



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

www.tamcmonterey.org

HIGHLIGHTS

January 28, 2026

TAMC Board Elects New Officers and Executive Committee Members

The Board of Directors of the Transportation Agency for Monterey County elected the following members to serve as their officers and members of the Executive Committee:

- Chaps Poduri, Chair
- Luis Alejo, 1st Vice Chair
- Jose Rios, 2nd Vice Chair
- Wendy Root Askew, Past Chair
- Glenn Church, County Representative
- Dennis Donohue, City Representative

Their terms began upon their election at the beginning of January 28, 2026, Board meeting through the next election of officers in January 2027.

Draft 2026 Regional Transportation Plan Presentation and Public Hearing

The Transportation Agency's Board of Directors received a presentation on the Draft 2026 Monterey County Regional Transportation Plan, which sets the framework for future transportation investments and policies, aligning local projects with regional goals for safety, sustainability, and multimodal access.

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.

The three components of the Regional Transportation Plan are:

- Policy Element communicates the goals and measurable objectives for improving the transportation system.
- Financial Element includes a forecast of revenues over the life of the plan.
- Action Element includes a list of projects funded within the capacity of the funding forecast and meeting the goals and objectives identified in the document.

The Plan establishes a regional framework that influences transportation planning and investment decisions at the local level. Key implications for cities and the County include:

1. Consistency with Regional Goals
2. Integration with Sustainable Communities Strategy (SCS)
3. Funding Prioritization
4. Performance Monitoring

Following the presentation, the Board opened a public hearing on the Draft 2026 Regional Plan to receive public comments and noted that the deadline to submit written public comments on the Draft 2026 Regional Plan is January 31, 2026.

Draft 2026 Monterey County Regional Transportation Plan:

<https://www.tamcmonterey.org/files/11b8701e1/2026+Monterey+County+Regional+Transportation+Plan+-+DRAFT.pdf>

TAMC Board Holds Gas Tax Replacement Study Session

The Transportation Agency's Board of Directors received a presentation on revenue alternatives to replace the Gas Tax. The presentation is a follow-up to the Board's request at their September 2025 meeting to have an in-depth study session on the topic to discuss how the alternatives would impact Monterey County residents.

Under the current Transportation Funding System, Transportation in California is financed through a blend of federal, state, regional, and local sources. In the "State and Local Transportation Full Needs Assessment – May 2025" California's 10-year transportation funding needs total \$756.8 billion, based on Regional Transportation Plans, fiscal needs surveys, and assessments of transit, climate adaptation, and tribal transportation. Projected 10-year revenues are \$541 billion after accounting for a \$31 billion decline from reduced fuel consumption. This results in an estimated \$215.7 billion shortfall.

Declining statewide gas tax revenues will reduce the long-term funding available for transportation projects in Monterey County. Any future changes to the gas tax system, including a shift to a road user charge or higher vehicle registration fees, would directly influence the county's ability to maintain stable revenue for roadway maintenance and improvements. At a high level, choosing a sustainable replacement mechanism will be essential to offset the projected statewide funding shortfall.

The two options that have the greatest potential to meet the need as presented to the TAMC Board of Directors were:

- (1) A New Road User Charge. A road user charge is a fee based on the number of miles traveled, regardless of vehicle fuel source. Because the road charge will not diminish as drivers shift to zero-emission vehicles, it is regarded as a sustainable revenue source.
- (2) Increasing Vehicle Registration Fees. An increase in the vehicle registration fee is a fee based on a vehicle's value and is agnostic to fuel source, fuel economy, and travel patterns. This source of revenue is regarded as sustainable because it would not diminish as drivers shift to zero-emission vehicles.

After an extensive and robust discussion, the TAMC Board of Directors directed staff to begin conversing with regional partners on the replacement to statewide gas tax that includes a Vehicle Registration Fee option that prioritizes affordability for rural residents.

Adaptive Systems are Installed on SR 68

Caltrans reported that the equipment and software for the adaptive AI system has been installed at the nine signalized intersections along Scenic Route 68. It is expected to be operational starting in May after Caltrans completes training and calibrates the system. Data collection to be used for analysis will begin in May and will be ongoing for the next five years. Caltrans will provide TAMC's Board of Directors with an update on the progress of the adaptive systems in the spring.