project using Miovision traffic analytics. The observed data indicates that adaptive signal control has improved peak-period corridor operations and increased traffic throughput at key intersections compared with pre-adaptive

conditions. The field observations also provide additional validation of the VISSIM traffic simulation model used to evaluate future improvement alternatives.

Additional traffic modeling has been completed using the adaptive signal system as the baseline condition. The refreshed analysis confirms the conclusions presented previously: while adaptive signal control provides measurable operational improvements, the proposed Phase I roundabouts are expected to provide additional long-term benefits by increasing intersection throughput, reducing queue duration, improving corridor reliability, and further reducing peak-period travel times where congestion currently occurs.

Observed field data also indicates that adaptive signal control generally prioritizes traffic progression along the SR 68 mainline during peak periods. As a result, increased delays have been observed for vehicles entering from side streets during the peak hours. This operational trade-off is consistent with the objectives of adaptive signal control and has been incorporated into the updated evaluation.

An environmental assessment indicates that the Phase I roundabouts are also expected to reduce greenhouse gas emissions by decreasing vehicle idling, reducing stop-and-go conditions, and shortening the duration of recurring congestion during peak travel periods.

A benefit-cost analysis has been completed for the proposed Phase I roundabouts project. The benefit-cost analysis was prepared using a Microsoft spreadsheet model that incorporates methodologies and benefit values from the U.S. Department of Transportation's (USDOT) 2026 Benefit-Cost Analysis Guidance and Caltrans' Cal-B/C model. The USDOT guidance provides a nationally recognized framework for evaluating the economic benefits and costs of transportation investments, while the Cal-B/C model, developed by Caltrans' Transportation Economics Branch, is used to evaluate projects seeking state transportation funding. By incorporating both methodologies, the analysis provides a consistent approach for assessing project benefits under state and federal funding evaluation practices. The analysis considers travel time savings, safety improvements, vehicle operating costs, environmental benefits, and other transportation system impacts as shown below:

Benefit Cost Analysis Summary:

Benefits		Cost	
Travel Time Savings	\$159.8 Million	Project Approval & Environmental Document	\$11.5 Million
Collision Reduction	\$99.6 Million	Plans, Specifications & Estimate	\$9.9 Million
Wildlife Crossing Crash Reduction	\$6.6 Million	Right of Way	\$21.7 Million
Emission Reduction	\$0.6 Million	Construction	\$69.6 Million
Operations and Maintenance Disbenefit	(-\$2.0 Million)		
Total	\$266.5 Million	Total	\$112.7 Million
Net Present Value	\$116.8 Million	Net Present Value	\$100.2 Million

The results indicate a net 1.17 Benefit Cost Ratio and reaffirms that the proposed roundabouts continue to provide the greatest long-term benefit to the corridor and support continued advancement of the project.

Based on the updated field observations, refreshed traffic analysis, and Benefit-Cost Analysis, the TAMC Board authorized staff to work with Caltrans to submit a Senate Bill 1 (SB 1) application to the California Transportation Commission for the construction funding of the Scenic State Route 68 Corridor Improvement Project - Phase 1, which includes hybrid roundabouts at San Benancio Road, Corral de Tierra Road, and Laureles Grade. The project website is online as a **web attachment**.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Scenic State Route 68 - Salinas to Monterey - Transportation Agency for Monterey County](#)
- [SR 68 Phase 1 BCA](#)

Memorandum

To: Citizens Oversight Committee
From: Javier Hernandez, Principal Engineer
Meeting Date: October 20, 2026
Subject: **US 101 South of Salinas Project Update**

RECOMMENDED ACTION:

RECEIVE presentation on the US 101 South of Salinas Corridor Project.

SUMMARY:

Caltrans is advancing both near-term and long-term improvements along US 101 south of Salinas to enhance safety, mobility, and access for travelers, freight, and local communities. Near-term improvements will reduce collision risks through access management measures, while long-term corridor improvements include replacement interchanges near Chualar and Abbott Street, frontage roads, bicycle facilities, and other multimodal enhancements.

FINANCIAL IMPACT:

Caltrans is the lead agency for two projects addressing issues along the US 101 South of Salinas corridor. The South of Salinas Access Management project is a short-term measure to address safety concerns. This project is fully funded by Caltrans for \$3 million through the State Highway Operation and Protection Program (SHOPP). The US 101 SOS Corridor Improvement Project is intended to address long-term issues including safety, freight movement and congestion. This project recently entered the environmental review phase funded with \$9.9 million of State Transportation Improvement Program funds.

DISCUSSION:

The US 101 South of Salinas corridor is a critical transportation facility serving local communities, regional travel, and statewide freight movement. As the primary north–south route through the Salinas Valley, the corridor supports the efficient movement of harvested crops from surrounding agricultural lands, connecting growers and distributors to regional, national, and international markets. Given the high volumes of truck traffic, commuter travel, and local access needs, improving safety, mobility, and reliability along this corridor is essential to the economic vitality of Monterey County and California as a whole.

Caltrans, in coordination with TAMC and regional partners, is advancing two complementary projects along US 101 South of Salinas that address both near-term safety concerns and long-term corridor deficiencies.

The project website is linked as a **web attachment**.

South of Salinas Access Management Project (Short-Term Safety Improvements)

The South of Salinas Access Management Project is designed to address immediate and ongoing safety risks along a segment of US 101 between Salinas and Chualar where a safety study identified

a concentration of conflicts at uncontrolled intersections. The project will prohibit left-turn and U-turn movements at eleven uncontrolled intersections through the installation of median closures, significantly reducing the potential for high-severity collision types such as head-on and broadside crashes.

To preserve local connectivity and emergency response capability, two emergency access points will remain open. In addition, traffic rerouted to parallel facilities will be mitigated through the installation of all-way stop control at four intersections along Old Stage Road, improving safety and operational clarity for local residents. Targeted improvements will also be made at the southbound exit ramp at the existing Chualar interchange to enhance safety and traffic flow.

This project is fully funded by Caltrans and provides a cost-effective, near-term strategy to reduce crash risk while longer-term corridor improvements advance.

Community Benefits:

- Reduced risk of severe and fatal crashes along a high-speed rural highway segment
- Improved safety and predictability for local traffic accessing parallel roadways
- Maintained emergency access for first responders
- Near-term safety enhancements without long construction timelines

US 101 South of Salinas Corridor Improvement Project (Long-Term Improvements)

The US 101 South of Salinas Corridor Improvement Project is intended to address long-standing corridor challenges related to safety, freight movement, congestion, multimodal access, and equity. This project has entered the environmental review phase for the full corridor. Phase I of the project will construct a new, relocated interchange north of Chualar, including a grade-separated crossing over the Union Pacific Railroad and the addition of new frontage roads that incorporate bicycle facilities. The Abbott Street interchange will be replaced in a future phase of the project. These improvements are expected to significantly enhance operational efficiency on US 101 by reducing at-grade conflicts, separating local and regional traffic movements, and improving access management along the corridor.

In addition to freight and vehicle operations, the project emphasizes multimodal mobility, with new bicycle facilities that improve safety and connectivity for people traveling by bike and accessing transit. By improving access, circulation, and safety, the project is anticipated to enhance transit reliability and support increased transit ridership along this corridor.

Importantly, the Corridor Improvement Project directly addresses transportation impacts experienced by the small, rural, and disadvantaged community of Chualar. The new interchange and frontage roads are expected to reduce cut-through traffic, improve access to regional destinations, and mitigate safety and environmental impacts that disproportionately affect the community today. Caltrans and TAMC are co-nominating the project in the upcoming Senate Bill 1 funding cycle, seeking funding for the final design and right-of-way phases. In addition, Caltrans and TAMC continue to evaluate future funding opportunities for the construction phase.

Community and Regional Benefits:

- Improved freight efficiency on one of California's most critical agricultural corridors
- Reduced congestion and conflict points on US 101
- Enhanced safety through grade separation and access management
- New bicycle facilities and improved multimodal connectivity

- Improved transit reliability and access
- Reduced transportation burdens and safety risks for Chualar and surrounding rural communities
- Long-term support for regional economic vitality and system resilience

Meg Henry, Caltrans District 5, Project Manager of the US 101 South of Salinas Corridor Project, will provide an update on the project.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Highway 101 South of Salinas - Transportation Agency for Monterey County](#)

Memorandum

To: Citizens Oversight Committee

From: Theresa Wright, Community Outreach Coordinator, Blythe Wilson, Transportation Planning Intern

Meeting Date: October 20, 2026

Subject: **Measure X 10-Year Report**

RECOMMENDED ACTION:

RECEIVE presentation on the draft Ten-Year Report on Measure X impacts.

SUMMARY:

This report highlights the first ten years of the Transportation Safety & Investment Plan (Measure X). Measure X has funded local street and road improvements, regional transportation projects, transit enhancements, bicycle and pedestrian facilities, and safety improvements throughout Monterey County. In addition to these direct investments, Measure X has served as a critical local funding source that helps leverage substantial state, federal, and grant funding for transportation projects across the region.

FINANCIAL IMPACT:

In Fiscal Year 2025/26, Measure X generated approximately \$40.3 million in transportation sales tax revenue, the highest annual revenue since the measure was approved by Monterey County voters in 2016. Over its first ten fiscal years, Measure X has generated approximately \$317.9 million in total revenue, providing a significant local funding source for transportation improvements throughout Monterey County.

DISCUSSION:

On November 8, 2016, Monterey County voters approved the Transportation Safety & Investment Plan (Measure X) with 67.7% voter approval. Measure X was established as a local "self-help" funding program to address roadway maintenance, safety, mobility, and congestion needs through a dedicated three-eighths cent sales tax. The State of California began collecting revenues from the Measure X sales tax on April 17, 2017.

The measure was originally projected to generate approximately \$20 million annually, or \$600 million over thirty years. Over nearly a ten-year period of implementation, on average, Measure X has generated \$35.3 million annually.

Sixty percent of Measure X revenues are distributed directly to the twelve cities and the County of Monterey for local transportation projects, while the remaining forty percent is programmed by TAMC for regionally significant transportation investments. Measure X has also provided local agencies with financing options that accelerated needed improvements. The Cities of Salinas and Seaside utilized bonding against future Measure X revenues to advance major transportation investments. The Cities of Gonzales and Del Rey Oaks utilized TAMC loan programs that allowed projects to be completed

years earlier than would otherwise have been possible.

For Gonzales, the Measure X loan program funded the Alta Street Rehabilitation Project, a major roadway rehabilitation effort that was advanced through a \$2.5 million TAMC loan repaid through future Measure X revenues.

For Del Rey Oaks, Measure X loan financing enabled the city to complete major street improvement projects immediately rather than waiting for annual allocations to accumulate. Annual reports continue to show debt service payments associated with those completed transportation improvements.

A key finding from the first ten years of Measure X is that local sales tax revenues have successfully leveraged outside investment into Monterey County. As shown in the regional project funding summary, Measure X contributions of approximately \$76.8 million have leveraged roughly \$226.9 million in outside state and federal grant funding, generating a total investment of \$373.7 million for transportation improvements. This leverage ratio demonstrates that Measure X functions as a catalyst for larger investments, increasing Monterey County's competitiveness for discretionary grant programs and statewide transportation funding opportunities.

In addition to these regional investments, Measure X has enabled all twelve cities and the County of Monterey to address long-standing pavement maintenance needs, reduce deferred maintenance backlogs, improve bicycle and pedestrian facilities, and complete locally identified transportation priorities. The local share program remains one of Measure X's most visible benefits, with 60% of revenues returned directly to local jurisdictions for transportation improvements.

The first decade of Measure X demonstrates the value of a local transportation funding source that not only delivers projects directly but also positions Monterey County to secure substantial state and federal investment that would otherwise be unavailable or less competitive.

Staff will provide more details on the ten-year report verbally at the meeting, and online as a **web attachment** are the city and County annual reports on Measure X spending.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [City and County Annual Reports on Measure X Spending - Transportation Agency for Monterey County](#)