

Dear Board Members

I am a resident of Pasadera and represent both the Pasadera HOA ..some 240 residences ...and also Concert Golf ...who are the new owners of the Club At Pasadera Golf and Country Club. I am also a retired Chartered Civil and Chartered Municipal Engineer with significant experience in Highway Engineering and Construction in the UK.

Although not the agenda today, I want you to know our position in advance of any meetings and discussions, during the upcoming weeks and months, that you may have with TAMC/Caltrans staff regarding the Highway 68 Corridor improvement plans.

Following attendance at the Public Hearings, various discussions with TAMC/Caltrans representatives and holding a Town Hall meeting for Pasadera , both Pasadera HOA and Concert Golf, submitted separate very detailed responses to the Draft EIR to TAMC/Caltrans in early January.

Indeed both entities objected to the designs of both alternatives at the Pasadera/Boots intersection, and questioned the need for such a large amount of money to be spent by TAMC/Caltrans to build 9 hardscaped roundabouts along the whole Corridor, which do not appear to be a solution to the problems trying to be solved.

The Pasadera HOA, Concert Golf and the vast majority of residents and members that I have spoken to, are very supportive of the AI Controlled Signal Solution that has been identified as a more effective and radically lower cost solution. This solution could be implemented within 9 -12 months rather than waiting for over 4 years for the first construction to start the probable 5 year build timetable for the Corridor " Improvement".

The bottom line is that Both Pasadera HOA and Concert Golf support the positioning and recommendations made in Dwights letter attached(26th February 2024) ... which we which urge each and everyone of you, to read and follow up on.

In addition, I also believe there will be a significant challenge for TAMC/Caltrans to obtain funding for the Corridor improvement, as they will be trying to get approximately \$150-200m in grant money from the various government agencies

based on improved safety claims.

The challenge is that when you study the safety record numbers/collision rates for the Corridor in the Draft EIR... over a 4 year period, the end-to-end Actual Total Collision Rate is 10% less than the Statewide Average Rate.

(Indeed 2 segments have 0 collisions only and the rest of the segments have rates that are 25% - 90% lower, there is only one segment has a higher than Statewide Average rate and that is by less than 5%.)

As I am sure you are aware, when reviewing The Basis of Decision for Agencies authorizing Program grants, there are many roads and intersections throughout the County, State and whole Country that have more serious needs for improvement and based on much worse safety records than Highway 68 ... not a position of strength when applying for significant funding.

To this end it seems ill advised to continue to spend funds on designs that are based on incorrect data .. as detailed in Dwight's letter.. and considering the enormous amount of negative public responses regarding the 9 roundabouts that have been placed with TAMC/Caltrans as part of the Public Hearing and Draft EIR process.

There is very significant Public support for the AI Controlled Signal Solution to be implemented so that accurate and up to date data can be gathered, from which to make more informed decisions on the Highway 68 Corridor improvement BEFORE the TAMC Board makes a decision to go ahead with either of the Alternatives in the Draft EIR.

Add to this the continued rapid advances in technology and the advent of changes in California law (AB645) that is enabling the current installation of Speed Camera Safety Systems (SF: City and County, Cities: SJC, Oakland, LA, Glendale, Long Beach).... and also the imminent installation of Automatic License Plate Readers (ALPR) locally in the City of Monterey, which both help to improve safety, I would

suggest that TAMC/Caltrans seriously consider changing the focus of their EIR.

There is currently a proposal into Caltrans for a pilot installation of the AI Controlled Signal Solution which could be installed at 4 junctions within a few months. So assuming the pilot goes well.....why not then immediately install the AI Solution into the other 5 intersections and gather some real current data to enable more accurate decisions to be taken about any future changes in layouts at the individual Highway 68 intersections. Perhaps they could use the current monies they have from Measure X to get on and improve the access/exit to Laguna Seca Racetrack at the east end of highway 68.

By evaluating and implementing the AI Controlled Signal solution for this application, rather than Roundabouts, ...TAMC/Caltrans could become leaders in the leveraging of modern technology and implement a state-of-the-art traffic management system to improve flows and safety throughout Monterey.... AndI respectfully suggestthat The County could therefore make much more prudent use of the Measure X funding.

I believe that the TAMC Board has a pivotal role to play in ensuring the most prudent use is made of the \$50m Measure X funding that is already allocated to the Corridor improvements.

I and the Pasadera HOA and Concert Golf residents and members urge you all to ask searching questions and strongly challenge TAMC/Caltrans staff about the concerns and views raised in the Public Responses.

Please use the responsibilities and powers vested in you as the TAMC Board, to ensure that you are provided with the complete set of Public Responses, together with the formal responses that TAMC/Caltrans are required to provide to the individual respondees , BEFORE you make any decisions about the approval of the Final EIR.

I hope that some of you will read this thoroughly and am always available if any of you would like to discuss the points in more detail.

Sincerely
Barry Jones