



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, March 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:

<https://us02web.zoom.us/j/88607651053?pwd=FHOmkHFdlXaOvh8buUVnKSeskLyUb8.1>

OR

Via teleconference at +1 669 900 6833

Webinar ID: 886 0765 1053

Passcode:268091

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.ca.gov/faces/codes_displayText.xhtml?division=2.&chapter=9.&part=1.&lawCode=GOV&title=5

Please note: If all board members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted, but the meeting may continue at the discretion of the Chair.

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

Alternative Agenda Format and Auxiliary Aids: *If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency staff at 831-775-0903. Auxiliary aids or services include wheelchair-accessible facilities, sign language interpreters, Spanish language interpreters, and printed materials in large print, Braille or on disk.*

These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

Formato alternativo de la agenda y recursos auxiliares: Si se solicita, la agenda se pondrá a disposición de las personas con discapacidad en formatos alternativos apropiados, según lo exige la Sección 202 de la Ley de Estadounidenses con Discapacidades de 1990 (42 USC Sec. 12132) y las normas y reglamentos federales adoptados en su aplicación. Las personas que soliciten una modificación o adaptación por discapacidad, incluyendo ayudas o servicios auxiliares, pueden comunicarse con el personal de la Agencia de Transporte al 831-775-0903. Las ayudas o servicios auxiliares incluyen instalaciones accesibles para sillas de ruedas, intérpretes de lengua de señas, intérpretes de español y materiales impresos en letra grande, braille o en disco. Estas solicitudes pueden ser presentadas por una persona con discapacidad que requiera una modificación o adaptación para participar en la reunión pública y deben hacerse al menos 72 horas antes de la reunión. Se hará todo lo posible para atender la solicitud.

1. QUORUM CHECK - CALL TO ORDER

Call to order and self-introductions. According to Transportation Agency and Page Committee bylaws, Committee membership consists of representatives from the Transportation Agency voting and ex-officio members, and other agencies that may be appointed by the Transportation Agency. Currently the Committee membership includes representatives from 12 Cities, the County, MST, Caltrans, City of Watsonville, the Air District, and AMBAG, for a total of 18 members. Five members of the Technical Advisory Committee, representing voting members of the Transportation Agency Board of Directors, constitute a quorum for transaction of the business of the committee.

If you are unable to attend, please contact the Committee coordinator. Your courtesy to the other members to assure a quorum is appreciated.

2. PUBLIC COMMENTS

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Under this item, each member of the public is allowed two minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Monday before the meeting, and such comments will be distributed to the Board before the meeting.

COMENTARIOS DEL PÚBLICO:

Cualquier miembro del público podrá dirigirse a la Comité sobre cualquier punto no incluido en la agenda, pero que sea de su competencia. En este punto, cada miembro del público tendrá dos minutos para plantear sus inquietudes. Se podrán formular comentarios sobre los puntos de este agenda cuando se discuta dicho punto. Se anima a quienes deseen dirigirse a la Comité para recibir comentarios del público o sobre un punto de la agenda que envíen sus comentarios por escrito a Maria en maria@tamcmonterey.org antes de las 5:00 pm del lunes anterior a la reunión. Dichos comentarios se distribuirán a la Comité antes de la reunión.

3. CONSENT AGENDA

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

3.1. **APPROVE** the draft Technical Advisory Committee Minutes for February 5, 2026.

- Maria Montiel

The draft minutes of the February 5, 2026, Technical Advisory Committee meeting are attached for review.

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

- Christina Watson

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.

4. **REVIEW** and **PROVIDE INPUT** on the proposed project list for the 2026 Regional Development Impact Fee Nexus Study Update.

- Aaron Hernandez

The 2026 Regional Development Impact Fee update is underway to reflect changes in land use, growth, and system needs, using AMBAG's 2045 travel model to identify future deficiencies and needed improvement and safety projects. Once the project list is finalized, Kimley-Horn will refine model runs, update project costs, and prepare a revised fee schedule, with the final study expected by May 2026.

5. **RECEIVE** update on projects funded by the Regional Surface Transportation Program.

- Janneke Strause

Recipients of Competitive Grant program funding are required to submit an annual progress report describing the use of funds and delivery of their projects.

6. **PROVIDE INPUT** on the 2026 Regional Surface Transportation Program guidelines.

- Janneke Strause

The Transportation Agency programs Regional Surface Transportation Program funds in a three-year cycle through fair-share formulas and a competitive grants process. For 2026, TAMC refined its guidelines, added Quick-Build and Pilot Project categories, and updated scoring to emphasize safety, disadvantaged communities, and project readiness. Applications are due June 5, 2026, with final Board approval on August 25, 2026.

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

8. **ADJOURN**

ANNOUNCEMENTS

Next Committee meeting:

Thursday, April 2, 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

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: March 5, 2026
Subject: Draft TAC Minutes

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for February 5, 2026.

SUMMARY:

The draft minutes of the February 5, 2026, Technical Advisory Committee meeting are attached for review.

FINANCIAL IMPACT:

None

DISCUSSION:

ATTACHMENTS:

1. Draft TAC minutes February 5, 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, February 5, 2026

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

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

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

OTHERS PRESENT:

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

3. BEGINNING OF CONSENT AGENDA

M / S / C: Tugel / Gomez / unanimous

3.1 Approved the Technical Advisory Committee meeting minutes for January 8, 2025.

END OF CONSENT AGENDA

4. REQUEST FOR STRIPING PLANS FOR PROJECTS ON HIGH-INJURY NETWORK

The Committee provided feedback on TAMC staff's proposal to review agencies' striping plans for upcoming projects on High-Injury Network corridors to identify potential quick-build safety projects.

Doug Bipse, Principal Engineer, reported that 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. He noted that 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. BROWN ACT UPDATE

M / S / C: Garcia/Tugel /unanimous

The committee voted to ask the Board to adopt a resolution allowing the Committee to use the new videoconferencing provisions

Doug Bipse, Principal Engineer, reported on the new updated changes to Brown Act as per Senate Bill (SB) 707 video and teleconferencing provisions that took effect on January 1, 2026, changing how the agendas and minutes for the committees are prepared, and expanding the options for Board and Committee members to use videoconferencing.

The requirements are commonly:

- 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)

6. NEW LAWS ENACTED IN 2026

The committee received an update on new state laws enacted in 2026.

Doug Bilse, Principal Engineer, reported that new state laws go into effect without including funding to address the costs associated with the implementation and enforcement of these new requirements. Mr. Bilse highlighted 17 new laws associated with transportation or mobility issues that took effect on January 1, 2026 and the attachment was included with the agenda report. He noted that these bills reflect a statewide shift toward electrification, roadway safety, multimodal access, and strengthened transit funding and project delivery tools. He mentioned that local agencies should plan 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.

7. ANNOUNCEMENTS

None.

8. ADJOURN

Chair Jacobs adjourned the meeting at 10:04 a.m.

Memorandum

To: Technical Advisory Committee
From: Christina Watson, Director of Planning
Meeting Date: March 5, 2026
Subject: **Brown Act Update**

RECOMMENDED ACTION:

RECEIVE update on changes to Brown Act as per Senate Bill (SB) 707 and **VOTE** to enable the Committee to use the provisions for Eligible Subsidiary Bodies.

SUMMARY:

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.

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.

Key new provisions include:

- One aspect of the law took immediate effect, and TAMC is now providing 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.

The TAMC Board of Directors is scheduled to consider approval of a resolution authorizing Eligible Subsidiary Bodies to use the new provisions at their February 2026 meeting. If approved by the Board, the Committee must then proactively vote to enact the provisions of the revised Brown Act to enable the Committee to utilize certain teleconferencing provisions. Other provisions, such as the ADA accommodations, are in effect regardless of whether the Committee takes action. The Committee can also choose not to take action, thus reverting to the usual way of doing business and posting the locations of all remotely participating Committee members on the agenda and keeping those locations open to the public.

ATTACHMENTS:

1. SB 707 Memo

WEB ATTACHMENTS:

Brown Act Update

How SB 707 Impacts the Transportation Agency for Monterey County

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. Legal counsel has determined that all of TAMC’s Committees, the Technical Advisory Committee (TAC), the Bicycle and Pedestrian Facilities Advisory Committee (BPC), the Executive Committee, the Rail Policy Committee (RPC), and the Measure X Citizens Oversight Committee, known as the eXcellent Transportation Oversight Committee (XTOC), qualify as ESBs.

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: Aaron Hernandez, Transportation Planner
Meeting Date: March 5, 2026
Subject: **2026 Regional Fee Nexus Study Update**

RECOMMENDED ACTION:

REVIEW and **PROVIDE INPUT** on the proposed project list for the 2026 Regional Development Impact Fee Nexus Study Update.

SUMMARY:

The 2026 Regional Development Impact Fee update is underway to reflect changes in land use, growth, and system needs, using AMBAG's 2045 travel model to identify future deficiencies and needed improvement and safety projects. Once the project list is finalized, Kimley-Horn will refine model runs, update project costs, and prepare a revised fee schedule, with the final study expected by May 2026.

FINANCIAL IMPACT:

In the past analysis, the Regional Development Impact Fee program was projected to generate \$109 million up to year 2035, with one-percent reimbursing the agency's fee program administrative expenses. The agency's approved budget includes \$100,000 in fiscal year 2025/26 for the 2026 Nexus Study Update.

DISCUSSION:

The Regional Development Impact Fee program was adopted by the Transportation Agency Board of Directors and all participating jurisdictions, going into effect in August 2008. Under the Joint Powers Agreement and state law, the Agency must complete a major update to the fee program every eight years.

In February 2025, the TAMC Board selected Kimley-Horn to lead the technical update, reflecting changes over the past eight years in population, employment and housing projections, development trends, land use plans, project needs and costs. Although Level of Service (LOS) is no longer used for CEQA mitigation, it will continue to serve as the required method of analysis for this update to comply with AB 602. The study will also include a safety-based analysis focused on the Agency's Vision Zero High Injury Network.

To determine needed roadway improvements for the 2045 horizon year, staff ran a model scenario assuming full buildout of projected growth with no new roadway improvements. Using the AMBAG Regional Travel Demand Model with 2045 land use and the 2023 roadway network, staff identified system deficiencies and prepared a draft list of improvement and safety projects for the 2026 Nexus Study Update. The draft project list will be presented to the Committee at the March meeting for review and feedback.

Once the project list is confirmed, Kimley-Horn will run additional model scenarios assuming construction of the proposed improvements, update planning-level project costs, and prepare a revised regional impact fee schedule. This work will culminate in a draft 2026 Regional Fee Nexus Study Update, anticipated for completion in May 2026 and subsequent circulation to the jurisdictions for review and comment. The final update is scheduled for TAMC Board approval by August 2026, and then adoption by each jurisdiction thereafter.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Technical Advisory Committee
From: Janneke Strause, Senior Transportation Planner
Meeting Date: March 5, 2026
Subject: **Regional Surface Transportation Program - Annual Project Update**

RECOMMENDED ACTION:

RECEIVE update on projects funded by the Regional Surface Transportation Program.

SUMMARY:

Recipients of Competitive Grant program funding are required to submit an annual progress report describing the use of funds and delivery of their projects.

FINANCIAL IMPACT:

RSTP and TDA 2% funds are distributed on a three-year cycle with the last distribution in 2023. Funds are distributed through a Fair Share allocation and Competitive Grant program. Each cycle, the TAMC Board approves 10% of the total funds to the TAMC Reserves for special projects. In 2025, there were eight active projects from the 2023 RSTP Competitive Grant program totaling \$10.538 million, of which three projects were completed, totaling \$868,380. Five active projects from previous cycles that were either completed, fully expended, or deprogrammed totaled \$9.34 million. Three jurisdictions have Unprogrammed Fair Share Funds totaling \$346,517. Four jurisdictions received funding for Safe Routes to Schools Participatory Budgeting projects from the RSTP Reserve, totaling \$1 million.

DISCUSSION:

Under TAMC's 2023 RSTP Competitive Grant Guidelines, all grant recipients must submit an annual progress report explaining how their funds were used. The summaries below cover currently active projects from past competitive cycles, including five that also received additional funding through the 2025 Mid-Cycle Grant program, as well as Safe Routes to School Participatory Budgeting projects funded with RSTP Reserve funds. Projects that only received 2025 Mid-Cycle Grant funding are not included as these are considered new projects to the program and have additional time to submit their reports. The following section summarizes the progress reports submitted as of December 2025.

Competitive Grants:**Greenfield - Walnut Avenue Pedestrian and Bikeway Improvements**

This project will construct Class II bike lanes, Class III shared lanes, and pedestrian sidewalks on Walnut Avenue from El Camino Real across US 101 to 3rd Street, including a new mid-block crosswalk connecting Mary Chapa Elementary School to the Santa Lucia shopping center. Construction started in January 2025 with all work completed except work on the Caltrans right-of-way. The new construction completion target is March 2026. This project received additional funding through the 2025 Mid-Cycle Grant Program approved by the TAMC Board in August 2025 to cover costs associated with working with Caltrans on an unexpected redesign in the Caltrans right-of-way.

King City - U.S. Highway 101/Broadway Street at San Antonio Drive Roundabout Improvement Project

This project will construct a roundabout 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. This project is currently at 100% designs and is processing an encroachment permit with Caltrans. The project is expected to begin construction in May 2026. This project received additional funding through the 2025 Mid-Cycle Grant Program approved by the TAMC Board in August 2025 to cover costs associated with ongoing Caltrans encroachment permit processing.

Marina - Reservation Road Roundabouts

This project will construct roundabouts on Reservation Road at Beach Road and Cardoza Avenue as part of the Marina Station Subdivision. The project is currently on hold and TAMC staff will recommend deprogramming the remaining balance at the March TAMC Board meeting.

Marina - Del Monte Boulevard and Reservation Road Intersection Improvements

The original application for this project included a "protected intersection" design by relocating and shortening the crosswalks, reconstructing existing curb ramps to meet accessibility standards, and constructing curb extensions and bike transition ramps at the intersection corners. Marina City Council directed staff to develop a conceptual design of a roundabout and conduct outreach to the community about the proposed project. The concepts of the protected intersection and the roundabout option was presented to the public on February 19, 2026. The new construction completion target is Summer 2027.

Monterey - Traffic System, Pedestrian and Bike Upgrades Citywide

This project is to install critical upgrades to the City's traffic signal system, including ADA improvements such as accessible Pedestrian Push Buttons and supporting the critical infrastructure components to support the installation of the Adaptive Signal System. This project expended all of its RSTP Competitive grant funds in September 2025, but the City of Monterey has programmed RSTP Fair Share funds to complete the project.

MST - Countywide Bus Stop Project

This project installed new bus stops countywide at locations identified through a combination of MST's Comprehensive Operational Analysis, South County Planning Study, and extensive community engagement. This project was completed in October 2025.

Salinas - Harden Parkway Path and Safe Routes to School Project

This project will construct a road diet on Harden Parkway with a 2-way separated and protected multiuse path, stormwater improvements, accessible sidewalks, crosswalks, and a roundabout at Harden Parkway and McKinnon Street. This project is currently in the environmental phase with expected construction to begin in FY2026-2027. The City hosted a community meeting on October 30, 2025 to introduce the project to the public and received feedback on initial concepts for cross-sections and a roundabout study.

Salinas - Boronda Road Congestion Relief Project - Phase 1

This project expended all of its RSTP Competitive grant funds in October 2025, but has programmed RSTP Fair Share funds to complete the project. This project also received additional funding through the 2025 Mid-Cycle Grant Program approved by the TAMC Board in August 2025 to cover cost overruns.

Salinas - Downtown Salinas Complete Streets Improvements

This project reconfigured Lincoln Avenue between Market Street and Alisal Street, constructed a

pedestrian scramble at the intersection of Alisal Street and Salinas Street, installed a traffic signal at the intersection of Alisal Street and Capitol Street, and modified the signal equipment at intersections along Alisal Street and Lincoln Avenue to include rapid transit enhancements. The remaining competitive funds are being used for final costs to complete the project. This project was completed in December 2025.

Soledad - West Street Road Diet and Complete Street Project

This project will reconstruct West St and implement a road diet, reducing the number of vehicle travel lanes from four to two, install bike lane buffers, a two-way left turn lane south of North St and a median with tree plantings north of North St., a pedestrian crossing at North St (with Rectangular Rapid Flashing Beacon and pedestrian refuge island), and a marked crosswalk at Sundew St. This project is currently in the design phase with a construction completion target in Winter 2026. This project received additional funding through the 2025 Mid-Cycle Grant Program approved by the TAMC Board in August 2025 to cover cost overruns and fully realize the complete streets vision.

Quick-Build Grants:

King City - Division Street Bike Lanes and SRTS Crosswalk Upgrades

This project provided new thermoplastic striping, adding the design and implementation of new separated bike lanes along the entire stretch of Division Street from Canal Street to S First Street as well as a Rapid Flashing Beacon at the intersection of Pearl Street and Russ Street, Pearl Street and S First Street and N Mildred Avenue and Ellis Street. This project was completed in December 2025.

Monterey - Madison/Herrmann/Larkin Traffic Circle

This project will install a stop control traffic circle at an existing 5-leg all-way stop control intersection with paint and temporary vertical elements on intersection approaches to narrow the travel lanes. This project received additional funding through the 2025 Mid-Cycle Grant Program approved by the TAMC Board in August 2025 to cover the escalating cost of construction. The City anticipates bidding for construction in February 2026 with no construction completion target at this time.

Salinas - East Market Street Cycle Track Quick Build

This project upgraded the existing parking separated bike lanes on East Market Street to cycle tracks with a raised curb and parking buffer. This project was completed in 2024.

Salinas Valley Safe Routes to Schools - Participatory Budgeting Projects:

Gonzales - Salinas Valley Safe Routes to School Participatory Budgeting Projects

This project includes pedestrian improvements at the US 101/Fifth Street Southbound on/off ramps and at the 5th Street/Rincon Road intersection. The City is currently in contract with a consultant to prepare conceptual plans with no construction completion target at this time.

Greenfield - Salinas Valley Safe Routes to School Participatory Budgeting Projects

This project includes a sidewalk on 12th Street between Oak Avenue and Elm Avenue, a crosswalk and signage on Heidi Drive, and new school signage at all city campuses. The sidewalk on 12th Street was completed in August 2024. The crosswalk and signage on Heidi Drive was completed in July 2025. New school signage at all city campuses will be installed with a construction completion target by March 2026.

King City - Salinas Valley Safe Routes to School Participatory Budgeting Projects

This project includes pedestrian improvements at seven intersections across the City and construction will be incorporated into the 2026 King City Street Project. The construction completion target is September 2026.

Soledad - Salinas Valley Safe Routes to School Participatory Budgeting Projects

This project includes pedestrian improvements at three intersections on Gabilan Drive and along Orchard Lane. The City is in contract with a consultant to develop plans and complete design by late summer 2026 with no construction completion target at this time.

RSTP Fair Share Unprogrammed Funds

TAMC's RSTP Fair Share policy requires jurisdictions to request programming of their available funds, but several still have unprogrammed balances. A template for submitting programming requests is provided in the web attachments, and the list of jurisdictions with remaining unprogrammed funds is included in the "2025 RSTP Annual Progress Reports – All Active Projects" document linked below.

Submitting a Claim

To submit a claim for reimbursement, please complete the "Claim Form", linked in the web attachments. The Claim Form serves as a cover sheet for the reimbursement request. Claims for reimbursement must include documentation (receipts, vendor invoices, and progress reports) to be deemed valid. Invoiced costs must comply with state and federal regulations. In addition to the Claim Form, submit a summary list of the backup documentation that amounts to the claim total.

Project Reporting Requirements

The following is required for all recipients of RSTP Competitive and Quick-Build grants:

- Annual Reporting: Recipients of RSTP funding will be required to submit an annual report to TAMC describing the use of funds.
- Project Completion Report: Recipients of RSTP competitive and Quick-Build Project funding will be required to submit a Project Completion Report, which includes before and after photos of the project, within sixty (60) days of the project being accepted as complete by the sponsor.
- Before-and-After Study: Additionally, recipients of RSTP funding will be required to submit a Before-and-After Study that assesses the impact of the project after it's built. The Before Study is required prior to construction and the After Study shall be completed twelve (12) months after construction. Further details can be found on page 5 of the "2023 RSTP Guidelines & Grant Application" linked in the web attachments.

ATTACHMENTS:

None

WEB ATTACHMENTS:

[2025 RSTP Annual Progress Reports - All Active Projects](#)
[2023 RSTP Guidelines & Grant Application](#)
[2023 RSTP Competitive Grant Funding Recommendations](#)
[RSTP Fair Share Allocation Template](#)
[RSTP Extension Request Template](#)
[RSTP Claim Form](#)

Memorandum

To: Technical Advisory Committee
From: Janneke Strause, Senior Transportation Planner
Meeting Date: March 5, 2026
Subject: **2026 Programming Guidelines & Competitive Grants**

RECOMMENDED ACTION:

PROVIDE INPUT on the 2026 Regional Surface Transportation Program guidelines.

SUMMARY:

The Transportation Agency programs Regional Surface Transportation Program funds in a three-year cycle through fair-share formulas and a competitive grants process. For 2026, TAMC refined its guidelines, added Quick-Build and Pilot Project categories, and updated scoring to emphasize safety, disadvantaged communities, and project readiness. Applications are due June 5, 2026, with final Board approval on August 25, 2026.

FINANCIAL IMPACT:

The three-year estimated funding of the Regional Surface Transportation Program is \$3.6 million for fair share and up to \$13.4 million for the competitive program (**Attachment 1**). A subset of the competitive program is \$2,000,000 allocated to a Quick-build and Pilot Project grant. The \$13.4 million includes \$11.68 million of new Regional Surface Transportation Program funds, \$1.05 million of new Transportation Development Act 2% for bicycle and pedestrian project funds, and \$693,954 available from deprogrammed competitive projects and the balance remaining from the 2023 competitive program cycle.

DISCUSSION:

The Surface Transportation Block Grant (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 funding, passed through the State. Because Monterey County did not have an urbanized area with a population greater than 200,000 in the 1990 census, 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 Regional Surface Transportation Program funding in both fair share and competitive programs. Monterey County and the cities receive fair share funds based on a formula of 50% population and 50% centerline miles. The total fair share allocation over the next three years is proposed in the fund estimate at \$3.6 million (**Attachment 1**).

The Transportation Agency distributes the remaining portion of the Regional Surface Transportation Program funding on a competitive basis to transportation projects based on a variety of criteria,

including regional significance, benefits to disadvantaged communities, complete street elements, and project readiness. The competitive grants process starts with a call for projects and the release of grant application materials. Then the TAMC Board establishes an ad hoc committee to review and rank proposals comprised of members of the Bicycle and Pedestrian Facilities Advisory Committee and the Technical Advisory Committee as well as TAMC staff. In addition to the traditional competitive grant program, the 2026 cycle includes funding for Quick-Build and Pilot Projects. The Quick-Build and Pilot Project applications are also evaluated by the TAMC ad hoc review committee.

In October 2025, TAMC staff formed a subcommittee comprised of Bicycle and Pedestrian Facilities Advisory Committee and Technical Advisory Committee members to review and provide feedback on the Draft 2026 Competitive Grant Program Guidelines. The subcommittee met on November 4, 2025, reviewed the draft guidelines, and provided critical commentary on proposed changes. Those changes have been incorporated into the Draft 2026 Competitive Grant Guidelines linked below (**Web Attachment 1**).

Project Proposals for the **Competitive Program** will be evaluated based on the following scoring rubric for a total of 100 points:

Screening Criteria - (Projects must meet all screening criteria to be eligible for funding)

1. The project will be implemented within 3 years.
2. The project is consistent with local and regional plans.
3. For intersection projects, an Intersection Safety and Operational Assessment Process has been or will be completed.
4. A pre-construction baseline Before Study has been or will be completed.

Section A - Project Information and Regional Significance (25 points total)

1. The project is on a high volume corridor - 5 points
2. The project is on the High-Injury Network or will mitigate safety hazards - 5 points
3. The project serves regional travel or provides an alternative route - 5 points
4. The project benefits disadvantaged communities - 5 points
5. The project benefits people with disabilities - 5 points

Section B - Complete Streets Elements (25 points total)

1. Stakeholder outreach was conducted - 5 points
2. The project is expected to reduce bicycle and/or pedestrian level of traffic stress - 5 points
3. The project incorporates complete streets elements - 5 points
4. The project is being implemented during pavement maintenance - 5 points
5. The project improves access to and/or closes a gap for transportation disadvantaged communities - 5 points

Section C - Project Readiness & Cost Effectiveness (25 points total)

1. The project will start construction within three years - 5 points
2. The request for funding will fully fund the project - 5 points
3. The project has completed the environmental phase - 5 points
4. The project has completed the design / right-of-way phase - 5 points
5. The project has a positive benefit / cost ratio - 5 points

Section D - Prior Project Delivery Performance

1. The jurisdiction is maximizing the use of RSTP fair share funds - 10 points
2. The jurisdiction has delivered previously-awarded competitive projects on time - 10 points
3. The funding request does not fund a cost-overrun - 5 points

Quick-Build and Pilot Project grants are provided for projects constructed with semi-permanent materials and within 2 years. Quick-Build projects are non-controversial and can be implemented immediately, while Pilot Projects are testing a new design concept and may be controversial. Before and After studies and ongoing community outreach are only required for Pilot Projects. Project proposals for the Quick-Build and Pilot Project grant program will be evaluated based on the following scoring rubric for a total of 100 points:

Screening Criteria - (Projects must meet all screening criteria to be eligible for funding)

1. The project will be implemented within 2 years.
2. The project is consistent with local and regional plans or design guide.
3. Pilot Projects Only - a pre-installation baseline Before Study has been or will be completed.

Quick-Build Projects Information & Narrative (100 points)

1. There is a clear safety need - 25 points
2. The project will improve comfort for people biking, walking, and/or using transit - 25 points
3. The project will improve access to/for a disadvantaged community - 25 points
4. The project will be implemented during pavement maintenance - 25 points
5. There is a maintenance strategy in place - 25 points

Pilot Project Information & Narrative (100 points)

1. There is a clear safety need - 15 points
2. The project will improve comfort for people biking, walking, and/or using transit - 15 points
3. The project will improve access to/for a disadvantaged community - 15 points
4. The community was engaged in the identification and initial planning of the project - 10 points
5. The pilot project provides a foundation for permanent infrastructure - 15 points
6. There is a maintenance strategy in place - 10 points
7. The project includes continuous community engagement - 10 points
8. The project's performance will be measured - 10 points

Transportation Agency staff have updated its policies and procedures related to the Regional Surface Transportation Program, which will require each local jurisdiction to enter into a new three-year master funding agreement with the Transportation Agency in order to be eligible to receive funds. Transportation Agency staff will provide an update at the Bicycle and Pedestrian Facilities Advisory Committee and Technical Advisory Committee meetings on the guidelines and competitive and quick-build and pilot project applications. In the 2026 Competitive Grants Schedule (**Attachment 2**), grant applications are due on June 5, 2026, and final approval of the proposed program of projects at the August 25, 2026 TAMC Board meeting.

ATTACHMENTS:

1. 2026 Fund Estimate
2. 2026 Competitive Grants Schedule

WEB ATTACHMENTS:

[Draft 2026 RSTP Guidelines & Grant Application](#)

Transportation Agency for Monterey County
Regional Surface Transportation Program
2026 Fund Estimate

DRAFT

Fund Estimate:

FY 26/27	\$	6,400,000
FY 27/28	\$	6,400,000
FY 28/29	\$	6,400,000
Total Fund Estimate	\$	19,200,000

Fund Distribution:

RSTP Reserve (10% of total)	\$	1,920,000
Total Funds Available		\$17,280,000

Jurisdiction	2023 Population	2023 Centerline Miles	3-Year Fair Share Funding
Carmel-by-the Sea	3,122	27.00	\$ 38,537.32
Del Rey Oaks	1,569	9.60	\$ 15,589.97
Gonzales	8,466	20.40	\$ 54,237.52
Greenfield	20,561	36.10	\$ 118,929.19
King City	14,216	30.70	\$ 87,691.30
Marina	22,695	75.28	\$ 164,994.19
Monterey	27,106	102.92	\$ 209,442.61
Pacific Grove	14,966	65.18	\$ 123,590.57
Salinas	162,037	292.09	\$ 944,482.96
Sand City	372	5.10	\$ 6,383.76
Seaside	30,197	79.86	\$ 200,210.76
Soledad	26,966	38.14	\$ 147,216.20
County of Monterey	105,334	1,109.00	\$ 1,488,693.64
Fair-Share Total:	437,607	1,891.37	\$ 3,600,000

Quick-Build Program	\$	2,000,000
----------------------------	-----------	------------------

Balance of RSTP for Competitive	\$	11,680,000
Transportation Development Act 2%	\$	1,050,000
Estimated amount available from deprogrammed competitive projects	\$	693,954
Estimated Competitive Grant Funding	\$	13,423,954

* Centerline miles and population from 2023/2024 Measure X Audits

Transportation Agency for Monterey County
Regional Surface Transportation Program
2026 Competitive Grant Schedule

DRAFT

Tasks	Schedule
TAMC Board Action	
Grant application approval	March 25, 2026
Call for projects	March 25, 2026
Establish Review Committee	
Bicycle & Pedestrian Committee nominates committee members	May 6, 2026
Technical Advisory Committee nominates members	May 7, 2026
Grant Applications Due	
Applications due to TAMC	June 5, 2026
Review Committee Scores Applications	
Review committee members complete scoring of applications	June 26, 2026
Review of Committee Recommendations by Standing Committees	
Bicycle and Pedestrian Committee will review the committee recommendations and provide input to the Technical Advisory Committee	August 5, 2026
Technical Advisory Committee will recommend approval of projects for funding to the Board	August 6, 2026
TAMC Board Approval	
Board approves projects for Competitive Grants via resolution	August 26, 2026