



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

Technical Advisory Committee

Thursday, August 7, 2025

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

MEETING LOCATION

Voting members must attend a physical meeting location to count towards quorum

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

Alternate Location with Zoom Connection Open to the Public

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

Members of the public & non-voting members may join meeting online at:

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

OR

Via teleconference at +1 669 900 6833

Webinar ID: 886 0765 1053

Passcode:268091

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.

Nota: Si todos los miembros de la comite directiva están presentes, la participación pública por Zoom es solo para conveniencia y no es obligatoria por ley. Si se pierde la transmisión de Zoom por cualquier motivo, la reunión podría pausarse mientras se intenta solucionar el problema, pero la reunión podrá continuar a discreción del presidente.

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

Consulte las instrucciones para la reunión especial al final de la agenda.

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 by 5:00 pm the Tuesday before the meeting, and such comments will be distributed to the Committee before the meeting.

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.

COMENTARIOS DEL PÚBLICO:

Cualquier miembro del público podrá dirigirse a la Comite 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 Comite 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 Comite antes de la reunión.

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.

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 June 5, 2025.

- Maria Montiel

The draft minutes of the June 5, 2025, Technical Advisory Committee meeting are attached for review.

4. **RECEIVE** presentation and **PROVIDE INPUT** on the Draft 2025 Coordinated Public Transit - Human Services Transportation Plan

- Aaron Hernandez, Regina Valentine, AMBAG

The Association of Monterey Bay Area Governments (AMBAG) is required to develop a Coordinated Public Transit – Human Services Transportation Plan for the tri-county region. The plan identifies local transportation needs for seniors, persons with disabilities, and persons of limited means to facilitate applications for the Federal Transit Administration (FTA) Transportation for Elderly Persons and Persons with Disabilities (Section 5310) funding program.

5. **REVIEW** and **PROVIDE INPUT** on issues related to one-way conversion projects

- Doug Bilse

Monterey County and Agency staff have been working on projects that aim to restrict vehicular access on public roads. The California Vehicle Code (CVC) gives local governments specific and limited authority to regulate traffic within their jurisdiction. It is important to follow CVC requirements when implementing complete street and active transportation projects that may involve restrictions on vehicular travel.

6. **RECOMMEND** the Board of Directors approve programming \$10.5 million of Regional Surface Transportation Program funds for a Mid-cycle Competitive Grant Program of Projects.

- Janneke Strause

Regional Surface Transportation Program (RSTP) funds are distributed to eligible agencies on a three-year cycle through the Transportation Agency's Competitive Grant Program. The next cycle of the Competitive Grant Program is in 2026. Agency staff recommend distributing funds through a Mid-cycle Competitive Grant Program using reserve funds, interest revenue, and project cost savings that were previously not programmed.

7. **ANNOUNCEMENTS** and/or **COMMENTS**

8. **ADJOURN**

ANNOUNCEMENTS

Next Committee meeting:

Thursday, September 4, 2025, at 9:30 A.M.
Transportation Agency for Monterey County
Conference Room
55-B Plaza Circle, Salinas CA 93901

A quorum of voting members is required to be present to hold this meeting.

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 Bilsse, Technical Advisory Committee Coordinator

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

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 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: August 7, 2025
Subject: **Draft TAC Minutes**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for June 5, 2025.

SUMMARY:

The draft minutes of the June 5, 2025, Technical Advisory Committee meeting are attached for review.

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

1. Draft TAC minutes June 4, 2025

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, June 4, 2025

COMMITTEE MEMBERS	JUN 24	AUG 24	SEP 24	OCT 24	NOV 24	JAN 25	FEB 25	MAR 25	APR 25	MAY 25	JUN 25
Javier Hernandez, Carmel-by-the-Sea (Robert Culver)	C	A	P	P(VC)	P(VC)	C	P	P	P	P	P
John Guertin, Del Rey Oaks	A	A	A	A	A	A	A	-	A	A	A
Patrick Dobbins Gonzales (vacant)	N	P	P	P	P	N	E	E	P	E	P
Jamie Tugel, Greenfield, Chair (Doug Pike)	C	P	P	E	P	C	P	E	P	P	P
Octavio Hurtado, King City (Steve Adams)	E	A	P	A	P	E	P	P	A	E	P
Nourdin Khayata, Marina (Edrie Delos Santos)	L	A	P	A	P	L	A	A	A	A	A
Marissa Garcia, Monterey (Andrea Renny, Fernanda Roveri)	L	P	P	P	P	L	E	P	P	P	P
Daniel Gho, Pacific Grove (Joyce Halabi)	E	P(A)	P	P	A	E	P(VC)	P(VC)	P(VC)	P(VC)	A
David Jacobs, Salinas Vice Chair (Adrian Robles)	D	P	P	P	P	D	P	P	P	A	P
Leon Gomez, Sand City (Vibeke Norgaard)	M	P	P	P	P	M	P	P	P(VC)	P	P
Leslie Llantero, Seaside (Patrick Grogan)	E	P(A)	P(A)	E	P(A)	E	A	P(A)	E	A	A
Don Wilcox, Soledad (Alex Ramos, Kao Nou Yang)	E	P	P(A)	P	P	E	E	P	P	P	A
Chad Alinio, MCPW (Enrique Saavedra)	T	A	P(A)	A	A	T	P(A)	P	A	A	A
Chris Duymich, AMBAG (Paul Hierling, Heather Adamson)	I	P	P	P(VC)	P	I	P	P	P	P	P
Tyler LeSage, Caltrans (Kelly McClendon, Jill Leal)	N	P	P(A)	P	P(VC)	N	P(A)	P	P	P	P(VC)
Kyle Jordan CSUMB	G	P	P	A	A	G	-	-	A	A	A
Tyrone Bell, MBARD		P	P	A	P		E	-	A	A	A
Vince Dang, MST (Michelle Overmeyer)		P(VC)	P	P	P(VC)		P(VC)	P(VC)	P(VC)	P(VC)	P

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

STAFF	JUN 24	AUG 24	SEP 24	OCT 24	NOV 24	JAN 25	FEB 25	MAR 25	APR 25	MAY 25	JUN 25
T. Muck, Executive Director	C	P	P	P	P	C	P	E	P	P	P
C. Watson, Director of Planning	A	P(VC)	A	P(VC)	P(VC)	A	A	P(VC)	P(VC)	E	P(VC)
M. Zeller, Director of Programming & Project Delivery	N	E	P(VC)	A		N	P	P(VC)	A	P(A)	P(VC)
D. Bilsse, Principal Engineer	C	P	P	P	P	C	P	P	P(VC)	P	P
M. Montiel, Administrative Assistant	E	P	P	P	P	E	P	P	P	P	E
J. Strause, Assoc. Transp. Planner	L	P	A	P(VC)	P(VC)	L	A	A	P	P(VC)	P
T. Wright, Community Outreach Coord.	L	A	A	A	A	L	A	A	A	E	E
L. Williamson, Senior Engineer	E	A	A	A	A	E	A	P(VC)	A	A	P(VC)
A. Hernandez, Transportation Planner	D	P(VC)	P(VC)	P(VC)	A	D	P	A	P(VC)	P	P(VC)
A. Conlen, Sr. Transportation Planner									P	P(VC)	P
A. Guther, Transportation Planner		P	A	P(VC)	A		A	A	P(VC)	A	E
J. Kise, Director of Finance and Admin.		-	A	P(VC)	A		A	A	A	A	E
A. Sambrano, Transportation Planner		P(VC)	P(VC)	P	A		P(VC)	A	A	A	P(VC)

OTHERS PRESENT:

Elouise Rodriguez, TAMC staff Paul Ensley, City of Seaside

1. QUORUM CHECK – CALL TO ORDER

Chair Tugel, City of Greenfield, called the meeting to order at 9:30 am. Roll call was taken, and a quorum was confirmed.

2. PUBLIC COMMENTS

None

3. BEGINNING OF CONSENT AGENDA

M / S / C: Garcia / Gomez
 Abstain: Dobbins, Jacobs

3.1 Approved the Technical Advisory Committee meeting minutes for May 1, 2025.

END OF CONSENT AGENDA

4. STATE LEGISLATIVE UPDATE

The Committee received an update on bills proposed by the state that may impact Monterey County jurisdictions.

Christina Watson, Director of Planning, reported that bills are moving between houses. She highlighted the Brown Act Bills of interest:

- Assembly Bill (AB) 259 (Rubio) Open Meetings: Support
- Senate Bill (SB) 239 (Arreguin) Open Meetings: Support
- Senate Bill (SB) 707 (Durazo) Open Meetings: Watch

Janneke Strause, Associate Transportation Planner, highlighted the roadway and safety bills of interest:

- AB 289 (Haney) State highway work zone speed safety program: Watch
- AB 382 (Berman) Pedestrian safety: school zones: speed limits: Support
- AB 1014 (Rogers) Traffic safety: speed limits: Support
- SB 671 (Cervantes) Pedestrian crossing signals: Watch
- SB 720 (Ashby) Automated traffic enforcement system programs: Watch

Committee member Dobbins recommended clarification should be made on AB707 differentiating the requirement to translate the agenda or entire agenda package and he requested that the League of Cities data be included in the matrix.

Committee member Garcia expressed concern that removing engineering judgement could lead to increased liability.

5. ESTABLISHING SPEED LIMITS ON PUBLIC ROADS

The Committee reviewed how speed limits are established on public roads and associated legislation that was recently passed.

Doug Bilse, Principal Engineer, reported that the severity of a crash on public roads is typically a direct correlation to vehicle speed. The California Vehicle Code establishes the process used by local agencies to establish speed limits on public roads. On many roads, the public agency primarily relies on the statistical driver speed, which has traditionally been the 85th percentile speed, to define the safe speed. Recent state regulations revised this process allowing jurisdictions to have more latitude to post speed limits below the 85th percentile speed. He noted that establishing lower speed limits and associated enforcement can influence the severity of crashes and their associated costs. Many grants use scoring criteria based on posted speed limits or the project's ability to lower vehicle speed.

Mr. Bilse noted in specific circumstances; a speed limit can exist on a road segment with no action from local government. For example, some roads do not have the speed limit posted on a sign, and a driver is expected to understand these prima facie speed limits that are listed in the California Driver's Handbook. When the prima facie speed limits are not applicable, a speed limit can be established that allows the posting of legally defensible speed limit signs after a local governing body (e.g. city council or county board of supervisors) has voted on and passed an ordinance or resolution based on an engineering and traffic survey. Prior to AB 43, the considerations reviewed in the engineering and traffic survey were limited to:

- Prevailing speeds
- Collision History
- Highway, traffic, and roadside conditions not readily apparent to the driver

Since the 85th percentile speed typically falls between 5 mph increments, it cannot be used as the speed limit. That is, there cannot be a 32.5 mph speed limit, so it must be rounded up to 35 mph or rounded down to 30 mph. The selection of the appropriate speed limit becomes more complex because the engineering and traffic survey can reduce the 85th percentile speed by 5 mph to set the speed limit when there are "significant conditions not readily apparent to the driver." Different agencies have used different approaches applying these criteria.

Committee member Gomez recommended agencies include installation of new speed limit signs in the scope of work for updating speed limits.

6. REQUEST FOR QUALIFICATIONS FOR ON-CALL TRAFFIC ENGINEERING SERVICES

The Committee Reviewed and Provided INPUT on the proposed request for services for Traffic Engineering On-Call Services.

Doug Bilse, Principal Engineer, reported that the on-call services contract is expected to be \$1,000,000 covering a 3-year contract life. A minimum of two firms will be selected to ensure a competitive process is used to perform tasks at \$500,000 each. The on-call Traffic Engineering Request for Qualifications for On-Call Traffic Engineering Services. He noted that other services may involve specific funding sources for other types of projects (e.g., Safe Streets for All, Safe Routes to School).

Committee member Hernandez recommended committee members submit a question to clarify that other cities may "piggy-back" on this contract, adding the potential for more work.

Committee member Hurtado volunteered to be on the evaluation committee.

7. ANNOUNCEMENTS

Amelia Conlen, TAMC Staff, Vision Zero Plan next steps: second round task force meetings in July. DKS will follow up with each jurisdiction to schedule a meeting to identify locations where they will develop recommendations, based on collision data and agency feedback. Site visits are available to review recommendations for specific locations.

Tyler Lesage, Caltrans, reported his team is available to explain the project review process, and he invited agencies to meet and discuss issues related to project delivery.

Chair Tugel announced there will be no meeting in July, the next meeting will be on August 7, 2025.

8. ADJOURN

Chair Tugel adjourned the meeting at 10:37 a.m.

Memorandum

To: Technical Advisory Committee
From: Aaron Hernandez, Transportation Planner, Regina Valentine, AMBAG
Meeting Date: August 7, 2025
Subject: **2025 Coordinated Plan**

RECOMMENDED ACTION:

RECEIVE presentation and **PROVIDE INPUT** on the Draft 2025 Coordinated Public Transit - Human Services Transportation Plan

SUMMARY:

The Association of Monterey Bay Area Governments (AMBAG) is required to develop a Coordinated Public Transit – Human Services Transportation Plan for the tri-county region. The plan identifies local transportation needs for seniors, persons with disabilities, and persons of limited means to facilitate applications for the Federal Transit Administration (FTA) Transportation for Elderly Persons and Persons with Disabilities (Section 5310) funding program.

FINANCIAL IMPACT:

Federal law requires that the Coordinated Plan be completed and used in developing grant applications for the FTA Section 5310 grant program. In the past, the funding has been used by transit agencies to replace or purchase new paratransit vehicles and for operating expenses.

DISCUSSION:

AMBAG is required to develop a Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) for the tri-county region. Under the Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) of 2021, this plan must be completed and used in developing applications for the FTA Section 5310 grant program. The plan identifies local transportation needs for seniors, persons with disabilities, and persons of limited means to facilitate applications for the FTA Section 5310 program.

The FTA Section 5310 program provides funding to assist private non-profit groups and public transportation providers in meeting the transportation needs of seniors and persons with disabilities when the transportation services provided are unavailable, insufficient, or inappropriate to meeting these needs. The funds are apportioned based on each State's share of the population of these demographics and awarded to projects through a statewide competitive process. Funds may be used for capital or operating expenses. The Coordinated Plan, as required by the 2021 BIL/IIJA, must include the following elements:

- An assessment of currently available transportation services (public, private, and non-profit);
- An assessment of transportation needs for seniors and persons with disabilities that can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts;

- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery;
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities; and
- Where less than 100 percent of the demand response fleet is accessible, a demonstration of how the requirement for equivalent service will be met.

The purpose of the Coordinated Plan is to improve public transportation for seniors, persons with disabilities, and persons of limited means. This is accomplished through identifying where the public transportation system can better meet these needs and describing projects or changes which would help alleviate the shortcomings. The Plan also includes a list of public transportation services that serves these populations.

The projects and changes identified in this Plan are made eligible for federal funding through the FTA Section 5310 grant program. In the past, this funding source has been used by public transportation agencies to replace or purchase new paratransit vehicles, as well as for operating expenses.

The Draft 2025 Coordinated Plan is composed of six main chapters, each of which is summarized below:

Chapter 1: Executive Summary

The executive summary provides an overview of the main points of the longer document.

Chapter 2: Introduction

The introduction provides background on the purpose of the plan, an overview of the federal requirements, and associated funding sources.

Chapter 3: Monterey County

This chapter covers the federal requirements for Monterey County. It provides the community setting, describes the public outreach that was conducted, assesses the currently available transportation services, assesses the transportation needs for the target populations, lists strategies/ activities/ projects to address the identified gaps, and prioritizes their implementation.

Chapter 4: San Benito County

This chapter covers the federal requirements for San Benito County, as described for Chapter 3.

Chapter 5: Santa Cruz County

This chapter covers the federal requirements for Santa Cruz County, as described for Chapter 3.

Chapter 6: Conclusion

The conclusion provides next steps.

NEXT STEPS:

The Draft 2025 Coordinated Plan will be presented at various meetings throughout the region, including the Technical Advisory Committees of each County's Regional Transportation Planning Agencies (RTPAs) and other transportation-related committees. The Draft 2025 Coordinated Plan is online as a **web attachment**.

The public comment period will close on September 26, 2025. All comments should be sent to Regina Valentine, AMBAG, 24580 Silver Cloud Court, Monterey, CA 93940 or via email at

rvalentine@ambag.org. Staff will incorporate comments received into the Final 2025 Coordinated Plan, which is scheduled to be adopted by the AMBAG Board at the November 12, 2025 meeting.

ATTACHMENTS:

1. Draft 2025 Coordinated Plan Presentation

WEB ATTACHMENTS:

[Draft 2025 Coordinated Plan](#)



Association of Monterey Bay Area Governments

Draft 2025 Coordinated Plan

August 2025

Purpose and Need

- ◆ Identify and plan for the transportation needs of seniors, persons with disabilities, and persons of limited means
- ◆ Eligibility for FTA Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) funding
- ◆ Mirrors Transportation Development Act (TDA) Unmet Transit Needs (UTN) process

Plan Elements as Required by the 2021 BIL/IIJA:

1	An assessment of currently available transportation services (public, private, and non-profit)
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2	An assessment of transportation needs for seniors and persons with disabilities
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3	Strategies, activities, and/or projects to address the identified gaps between current services and needs
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4	Priorities for implementation based on resources, time, and feasibility
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5	Where less than 100% demand response fleet is accessible, how equivalent service will be provided
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Overview

Draft 2025 Coordinated Plan

[Link to Document](#)

- ◆ **Chapter 1: Executive Summary**
- ◆ **Chapter 2: Introduction**
- ◆ **Chapter 3: Monterey County**
Community Setting, Outreach, Available Services,
Transportation Needs, Strategies, Priorities
- ◆ **Chapter 4: San Benito County**
- ◆ **Chapter 5: Santa Cruz County**
- ◆ **Chapter 6: Conclusion**

Next Steps



Advisory Committee Presentations



Comments Due September 26th

- Mail: 24580 Silver Cloud Court, Monterey, CA 93940
- Email: rvalentine@ambag.org



Scheduled for AMBAG Board Adoption November 2025

6

Regina Valentine

Senior Planner



Email

rvalentine@ambag.org



Phone

831-264-5096



Memorandum

To: Technical Advisory Committee
From: Doug Bilse, Principal Engineer
Meeting Date: August 7, 2025
Subject: California Vehicle Code and One-Way Conversion Projects

RECOMMENDED ACTION:

REVIEW and **PROVIDE INPUT** on issues related to one-way conversion projects

SUMMARY:

Monterey County and Agency staff have been working on projects that aim to restrict vehicular access on public roads. The California Vehicle Code (CVC) gives local governments specific and limited authority to regulate traffic within their jurisdiction. It is important to follow CVC requirements when implementing complete street and active transportation projects that may involve restrictions on vehicular travel.

FINANCIAL IMPACT:

One-way conversion projects are often associated with complete street and active transportation projects. It is important to understand what authority allows a jurisdiction to implement these types of projects. Improper implementation of a road project may lead to a forfeiture of funds, or require expensive change orders.

DISCUSSION:

Monterey County staff have been working with Agency staff on projects intended to restrict vehicular access on public roads. The primary objective of these projects is to address traffic that is using local streets to bypass the congested state highways by rerouting drivers back onto the highway network. During the planning stages for these projects, Agency staff reviewed the important differentiation in the California Vehicle code (CVC) between a road closure and converting a road from two-way traffic to a single direction of travel. A local government must use the proper authority and reference the correct vehicle codes when reviewing and approving these types of projects. This item provides an opportunity to review some basic vehicle codes and court cases local authorities may find valuable.

CVC §21 (a) clarifies the authority of local jurisdictions with respect to regulating traffic in the state of California as follows:

Except as otherwise expressly provided, the provisions of this code are applicable and uniform throughout the state and in all counties and municipalities therein, and a local authority shall not enact or enforce any ordinance or resolution on the matters covered by this code, including ordinances or resolutions that establish regulations or procedures for, or assess a fine, penalty, assessment, or fee for a violation of, matters covered by this code, unless expressly authorized by this code.

CVC §21100 gives local governments authority to regulate traffic by means of official traffic control

devices contingent on these devices conforming to standards and specifications defined in CVC §21400 and §21401 (e.g., signing and striping must comply with the California Manual on Traffic Control Devices). This authority is limited to specific traffic regulations that are generally found in the "Rules of the Road" defined in CVC Division 11 (§21100-21118). CVC Article 1 (§21350 - §21376) establishes guidance for traffic control signage erection and maintenance. Agency staff found an interesting differentiation between road closures, partial road closures and conversions of roads from travel in two directions of travel to a single direction of travel (i.e., a one-way conversion).

Road Closure

A road closure project is intended to fully eliminate all vehicle access and may allow restricted access for emergency vehicles. Pedestrian and bike access is sometimes maintained as part of road closures. Road closures are typically implemented using barricades and other traffic control devices. CVC §21101 and CVC§21101 (**attachment 1**) give the authority to close a road. It is very specific and if specific criteria are not met, the agency does not have the authority to close the road.

Partial Road Closure

A partial road closure is a type of road closure intended to limit vehicle access in one direction of travel on a public road. This may be done with barricades or a gate. If a gate is used on a public road, the agency must adhere to CVC § 21101.6 stating:

Notwithstanding Section 21101, local authorities may not place gates or other selective devices on any street which deny or restrict the access of certain members of the public to the street, while permitting others unrestricted access to the street.it cannot operate to give preferential access to some drivers (i.e., residents in a gated community).

The term "partial road closure" appears to present ambiguity in terms of the CVC. There are several CVC sections related to a "road closure", but it does not clearly define a "road closure" or state if a partial road closure is considered a road closure.

One-Way Conversion Projects

The vehicle code clearly defines the authority to convert a road with travel in both directions to a single direction of travel. The CVC clearly states the authority to convert a road from two-way traffic to one-way traffic in CVC §21657 as follows:

The authorities in charge of any highway may designate any highway, roadway, part of a roadway, or specific lanes upon which vehicular traffic shall proceed in one direction at all or such times as shall be indicated by official traffic control devices. When a roadway has been so designated, a vehicle shall be driven only in the direction designated at all or such times as shall be indicated by traffic control devices.

Relevant California Supreme Court Judgements

The California Supreme Court clarified some of these issues in the *Rumford v. City of Berkeley* case (**web attachment**). There are many interesting findings made in the majority opinion and descending opinion regarding these topics:

- The meaning of "close" and "closure" and the "closing any highway to vehicular traffic".
- The statement that "most traffic laws are to some extent discriminatory."
- Discussion on ability of localities, absent express authority, to determine which traffic shall and shall not use streets.
- Difference between a road closure and partial closure.
- The cities' broad powers to construct and maintain streets (build a cul-de-sac) compared to the need to have specific authority to regulate traffic on streets using "traffic control devices."

- Whether a locality can use devices where the manual contains no standards or specification.

ATTACHMENTS:

1. California Vehicles Codes for Road Closures

WEB ATTACHMENTS:

[California Supreme Court Findings: Rumford v. City of Berkeley](#)

CALIFORNIA VEHICLE CODES (CVC) GIVING LOCAL AUTHORITY TO IMPLEMENT ROAD CLOSURES

As effective since January 1, 2023 CVC §21101 gives authority to close a road as follows:

Local authorities, for those highways under their jurisdiction, may adopt rules and regulations by ordinance or resolution, except as provided in subdivision (f), on the following matters:

(a) Closing any highway to vehicular traffic when, in the opinion of the legislative body having jurisdiction, the highway is either of the following:

(1) No longer needed for vehicular traffic.

(2) The closure is in the interests of public safety and all of the following conditions and requirements are met:

(A) The street proposed for closure is located in a county with a population of 6,000,000 or more.

(B) The street has an unsafe volume of traffic and a significant incidence of crime.

(C) The affected local authority conducts a public hearing on the proposed street closure.

(D) Notice of the hearing is provided to residents and owners of property adjacent to the street proposed for closure.

(E) The local authority makes a finding that closure of the street likely would result in a reduced rate of crime.

(b) Designating any highway as a through highway and requiring that all vehicles observe official traffic control devices before entering or crossing the highway or designating any intersection as a stop intersection and requiring all vehicles to stop at one or more entrances to the intersection.

(c) Prohibiting the use of particular highways by certain vehicles, except as otherwise provided by the Public Utilities Commission pursuant to Article 2 (commencing with Section 1031) of Chapter 5 of Part 1 of Division 1 of the Public Utilities Code.

(d) Closing particular streets during regular school hours for the purpose of conducting automobile driver training programs in the secondary schools and colleges of this state.

(e) Temporarily closing a portion of any street for celebrations, parades, local special events, and other purposes when, in the opinion of local authorities having jurisdiction or a public officer or employee that the local authority designates by resolution, the closing is necessary for the safety and protection of persons who are to use that portion of the street during the temporary closing.

(f) Implementing a slow streets program. For purposes of this section, a “slow streets program” may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations, such as a business district, that are within walking distance, or green space. A local authority may implement a slow streets program by adopting an ordinance that provides for the closing of streets to vehicular traffic or limiting access and speed on a street using roadway design features, including, but not limited to, islands, curbs, or traffic barriers. A local authority may implement a slow streets program if it meets all of the following requirements:

(1) Conducts an outreach and engagement process that includes notification to residents and owners of property abutting any street being considered for inclusion in the slow streets program.

(2) Determines that the closure or traffic restriction leaves a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic.

(3) Provides advance notice of the closure or traffic restriction to residents and owners of property abutting the street.

(4) Clearly designates the street closure or traffic restriction with signage in compliance with the California Manual on Uniform Traffic Control Devices.

(5) Determines that the closure or traffic restriction is necessary for the safety and protection of persons who are to use that portion of the street during the closure or traffic restriction.

(6) Maintains a publicly available internet website with information about its slow streets program, a list of streets that are included in the program or are being evaluated for inclusion in the program, and instructions for participating in the public engagement process.

(g) Prohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of a general plan adopted pursuant to Article 6 (commencing with Section 65350) of Chapter 3 of Division 1 of Title 7 of the Government Code. The rules and regulations authorized by this subdivision shall be consistent with the responsibility of local government to provide for the health and safety of its citizens.

Local Authorities can temporarily close a road according to CVC §21101.4 (effective January 1, 2018) as follows:

(a) A local authority may, by ordinance or resolution, adopt rules and regulations for temporarily closing to through traffic a highway under its jurisdiction when all of the following conditions are, after a public hearing, found to exist:

(1) The local authority finds and determines that, based upon the recommendation of the police department or, in the case of a highway in an unincorporated area, on the joint recommendation of the sheriff's department and the Department of the California Highway Patrol, one of the following concerns exists along the portion of highway recommended for closure:

(A) Serious and continual criminal activity.

(B) Serious and continual illegal dumping.

(2) The highway is not designated as a through highway or arterial street, or, if the highway is so designated, the local authority, in conjunction with law enforcement and traffic engineers, has determined that a temporary closure may be accomplished without significant impact on the normal flow of traffic.

(3) Vehicular or pedestrian traffic on the highway contributes to the concern described in paragraph (1).

(4) The closure will not substantially adversely affect traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles in the area of the highway proposed to be temporarily closed.

(b) A highway may be temporarily closed pursuant to subdivision (a) for not more than 18 months, except that this period may be extended for not more than eight additional consecutive periods of not more than 18 months each if, prior to each of

those extensions, the local authority holds a public hearing and finds, by ordinance or resolution, that all of the following conditions exist:

(1) Continuation of the temporary closure will assist in preventing the occurrence or reoccurrence of the concern described in paragraph (1), found to exist when the immediately preceding temporary closure was authorized. This finding and determination shall be based upon the recommendation of the police department or, in the case of a highway in an unincorporated area, on the joint recommendation of the sheriff's department and the Department of the California Highway Patrol.

(2) The highway is not designated as a through highway or arterial street, or, if the highway is so designated, the local authority, in conjunction with law enforcement and traffic engineers, has determined that the immediately preceding temporary closure has been accomplished without significant impact on the normal flow of traffic.

(3) Vehicular or pedestrian traffic on the highway contributes to the concern described in paragraph (1).

(4) The immediately preceding closure has not substantially adversely affected traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles in the area of the highway that was temporarily closed.

(c) The local authority shall mail written notice of the public hearing required under subdivision (a) or (b) to all residents and owners, as shown on the last equalized assessment roll, of property adjacent to the portion of highway where a temporary closure or extension of temporary closure is proposed.

Special consideration for road closures near school grounds is defined in CVC §21102 as follows:

Local authorities may adopt rules and regulations by ordinance or resolution closing to vehicular traffic that portion of any street or highway crossing or dividing any school ground or grounds when in the opinion of the legislative body having jurisdiction such closing is necessary for the protection of persons attending such school or school grounds. The closing to vehicular traffic may be limited to such hours and days as the legislative body may specify. No such ordinance or resolution shall be effective until appropriate signs giving notice thereof are posted along the

street or highway affected, nor in the case of state highways, until such ordinance or resolution is approved by the Department of Transportation.

Memorandum

To: Technical Advisory Committee
From: Janneke Strause, Associate Transportation Planner
Meeting Date: August 7, 2025
Subject: Mid-cycle Competitive Grant Program of Projects

RECOMMENDED ACTION:

RECOMMEND the Board of Directors approve programming \$10.5 million of Regional Surface Transportation Program funds for a Mid-cycle Competitive Grant Program of Projects.

SUMMARY:

Regional Surface Transportation Program (RSTP) funds are distributed to eligible agencies on a three-year cycle through the Transportation Agency's Competitive Grant Program. The next cycle of the Competitive Grant Program is in 2026. Agency staff recommend distributing funds through a Mid-cycle Competitive Grant Program using reserve funds, interest revenue, and project cost savings that were previously not programmed.

FINANCIAL IMPACT:

The Transportation Agency has \$13.5 million of reserve funding, interest revenue, and project cost savings in the Regional Surface Transportation Program fund. These funds are currently not programmed for projects. The Agency's funding agreement with Caltrans encourages RSTP funds to be spent within three years of when they are received from the State. To help meet this goal, staff recommends utilizing \$10.5 million of available funds for a Mid-cycle RSTP Grant Program and maintaining \$3 million in reserve for future Board programming.

DISCUSSION:

The Surface Transportation Block Grant Program (formerly "Regional Surface Transportation Program") is a federal program that provides states and local jurisdictions with funding for highway improvements, street rehabilitation and transportation enhancements. The Transportation Agency receives an annual apportionment of Regional Surface Transportation Program (RSTP) funding, passed through the State. Monterey County didn't have an urbanized area with a population greater than 200,000 in the 1990 census. Therefore, it qualified for the state exchange program, whereby Caltrans keeps the federal Surface Transportation Block Grant Program apportionments for a region and gives the regional agency an equivalent amount of state cash. The Transportation Agency distributes RSTP funding through a fair share formula to Monterey County and cities, a 10% reserve for future unidentified needs, a set aside for special projects, and a competitive program on a three-year cycle with the last cycle in 2023 and the next cycle in 2026. The 2023 Competitive Program Guidelines are linked below.

The Mid-cycle Competitive Grant Program establishes a new, one-time funding opportunity prior to the 2026 Competitive Grant Program with the objective of expediting the disbursement of available RSTP funds. The unprogrammed RSTP funds were generated by revenue on interest, project cost

savings that were returned to the Competitive Grant Program fund account, and variances between the adopted RSTP Fund Balance and what was actually received from the State.

To expedite the use of these funds, this proposal focuses on projects that are "shovel-ready". Transportation Agency staff reached out to local agencies to confirm funding needs for projects that are more than 50% complete with design and ready to release bids for construction between August 2025 and July 2026. Agency staff received 15 funding requests from 10 jurisdictions with a total request of \$22.3 million. Of the 15 requests, 7 have completed design and will release bids for construction between August 2025 and February 2026. Three projects are currently under construction. The Transportation Agency recommends funding the following program of 10 projects with the Mid-cycle Competitive Grant funds for a total of \$10.5 million:

- City of Gonzales - Fifth Street Truck Ban Signage: \$38,512
- City of Greenfield - Walnut Avenue Pedestrian and Bikeway Improvement Project: \$100,000
- City of King - U.S. Highway 101/Broadway Street at San Antonio Drive Roundabout Improvement Project: \$1,488,000
- City of Marina - Imjin Parkway & 3rd Avenue Signal Improvements Project: \$450,000
- City of Monterey - Madison/Hermann/Larkin Traffic Circle: \$130,000
- City of Salinas - Boronda Road Congestion Relief Project (Phase 1): \$1,000,000
- City of Sand City - West End Improvement Project: \$2,000,000
- City of Seaside - Broadway Corridor Improvements: \$4,000,000
- City of Soledad - West Street Road Diet and Complete Streets Project: \$882,480
- County of Monterey - Laureles Grade/Carmel Valley Road Roundabout: \$450,000

The City of Del Rey Oaks and the City of Carmel did not have any projects that fit the criteria for the Mid-cycle RSTP Grant Program. All jurisdictions will be eligible to propose new projects for the next regular cycle of the Competitive Grant Program in 2026. The Program of Projects, including project descriptions, is **attached**, and the 2023 competitive grant program guidelines and application are online as a **web attachment**.

ATTACHMENTS:

1. 2025 Mid-cycle RSTP Grant - Project Submittals

WEB ATTACHMENTS:

[2023 Competitive Grant Program - Guidelines and Application](#)

Mid-cycle RSTP Grant Program of Projects

August 2025

Jurisdiction	Project Name	Project Description	Total Project Cost	Request	Design Plans % Completed	Ready to List Date
City of Gonzales	Fifth Street Truck Ban Signage	Install signs on US101 and various city streets to enforce a Truck Ban along Fifth Street between US101 and Alta Street. Project plans are attached. Project is partially funded with \$30,000 City Measure K monies and \$52,924 in Unprogrammed RSTP funds. This project is a high priority of the City Council	\$ 121,436	\$ 38,512	100%	Jul 2025
City of Greenfield	Walnut Avenue Pedestrian and Bikeway Improvement Project	The City's WALNUT AVENUE PEDESTRIAN AND BIKEWAY IMPROVEMENTS PROJECT is under construction. It is a \$1,034,166.00 project awarded to Anderson Pacific. Construction Company. The project is temporarily on hold while the City is working with Caltrans on an unexpected redesign of existing safety barrier rail at the Walnut Ave. and US101 to accommodate new sidewalk in the Caltrans right-of-way. Although permitted by Caltrans prior to advertisement, changed conditions require a redesign with increased cost of improvements at this location. The change affects the replacement of barrier rail to conform with a new Caltrans detail with an anticipated increase in construction costs as requested.	\$ 1,134,166	\$ 100,000	100%	In construction
City of King	U.S. Highway 101/Broadway Street at San Antonio Drive Roundabout Improvement Project	The U.S. Highway 101/Broadway Street at San Antonio Drive Roundabout Improvement Project provides safety, multi-modal, placemaking, congestion relief, and GHG-reduction benefits. In the City of King City a roundabout will be installed at the intersections of San Antonio Drive/San Lorenzo Park Road/Broadway Street and San Antonio Drive/US 101 Northbound Off Ramp/US 101 Northbound On Ramp. The basic purpose of the proposed roundabout intersection is to enhance safety and alleviate traffic congestion on Broadway Street, San Antonio Drive and San Lorenzo Park Road while also improving access to and from U.S. Highway 101. The project was identified through a Countywide Intersection Control Evaluation (ICE) Study and the City's Local Road Safety Plan (LRSP); both plans identified the project as a high safety priority project with a benefit to cost ratio higher than that of a stop sign or traffic signal.	\$ 5,410,000	\$ 1,488,000	100%	Oct 2025
City of Marina	Imjin Parkway & 3rd Avenue Signal Improvements Project	Imjin Parkway divides many of the Veteran services including residences, wellness centers, and education centers all in the vicinity of 3rd Avenue. In January 2020 an elderly pedestrian with disabilities using a wheelchair pedestrian was traveling from a physical therapy session when they were struck and killed in the west crosswalk at 3rd Avenue by a vehicle traveling on Imjin Parkway. The City conducted a technical safety assessment and concluded the best safety improvements for the intersection and the corridor would be to signalize traffic movements for pedestrian safety. This scope of work coincides with the intended improvements for the TAMC multimodal corridor regional project.	\$ 1,500,000	\$ 450,000	100%	Aug 2025
City of Monterey	Madison/Herrmann/Larkin Traffic Circle	The project is to implement a traffic circle with all way stop control at the intersection of Madison Street, Herrmann Street and and Larkin Street, a five-leg intersection. This location serves as a major entry-exit point to Monterey High School the City's only public high school. The addition of a traffic circle and striped medians with vertical elements will address speed and pedestrian-vehicle safety at the intersection.	\$ 290,000	\$ 130,000	100%	Sep 2025

City of Salinas	Boronda Road Congestion Relief Project (Phase 1)	<p>The Boronda Road Congestion Relief Project (Phase 1) is the first Phase of the three-phased multimodal improvements project planned along E Boronda Rd between Dartmouth Way and Independence Blvd (1.8 miles) in northern Salinas. The Phase 1 Project will build the improvements from east of Dartmouth Way to a point between McKinnon Street and El Dorado Drive. Specific improvements include the construction of roundabout at McKinnon Street, installing enhanced pedestrian and bicyclist crossing treatments (e.g., pedestrian hybrid beacons and shared use path) at the roundabout, constructing ADA curb ramps at the intersection, adding buffers to the existing bike lanes, constructing bus pullouts and enhanced amenities at Monterey-Salinas Transit (MST) stops, and widening E Boronda Rd from two to four travel lanes (two-lanes in each direction).</p>	\$ 15,637,797	\$ 1,000,000	100%	In construction
City of Sand City	West End Improvement Project	<p>The project involves the reconstruction of existing city streets, Contra Costa Street and Catalina Street, to incorporate complete street and Low Impact Development (LID) strategies to provide water quality and flood mitigation, improved pedestrian safety and ADA accessibility, ADA ramps, signing and striping improvements, compliance with AB 413 Daylighting, urban greening and landscaping. The project design was reviewed by the city's traffic engineer to incorporate traffic calming measures including curb extensions, high visibility crosswalks, and to provide adequate truck and emergency vehicle turning elements. The city conducted a speed survey for the area based on resident concerns with speeding and has conducted significant public outreach. The project will provide multi-benefits to a disadvantaged community (DAC) and it will treat runoff and remove pollutants that would otherwise discharge to the Monterey Bay National Marine Sanctuary.</p>	\$ 6,700,000	\$ 2,000,000	100%	Oct 2025
City of Seaside	Broadway Corridor Improvements	<p>1.3 mile road diet on Broadway Avenue between Fremont Blvd and General Jim Moore Boulevard and SRTS improvements on Yosemite Ave between San Pablo Ave and Wanda Ave. Project includes transforming a 4-lane roadway to a 2-lane roadway with curb extensions, buffered and protected bike facilities, roundabouts, Safe Routes to School improvements including raised crosswalks, rectangular rapid flashing beacons, and accessible design. Improvements on Yosemite Ave will include bicycle pavement marking, signage, curb extensions and high visibility crosswalks. Project includes community engagement, civic education with active transportation focus and encouragement programming, and an open street event geared toward youth, low-income families and seniors to increase safe bicycle and walking.</p>	\$ 14,238,692	\$ 4,000,000	100%	Feb 2026
City of Soledad	West Street Road Diet and Complete Streets Project	<p>The West Street Road Diet and Complete Streets Project focuses on safety, improving multimodal mobility, and making West Street accessible and comfortable for all roadway users. This project aims to achieve this by implementing a road diet (reducing the number of vehicle travel lanes from four to two), which enables additional room for protected bike lanes and traffic calming elements such as raised curb island medians and narrower travel widths. Pedestrian safety will be significantly improved through enhanced pedestrian crossings with center refuge islands and Rectangular Rapid Flashing Beacons, improved striping, and upgrades along the corridor to address access ramps and deficient sidewalks. Additionally, this project shall address pavement treatment to ensure its long-term success.</p>	\$ 3,834,430	\$ 882,480	100%	Oct 2025

	<p>The Carmel Valley Road and Laureles Grade Roundabout Project involves replacing the existing one-way, stop controlled "T" intersection at Carmel Valley Road and Laureles Grade with a roundabout. The project will improve vehicle safety and access at the intersection. The project includes widening Laureles Grade and Carmel Valley Road at the east and northwest corners of the existing intersection; however, it will not add lanes or increase the intersection's capacity. Medians will also be constructed on Carmel Valley Road to the northwest and southeast of the proposed roundabout, as well as on Laureles Grade to the northeast.</p>				
County of Monterey Laureles Grade/Carmel Valley Road Roundabout		\$ 5,600,000	\$ 450,000	100%	In construction
		TOTAL	\$ 10,538,992		