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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, February 5, 2026**

**\*\*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:**

**at:**

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

**OR**

**Via teleconference at +1 669 900 6833**

**Meeting ID: 950 428 194**

**Password: 185498**

**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*

**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.

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 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.

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 January 8, 2026.

- Maria Montiel

*The draft minutes of the January 8, 2026, Technical Advisory Committee meeting are attached for review.*

**4. PROVIDE FEEDBACK** on TAMC staff's proposal to review agencies' striping plans for upcoming projects on High-Injury Network corridors in order to identify potential quick-build safety projects.

- Doug Bilse

*TAMC is offering to review jurisdictional striping plans for near-term projects located on the High-Injury Network (HIN) identified through the Regional Vision Zero planning effort. With TAC feedback, TAMC would use its on-call consultants to screen these plans for quick-build treatments that can be integrated into the planned work and positioned for the next cycle of TAMC competitive grants.*

**5. RECEIVE** update on changes to Brown Act as per Senate Bill (SB) 707, and **ADVISE** staff whether the Committee wishes to ask the Board to adopt a resolution allowing it to use the new videoconferencing provisions.

- Doug Bilse

*Senate Bill (SB) 707, signed into law on October 3, 2025, made significant changes to the Ralph M. Brown Act, which governs open meetings for local government agencies in California.*

**6. RECEIVE** update on new state laws enacted in 2026.

- Doug Bilse

*Each year the California legislators adopt laws that take effect on January 1 of the following year. This report reviews the 17 new laws associated with transportation or mobility issues that took effect on January 1, 2026.*

**7. ANNOUNCEMENTS and/or COMMENTS**

**8. ADJOURN**

**ANNOUNCEMENTS**

Next Committee meeting:

**Thursday, March 5, 2026, 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](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:** February 5, 2026  
**Subject:** Draft TAC Minutes

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### **RECOMMENDED ACTION:**

**APPROVE** the draft Technical Advisory Committee Minutes for January 8, 2026.

### **SUMMARY:**

The draft minutes of the January 8, 2026, Technical Advisory Committee meeting are attached for review.

### **FINANCIAL IMPACT:**

None.

### **DISCUSSION:**

### **ATTACHMENTS:**

1. TAC Draft Minutes January 8, 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, January 8, 2026

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

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

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

**OTHERS PRESENT:**

Kemar Davis, Monterey County District 4

Leslie Llantero, City of Seaside

**1. QUORUM CHECK – CALL TO ORDER**

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

**2. PUBLIC COMMENTS**

None

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**3. BEGINNING OF CONSENT AGENDA**

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

**3.1** Approved the Technical Advisory Committee meeting minutes for November 6, 2025.

**END OF CONSENT AGENDA**

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#### 4. **ACTIVE TRANSPORTATION SUPPORT PROGRAM**

The Committee received a presentation on the Active Transportation Support Program and provided feedback on potential vendors for active transportation equipment and resources.

Ariadne Sambrano, Transportation Planner, reported that the Active Transportation Support Program complements TAMC's broader efforts under the Safe Routes to School and Go831 programs by expanding infrastructure and education that promotes mode shift away from single-occupancy vehicles. It also supports the Agency's Vision Zero and Climate Action goals by improving accessibility and safety for people who walk, bike, or roll. Since 2024, the program has supported four local organizations in receiving bicycle racks and safety equipment.

Ms. Sambrano noted that Key Goals of the program include:

- Increasing the amount of secure bicycle parking in areas without existing facilities.
- Ensuring equitable distribution of amenities across Monterey County.
- Encouraging creative, context-sensitive designs that enhance visibility and community character.
- Expanding access to active transportation in schools, workplaces, and community centers.
- Promoting education on the safe use and maintenance of bicycles, scooters, and skateboards.

TAMC staff invite committee members to share potential vendor suggestions to help expand and strengthen the program's reach.

#### 5. **2026 Regional Transportation Plan & 2050 Metropolitan Transportation Plan/ Sustainable Communities Strategy**

The committee received a presentation on the Draft 2026 Monterey County Regional Transportation Plan and Draft 2050 Metropolitan Transportation Plan / Sustainable Communities Strategy and Draft Environmental Impact Report.

Mike Zeller, Director of Programming & Project Delivery, reported The Transportation Agency prepares a Regional Transportation Plan (RTP) every four years, in coordination with the Association of Monterey Bay Area Governments (AMBAG), which prepares a Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS) for the three-county Monterey Bay region. These plans outline the region's priorities for meeting future transportation and mobility needs, consistent with the policy goals and

objectives adopted by the Board, within the constraints of a transportation revenue forecast over the planning horizon of the documents.

Heather Adamson, AMBAG, provided an overview on the Draft 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Draft Environmental Impact Report (EIR). Both documents were released for public review and comment on November 17, 2025.

**6. 2026 COMMITTEE VICE CHAIR**

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

Doug Bilse, Principal Engineer, opened the discussion with the Committee on selecting the Vice-Chair for 2026. Mr. Bilse commented that the Committee bylaws state that the chairmanship changes each calendar year in January. The Vice-Chair will serve for the 2026 calendar year.

The Committee unanimously nominated Committee Member Thomas Korman as Vice Chair for 2026.

**7. ANNOUNCEMENTS**

Committee member Octavio Hurtado announced that he will be leaving King City and joining the team in Gonzales.

Patrick Dobbins announced the APWA General Meeting Awards Ceremony to be held on February 4, 2026, at Hartnell Steinbeck Hall, 411 Central Avenue, Salinas, California.

**8. ADJOURN**

Chair Jacobs adjourned the meeting at 10:15 a.m.

**Memorandum**

**To:** Technical Advisory Committee  
**From:** Doug Bilse, Principal Engineer  
**Meeting Date:** February 5, 2026  
**Subject:** Request for Striping Plans for Projects on High-Injury Network

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**RECOMMENDED ACTION:**

**PROVIDE FEEDBACK** on TAMC staff's proposal to review agencies' striping plans for upcoming projects on High-Injury Network corridors in order to identify potential quick-build safety projects.

**SUMMARY:**

TAMC is offering to review jurisdictional striping plans for near-term projects located on the High-Injury Network (HIN) identified through the Regional Vision Zero planning effort. With TAC feedback, TAMC would use its on-call consultants to screen these plans for quick-build treatments that can be integrated into the planned work and positioned for the next cycle of TAMC competitive grants.

**FINANCIAL IMPACT:**

Funding for selected quick-build projects is anticipated to come from the next cycle of TAMC competitive grants, for which a call for projects is planned in March. This grant cycle is proposed to include a set aside specifically for quick-build projects. Jurisdictions can improve cost effectiveness by incorporating eligible quick-build elements into already programmed maintenance, resurfacing, and minor capital projects.

**DISCUSSION:**

As part of the Regional Vision Zero effort, TAMC is preparing Safety Action Plans for jurisdictions that do not yet have one. Each plan will designate a High-Injury Network of roadway segments with elevated concentrations of severe and fatal collisions, and identify targeted countermeasures. To accelerate near-term safety benefits, TAMC proposes a plan review approach where local agencies would submit current or upcoming striping plans for projects on their HIN (e.g., pavement management/overlay, restriping, maintenance, or small capital jobs). TAMC's on-call team would screen those plans for quick-build opportunities, such as lane reallocation, buffered or protected bikeways, daylighting, median/edge delineation, high-visibility crosswalks, refuge islands using modular elements, transit/turn-calming markings, and accompanying signage. The focus would be on treatments that fit within the existing scope and traffic control, and can be delivered rapidly with semi-permanent materials.

With TAC input on feasibility and priorities, staff would coordinate with each jurisdiction to confirm which concepts to carry forward and package them for the next cycle of TAMC competitive grants. That cycle will open with a March call for projects and is proposed to include a quick-build set aside, allowing agencies to request funding on projects that can be implemented on an expedited timeline. Integrating these measures into already planned work reduces incremental costs, minimizes

additional traffic control, and brings earlier safety benefits compared to waiting for standalone capital projects.

Next steps requested of TAC members today:

- Provide feedback on the proposed review process (what to screen for, submittal format, timelines, and coordination points).
- Submit candidate striping plans for projects scheduled within the next 12–18 months on HIN corridors.
- Identify any local standards or constraints that should shape quick-build concepts.

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**

**Memorandum**

**To:** Technical Advisory Committee  
**From:** Doug Bilse, Principal Engineer  
**Meeting Date:** February 5, 2026  
**Subject:** **Brown Act Update**

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**RECOMMENDED ACTION:**

**RECEIVE** update on changes to Brown Act as per Senate Bill (SB) 707, and **ADVISE** staff whether the Committee wishes to ask the Board to adopt a resolution allowing it to use the new videoconferencing provisions.

**SUMMARY:**

Senate Bill (SB) 707, signed into law on October 3, 2025, made significant changes to the Ralph M. Brown Act, which governs open meetings for local government agencies in California.

**FINANCIAL IMPACT:**

No financial impact.

**DISCUSSION:**

**Attached** is a memo describing the impacts of the Brown Act revisions in SB 707 on TAMC and its Committees. Please note that this memo is specific to TAMC, and if you sit on another body, you should refer to your legal counsel. TAMC staff will provide a verbal presentation at the meeting.

Key new provisions include:

- One aspect of the law that took immediate effect, and TAMC has implemented, is to provide a link to the Brown Act on all agendas.  
New video and teleconferencing provisions took effect on January 1, 2026, changing how the agendas and minutes for the TAMC Board and its Committees are prepared, and expanding the options for Board and Committee members to use videoconferencing.
- The Board must adopt a resolution to enable the Board and its Committees to use these provisions.

If the Technical Advisory Committee, an "Eligible Subsidiary Body" of TAMC, wishes to change the way it holds its meetings and use the provisions of the amended Brown Act for videoconferencing, the Board must adopt a resolution to that effect.

**ATTACHMENTS:**

1. SB 707 Memo

**WEB ATTACHMENTS:**

## Brown Act Update

### How SB 707 Impacts the Transportation Agency for Monterey County

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Senate Bill (SB) 707, signed into law on October 3, 2025, makes significant changes to the Ralph M. Brown Act, which governs open meetings for local government agencies in California. SB 707 can generally be broken down into three parts:

1. The “Eligible Legislative Body” requirements, which do not apply to TAMC.
2. The new teleconferencing rules under Section 54953.8 (there are now nine teleconferencing options, but not all apply to TAMC).
3. The remaining changes to the Brown Act.

One aspect of the law took immediate effect, and TAMC is now providing a link to the Brown Act on all agendas.

#### **Teleconferencing Rules under Section 54953.8**

As amended by SB 707, the Brown Act has new sections relating to teleconferencing, Government Code sections 54953.8.1 through 54953.8.7. All these requirements are effective January 1, 2026. Below is a section-by-section description of the key changes:

#### **Section 54953.8.2 – State of Emergency (AB 361)**

The teleconferencing requirements under this Section reflect COVID-19 pandemic era Assembly Bill (AB) 361, except with one new twist, that local agencies may now declare local emergencies. State-of-Emergency teleconferencing requires a body to find that an emergency exists that creates a risk or danger if meeting in person. This finding must be revisited at least every 45 days.

#### **Section 54953.8.3 – Just Cause (AB 2449)**

SB 707 maintains the “Just Cause” reason for using teleconferencing to attend meetings as established under AB 2449. (SB 707 omitted the very similar “Emergency Circumstances” teleconferencing rules.) The rules for “Just Cause” require:

- A) A quorum of the body must attend from one physical location.

- B) The Member requesting the “Just Cause” exemption must report the general need for teleconferencing by the start of the meeting, citing one of seven definitions of Just Cause:
- 1) Childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely.
  - 2) A contagious illness that prevents a member from attending in person.
  - 3) A need related to a physical or mental condition.
  - 4) Travel while on official business of the legislative body or another state or local agency.
  - 5) An immune-compromised child, parent, grandparent, grandchild, sibling, spouse, or domestic partner of the member that requires the member to participate remotely.
  - 6) A physical or family medical emergency that prevents a member from attending in person.
  - 7) Military service obligations that result in a member being unable to attend in person because they are serving under official written orders for active duty, drill, annual training, or any other duty required as a member of the California National Guard or a United States Military Reserve organization that requires the member to be at least 50 miles outside the boundaries of the local agency.
- C) The Member must use both audio and visual technology during the meeting.
- D) Limited uses per calendar year – for TAMC, Members are limited to using this clause no more than twice per year.
- E) TAMC must note the usage of Just Cause in the meeting minutes, citing which definition of Just Cause the Member claimed. For example, the minutes could cite “JC4”.

### **Section 54953.8.6 – Eligible Subsidiary Bodies**

Eligible Subsidiary Body (“ESB”) teleconferencing is the headliner of SB 707. Generally, the ESB has been billed as a way for committees to meet remotely, but the application of this option is more complex than what may have been initially assessed. This section expires on January 1, 2030.

An ESB is defined as a Brown Act Legislative Body which serves exclusively in an advisory capacity, lacks authority to take final action, and lacks primary subject matter jurisdiction on elections, budgets, police oversight, privacy, public library material access, or taxes or related spending proposals. Two of TAMC’s Committees, the Technical Advisory Committee (TAC) and the Bicycle and Pedestrian Facilities Advisory Committee (BPC), are ESBs. It is not clear whether the Executive Committee, the Rail Policy Committee (RPC), and/or Measure X Citizens Oversight Committee, known as the eXcellent Transportation Oversight Committee (XTOC), qualify as ESBs, pending legal review.

ESB teleconferencing entails a two-entity approval process. First, the Parent Legislative Body (i.e., the TAMC Board of Directors) must approve the ESB using teleconferencing every six months. Second, after the Parent Legislative Body approves the use, but before the ESB can use teleconferencing, the ESB must approve teleconferencing. TAMC staff will prepare agenda items for all relevant meetings to that effect.

The requirements are generally:

- The Committee must designate one physical location where the public can attend, and
- Teleconferencing Members should appear using audio and visual technology during the meeting. If the Committee Member turns off their camera, they must announce the reason (e.g., internet connectivity issues).

There are two additional elements of this section of import. First, elected officials who sit on a Committee by virtue of their elected office cannot teleconference under this Code section (unless they can claim “Just Cause”). Second, a Committee may request to present recommendations to the Board, which then must appear on the regular agenda of the next Board meeting for discussion, with action on the issue on the following Board meeting agenda.

#### **Section 54953.8.7 – Multijurisdictional Body**

A “Multijurisdictional Body” is defined as either a legislative body which includes representatives from more than one county, city, city/county, or special district, or a legislative body formed as a Joint Powers Entity. This definition applies to the TAMC Board and the Coast Rail Coordinating Council, among others. The rules for “Multijurisdictional Body” require:

- The body must adopt a resolution in open session to allow teleconferencing.
- At least a quorum of the members of the eligible multijurisdictional body shall participate from one or more locations within the jurisdiction open to the public.
- Compensated Members cannot use teleconference (“compensation” excludes reimbursement of expenses).
- Teleconferencing Members must be named in agenda.
- Teleconferencing Members must use audio and visual technology.
- Teleconferencing location is more than 20 miles away from in-person locations.
- Limited to using twice per year if the body meets once per month or less.

### **Section 54953.8 – General Requirements**

For each of the above teleconference rules, the legislative body must comply with the following rules:

- Use two-way video or teleconference technology.
- Place the link on the agenda.
- No action if there is an internet disruption.
- Allow public comment.
- Allow the public time to unmute themselves and raise hands during public comment.
- In the minutes, include the name of any teleconferencing Member and the code section they used to appear remotely.
- Implement a procedure for receiving and resolving reasonable accommodation requests and adhere to civil rights and non-discrimination laws.
- Announce anyone over 18 and relationship at remote location.

### **Other Brown Act Changes**

Below is a quick summary of some other Brown Act changes, though three items deserve some additional comments. First, the Traditional Brown Act Teleconferencing Rules are unchanged. Second, there is a new teleconferencing statute for use with the Americans with Disabilities Act, and this statute allows teleconferencing as a reasonable accommodation – the only requirements are that the member use audio and visual technology if possible (very loose requirement) and that the teleconferencing member report if anyone over the age of 18 is appearing at the location and their relationship. Finally, there is a complex statute which allows a Brown Act body not to take public comment, but use of this statute is not advisable. Below are other changes to the Brown Act:

- TAMC is required to give members a copy of Brown Act.
- Social Media is only considered a meeting if members interact with each other.
- Emergency situations notice requirements include an email option.
- Special meetings notice and waivers include a telephone option.
- Reporting out for department head closed sessions.
- No special meetings for salary extended to legislative body.
- “Zoom-bombing” called out as disruptive.

**Memorandum**

**To:** Technical Advisory Committee  
**From:** Doug Bilse, Principal Engineer  
**Meeting Date:** February 5, 2026  
**Subject:** **New Laws Enacted in 2026**

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**RECOMMENDED ACTION:**

**RECEIVE** update on new state laws enacted in 2026.

**SUMMARY:**

Each year the California legislators adopt laws that take effect on January 1 of the following year. This report reviews the 17 new laws associated with transportation or mobility issues that took effect on January 1, 2026.

**FINANCIAL IMPACT:**

Some state laws go into effect without including funding to address the costs associated with the implementation and enforcement of these new requirements.

**DISCUSSION:**

The new legislation taking effect in 2026 places significant emphasis on local planning, roadway safety, clean transportation, and transit funding flexibility. AB 39, known as the "Local Electrification Planning Act", requires cities and counties with more than 75,000 residents to adopt or integrate a local electrification plan into their general plans between 2027 and 2030. These plans must outline concrete goals, policies, and implementation measures to expand electric vehicle charging and other zero-emission fueling infrastructure, including along public streets and in residential, commercial, and public-parking settings. They must also address building electrification, clean-energy resources such as community solar or battery storage, and strategies for medium- and heavy-duty fleet charging, with an explicit focus on benefiting disadvantaged and low-income communities.

Safety-related legislation also plays a major role in this year's updates. AB 289 authorizes Caltrans to operate a work-zone speed safety pilot program using fixed or mobile radar and lidar systems to detect speeding and photograph license plates in highway work zones. This will require close coordination with local agencies on traffic control plans and public outreach during Caltrans maintenance and improvement projects. Meanwhile, AB 382 allows local authorities to reduce school-zone speed limits from 25 mph to 20 mph, a change intended to improve pedestrian safety and reduce collision severity, and one that may require sign replacements, ordinance updates, and new traffic engineering evaluations. Further safety measures include AB 544, which strengthens e-bike equipment and rider safety rules by requiring a rear red reflector or light at all times and directing minors who receive helmet-related violations to complete an online CHP safety program. This shift increases the need for public education and may impact local enforcement practices as e-bike ridership rises.

Transit-related legislation in 2026 also carries operational implications for local and regional agencies. AB 761, establishes a new process allowing the Monterey Salinas Transit District, upon a two-thirds board vote, to place a retail transactions and use tax measure of up to 0.25% before voters, even when the combined countywide rate would exceed the otherwise applicable 2% cap. This new authority, in effect through January 1, 2035, may influence long-range transit funding strategies in the region.

Several new laws also streamline project delivery and expand development potential near transit. SB 71 extends and broadens CEQA exemptions for transit operational analyses, route adjustments, transit priority projects, and active transportation improvements. This potentially reduces environmental review burdens for local agencies advancing bus-priority lanes, bicycle infrastructure, or service modifications. Separately, SB 79, the "Abundant and Affordable Homes Near Transit Act", overrides local zoning to allow greater height and density for housing located within one-half mile of major rail and high-frequency transit stops in several counties. While primarily a land-use measure, it may have transportation implications, including impacts on multimodal access, curb management, and the need for improved pedestrian and bicycle connections around station areas.

Finally, SB 671 codifies Caltrans' requirement that new or replaced state-owned traffic-actuated signals include touch-free accessible pedestrian signals (APS) and leading pedestrian intervals (LPIs). It also obligates Caltrans to inventory existing signal locations and coordinate with local jurisdictions, which may affect operations wherever cities maintain or collaborate on signals located on the State Highway System. Local public works departments should anticipate future upgrades during maintenance cycles and ensure compliance with California Manual on Uniform Traffic Control Devices standards.

Collectively, these bills reflect a statewide shift toward electrification, roadway safety, multimodal access, and strengthened transit funding and project delivery tools. Local agencies should plan ahead for updates to general plans, engineering standards, CEQA documentation, school zone signing, e-bike safety outreach, and coordination with Caltrans on signals and work zone enforcement. **Attached** is a list of the 17 new laws associated with transportation or mobility issues that took effect on January 1, 2026.

#### **ATTACHMENTS:**

1. Attachment 1- New Laws 2026

#### **WEB ATTACHMENTS:**

**New Laws 2026**

Measure	Status	Bill Summary
<b>AB 39 (Zbur)</b> <b>General Plans: Local Electrification Planning Act</b>	10/6/25 Chapter 356, Statutes of 2025	This bill, the Local Electrification Planning Act, requires each local jurisdiction to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes the identification of opportunities to expand electric vehicle charging and other zero-emission fueling infrastructure, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.
<b>AB 289 (Haney)</b> <b>State highway work zone speed safety program</b>	10/13/25 Chapter 684, Statutes of 2025	This bill authorizes Caltrans to establish a speed safety system pilot program for automated speed enforcement in up to 75 state highway construction or maintenance areas. The bill requires Caltrans to adopt written guidelines and requires Caltrans, in developing the guidelines, to consult with the CHP and other relevant stakeholder organizations. September 4 amendments incorporate changes related to appeals which will only become operative if both this bill and SB 720 are enacted.
<b>AB 382 (Berman)</b> <b>Pedestrian safety: school zones: speed limits</b>	10/10/25 Chapter 555, Statutes of 2025	This bill, until January 1, 2031, allows a local authority to reduce the speed limit in a school zone when children are present, from 25 miles per hour (mph) to 20 mph. Beginning January 1, 2031, 20 mph becomes the state requirement.
<b>AB 544 (Davies)</b> <b>Electric bicycles: required equipment</b>	7/14/25 Chapter 36, Statutes of 2025	The bill requires an e-bike that operates on a roadway, sidewalk or bikeway to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear. This bill provides that a person under 18 years of age who is cited for operating an electronic bicycle (e-bike) while not wearing a proper helmet may avoid resulting court notification and fines if the person delivers proof to the agency that issued the citation that (1) the person has a helmet that meets legal specifications and (2) the person has completed a specialized e-bike safety course.

**New Laws 2026**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>
<b>AB 761 (Addis)</b> <b>Monterey-Salinas District: sales and special taxes</b>	10/13/25 Chapter 706, Statutes of 2025	This bill allows the Monterey-Salinas Transit District, upon the affirmative vote of at least 2/3 of its board, to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance of not more than 0.25% in accordance with the Transactions and Use Tax Law before January 1, 2035. The measure exempts this tax from the 2% limit for sales taxes.
<b>AB 875 (Murasutchi)</b> <b>Vehicle removal</b>	10/1/25 Chapter 168, Statutes of 2025	This bill authorizes a peace officer to seize and impound an out-of-class electric bicycle and empowers local governments to impose charges to cover related costs.
<b>AB 1014 (Rogers)</b> <b>Traffic safety: speed limits</b>	10/3/25 Chapter 287, Statutes of 2025	Existing law sets default speed limits for highways and Caltrans must adjust these limits to the nearest 5 miles per hour based on the 85th percentile of traffic speed. Local authorities can lower speed limits if the current limit is deemed too high for safety or specific conditions, such as designating a highway section as a "safety corridor." This bill allows Caltrans to similarly lower or keep speed limits under specific circumstances. The bill allows setting a 25- or 20-mile-per-hour speed limit on non-freeway highways. As for enforcement, the bill mandates that any peace officer, instead of just the local authority, must issue only warning citations for the first 30 days of a new lower speed limit.
<b>AB 1207 (Irwin)</b> <b>Cap and Invest Reauthorization</b>	9/19/25 Chapter 117, Statutes of 2025	This bill extends the newly branded Cap and Invest program through 2045 and reform the use and accountability of auction credits. It provides greater oversight on the California Air Resources Board (CARB), requiring the agency to appear before the legislature to discuss the administration of the program.

**New Laws 2026**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>
<p><b>SB 30 (Cortese)</b> <b>Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions</b></p>	<p>10/13/25 Chapter 735, Statutes of 2025</p>	<p>As amended July 16, this bill prohibits a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring ownership of Tier 0 or Tier 1 equipment for continued use after the public entity decommissions the equipment. TAMC successfully advocated for an amendment to exempt Tier 4 equipment, to help the Central Coast acquire the prospective inventory needed to operate new rail service.</p>
<p><b>SB 63 (Wiener)</b> <b>San Francisco Bay area: local revenue measure: transportation funding</b></p>	<p>10/13/25 Chapter 740, Statutes of 2025</p>	<p>This bill establishes the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara, and the City and County of San Francisco and requires the district to be governed by the same board that governs MTC. The bill authorizes a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 14 years, inclusive, and generally in an amount of 0.5% in each of the aforementioned counties and 1% in the City and County of San Francisco, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for administrative expenses, the bill requires the district to transfer specified portions of the tax for allocation to certain programs and purposes and for allocation to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District (Caltrain), the San Francisco Bay Area Rapid Transit District (BART), the San Francisco Municipal Transportation Agency, and other specified transit agencies for transit operating expenses, and requires the district to transfer specified portions of the tax directly to other specified transit agencies for public transit expenses. This bill requires MTC to establish an oversight committee and to contract a third-party consultant to conduct one or both phases of a financial efficiency review.</p>

**New Laws 2026**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>
<b>SB 71 (Wiener)</b> <b>California Environmental Quality Act: exemptions: transit projects</b>	10/13/25 Chapter 742, Statutes of 2025	This bill indefinitely extends CEQA exemptions for active transportation plans, restriping on streets and highways, bicycle parking, signage, and storage, transit projects, and transit planning. The July 17 amendments extend the exemption to 2040 for agencies operating Tier 4 locomotives or cleaner provided that the project is not located in an air basin designated as a serious, severe, or extreme nonattainment area for particulate matter and ozone.
<b>SB 78 (Seyarto)</b> <b>Caltrans: report: safety enhancements</b>	10/13/25 Chapter 743, Statutes of 2025	This bill requires Caltrans to prepare a report evaluating current efforts and potential opportunities to streamline the process and procedures for the delivery of safety enhancement projects.
<b>SB 79 (Wiener)</b> <b>Local government land: transit-oriented development</b>	10/10/25 Chapter 512, Statutes of 2025	This bill allows more housing to be built near major public transportation stops by establishing state standards for transit-oriented zoning around major transit stops.
<b>SB 671 (Cervantes)</b> <b>Pedestrian crossing signals</b>	10/3/25 Chapter 326, Statutes of 2025	This bill requires the installation and maintenance of traffic-actuated signals with touch-free Accessible Pedestrian Signals (APS) on new state-owned signalized pedestrian crossings and requires Caltrans to consider using touch free APS when performing maintenance activities. The bill requires Caltrans to notify local agencies operating state-owned traffic-actuated signals in specified areas about the opportunity to implement Lead Pedestrian Intervals on the signals.

**New Laws 2026**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>
<p><b>SB 707 (Durazo)</b></p> <p><b>Open meetings: meeting and teleconference requirements</b></p>	<p>10/3/25</p> <p>Chapter 327, Statutes of 2025</p>	<p>This bill makes numerous changes to the Brown Act. This bill includes new public access and participation requirements, new exemptions from certain teleconferencing requirements for subsidiary bodies and multijurisdictional bodies, extensions of exemptions from certain teleconferencing requirements for specified legislative bodies or under specific circumstances. This bill requires the translation of agendas for “eligible legislative bodies” into specified languages. This bill extends to January 1, 2030, the teleconferencing flexibility provisions allowing remote participation of an individual member of a legislative body based on “just cause” and “emergency circumstances” and expands “just cause” to include military service. The bill expands the requirement for a legislative body to verbally report a summary of a recommendation for a final action on salaries, salary schedules, or compensation paid in the form of fringe benefits for a local agency executive to include a department head or similar administrative officer of the local agency. This bill allows an eligible multijurisdictional body to conduct a teleconference meeting provided that specified requirements are met, including that the body has adopted, in a regular meeting, a resolution authorizing teleconferencing; a quorum of the body must participate from one or more physical locations that are open to the public and within the boundaries of the agency; the agenda identifies each member participating remotely; the member participates through both audio and visual technology; and the member must be participating at least 20 miles away from any physical meeting location. The bill limits the number of meetings per year a member can participate solely by teleconference based on the number of times the body meets per month. For a body meeting once per month, that limit will be two meetings per year. This section only remains in effect until January 1, 2030. This bill clarifies that the existing authority of a legislative body to remove or limit participation of a disruptive individual applies to members of the public participating remotely.</p>

**New Laws 2026**

Measure	Status	Bill Summary
<b>SB 720 (Ashby)</b> <b>Automated traffic enforcement system programs</b>	10/13/25  Chapter 782, Statutes of 2025	This bill authorizes cities and counties to establish alternative automated traffic enforcement systems to detect red light violations. This bill incorporates changes to fees for filing appeals proposed by AB 289 to be operative only if this bill and AB 289 are enacted and this bill is enacted last.
<b>SB 840 (Limón, et al.)</b> <b>Greenhouse gases: Greenhouse Gas Reduction Fund Expenditure Plan</b>	9/19/25  Chapter 121, Statutes of 2025	This bill establishes a new structure for allocating the Greenhouse Gas Reduction Fund (GGRF) beginning with the 2026-27 fiscal year, including \$1 billion for high-speed rail, \$1 billion reserved for discretionary appropriation, \$1.85 billion in commitments to other major categories consistent with previous appropriations, and \$125 million in new funding and \$250 million in financial incentives for local air districts to fund community emissions reduction programs. The Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP) are provided with a ceiling of funding (\$400 million and \$200 million, respectively, which is approximately the 10% and 5% each program receives through the existing continuous appropriation. By having line-items, these programs have a ceiling, but no floor, based on available revenue.