

Fiscal Year 2026/27

# Budget & Overall Work Program

Board of Directors Meeting

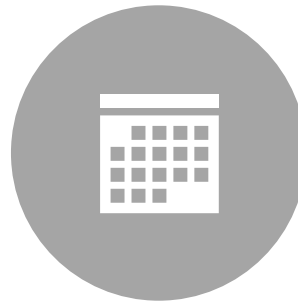
February 25, 2026



# Purpose of the Overall Work Program



WORK ELEMENTS  
DESCRIBE ACTIVITIES &  
TASKS



FISCAL YEAR JULY 1, 2026  
TO JUNE 30, 2027



BASIS FOR THE ANNUAL  
BUDGET



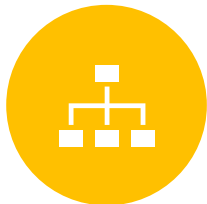
# Purpose of the Budget



Business Plan /  
Road Map



Spending /  
Financial Plan



Reflects Board  
Priorities



Translates Plans  
(OWP) into  
Money



Focus on 1st fiscal  
year FY 26-27

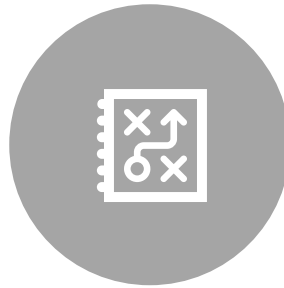


Look ahead  
FY 27-28 & 28-29

# Purpose of the Integrated Funding Strategy



SNAPSHOT OF  
REGIONAL PROGRAMS  
& PROJECTS



SCHEDULE AND  
FUNDING PATHWAY



SHOWS FUNDS NOT IN  
THE BUDGET

# FY 26/27 Work Program

## Vision Zero strategy

## Elm Avenue, Oak Avenue, & Walnut Avenue Traffic Calming



### WHY THIS LOCATION?

Elm Avenue and Oak Avenue are two high-crash streets in Greenfield. All three streets cross US 101, and city staff receive many complaints about speeding between 3rd Street and 7th Street.

### WHY THESE TREATMENTS?

This project would include several improvements to encourage people to drive slower through town.



**Radar Speed Display Signs:** Effective at reducing crashes and lowering speeds. Up to 10% crash reduction.



**High Visibility Signs and Striping:** Visually narrows the travel lane to lower speeds.



**Bulbouts at Crosswalks:** Lowers speeds by narrowing the road and improves visibility of pedestrians. Up to 35% crash reduction.

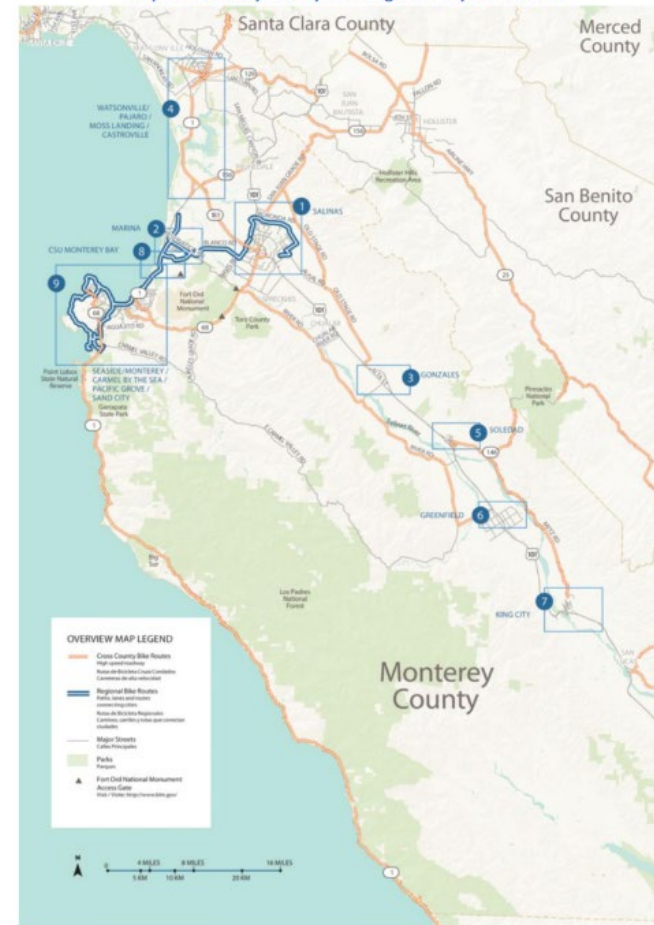


**Safe Driving Education Campaigns**



2018 Monterey County Active Transportation Plan

Map of Monterey County with Regional Bicycle Facilities

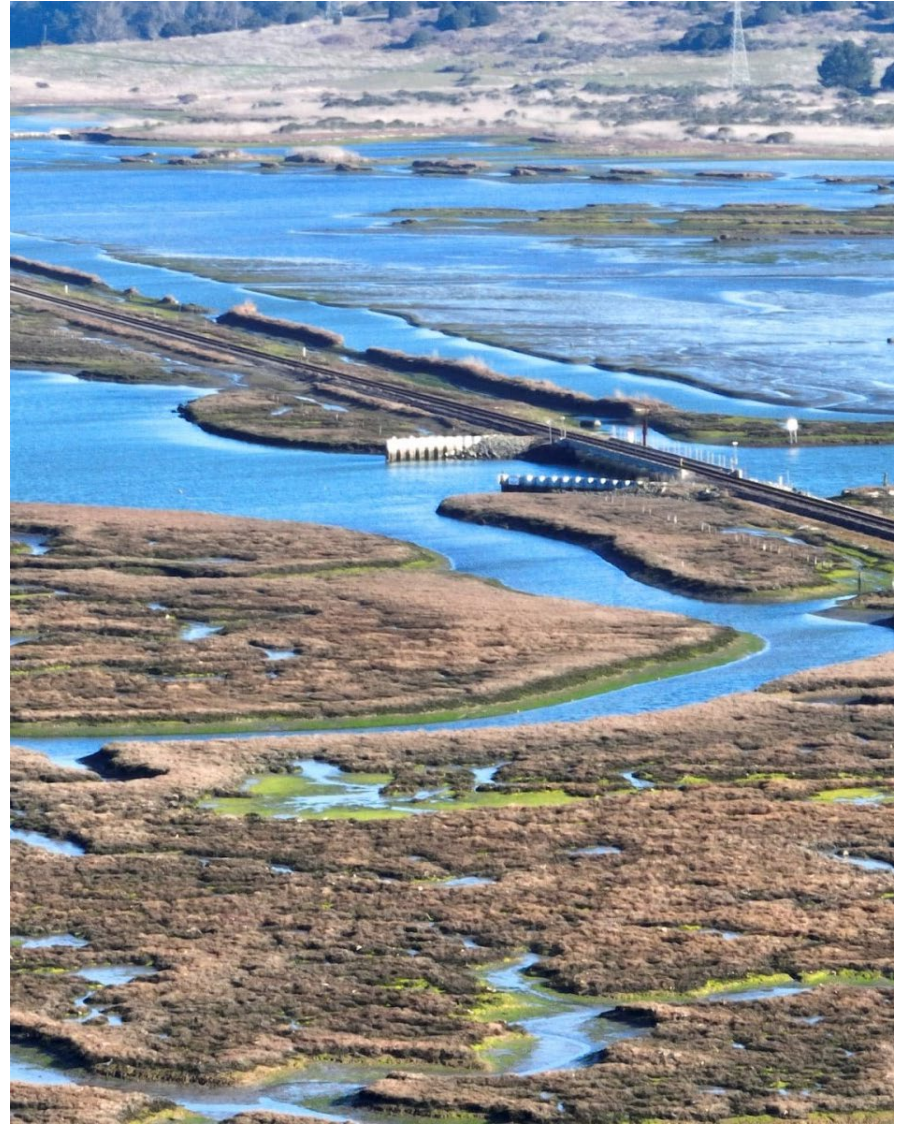


# FY 26/27 Work Program

## Active Transportation Plan & Level of Traffic Stress

# FY 26/27 Work Program

## Highway 1 Elkhorn Slough Climate Resiliency



udget for Monterey County  
 Long Range Plan (all dollars in \$1,000s)



	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
Row	Env't		Env't			Design	
Transportation Improvement Program	\$ 3,400					\$ 18,603	
Highway Infrastructure Program	\$ 2,594						
Measure X	\$ 640						
Partnership Formula - FY20/21-22/23			\$ 1,949				
Infrastructure Program - FY19/20-20/21			\$ 799				
Station Improvement Program - 2022			\$ 2,087			\$ 4,913	
	\$ 6,634	\$ -	\$ 4,835	\$ -	\$ -	\$ 23,516	\$ -

Boulevard Interchange	Design & ROW		Con				
Transportation Improvement Program	\$ 25,700	-->	\$ 1,975				
Station Improvement Program - CRRSAA		-->	\$ 2,136				
Federal DEMO	\$ 312						
Measure X			\$ 389				
Developer Fees			\$ 5,000				
SB 1 Trade Corridors		-->	\$ 20,000				
	\$ 26,012	\$ -	\$ 29,500	\$ -	\$ -	\$ -	\$ -

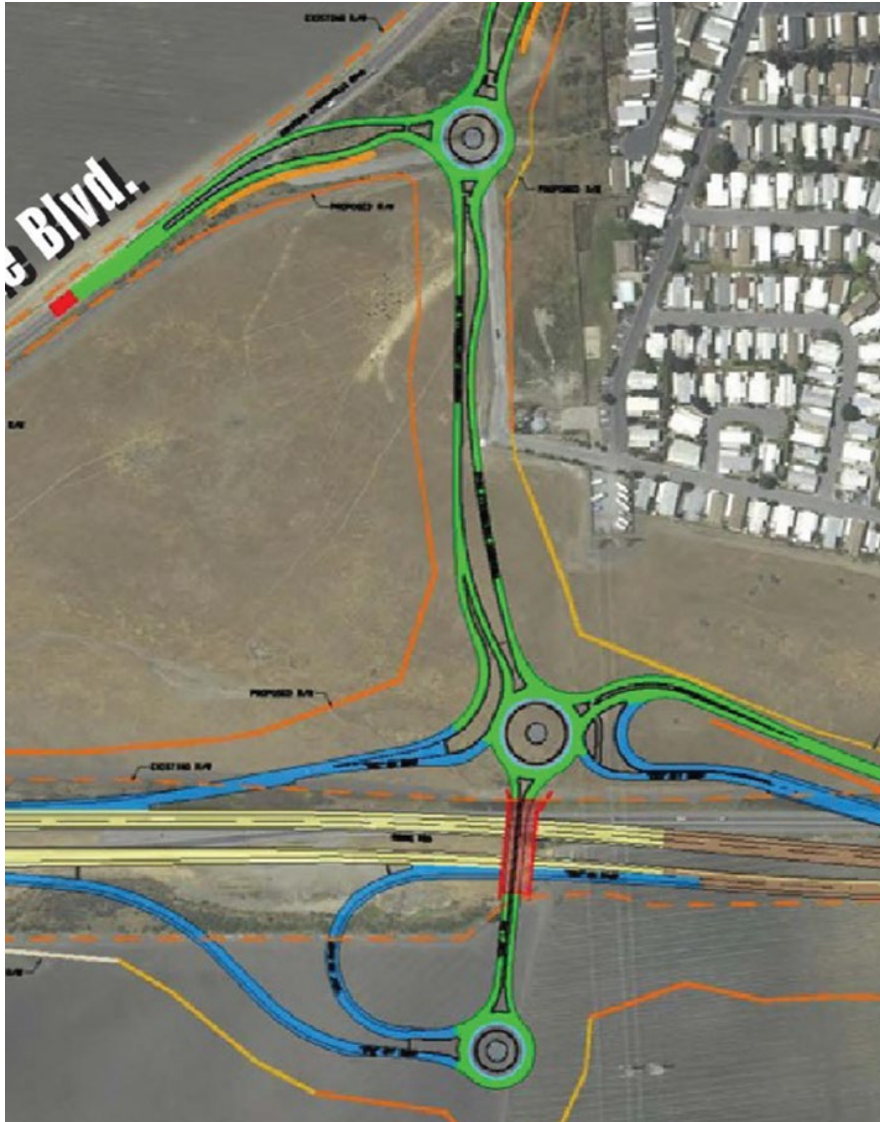
Extension	Env't			Design & ROW		Con	
Measure X				\$ 2,000		\$ 4,000	
Developer Fees	\$ 250						
SB 1 Local Partnership Formula	\$ 250						
	\$ 500	\$ -	\$ -	\$ 2,000	\$ -	\$ 4,000	\$ -

			Con				
SHOPP			\$ 22,600				
Supplemental Appropriations Act			\$ 2,003				
	\$ -	\$ -	\$ 24,603	\$ -	\$ -	\$ -	\$ -

South County	Study	Env't	Env't				
Measure X	\$ 440						
Transportation Improvement Program		\$ 8,611					
Station Improvement Program - 2022			\$ 1,378				
	\$ 440	\$ 8,611	\$ 1,378	\$ -	\$ -	\$ -	\$ -

	Design & ROW	Con					
Measure X		\$ 317					
Federal Earmark		\$ 1,000					

Integrated  
 Funding  
 Strategy



# Integrated Funding Strategy

State Route 156 /  
Castroville



# Integrated Funding Strategy

US 101  
South of Salinas



# Integrated Funding Strategy

Fort Ord Regional  
Trail & Greenway



# Integrated Funding Strategy

Rail Projects

FY 26/27 - FY 28/29  
3-Year Budget

Jeff Kise  
Director of Finance & Administration  
Board of Directors Meeting  
February 25, 2026



# Trust Funds

**TAMC has fiduciary responsibility for the following funds:**

- Local Transportation Fund
- 2% TDA for Bike & Pedestrian activity
- State Transit Assistance
- Regional Surface Transportation Program
- Regional Development Impact Fee Agency (JPA)
- Measure X

**Not all of the money that runs through TAMC financials from above funds is reflected in the TAMC budget.**

# Funding Sources

- **Federal**

- Safe Streets 4 All

- **State**

- RPA, PPM (STIP), Planning grants (SB 1 etc.), SAFE, FSP, RSTP, Grants e.g., ATP, Safe Routes to School etc.

- **Local**

- Impact Fees, Measure X

- **Reserves**

- SAFE, Rail Leases, Unassigned

**Funds granted for a specific purpose cannot be used for another project/program**

# What makes up the Agency budget?

## Operating Budget

- Staff Salaries & Benefits
- Materials & Services
- Capital Outlays

## Direct Program Budget

- Contracts, outside consultants and expenses for specific work programs

# BUDGET HIGHLIGHTS

- 8.4% growth in overall Planning funds
- 91% of Planner staff time is charged directly to projects/programs; the balance is included in overhead indirect cost allocation
- 3-Year projections (making reasonable estimates & keeping the Board informed on upcoming expenditures)
- Revenues estimated conservatively, expenditures forecasted as accurately as possible.

# OPERATING EXPENDITURES ASSUMPTIONS

- Staffing
  - Increase staff headcount by 1 to 19.5 to support several active transportation & rail projects over the next couple of years
  - Cost of living adjustment of 2.8%
- ERP Software
  - The assessment performed in 2025 demonstrated the need to increase the Implementation budget from \$100,000 to \$300,000 and annual cost from \$40,000 to \$75,000.
- New TAMC Office
  - Continue budgeting \$4,000,000.

# Revenue Assumptions

## Increase

- Monterey County Vision Zero Plan
- Elkhorn Climate Resiliency Study
- SRTS Broadway Ave, Alisal, Harden Parkway, Saint John St.
- FORTAG Construction Management

## Decrease

- N. Monterey County SRTS
- Monterey County Regional Transportation Vulnerability Assessment
- San Antonio Path SRTS

# Revenue Assumptions

- **Ongoing Staff Revenue**
  - Service Authority for Freeways & Emergencies
  - Freeway Service Patrol
  - Monterey Branch Line leases
  - Rail extension to Salinas
  - Measure X Administration & project/program management
- **Regional Transportation Planning Assessment**
- **Nominal usage of reserves**
- **Unassigned fund balance as of 6/30/24:  
\$11,545,673**
- **SAFE fund balance as of 6/30/23: \$1,775,322**

# Total Revenue by Type

	FY 25-26	FY 26-27	Change
Operating	\$4,527,174	<b>\$4,907,692</b>	<b>8.4%</b>
Direct	\$5,193,296	<b>\$5,689,363</b>	<b>9.6%</b>
TOTAL	\$9,720,470	<b>\$10,597,055</b>	<b>9.0%</b>

# Operating Revenue

BUDGETS	FY 25-26	FY 26-27	Change \$	Change %
Federal	\$0	\$118,180	\$118,180	
State	\$2,562,173	\$2,729,128	\$166,955	6.5%
Local	\$1,626,355	\$1,735,804	\$109,449	6.7%
Other Sources	\$557,857	\$385,774	(\$172,083)	(30.8%)
<b>Sub-total</b>	<b>\$4,746,385</b>	<b>\$4,968,886</b>	<b>\$222,501</b>	<b>4.7%</b>
Interest Income	\$292,233	\$197,846	(\$94,387)	(32.3%)
Reserves (surplus)/usage	(\$511,443)	(\$259,040)	\$252,403	(49.4%)
<b>TOTAL</b>	<b>\$4,527,175</b>	<b>\$4,907,692</b>	<b>\$380,517</b>	<b>8.4%</b>

# Operating Expenses Capital Budget

	FY 25-26	FY 26-27	FY27-28	FY28-29
Vehicle Replacement	\$45,000	\$0	\$0	\$0
Unfunded Pension Liability	\$1,500,000	\$0	\$0	\$0
TAMC Office	\$50,000	\$2,000,000	\$2,000,000	\$0
<b>TOTAL</b>	<b>\$1,595,000</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>

# 3-Year Operating Budget Horizon

Fiscal Year	Budget	Change
25-26 (Approved)	\$4,527,174	
26-27 (Forecast)	\$4,907,692	8.4%
27-28 (Forecast)	\$5,068,806	3.3%
28-29 (Forecast)	\$5,318,080	4.9%

# Direct Programs

- Capital Expenditures e.g. Rail to Salinas were put in the Integrated Funding Strategy while ongoing programs e.g. FSP/SAFE/Go 831 stayed in the budget.
- Continue use of Reserves for activities: Public Outreach, Legislative Advocates, Triennial Audit, Caltrans Audit repayment & Rail Property Expenses

# Direct Program Revenue

BUDGETS	FY 25-26	FY 26-27	Change \$	Change %
Federal	\$300,000	\$300,000	\$0	0%
State	\$2,407,378	\$3,070,381	\$663,004	27.5%
Local	\$1,360,908	\$1,728,649	\$367,741	27%
RSTP	\$540,299	\$141,548	(\$398,751)	(73.8%)
Undesignated Reserve	\$278,000	\$0	(\$278,000)	(100%)
FSP & SAFE	\$306,711	448,785	\$142,074	46.3%
<b>TOTAL</b>	<b>\$5,193,296</b>	<b>\$5,689,363</b>	<b>\$496,068</b>	<b>9.6%</b>

# Next Steps

- February 2026
  - Upon approval, staff to send draft OWP to Caltrans for review
- May 2026
  - Executive Committee reviews & recommends adoption
  - Board of Directors adopts final budget/Overall Work Program/Integrated Funding Strategy

# Recommended Action

- **AUTHORIZE** the Executive Director to submit the draft FY26/27 overall work program to CalTrans for initial review.
- **DIRECT** the Executive Director to bring the final 3-year budget, one-year work program and the 2026 Integrated Funding Strategy back to the Board on May 27, 2026, for approval.