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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](mailto:info@tamcmonterey.org)

**Technical Advisory Committee**

**Thursday, May 7, 2026**

**\*\*9:30 AM\*\***

**MEETING LOCATION**

55B Plaza Circle, Salinas, California 93901  
Transportation Agency Conference Room

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

**<https://us02web.zoom.us/j/88607651053?pwd=FHOmkHFdIXaOvh8buUVnKSeskLyUb8.1>**

**Webinar ID: 886 0765 1053**

**Passcode:268091**

**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.legislature.ca.gov/faces/codes\\_displayText.xhtml?division=2.&chapter=9.&part=1.&lawCode=GOV&title=5](https://leginfo.legislature.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. According to Transportation Agency and Page Committee bylaws, Committee membership consists of representatives from the Transportation Agency voting and ex-officio members, and other agencies that may be appointed by the Transportation Agency. Currently the Committee membership includes representatives from 12 Cities, the County, MST, Caltrans, City of Watsonville, the Air District, and AMBAG, for a total of 18 members. Five members of the Technical Advisory Committee, representing voting members of the Transportation Agency Board of Directors, constitute a quorum for transaction of the business of the committee.

**If you are unable to attend, please contact the Committee coordinator. 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](mailto: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](mailto: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 Technical Advisory Committee Minutes for April 2, 2026.

- Maria Montiel

***The draft minutes of the April 2, 2026, Technical Advisory Committee meeting are attached for review.***

4. **RECEIVE** a presentation on how advanced traffic data sources, analytical tools, and predictive modeling techniques are being applied to support the State Route 68 Corridor Improvement Project and the Hilltop Cut-Through Traffic Project.

- Doug Bilse, GHD Consultants

***Advanced data sources, analytical tools, and predictive modeling techniques are being applied to evaluate and monitor traffic conditions for the State Route 68 Corridor Improvement Project and the Hilltop Cut-Through Traffic Project. These approaches use high-resolution, real-time and historical transportation data combined with modern modeling techniques to better understand existing conditions and forecast future performance.***

5. **RECEIVE** report and **PROVIDE INPUT** on the Monterey-Salinas Transit District's (MST) Designing for Transit guidelines.

- Doug Bilse, Vince Dang

***MST will discuss the importance of design features related to transit. As agencies embrace complete street policies, it is important that the resulting roads accommodate transit service.***

6. **PROVIDE FEEDBACK** on the proposed Safe Streets for All (SS4A) grant application for a Road Safety Audit and Speed Management Plan on the High-Injury Network, and indicate preliminary agency support for participation and coordination.

- Doug Bilse

***TAMC is considering submitting a grant for SS4A funds expected to include a road safety audit and speed management plan. Proposed work will be on the established high-injury network (HIN) developed as part of the comprehensive safety action plans for jurisdictions in Monterey County. This project may require agencies to provide staff support to complete tasks.***

7. **RECEIVE** presentation on the draft North Monterey County Regional Transportation Vulnerability Assessment.

- Alissa Guther

***The North Monterey County Regional Transportation Vulnerability Assessment is a document that identifies and assesses hazards related to climate (flood, wildfire, landslide, etc.) that impact the north Monterey County area transportation network. The document then uses that data, in conjunction with public engagement, to prioritize vulnerable road areas for future improvements.***

8. **ANNOUNCEMENTS and/or COMMENTS**

9. **ADJOURN**

**ANNOUNCEMENTS**

Next Committee meeting:  
**Thursday, June 4, 2026, at 9:30 A.M.**  
**Transportation Agency for Monterey County**  
**Conference Room**  
**55-B Plaza Circle, Salinas CA 93901**

There will be a zoom link for hybrid participation by members of the public.

If you have any items for the next agenda, please submit them to:  
Doug Bilse, Technical Advisory Committee Coordinator  
[Doug@tamcmonterey.org](mailto:Doug@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](http://www.tamcmonterey.org)  
55B Plaza Circle, Salinas, CA 93901  
TEL: 831-775-0903  
EMAIL: [info@tamcmonterey.org](mailto: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 Committee 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:** Technical Advisory Committee  
**From:** Maria Montiel, Administrative Assistant  
**Meeting Date:** May 7, 2026  
**Subject:** Draft TAC minutes

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**RECOMMENDED ACTION:**

**APPROVE** the draft Technical Advisory Committee Minutes for April 2, 2026.

**SUMMARY:**

The draft minutes of the April 2, 2026, Technical Advisory Committee meeting are attached for review.

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

1. Draft TAC minutes April 2, 2026

**WEB ATTACHMENTS:**

## TECHNICAL ADVISORY COMMITTEE MINUTES

### MEETING HELD AT THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY OFFICE

55-B Plaza Cir., Salinas CA 93901

*Alternate Location: 2616 1st Avenue, Marina, California 93933, Supervisor Askew's Office*

### Draft Minutes of Thursday, April 2, 2026

COMMITTEE MEMBERS	MAY 25	JUN 25	JUL 25	AUG 25	SEP 25	OCT 25	NOV 25	JAN 26	FEB 26	MAR 26	APR 26
Ken Wysocki, Carmel-by-the-Sea (Shari Carlet, Robert Culver)	P	P	N	P	P	A	A	P	P(A)	P	P(VC)
John Guertin, Del Rey Oaks	A	A	O	A	A	A	A	A	A	E	E
Octavio Hurtado, Gonzales (vacant)	E	P	M	E	E	E	E	P	P	P	P
Jamie Tugel, Greenfield, (Doug Pike)	P	P	E	E	P	P	P	P	P	P(VC)	P
vacant, King City (Steve Adams)	E	P	E	P	P	P	P	P	A	-	A
Nourdin Khayata, Marina (Edrie Delos Santos)	A	A	T	A	A	A	A	A	A	A	A
Marissa Garcia, Monterey (Andrea Renny, Fernanda Roveri)	P	P	I	P	P	P	P	P	P	P	P
Daniel Gho, Pacific Grove (Joyce Halabi)	P(VC)	A	N	A	P	P	E	A	P	P(VC)	P(VC)
David Jacobs, Salinas <b>Chair</b> (Adrian Robles)	A	P	G	P	P	A	E	P	P	P	P
Leon Gomez, Sand City (Vibeke Norgaard)	P	P		P	P	P	P	P	P	P	P(VC)
Thomas Korman, Seaside <b>Vice Chair</b> (Leslie Llantero, Paul Ensley)	A	A		P	P(A)	P	P	P(A)	P	P	P(A)
Don Wilcox, Soledad (Alex Ramos, Kao Nou Yang)	P	A		A	P(A)	P	P	A	P(A)	P	A
Chad Alinio, MCPW (Enrique Saavedra)	A	A		P(A)	P	A	P	A	P(A)	P	P
Chris Duymich, AMBAG ( <del>Paul Hierling</del> , Heather Adamson)	P	P		P	P	P	P	P(AV)	P	P	P
Tyler LeSage, Caltrans (Kelly McClendon, Jill Leal)	P	P(VC)		P	P	P	P	P(V)	P	P	P(VC)
Kyle Jordan CSUMB	A	A		A	A	A	-	A	A	A	A
Tyrone Bell, MBARD	A	A		A	A	A	-	A	A	A	A
Vince Dang, MST (Michelle Overmeyer)	P(VC)	P		P(A)	P(A)	P(VC)	P	P(AV)	P(VC)	P(VC)	P(VC)

P = Present      A = Absent      P(A) = Alternate Present      E = Excused      (VC) = Video conference

STAFF	MAY 25	JUN 25	JUL 25	AUG 25	SEP 25	OCT 25	NOV 25	JAN 26	FEB 26	MAR 26	APR 26
O. Barajas, Transportation Planner			N						P	P	A
R. Bigelow, Contracts and Grants	-	-	O	-	-	A	P	P(VC)	A	A	P(VC)
D. Bilse, Principal Engineer	P	P	M	P	P	P	P	P	P	P	A
A.Cook, Asso. Transportation Planner											*P(VC)
A. Guther, Asso. Transportation Planner	A	E	E	A	E	P(VC)	A	E	A	P(VC)	A
A. Hernandez, Transportation Planner	P	P(VC)	E	A	E	A	P(VC)	P(VC)	A	P	P(VC)
J. Kise, Director of Finance and Admin.	A	E	T	A	P(VC)	A	A	E	A	A	A
S. Linnevers, Transportation Planner											*P(VC)
M. Montiel, Administrative Assistant	P	E	I	P	P	P	P	E	P	P	P
T. Muck, Executive Director	P	P	N	P	P	A	P	P	A	P(VC)	A
E. Rodriguez, Clerk of the Board			G					P	A	A	A
M. Sheehan, Accounting Assistance	A	A		A	A	A	P	E	A	A	A
J. Strause, Senior Transp. Planner	P(VC)	P		A	E	P	A	P(VC)	A	P(VC)	A
C. Watson, Director of Planning	E	P(VC)		A	E	A	P(VC)	P(VC)	A	P(VC)	A
L. Williamson, Senior Engineer	A	P(VC)		A	E	A	A	P(VC)	A	P	P(VC)
T. Wright, Community Outreach Coord.	E	E		A	E	A	A	E	A	A	A
M. Zeller, Director of Programming & Project Delivery	P(A)	P(VC)		A	P(VC)	P	P	P(VC)	P(VC)	P	P

**OTHERS PRESENT:**

Chris Greeson, Kimley-Horn                      Tyler Mickelson, Kimley-Horn

**1. QUORUM CHECK – CALL TO ORDER**

Chair David Jacobs, City of Salinas, called the meeting to order at 9:32 am. Roll call was taken, and a quorum was confirmed.

**2. PUBLIC COMMENTS**

None

**3. BEGINNING OF CONSENT AGENDA**

**M / S / C:** Garcia / Wysocki / unanimous

**3.1** Approved the Technical Advisory Committee meeting minutes for March 5, 2026.

**3.2** Received update on changes to Brown Act as per Senate Bill (SB) 707 and voted to enable the Committee to use the provisions of Eligible Subsidiary Bodies.

**END OF CONSENT AGENDA**

**4. 2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

The Committee received an update on the Metropolitan Transportation Improvement Program (MTIP) for federal fiscal year (FFY) 2026-27 to 2029-30.

William Condon, Association of Monterey Bay Area Governments presented the Metropolitan Transportation Improvement Program that establishes projects that are eligible to receive federal highway and transit funds and ensures that those projects are consistent with the adopted Metropolitan Transportation/Sustainable Communities Strategy, are financially constrained, and meet all federal public participation and approval requirements. The MTIP development schedule requires local agencies, TAMC, Caltrans, and transit operators to submit project information to AMBAG in early 2026 for inclusion in the draft FFY 2026-27 to 2029-30 MTIP.

**5. ANNOUNCEMENTS**

Mike Zeller, Director of Programming and Project Delivery, announced new staff member Andy Cook and Sophia Linnevers and they introduced themselves.

Committee Member Hurtado asked for an item on Daylight Laws to be brought to a future meeting.

Janneke Strause, Principal Planner, announced that the Master agreements are due June 1<sup>st</sup> and the 2026 Competitive Grants Program – Call for Projects are due June 5<sup>th</sup>. Please reach out to Janneke Strause to discuss the application and answer any questions.

**6. ADJOURN**

Chair Jacobs adjourned the meeting at 9:51 a.m.

## Memorandum

**To:** Technical Advisory Committee  
**From:** Doug Bilse, Principal Engineer, GHD Consultants  
**Meeting Date:** May 7, 2026  
**Subject:** **Use of Modern Traffic Data and Predictive Modeling for State Route 68 Corridor and Hilltop Projects**

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### **RECOMMENDED ACTION:**

**RECEIVE** a presentation on how advanced traffic data sources, analytical tools, and predictive modeling techniques are being applied to support the State Route 68 Corridor Improvement Project and the Hilltop Cut-Through Traffic Project.

### **SUMMARY:**

Advanced data sources, analytical tools, and predictive modeling techniques are being applied to evaluate and monitor traffic conditions for the State Route 68 Corridor Improvement Project and the Hilltop Cut-Through Traffic Project. These approaches use high-resolution, real-time and historical transportation data combined with modern modeling techniques to better understand existing conditions and forecast future performance.

### **FINANCIAL IMPACT:**

There is no immediate fiscal impact associated with this action. The analytical and modeling tools referenced are largely supported through existing contracts, system installations, or previously budgeted project funds. Use of these technologies may reduce the need for future stand-alone traffic studies and field data collection, potentially resulting in cost efficiencies over time.

### **DISCUSSION:**

Recent advancements in transportation technology are changing how agencies evaluate and manage roadway corridors. The projects on State Route 68 and Hilltop Road (north Monterey County) are incorporating modern traffic data sources (such as connected vehicle information, mobile device travel time data, and signal system performance metrics) along with analytical and predictive modeling tools to support decision-making.

These tools allow staff and consultants to assess vehicle volumes, speeds, delay, and travel patterns across the corridor with greater detail and at lower cost than traditional manual studies. Origin-destination patterns and cut-through traffic behavior can be analyzed to identify where congestion forms, how drivers respond to it, and how conditions change over time.

On State Route 68, the recently installed adaptive signal system uses real-time traffic inputs to automatically adjust signal timing. Data collected from this system will be used to calibrate traffic models, evaluate corridor performance, and test improvement scenarios. For the Hilltop project, similar analytical methods are being used to understand diversion routes, neighborhood impacts, and the effectiveness of potential mitigation strategies.

By integrating these data sources with forecasting and scenario-testing models, the Agency can more accurately evaluate project alternatives, support grant applications with detailed performance measures, and improve long-term planning and monitoring efforts for both corridors.

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**

## Memorandum

**To:** Technical Advisory Committee  
**From:** Doug Bilse, Principal Engineer, Vince Dang  
**Meeting Date:** May 7, 2026  
**Subject:** **Designing for Transit Guidelines**

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### **RECOMMENDED ACTION:**

**RECEIVE** report and **PROVIDE INPUT** on the Monterey-Salinas Transit District's (MST) Designing for Transit guidelines.

### **SUMMARY:**

MST will discuss the importance of design features related to transit. As agencies embrace complete street policies, it is important that the resulting roads accommodate transit service.

### **FINANCIAL IMPACT:**

Complete street projects (e.g., road diets) are often evaluated by their ability to improve pedestrian and bicycle access. It is just as important to ensure that transit service is maintained at appropriate levels. Unintended consequences of design decisions could result in costly change orders or loss of transit service if the built environment cannot support transit service.

### **DISCUSSION:**

The Monterey-Salinas Transit District's Designing for Transit (**Web Attachment 1**) is a guide for developers, planners, city or other public agency staff, and transit agency staff to meet complete street objectives (providing safe access for everyone using the street including bus riders, pedestrians, drivers, and bicyclists) while providing the best possible experience for bus riders, bus drivers and others around bus stops and along bus routes. Well-designed and thoughtfully located bus stops are a key component of a high-quality transportation system. With the guidance provided in this manual and coordination with Monterey-Salinas Transit (MST) staff, jurisdictions can collectively improve the quality, efficiency, customer experience, and safety of our transit system.

As much as possible, this guide is written for anyone to use and understand. It provides a high-level overview of bus stop planning and design considerations, as well as integrating transit service on streets. The guide may not always provide an exact answer for questions like "What do I need to build in front of my development?" Every stop and street is unique and will require context-appropriate solutions. Paratransit buses may operate on roads where fixed route transit does not operate. Any proposed developments, alterations, or renovations that could affect transit service should be conducted both by consulting this guide and coordinating with MST staff.

Typical bus specifications and turning movement standards provide dimensions that need to be accounted for when designing a complete street expected to include transit service. Road diet projects typically re-assign the roadway right-of-way to improve pedestrian and/or bicycle service. Sometimes the resulting roadway widths are not adequate to allow buses to navigate without

conflicts. These narrow roads could lead to unintended consequences related to degraded transit service. In some cases, transit service may no longer be feasible if the road width is not adequate. MST recommends a minimum lane width of 11 feet for roads expected to include transit or paratransit service.

The Monterey-Salinas Transit District's Designing for Transit Guidelines provide an important framework for ensuring that complete street projects support, and not inadvertently hinder, existing and future transit service. By incorporating these guidelines early in the planning and design process and maintaining close coordination with MST staff, agencies and project sponsors can avoid costly redesigns, preserve transit operations, and enhance safety and accessibility for all roadway users. Staff recommends that the Committee receive this report and provide input to help reinforce the integration of transit needs into local and regional transportation projects.

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**

[Designing for Transit](#)

## Memorandum

**To:** Technical Advisory Committee  
**From:** Doug Bilse, Principal Engineer  
**Meeting Date:** May 7, 2026  
**Subject:** **Safe Streets for All (SS4A) Grant Application for Road Safety Audit and Speed Management Plan**

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### **RECOMMENDED ACTION:**

**PROVIDE FEEDBACK** on the proposed Safe Streets for All (SS4A) grant application for a Road Safety Audit and Speed Management Plan on the High-Injury Network, and indicate preliminary agency support for participation and coordination.

### **SUMMARY:**

TAMC is considering submitting a grant for SS4A funds expected to include a road safety audit and speed management plan. Proposed work will be on the established high-injury network (HIN) developed as part of the comprehensive safety action plans for jurisdictions in Monterey County. This project may require agencies to provide staff support to complete tasks.

### **FINANCIAL IMPACT:**

The proposed Safe Streets for All (SS4A) grant application would request approximately \$3.7 million in federal funds. The program requires a 20 percent local match, which is currently estimated at approximately \$0.9 million, depending on final project scope and eligibility. No additional financial commitments beyond the required match are proposed at this time.

### **DISCUSSION:**

TAMC is considering submitting a grant for SS4A funds that will include a road safety audit and speed management plan. Among other deliverables are a inventory of traffic signal preemption devices, signing and striping plans, speed limit studies and traffic signal timing plans for clearance intervals. All this work will be on the established high-injury network (HIN) developed as part of the comprehensive safety action plans for each jurisdiction in Monterey County.

Each agency that is interested in having this work completed in their jurisdiction is expected to provide some level of staff support needed to complete tasks. The following are some, but not all, of the staff support that may be required to complete this project:

- the survey of emergency preemption devices may require agency staff to provide access to the traffic signal cabinets during the inventory.
- signing and striping plans developed for locations with high collision rates may require staff time reviewing proposed changes to signing and striping plans.
- speed limit studies may require staff to conduct or supervise speed surveys and review of proposed speed limits.
- traffic signal timing plans to update clearance intervals may require staff to provide existing

signal timing plans for review and modification.

This work will be on the established high-injury network (HIN) developed as part of the comprehensive safety action plans for jurisdictions in Monterey County. The agency would like TAC members to review the proposed tasks and deliverables and provide preliminary support for the grant project before it is submitted for SS4A funds.

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**



**Memorandum**

**To:** Technical Advisory Committee  
**From:** Alissa Guther, Associate Transportation Planner  
**Meeting Date:** May 7, 2026  
**Subject:** **North Monterey County Regional Transportation Vulnerability Assessment Project Overview and Results**

**RECOMMENDED ACTION:**

**RECEIVE** presentation on the draft North Monterey County Regional Transportation Vulnerability Assessment.

**SUMMARY:**

The North Monterey County Regional Transportation Vulnerability Assessment is a document that identifies and assesses hazards related to climate (flood, wildfire, landslide, etc.) that impact the north Monterey County area transportation network. The document then uses that data, in conjunction with public engagement, to prioritize vulnerable road areas for future improvements.

**FINANCIAL IMPACT:**

In August 2023, TAMC was awarded a Caltrans Climate Adaptation Planning grant in the amount of \$378,023 for a Monterey County Regional Transportation Vulnerability Assessment, matched with \$48,977 in Agency Rural Planning Assistance funds for a total project budget of \$427,000. Of that total project budget, \$357,078 was allocated for consultant services to Pathways Climate Institute, with the remaining \$69,922 set aside for project administration and TAMC staff role in the project tasks.

**DISCUSSION:**

Hazards brought on by climate change pose a serious threat to transportation infrastructure and the safety and quality of life of residents. The North Monterey County Regional Transportation Vulnerability Assessment for transportation corridors in Monterey County identified transportation infrastructure in the coastal areas of the county that are at risk of sea level rise, coastal flooding, and erosion; and created a project prioritization list with information on adaptation strategies for the projects on that list.

The vulnerability assessment (**web attachment**) draws on existing studies done in the county and at the state level with the Caltrans District 5 Climate Change Adaptation Priorities Report to understand how these impacts will affect transportation throughout the county and region, including local roads and streets, railroad lines and crossings, active transportation infrastructure, and transit infrastructure. This project area is the northern region of Monterey County, including Moss Landing, Elkhorn, Pajaro, Castroville, and the unincorporated regions of the northern Monterey County coastal area.

The project work began in July 2024. The Pathways Climate Institute (Pathways) team has completed the following deliverables:

- Public Outreach Plan
- Coordination and information sharing
- Support stakeholder engagement:
  - Four Technical Working Group meetings
  - Four Focus Group meetings
  - Tabling at local events
  - In-person workshop (December 2025)
  - Development and updates to an interactive engagement website
- Project framework and background
- Vulnerability assessment
- Hazard Viewer (online web tool)
- Exposure and vulnerability dashboard
- Project prioritization
- Draft report (internal review)

Staff will provide a presentation and verbal report on the details of the deliverables. A draft report will be available for public review from May 11-June 11, 2026.

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**

- [North Monterey County Regional Transportation Vulnerability Assessment](#)