



Contact Del Rey Oaks Police Department

Cmdr Roger Guzman  
Sgt. David Nguyen  
Ofc. Justin Tang  
Det. Chris Salopek  
Ofc. Tom Dowson

From DRO Website - Contact Police Department <noreply@civicplus.com>  
Date Mon 5/25/2026 10:14 AM  
To Chris Bourquin <CBourquin@delreyoaks.org>

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Submitted on Mon, 05/25/2026 - 10:14 AM

Submitted by: Anonymous

Submitted values are:

**First Name**

Jeri

**Last Name**

Vanderzwaan

**Address**

24 Carlton

**Email Address**

zwaan@sbcglobal.net

**Staff Member**

**Members**

Chris Bourquin, Chief of Police

**Question/Comment:**

I want to commend and thank your officers who responded to the bomb incident on Carlton Drive May 23. I'm sorry I don't know the names of the responding officers, but they handled the situation calmly, efficiently and professionally making those of us in the area feel safe and informed. We appreciate all you do for our community. Thank you.

The results of this submission may be viewed at:

[https://www.delreyoaks.org/admin/structure/webform/manage/contact\\_del\\_rey\\_oaks\\_police\\_depa/submission/1546](https://www.delreyoaks.org/admin/structure/webform/manage/contact_del_rey_oaks_police_depa/submission/1546)



**MST HIGHLIGHTS**  
**Board of Directors Meeting**  
**June 8, 2026**

**RECOGNIZED JUNE MST EMPLOYEE OF THE MONTH**

The MST Board adopted Resolution 2026-19 recognizing Ursulla Scardina, Communications Specialist as Employee of the Month for June 2026 and for her outstanding contribution to MST and the entire community.

**RECOGNIZED APTA EMERGING LEADERS GRADUATE**

The MST Board recognized Emma Patel, Planning Manager, as a May 2026 graduate of the APTA Emerging Leaders Program.

**RECOGNIZED NATIONAL SAFETY MONTH**

The MST Board received a special presentation recognizing MST as the recipient of the APTA Safe, Clean, and Efficient GOLD Award and announced the Employee BBQ dates.

**APPROVED FY2026 PROGRAM OF PROJECTS**

The MST Board of Directors approved the FY2026 Federal Program of Projects and authorized the filing of the appropriate grant applications with the Federal Transit Administration and Caltrans.

**ADOPTED FY2027 – FY2028 OPERATING AND CAPITAL BUDGET**

The MST Board held a public hearing, adopted the FY2027 – FY2028 Operating and Capital Budget, approved Resolution 2026-20 authorizing the filing of Federal Grant applications, and authorized staff to apply to the Transportation Agency for Monterey County for Transportation Development Act Local Transportation Funds and State Transit Assistance for FY 2027.

**AUTHORIZED A CONTRACT WITH JAWNT FOR RELOADABLE  
TRANSIT/PARKING PAYMENT CARDS**

The MST Board authorized the General Manager/CEO or their designee to enter into a three (3) year contract with Jawnt for reloadable cEMV transit/parking payment cards, with the option to extend for two (2) additional one (1) year terms, in an amount not to exceed \$2,101,206, including option years.

## **RECEIVED REPORT FROM NOMINATING COMMITTEE AND CONDUCTED ELECTION OF OFFICERS**

The MST Board received a report from the nominating committee, conducted an election of officers, and appointed Tony Barrera from the City of Salinas, to serve as the MST Board Chair and appointed Luis Alejo, from the County of Monterey, to serve as the MST Board Vice Chair for fiscal years 2027 and 2028.

## **NEXT MST BOARD MEETING**

The next regular MST Board meeting is scheduled for July 13, 2026.



## TRANSPORTATION AGENCY FOR MONTEREY COUNTY

### **HIGHLIGHTS**

**May 27, 2026**

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

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

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

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

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

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

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

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

### **Measure X Senior & Disabled Transportation Cycle 4 Award Recommendations Approved**

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

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

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

A summary of proposals and rankings are available here:

<https://www.tamcmonterey.org/files/82d08db5d/Measure+X+Senior+%26+Disabled+-+Cycle+4+Funds+Requested+Summary.pdf>

### **North Monterey County Regional Transportation Vulnerability Assessment Project**

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

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

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

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

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

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