



---

Regional Transportation Planning Agency - Local Transportation Commission  
Monterey County Service Authority for Freeways & Expressways  
Monterey County Regional Development Impact Fee Joint Powers Agency  
Email: [info@tamcmonterey.org](mailto:info@tamcmonterey.org)

**BOARD OF DIRECTORS**

**Wednesday, April 28, 2021**

**\*\*9:00 AM\*\***

**REMOTE CONFERENCING ONLY**

*There will be NO physical location of the meeting.*

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

**Join meeting online at:**

**<https://us02web.zoom.us/j/446951513?pwd=QmNUODRtdXlCSEFxlZlXVmhoY21yUT09>**

**OR**

**By teleconference at: +1 669 900 6833**

**Meeting ID: 446 951 513**

**Password: 194463**

*The agenda and all enclosures are available on the Transportation Agency website: [www.tamcmonterey.org](http://www.tamcmonterey.org), by clicking on Transportation Agency Board, meetings and agendas, click on agenda item and open it, click on report attachments listed at end of report.*

**1. QUORUM CHECK – CALL TO ORDER**

*Transportation Agency by-laws require a quorum of a minimum of 9 voting members, including a minimum of 7 city representatives and 1 county representative.*

***If you are unable to attend, please contact your alternate. Your courtesy to the other Transportation Agency Board members to assure a quorum is appreciated.***

**PLEDGE OF ALLEGIANCE**

## 2. PUBLIC COMMENTS

Any member of the public may address the Board on any item not on the agenda but within the jurisdiction of the Board. Under this item, each member of the public is allowed three 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 Board 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.

## 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.

## 4. PRESENT Transportation Agency Employee of the Quarter to Ariana Green.

- Hale

*Ariana Green, Principal Transportation Planner has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for January 1 – March 31, 2021.*

## 5. ADOPT Proclamation for 2021 National Public Works Week.

- Hale

*The Transportation Agency for Monterey County's proclamation of the week of May 16 through 22 as National Public Works Week joins others from around California and the United States to pay tribute to our public works planners, engineers, managers, administrative staff and operators in recognition of the substantial contributions they make to our community's health, safety, and quality of life.*

## 6. RECEIVE presentation on the Measure X Third Year Audit (FY19/2020) results and the Measure X Annual Report.

- Wright/Meister

*One of the responsibilities of the Measure X Citizen Oversight Committee is to conduct independent audits of the revenues and expenditure of Measure X funds and to prepare & present annual reports regarding the administration of the program. The audit subcommittee of the Measure X Citizens Oversight Committee conducted the third year audit (FY 19/2020), prepared the annual report and will present their findings to the Board of Directors.*

## 7. RECEIVE information on Draft Climate Action Plan for Transportation Infrastructure

and **AUTHORIZE** the Executive Director to submit comments on the plan and its potential impact on the delivery of the region's priority projects.

- Jacobsen / Zeller

***On March 10, 2021, the California State Transportation Agency (CalSTA) unveiled the draft Climate Action Plan for Transportation Infrastructure (CAPTI). The plan details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity.***

8. **RECEIVE** reports from Transportation Providers:
  - Caltrans Director's Report and Project Update - Eades
  - Monterey Peninsula Airport - Sabo
  - Monterey-Salinas Transit - Sedoryk
  - Monterey Bay Air Resources District - Stedman
  
9. **Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law.**
  
10. **Executive Director's Report.**
  
11. **Announcements and/or comments from Transportation Agency members on matters that they wish to put on future Transportation Agency agendas.**
  
12. **PUBLIC COMMENT** on the Closed Session;

**CLOSED SESSION:**

Pursuant to Government Code section 54956.9(d)(1), the Board will confer with legal counsel regarding existing litigation:

1. TAMC v. Rodney Karl Neubert and Susan Greco-Neubert, et al., Court Number 20CV000457
2. TAMC v. The Baillie Family Limited Partnership, et al., Court Number 20CV000455
3. TAMC v. Joyce M. Selby and Cheryl Latimer, et al., Court Number 20CV000456

**RECONVENE** in open session and report any actions taken.

- Zeller

13. **CLOSED SESSION:**

Pursuant to Government Code section §54957, the Board of Directors will confer concerning public employment appointment.

Reconvene in open session and report any actions taken.

**- Goel/Hansen**

#### **14. ADJOURN**



---

---

**BEGINNING OF 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.

**ADMINISTRATION and BUDGET**

- 3. 1.1 APPROVE** the Transportation Agency for Monterey County Board draft minutes of March 24, 2021.

- Rodriguez

- 3. 1.2 ACCEPT** the list of checks written for March 2021 and credit card statements for the months of February 2021.

- Delfino

*The list of checks and copies of credit card statements are submitted to the Transportation Agency Board each month in accordance with the recommendation from the Transportation Agency's independent Certified Public Accountant to keep the Board informed about the Transportation Agency's financial transactions.*

- 3. 1.3 RECEIVE** list of contracts awarded under \$50,000.

- Goel

*The list of contracts awarded by the Transportation Agency for Monterey County for services under \$50,000 approved by the Executive Director is submitted each month in accordance with the Agency's Procurement Policies to keep the Board informed.*

**BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES**

**3. 2.1 Federal Land Access Program Grant Application**

- 1. ADOPT** Resolution 2021-03 authorizing the Executive Director to apply for funding and execute agreements with the Federal Highway Administration for Federal Lands Access Program grant funds for the Fort Ord Regional Trail and Greenway project; and
- 2. AUTHORIZE** an amount not to exceed \$4,000,000 in Measure X funding as a the grant match.

- Jacobsen

*The Federal Highway Administration has issued a call for projects for the Federal Lands Access Program (FLAP). Staff recommends pursuing these funds for a segment of the Fort Ord Regional Trail & Greenway connecting the Cal State Monterey Bay campus with the Fort Ord National Monument.*

**3. 2.2 APPROVE** Resolution 2021-02 designating the Transportation Agency's allocation of \$453,830 for FY 2020/21 Low Carbon Transit Operation funds to the Monterey-Salinas Transit District for electric bus charging infrastructure, and zero emission bus purchase and fleet-wide transition to renewable diesel, and authorizing the Executive Director to execute agreements necessary to transfer funds to Monterey Salinas Transit.

- Jacobsen

*The California Legislature established the Low Carbon Transit Operations Program to distribute cap and trade funds to implement transit priority projects that reduce greenhouse gas emissions, with a priority on serving disadvantaged communities. Program funds are distributed to regional transportation planning agencies based on population and to transit agencies based on transit operator revenues. The Transportation Agency's allocation of Program funds is \$453,830 and Monterey-Salinas Transit's allocation is \$141,089 for a Monterey County total of \$594,919.*

**3. 2.3 Local Access Fund Administrator**

1. **APPROVE** the Transportation Agency submitting application to serve as the Local Access Fund Administrator for access fees to improve the accessibility of transportation for persons with disabilities in Monterey County; and
2. **ADOPT** Resolution 2021-04 authorizing the Agency to serve as the Local Access Fund Administrator for Monterey County, if approved by the California Public Utilities Commission.

- Jacobsen

*Under Decision 19-06-033 of the California Public Utilities Commission (CPUC), transportation network companies (such as Uber and Lyft) are required to collect an "access fee" that will be distributed to "access providers" to create more transportation accessibility for persons with disabilities, including persons who need a wheelchair-accessible vehicle. Regional Transportation Planning Agencies, such as TAMC, are eligible to serve as the Local Access Fund Administrator, responsible for distributing the funds through a competitive grant program. The Agency must submit an application and Board Resolution to the CPUC by May 1, 2021 in order to serve as the Local Access Fund Administrator for Monterey County.*

**3. 2.4 APPROVE** the appointment of Mr. Sloan Campi to serve as Monterey-Salinas Transit's primary representative on the TAMC Bicycle and Pedestrian Facilities Advisory Committee.

- Jacobsen

***The Board appoints agency representatives on an as-needed basis to serve on the Bicycle and Pedestrian Facilities Advisory Committee to advise staff on bicycle and pedestrian transportation issues and make recommendations to the TAMC Board.***

## PLANNING

### 3. 3.1 Monterey County Regional Conservation Investment Strategy

1. **DETERMINE** that approval of the Monterey County Regional Conservation Investment Strategy is exempt from the California Environmental Quality Act (CEQA) pursuant to California Resources Code Section 21102, and CEQA Guidelines Section 15262 (feasibility plans);
2. **APPROVE** the Monterey County Regional Conservation Investment Strategy, the Transportation Climate Change Vulnerability Assessment, and the Transportation Impacts and Mitigation Needs Assessment.

- Zeller

*The Monterey County Regional Conservation Investment Strategy (RCIS) identifies conservation strategies with co-benefits to transportation infrastructure climate resiliency and public safety, and then proposes ways to implement those strategies as advance mitigation for the transportation improvements. The final draft of the Strategy is ready for approval and submission to the California Department of Fish and Wildlife.*

- ### 3. 3.2 RECEIVE update on state and federal legislative activities and ADOPT positions on proposed legislation.

- Watson

*This report presents state and federal legislative updates and proposed legislation for the Board to adopt positions of support or opposition. The Executive Committee discussed and recommended these positions at their April 7 meeting. This report includes the itinerary and talking points from the Central Coast Coalition legislative day on March 12, as reported at the March Board meeting.*

## PROJECT DELIVERY and PROGRAMMING

- ### 3. 4.1 APPROVE the appointment of Robin Lee to serve as the alternate pedestrian advocate, representing Communities for Sustainable Monterey County, and Gabriella Ulloa to serve as the alternate youth representative on the Measure X Transportation Safety & Investment Plan Citizens Oversight Committee.

- Wright

*The Transportation Safety & Investment Plan Policies calls for the formation of a Citizens Oversight Committee representing a diverse range of community interests. Representatives of these interests must be nominated by their organizations and appointed to serve on the Citizens Oversight Committee by the Transportation Agency's Board of Directors.*

**3. 4.2 Regional Surface Transportation Program Fair Share Allocation:**

1. **APPROVE** the request by the County of Monterey to program Regional Surface Transportation Program fair share funds to the Moss Landing Trail Project in the amount of \$980,733.32;
2. **APPROVE** amending Exhibit A of the local funding agreement to include these projects and funding.

- Zeller

*The Agency has distributed Regional Surface Transportation Program fair share funding by population to the local jurisdictions for a wide range of eligible transportation projects. Funding is available at the discretion of the local jurisdiction for their chosen projects, upon approval by the Transportation Agency Board.*

**3. 4.3 RECEIVE** update on the quarterly Measure X revenue forecasts.

- Zeller

*Measure X's receipts from October through December 2020 were 4.1% below the fourth sales period in 2019, however revenues for fiscal year 2020/21 are expected to come in higher than prior forecasts. Included with the staff report are revenue estimates by jurisdiction through fiscal year 2022/23.*

**RAIL PROGRAM**

**3. 5.1 Salinas Rail Project - Union Pacific Railroad Capacity Model Reimbursement Agreement:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a reimbursement agreement with Union Pacific Railroad to conduct a capacity analysis for the Monterey County Rail Extension Kick-Start project, in an amount not to exceed \$50,000;
2. **AUTHORIZE** the use of Regional Surface Transportation Planning funds for this purpose; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the agreement, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- Watson

*Union Pacific Railroad (UPRR) is the owner of the coast mainline tracks, upon which TAMC is proposing passenger rail service via the Monterey County Rail Extension Kick Start project. UPRR requires passenger rail projects to conduct a capacity model analysis of the corridor to outline capacity improvements that may be needed to support the increase in rail service.*



**3. 5.2 Salinas Rail Project Packages 2 & 3 - HDR Engineering Contract Amendment #1:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute contract amendment #1 with HDR Engineering Inc., subject to approval by Agency Counsel, in an amount not to exceed \$467,456, for a total not-to-exceed contract amount of \$3,654,672, to complete the design work for Package 2, Salinas layover facility and Package 3, Gilroy track connections;
2. **AUTHORIZE** the use of reserves or state funds budgeted to this project that may become available;
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount; and
4. **APPROVE** sole source finding.

- Watson

*The Salinas Rail Extension Kick Start Project, package 2 (Salinas layover facility) and package 3 (Gilroy track connections) are at 75% design. HDR Engineering, Inc. was originally hired for this work in April 2020 after a formal Request for Proposals process. The contract now needs to be amended to add funding to the contract for the following unforeseen activities: design overflow parking lot near the layover facility, perform right-of-way investigations in Gilroy, update the Stormwater Control Plan based on revised designs, update hazardous materials analyses, conduct traffic analysis in Gilroy, and update site evaluation for burrowing owls. Staff recommends a sole source finding for this proposed amendment #1 based on the related nature of the tasks and efficiencies involved.*

**REGIONAL DEVELOPMENT IMPACT FEE - No items this month**

**COMMITTEE MINUTES and CORRESPONDENCE**

**3. 7.1 ACCEPT** draft minutes of the Transportation Agency Committees:

- Executive Committee - draft minutes of April 7, 2021
- Rail Policy Committee - draft minutes of April 5, 2021
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of April 7, 2021
- [Technical Advisory Committee](#) - draft minutes of April 1, 2021
- [Excellent Transportation Oversight Committee](#) - No meeting

- Rodriguez

**3. 7.2 RECEIVE** correspondence to and from TAMC for the month of April 2021.

- Rodriguez

**END OF CONSENT AGENDA**

---

---



## **ANNOUNCEMENTS**

Next Transportation Agency for Monterey County meeting will be on  
Wednesday, May 26, 2021  
**9:00 A.M.**

### Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhances State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allows local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. The public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during the meeting. Persons who wish to address the Board for public comment or on an item on the agenda are encouraged to submit comments in writing to [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) by 5:00pm the Monday before the meeting. Such comments will be distributed to the Board before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

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)  
Office is closed an all employees are working remotely until further notice  
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 nine (9) working days before the regular meeting. Any member of the Board may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and

any supporting papers must be furnished by that time or be readily available.

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.



## ***Memorandum***

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** April 28, 2021  
**Subject:** **Employee of the Quarter**

---

### **RECOMMENDED ACTION:**

**PRESENT** Transportation Agency Employee of the Quarter to Ariana Green.

### **SUMMARY:**

Ariana Green, Principal Transportation Planner has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for January 1 – March 31, 2021.

### **DISCUSSION:**

Agency employees recognize Ariana Green for having a great attitude, for her professionalism, and for her hard work. Most notably, they congratulate her for securing over \$12 million in funding for Safe Routes to Schools Upper Broadway Avenue improvements in Seaside and for her collaboration with Cal State Monterey Bay on the “Play to Learn” safety kits.

### **ATTACHMENTS:**

- EOQ- Ariana Green

# EMPLOYEE OF THE QUARTER

*Ariana Green*

*It is hereby certified that Ariana Green, Senior Transportation Planner, has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for January 1 – March 31, 2021.*

*Agency employees recognize Ariana Green for having a great attitude, for her professionalism, and for her hard work. Most notably, they congratulate her for securing over \$12 million in funding for Safe Routes to Schools Upper Broadway Avenue improvements in Seaside and for her collaboration with Cal State Monterey Bay on the “Play to Learn” safety kits.*

*On behalf of the Board of Directors and staff of the Transportation Agency for Monterey County, it is our great pleasure to recognize Ariana Green for her exemplary service.*

Recognized By

Acknowledged By

---

TAMC Chair  
Edwin D. Smith

---

Executive Director  
Debra L. Hale

Date: April 28, 2021



## **Memorandum**

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** April 28, 2021  
**Subject:** **Proclamation for 2021 National Public Works Week**

---

### **RECOMMENDED ACTION:**

**ADOPT** Proclamation for 2021 National Public Works Week.

### **SUMMARY:**

The Transportation Agency for Monterey County's proclamation of the week of May 16 through 22 as National Public Works Week joins others from around California and the United States to pay tribute to our public works planners, engineers, managers, administrative staff and operators in recognition of the substantial contributions they make to our community's health, safety, and quality of life.

### **FINANCIAL IMPACT:**

None.

### **DISCUSSION:**

From providing clean water to disposing of solid waste, to building roads and bridges or planning for and implementing mass transit, to devising emergency management strategies to meet natural or man-made disasters, the availability of public works services determines a society's quality of life.

Celebrating Public Works Week allows us the opportunity to thank the men and women who provide these valuable services to our community.

### **ATTACHMENTS:**

- Proclamation for 2021 National Public Works Week



**PROCLAMATION NO. 2021-01**

**National Public Works Week Proclamation**

May 16 – 22, 2021

**WHEREAS**, public works professionals focus on infrastructure, facilities and services that are of vital importance to sustainable and resilient communities and to the public health, high quality of life and well-being of the people of **Transportation Agency for Monterey County**; and,

**WHEREAS**, these infrastructure, facilities and services could not be provided without the dedicated efforts of public works professionals, who are engineers, managers and employees at all levels of government and the private sector, who are responsible for rebuilding, improving and protecting our nation’s transportation, water supply, water treatment and solid waste systems, public buildings, and other structures and facilities essential for our citizens; and,

**WHEREAS**, it is in the public interest for the citizens, civic leaders and children in Monterey County to gain knowledge of and to maintain a progressive interest and understanding of the importance of public works and public works programs in their respective communities; and,

**WHEREAS**, the year 2021 marks the 61<sup>st</sup> annual National Public Works Week sponsored by the American Public Works Association/Canadian Public Works Association,

**NOW, THEREFORE, BE IT RESOLVED**, that the **Transportation Agency for Monterey County**, does hereby designate the week May 16 – 22, 2021 as National Public Works Week and urges all citizens to join with representatives of the American Public Works Association/Canadian Public Works Association and government agencies in activities, events and ceremonies designed to pay tribute to our public works professionals, engineers, managers and employees and to recognize the substantial contributions they make to protecting our national health, safety, and quality of life.

**IN WITNESS WHEREOF**, I have here unto set my hand in, **Salinas California** this 28th day of April 2021.

---

**ED SMITH, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**



**Memorandum**

**To:** Board of Directors  
**From:** Theresa Wright, Community Outreach Coordinator  
**Meeting Date:** April 28, 2021  
**Subject:** Measure X Third Year (FY19/2020) Audit Results

**RECOMMENDED ACTION:**

**RECEIVE** presentation on the Measure X Third Year Audit (FY19/2020) results and the Measure X Annual Report.

**SUMMARY:**

One of the responsibilities of the Measure X Citizen Oversight Committee is to conduct independent audits of the revenues and expenditure of Measure X funds and to prepare & present annual reports regarding the administration of the program. The audit subcommittee of the Measure X Citizens Oversight Committee conducted the third year audit (FY 19/2020), prepared the annual report and will present their findings to the Board of Directors.

**FINANCIAL IMPACT:**

In the past fiscal year, 2019/20, Measure X generated \$28.198 million in transportation improvements in Monterey County. Of that amount, 60% was distributed to the cities and the County for local projects, while the remaining 40% was programmed to regional safety and mobility projects.

**DISCUSSION:**

In accordance with the Policies & Project Descriptions for the Transportation Safety & Investment Plan, a Citizens Oversight Committee representing a diverse range of community interests was formed within six months of voter approval of Measure X. Members and their alternates were nominated by the organization they are representing. Additional members were nominated by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the committee.

The duties of the Committee as defined in the Policies & Project Descriptions for the Transportation Safety & Investment Plan are as follows:

- Conduct independent audits to assure that funds are being expended in accordance with requirements of the Transportation Safety & Investment Plan;
- Review and make recommendations on any proposed changes to the plan, prior to the Transportation Agency Board consideration;
- Review and comment on project delivery schedules as represented in the Strategic Expenditure Plan and make recommendations to the Transportation Agency on any proposals for changing project delivery prioritize; and,
- Prepare annual reports regarding the administration of the program, to be presented to the Transportation Agency Board of Directors and available for public review.

In accordance, the Measure X Citizen Oversight Committee established a subcommittee on January 15, 2019 to conduct the independent audits of the revenues and expenditure of Measure X funds. The duties of the subcommittee

are to conduct the audit, report their findings to the full committee and to prepare the Measure X Annual Report. The committee is also required to present their findings and the Measure X Annual Report to the TAMC Board of Directors; and to make their report available to the public.

On November 10, 2020, the Measure X Citizens Oversight Committee elected Chair Barbara Meister to serve as Chair of the audit subcommittee. Other members elected to serve on the committee were Paula Getzelman, Kevin Dayton and Rick Heuer. The Measure X Audit Subcommittee conducted the independent audit and prepared the Measure X Annual Report in January - February 2021. This presentation provides the results of the subcommittee's audit and the Measure X Annual Report.

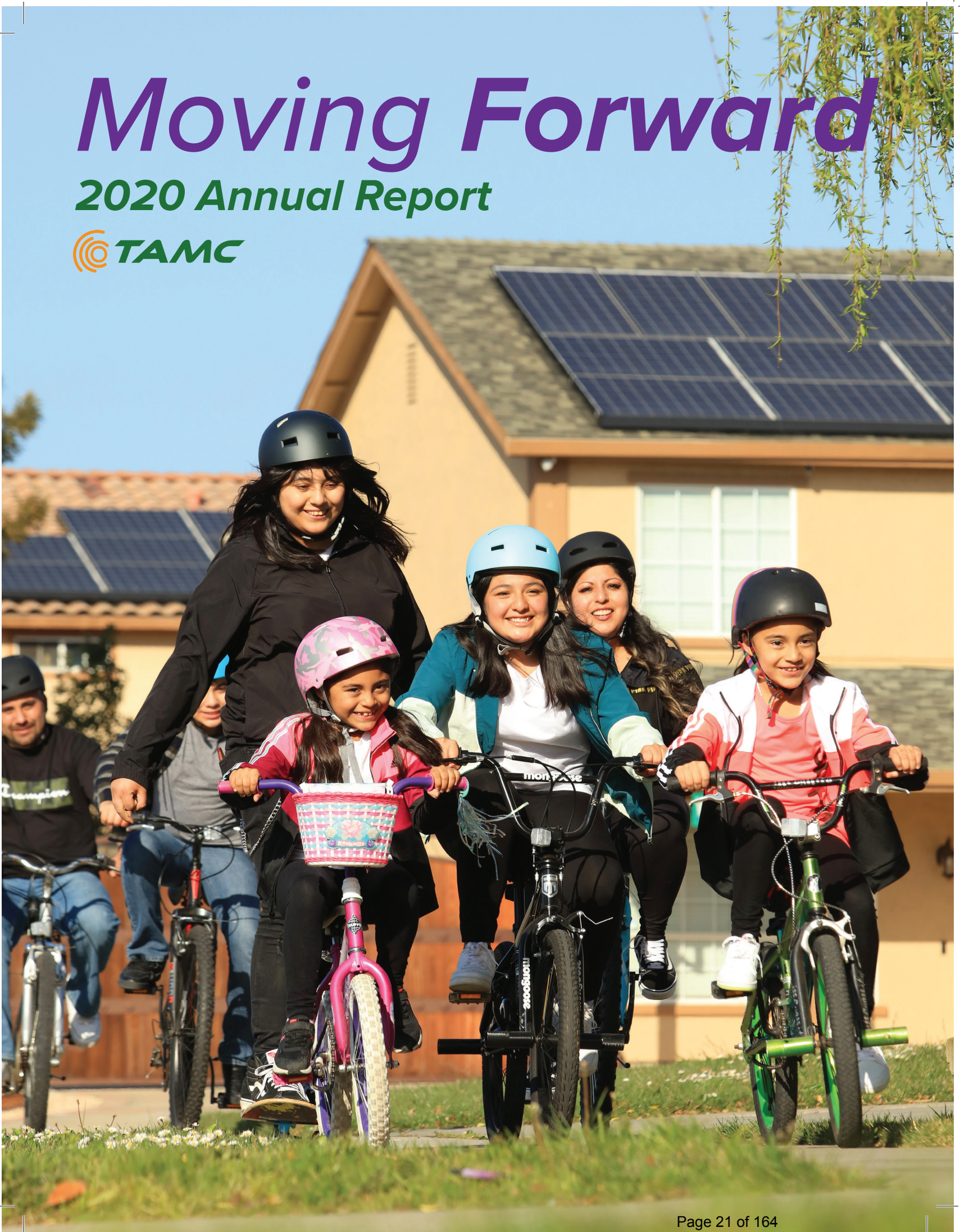
**ATTACHMENTS:**

- ▣ 2020 TAMC Annual Report
- ▣ 2020 TAMC Annual Report - Spanish Language



# Moving Forward

2020 Annual Report





# ABOUT TAMC

## MOVING FORWARD

---

As we look back on 2020, we do so recognizing that despite a year of unprecedented challenges, the Transportation Agency for Monterey County (TAMC) upheld its mission to develop and maintain a transportation system that is safer and more efficient for everyone.

Like so many others, our staff quickly transitioned from working in the office to working from home, and our Board meetings went online. Yet, our Agency continued to diligently use local Measure X funds to leverage state and federal monies to plan, fund, and build transportation projects and programs in our community.

We continued our commitment to ensure that agency's projects and programs enhance our local economy, improve the environment, and promote social equity in Monterey County – no matter what mode of transportation a person may use or where they may reside.

## Every Community

### HAS REPRESENTATION ON THE TAMC BOARD OF DIRECTORS



---

### CONTACT US:

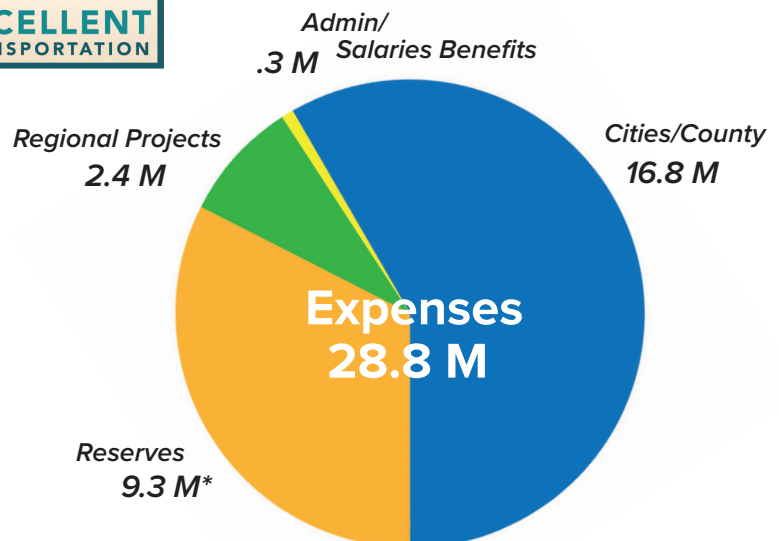
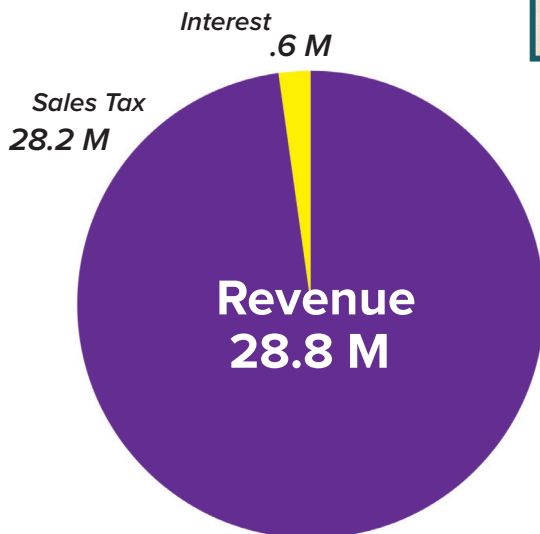
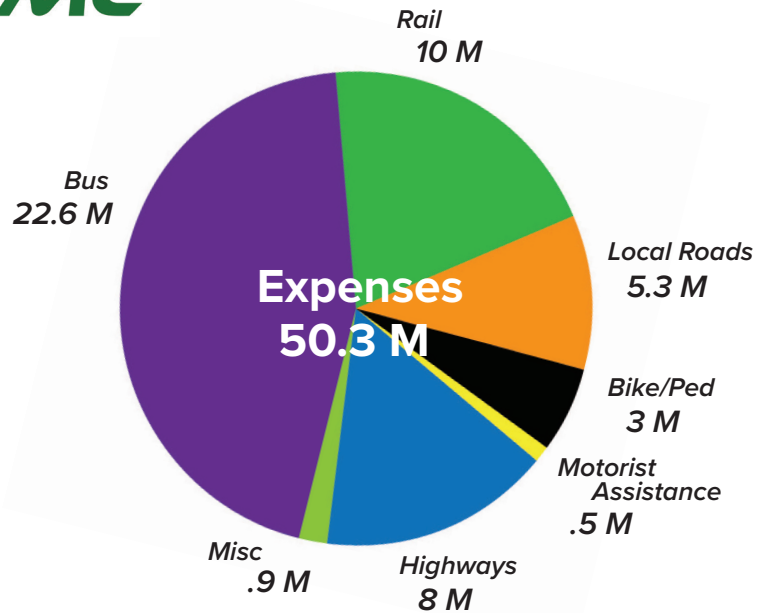
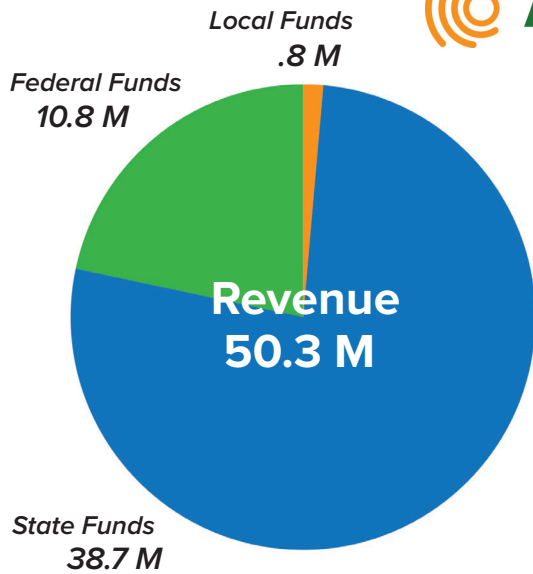
**TAMC**  
55-B Plaza Circle  
Salinas, CA 93901

831-775-0903  
[tamcmonterey.org](http://tamcmonterey.org)  
[info@tamcmonterey.org](mailto:info@tamcmonterey.org)

Facebook:  
[@TAMCMonterey](https://www.facebook.com/TAMCMonterey)  
Twitter: [@TAMC\\_News](https://twitter.com/TAMC_News)

# FINANCIALS

FISCAL YEAR 2019-2020



\*Set aside for future regional project expenditures.

Visit this link on the TAMC website to review how Measure X funds were expended by local cities and the County: <https://www.tamcmonterey.org/city-and-county-annual-reports-on-measure-x-spending>

# PLANNING, FUNDING & BUILDING

## IMPROVEMENTS FOR THE FUTURE

---

It has been four years since you trusted us with your vote for Measure X, to fund critical transportation programs and projects. To date, Measure X revenues total \$114.9 million. Sixty percent of the revenues are being used by our 12 cities and the County to fix potholes and make road repairs and safety improvements in your communities; forty percent of the funding is used for regional road safety projects and mobility-for-all programs. During the COVID-19 restricted conditions, Measure X transportation projects have been moving forward: providing much-needed local jobs now, and maintaining the infrastructure needed to support our region's economic future.

Due to the COVID-19 economic downturn, Measure X monies in 2020 fell below prior year revenues and are forecast to be less over the next three years. However, the program's existing fund balance, along with our strong success in securing state matching funds, will allow Measure X projects to stay on track over the next five years.

### These projects made important progress in 2020:

---



**Fort Ord Regional Trail and Greenway:** After extensive public review and comment, the entire 30-mile greenway received its environmental approval in 2020. Also, the Agency adopted design concepts for each segment, which can be found on the TAMC website at <https://www.tamcmonterey.org/fort-ord-regional-trail-greenway>. In 2021, the details of the Canyon Del Rey segment, from Fremont Avenue to the Frog Pond, are being designed, with construction expected to start in 2022.



**King City Maintenance Facility:** Construction started on the first regional Measure X project with the 2020 groundbreaking for the Monterey-Salinas Transit King City Maintenance and Operations Facility. This project will save hundreds of thousands of dollars in operating costs by reducing vehicle travel, since buses serving South County can now be based there, too.



**Imjin Parkway Widening and Roundabouts:** The City of Marina is working hard on this project to widen Imjin Parkway to four lanes and add roundabouts between Reservation Road and Imjin Road. Leveraging Measure X funds with a competitive state grant of \$19 million, this project will be ready to start construction in late 2021.



**Highway 1 Rapid Bus Corridor:** Newly christened the **SURF! Busway**, Monterey-Salinas Transit started environmental review of this project in 2020. The new corridor will allow buses to use the old rail right-of-way to bypass Highway 1 traffic jams between Marina and Sand City.



**Salinas Station Improvements:** The Salinas Rail Station has a new gateway entrance at Lincoln Avenue, courtesy of TAMC's work to bring expanded passenger rail service to Salinas. Reconstruction of the parking lot, the addition of a bus "superstation," construction of new sidewalks, and a completely new Lincoln Avenue entrance was completed. A COVID-safe ribbon-cutting to celebrate this achievement was held on January 17, 2021; videos are available on the [tamcmonterey.org](http://tamcmonterey.org) website.



**State Route 156 - Castroville Boulevard Interchange:** The Transportation Agency successfully used Measure X monies to leverage a \$20 million grant in SB 1 state gas tax funds for the construction of this critical safety project. This project is on track to start construction in 2022, thanks to Senator Bill Monning's special legislation to improve habitat for Santa Cruz long-toed salamanders, who may live within the project's boundaries.





**Highway 101 South of Salinas Safety Improvements:** TAMC started the year seeking public input to develop a program of safety improvements on US 101 between South Salinas and Chualar. Due to COVID-19, the Agency pivoted from convening in-person public workshops to holding Zoom meetings and taking comments via an interactive online map. The consultant-TAMC team is reviewing this input and in Spring 2021 will present a proposed set of solutions for (virtual) review.



**Highway 68 – Salinas to Monterey:** In 2020, Caltrans and TAMC refined design concepts for nine roundabouts and several wildlife crossings along this key commuter route. Field work evaluating potential environmental and cultural resource impacts is on-going. The project’s draft Environmental Impact Report is scheduled to be released for public review in August 2022.



**Safe Routes to Schools Program:** The Transportation Agency kicked-off 2020 with the adoption of the Seaside & Marina Safe Walking & Biking to School Complete Streets Plan. This plan led directly to a \$12.04 million grant for safety improvements along Broadway and Yosemite Avenues in Seaside. The next safe routes to school plan is being developed for the City of Salinas. Starting in March, the 2020 shelter-in-place brought many challenges to the program, due to the closure of the vast majority of school sites in Monterey County. To continue providing traffic safety education, TAMC worked with Cal State Monterey Bay students to develop a bilingual (English & Spanish) “Play to Learn Kit.” The Activity Book includes safe walking and bicycling tips, endangered species playing cards, road tape, and a build your own car kit. The book is available to download on the Safe Routes to School Program website: <https://saferoutesmonterey.org>.





# MEASURE X

## CITIZENS OVERSIGHT COMMITTEE ANNUAL AUDIT REPORT

---

On November 8, 2016, Monterey County voters passed Measure X, a 3/8 cent sales tax for 30 years, to help fund sorely needed regional and local transportation projects and programs. The Measure further established the Transportation Safety & Investment Plan, identifying highest priority local and regional transportation needs and proposing solutions to address those needs (<https://www.tamcmonterey.org/background>).

The 20-member Citizens Oversight Committee, known as the “eXcellent Transportation Oversight Committee” or “XTOC” was formed in 2017. We represent a diverse range of community interests to ensure that taxpayer safeguards are met as Measure X projects and programs are implemented. 2020 was a year like no other...a year of trials, but also of hope and resilience. Through it all, we found ways to work together, maintaining communication and delivering on our responsibilities which include:

-  Reviewing and providing input on jurisdictions’ Annual Compliance Reports.
-  Reviewing and making recommendations to proposed plan changes.
-  Reviewing and commenting on project delivery schedules as represented in the Strategic Expenditure Plan.
-  Preparing annual reports regarding the administration of the program to be presented to the Transportation Agency Board of Directors and made available for public review.

A primary responsibility is assuring that each of the 12 jurisdictions comply with the conditions of their funding agreements through a Year-end Annual Compliance Report. If XTOC finds that a jurisdiction is out of compliance, either because of the willful misuse of Measure X funds or failure to provide required reports and audits in a timely manner, it is XTOC’s duty to recommend that the TAMC Board of Directors suspend further distribution of Measure X funds until the jurisdiction repays the misused funding or provides evidence that it is in full compliance with its funding agreement.

### Compliance Performance:

In previous years, the Committee found that some jurisdictions had difficulty in meeting either the reporting deadline, the compliance mandates, or both. With time and experience, however, we are happy to report that this year, all jurisdictions met the December 31, 2020 reporting deadline. Sand City was the only jurisdiction failing to meet all compliance criteria and as a result, further Measure X funds will be withheld from the jurisdiction until its Maintenance of Effort requirement is satisfied.

The following table illustrates the amount of funds received by each jurisdiction and their compliance with reporting requirements.

City or County	Funds Received	Reports Submitted on Time?	Annual Compliance Report	Maintenance of Effort	5-Year Program of Projects	Independent Audit	Pavement Condition Report
Monterey County	7,284,754	Yes	Yes	Yes	Yes	Yes	Yes
Carmel-by-the-Sea	198,339	Yes	Yes	Yes	Yes	Yes	Yes
Del Rey Oaks	72,022	Yes	Yes	Yes	Yes	Yes	Yes
Gonzales	200,992	Yes	Yes	Yes	Yes	Yes	Yes
Greenfield	433,183	Yes	Yes	Yes	Yes	Yes	Yes
King City	393,351	Yes	Yes	Yes	Yes	Yes	Yes
Marina	680,105	Yes	Yes	Yes	Yes	Yes	Yes
Monterey	1,042,025	Yes	Yes	Yes	Yes	Yes	Yes
Pacific Grove	564,803	Yes	Yes	Yes	Yes	Yes	Yes
Salinas	4,307,505	Yes	Yes	Yes	Yes	Yes	Yes
Sand City	28,616	Yes	Yes	<b>NO</b>	Yes	Yes	Yes
Seaside	1,023,230	Yes	Yes	Yes	Yes	Yes	Yes
Soledad	576,569	Yes	Yes	Yes	Yes	Yes	Yes

**TOTAL**  
**Local**  
**Agencies: \$16,805,494**

## MOVING FORWARD

Although 2020 brought more than its share of problems, we are pleased to report many Measure X project successes. We want to congratulate all who worked so diligently and with such resiliency to move several projects to completion and look forward with a great deal of anticipation to those currently in progress or on the drawing board.

It became apparent during this tumultuous year that when citizens speak up, their voices are heard. The Committee again encourages Monterey County voters to stay engaged with their Mayors and City Council members as they make decisions for spending Measure X funds on street and local road safety, repair, and maintenance. Be sure your voice is heard!

Respectfully,  
*Paula Getzelman, 2020-2021 Chair*  
*Barbara Meister, 2021-2022 Chair*  
*Measure X Citizens Oversight Committee*  
*Transportation Agency for Monterey County (TAMC)*



# Seguimos Progresando

## Informe Anual 2020



RESIDENTIAL CUSTOMER

\*\*\*\*\*ECRWSSDDM\*\*\*\*\*

RRSRT STD.  
US Postage  
PAID  
San Jose, CA  
Permit No. 602

Transportation Agency for Monterey County  
55-B Plaza Circle, Salinas CA 93901



# SOBRE LA TAMC

## SEGUIMOS PROGRESANDO

---

Cuando recordamos el 2020, reconocemos que, aunque fue un año de retos sin precedentes, la Agencia de Transporte del Condado de Monterrey (Transportation Agency for Monterey County, TAMC) sostuvo su misión de desarrollar y mantener un sistema de transporte más seguro y eficiente para todos.

Como muchas otras personas, nuestro personal pasó rápidamente de trabajar en la oficina a trabajar desde casa, y nuestras reuniones de directivos fueron en línea. Sin embargo, nuestra Agencia siguió usando diligentemente los fondos locales de la Medida X para aprovechar el dinero estatal y federal para planificar, financiar y construir proyectos y programas de transporte en nuestra comunidad.

Seguimos con nuestro compromiso de garantizar que los proyectos y programas de la agencia mejoren nuestra economía local y el medioambiente, y promuevan la equidad social en el condado de Monterrey, sin importar qué medio de transporte use una persona o dónde viva.

## Todas las Comunidades

**TIENEN REPRESENTACIÓN EN LA JUNTA DE DIRECTORES DE LA TAMC**



---

### CONTACTO:

**TAMC**  
55-B Plaza Circle  
Salinas, CA 93901

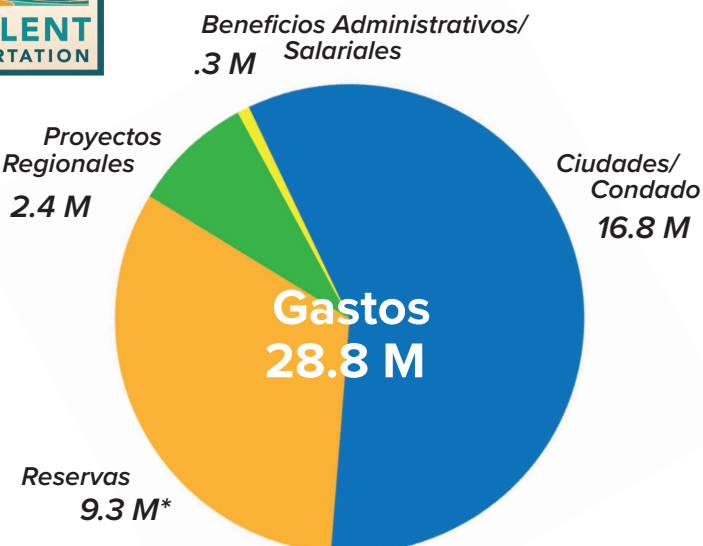
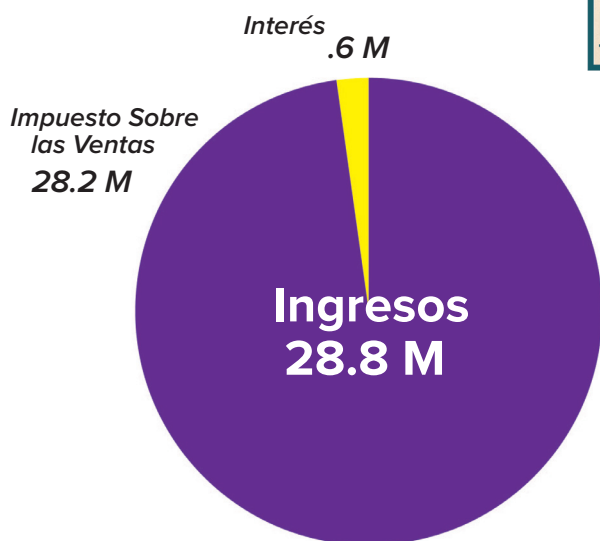
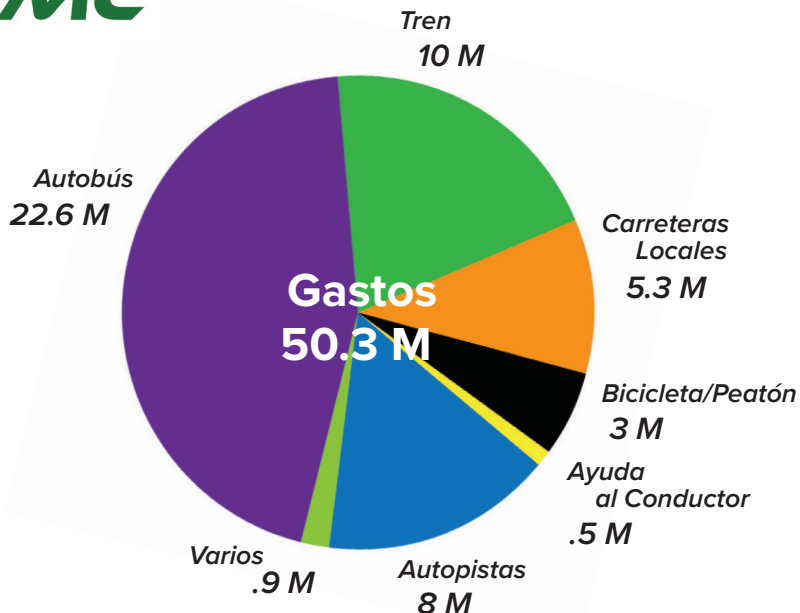
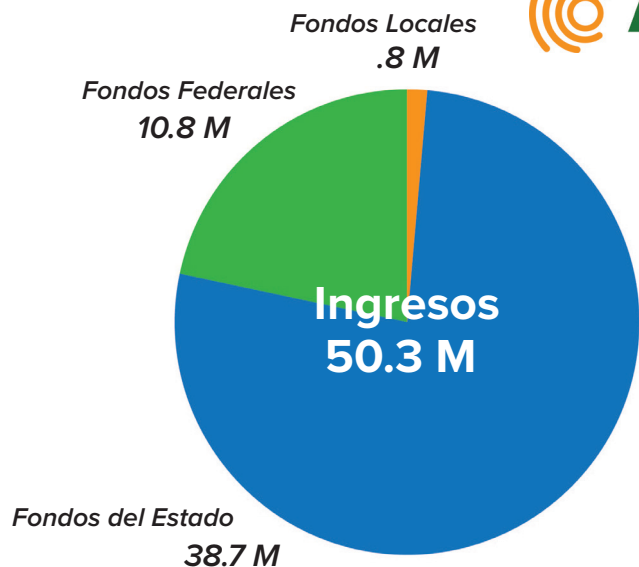
831-775-0903  
[tamcmonterey.org](http://tamcmonterey.org)  
[info@tamcmonterey.org](mailto:info@tamcmonterey.org)

Facebook:  
[@TAMCMonterey](https://www.facebook.com/TAMCMonterey)  
Twitter: [@TAMC\\_News](https://twitter.com/TAMC_News)



# ESTADOS FINANCIEROS

AÑO FISCAL 2019-2020



\*Reserva para gastos futuros para proyectos regionales.

Visite este enlace en el sitio web de la TAMC para evaluar cómo usaron los fondos de la Medida X las ciudades locales y el condado:

<https://www.tamcmonterey.org/city-and-county-annual-reports-on-measure-x-spending>

# PLANIFICACIÓN, FINANCIACIÓN Y CONSTRUCCIÓN

## MEJORAS PARA EL FUTURO

Pasaron cuatro años desde que nos confi3 su voto a favor de la Medida X para financiar programas y proyectos de transporte importantes. Hasta la fecha, los ingresos de la Medida X son de \$114.9 millones. El sesenta por ciento de los ingresos lo usan nuestras 12 ciudades y el condado para hacer reparaciones de baches y carreteras, y mejoras de seguridad en sus comunidades; el cuarenta por ciento de la financiaci3n se usa para proyectos regionales de seguridad vial y programas de movilidad para todos. Con las condiciones restringidas por el COVID-19, los proyectos de transporte de la Medida X han avanzado, dando trabajos locales muy necesarios en este momento y manteniendo la infraestructura necesaria para respaldar el futuro econ3mico de nuestra regi3n.

Por la recesi3n econ3mica por el COVID-19, el dinero de la Medida X en 2020 cay3 por debajo de los ingresos del a3o anterior y se prevé que ser3 menor en los pr3ximos tres a3os. Sin embargo, el saldo de fondos existente del programa, con nuestro gran 3xito en la obtenci3n de fondos de contrapartida del estado, permitir3n que los proyectos de la Medida X sigan adelante en los pr3ximos cinco a3os.

### Estos proyectos lograron avances importantes en el 2020:



**Sendero Regional y Vía Ecol3gica de Fort Ord:** Despu3s de una extensa evaluaci3n y comentarios p3blicos, toda la v3a ecol3gica de 30 millas recib3 su aprobaci3n ambiental en 2020. Adem3s, la Agencia adopt3 conceptos de dise3o para cada segmento, que se pueden encontrar en el sitio web de la TAMC en <https://www.tamcmonterey.org/fort-ord-regional-trail-greenway>. En 2021 se dise3ar3n los detalles del segmento de Canyon Del Rey, desde Fremont Avenue hasta Frog Pond, y se espera que la construcci3n empiece en 2022.



**Instalaci3n de Mantenimiento de King City:** Empez3 la construcci3n en el primer proyecto regional de la Medida X en 2020 con los cimientos para la instalaci3n de mantenimiento y operaciones en King City de Monterey-Salinas Transit. Este proyecto ahorrará cientos de miles de d3lares en costos de operaci3n reduciendo los viajes en veh3culos, ya que los autobuses que operan al sur del condado ahora tambi3n pueden tener su base all3.



**Ampliación y Rotondas de Imjin Parkway:** La ciudad de Marina está trabajando duro en este proyecto para ampliar Imjin Parkway a cuatro carriles y agregar rotondas entre Reservation Road e Imjin Road. Aprovechando los fondos de la Medida X con una subvención del estado competitiva de \$19 millones, este proyecto estará listo para empezar la construcción a fines de 2021.



**Ruta de Autobuses Rápidos de la Autopista 1:** Recién bautizado como **SURF! Busway**, Monterey-Salinas Transit empezó la evaluación ambiental de este proyecto en el 2020. La ruta nueva permitirá que los autobuses usen el antiguo derecho de paso de carril para evitar los embotellamientos de la autopista 1 entre Marina y Sand City.

**SURF!**  
EXPRESS



**Mejoras en la Estación de Salinas:** La estación de tren de Salinas tiene una nueva entrada en Lincoln Avenue, cortesía del trabajo de la TAMC para llevar el servicio de transporte ferroviario de pasajeros ampliado a Salinas. Se completó la reconstrucción del estacionamiento, la incorporación de una “superestación” de autobuses, la construcción de aceras nuevas y una entrada totalmente nueva en Lincoln Avenue. El 17 de enero de 2021 se hizo una inauguración con precauciones por el COVID-19 para celebrar este logro; los videos están en el sitio web [tamcmonterey.org](http://tamcmonterey.org).



**Ruta Estatal 156 (intersección de Castroville Boulevard):** La Agencia de Transporte usó con éxito el dinero de la Medida X para aprovechar una subvención de \$20 millones en fondos del impuesto estatal a la gasolina SB 1 para la construcción de este importante proyecto de seguridad. Este proyecto está camino a empezar la construcción en 2022, gracias a la legislación especial del senador Bill Monning para mejorar el hábitat de las salamandras de dedos largos de Santa Cruz, que viven en los límites del proyecto.





**Mejoras en la Seguridad de la Autopista 101 al Sur de Salinas:** La TAMC empezó el año pidiendo la opinión de la población para desarrollar un programa de mejoras de seguridad en la US 101 entre South Salinas y Chualar. Por el COVID-19, la Agencia pasó de convocar talleres públicos presenciales a hacer reuniones por Zoom y recibir comentarios por un mapa interactivo en línea. El equipo consultor de la TAMC está evaluando esta información y en la primavera de 2021 presentará un conjunto propuesto de soluciones para su evaluación (virtual).



**Autopista 68 (de Salinas a Monterrey):** En el 2020, Caltrans y la TAMC mejoraron los conceptos de diseño para nueve rotondas y varios cruces de hábitats silvestres a lo largo de esta ruta clave de pasajeros interurbanos. El trabajo de campo para evaluar los posibles efectos ambientales y de los recursos culturales está en curso. El borrador del Informe de efectos ambientales del proyecto está programado para publicarse para evaluación pública en agosto de 2022.







**Programa de Rutas Seguras a las Escuelas:** La Agencia de Transporte inició el 2020 con la adopción del Plan de calles completas para ir caminando o en bicicleta a la escuela en Seaside y Marina. Este plan llevó directamente a una subvención de \$12.04 millones para mejoras de seguridad a lo largo de las avenidas Broadway y Yosemite en Seaside. El próximo plan de rutas seguras a la escuela se está desarrollando para la ciudad de Salinas. A partir de marzo, el refugio designado en 2020 trajo muchos retos al programa por el cierre de la gran mayoría de las escuelas en el condado de Monterrey. Para seguir dando educación sobre seguridad vial, la TAMC trabajó con los estudiantes de Cal State Monterey Bay para desarrollar un “Kit de juego para aprender” bilingüe (en inglés y español). El libro de actividades incluye consejos para caminar e ir en bicicleta de manera segura, cartas de especies en peligro de extinción, cinta adhesiva para hacer carreteras y un kit para construir un auto. El libro se puede descargar en el sitio web del programa Rutas Seguras a la Escuela: <https://saferoutesmonterey.org>.

# MEDIDA X

## INFORME ANUAL DE AUDITORÍA DEL COMITÉ DE SUPERVISIÓN DE CIUDADANOS

El 8 de noviembre de 2016, los votantes del condado de Monterrey aprobaron la Medida X, un impuesto sobre las ventas de 3/8 centavos por 30 años, para ayudar a financiar los proyectos y programas de transporte regionales y locales que tanto se necesitan. La Medida estableció además el Plan de inversión y seguridad en el transporte, para identificar las necesidades de transporte local y regional de mayor prioridad y proponer soluciones para tratar esas necesidades (<https://www.tamcmonterey.org/background>).

El Comité de Supervisión de Ciudadanos de 20 miembros, al que se llamó “Comité de Supervisión del Transporte Excelente” o “XTOC”, se formó en 2017. Representamos una amplia gama de intereses comunitarios para garantizar que se cumpla la protección de los contribuyentes mientras se implementan los proyectos y programas de la Medida X. El 2020 fue un año como ningún otro: un año de pruebas, pero también de esperanza y resistencia. Aún así, encontramos formas de trabajar juntos, manteniendo la comunicación y cumpliendo nuestras responsabilidades, que incluyen:

-  Revisar y dar información sobre los informes anuales de cumplimiento de las jurisdicciones.
-  Revisar y hacer recomendaciones a los cambios propuestos del plan.
-  Revisar y comentar sobre los programas de entrega del proyecto como se representa en el Plan estratégico de gastos. Revisar y comentar sobre los programas de entrega del proyecto como se representa en el Plan estratégico de gastos.
-  Preparar informes anuales sobre la administración del programa para presentarlos ante la Junta de Directores de la Agencia de Transporte y para que estén disponibles para la evaluación pública.

Una responsabilidad principal es asegurar que cada una de las 12 jurisdicciones cumpla las condiciones de sus acuerdos de financiamiento mediante un informe de cumplimiento anual de fin de año. Si XTOC encuentra que una jurisdicción no las cumple, ya sea por el uso indebido intencional de los fondos de la Medida X o por no dar los informes y auditorías requeridos de manera oportuna, es su deber recomendar que la Junta de Directores de la TAMC suspenda la distribución adicional de los fondos de la Medida X hasta que la jurisdicción reembolse los fondos mal usados o dé evidencia de que está en pleno cumplimiento de su contrato de financiamiento.

### Desempeño del Cumplimiento:

En años anteriores, el Comité descubrió que algunas jurisdicciones tenían dificultades para cumplir la fecha límite de presentación de informes, los requisitos de cumplimiento o ambos. Sin embargo, con el tiempo y la experiencia, nos complace informar de que este año todas las jurisdicciones cumplieron la fecha límite de presentación de informes del 31 de diciembre de 2020. Sand City fue la única jurisdicción que no cumplió todos los criterios necesarios y, como resultado, se retendrán más fondos de la Medida X de la jurisdicción hasta que se cumpla el requisito de mantenimiento del esfuerzo.

En la siguiente tabla se muestra la cantidad de fondos que recibió cada jurisdicción y su cumplimiento de los requisitos de presentación de informes.

Ciudad o Condado	Fondos Recibidos	¿Presentó los Informes a Tiempo?	Informe Anual de Cumplimiento	Mantenimiento del Esfuerzo	Programa de Proyectos de 5 Años	Auditoría Independiente	Informe de Condición del Pavimento
Condado de Monterrey	7,284,754	Sí	Sí	Sí	Sí	Sí	Sí
Carmel-by-the-Sea	198,339	Sí	Sí	Sí	Sí	Sí	Sí
Del Rey Oaks	72,022	Sí	Sí	Sí	Sí	Sí	Sí
Gonzales	200,992	Sí	Sí	Sí	Sí	Sí	Sí
Greenfield	433,183	Sí	Sí	Sí	Sí	Sí	Sí
King City	393,351	Sí	Sí	Sí	Sí	Sí	Sí
Marina	680,105	Sí	Sí	Sí	Sí	Sí	Sí
Monterrey	1,042,025	Sí	Sí	Sí	Sí	Sí	Sí
Pacific Grove	564,803	Sí	Sí	Sí	Sí	Sí	Sí
Salinas	4,307,505	Sí	Sí	Sí	Sí	Sí	Sí
Sand City	28,616	Sí	Sí	<b>NO</b>	Sí	Sí	Sí
Seaside	1,023,230	Sí	Sí	Sí	Sí	Sí	Sí
Soledad	576,569	Sí	Sí	Sí	Sí	Sí	Sí
<b>TOTAL de las Agencias Locales:</b>	<b>\$16,805,494</b>						

## SEGUIMOS PROGRESANDO

Aunque el 2020 trajo más problemas de lo normal, nos complace informar de los muchos éxitos de los proyectos de la Medida X. Queremos felicitar a todos los que trabajaron tan diligentemente y con tanta capacidad de recuperación para completar varios proyectos y esperamos con gran anticipación los que actualmente están en progreso o se están considerando.

Se hizo evidente en este año tumultuoso que, cuando los ciudadanos hablan, sus voces se escuchan. El Comité nuevamente anima a los votantes del condado de Monterrey a seguir comprometidos con sus alcaldes y miembros del ayuntamiento mientras toman decisiones para gastar los fondos de la Medida X en la seguridad, la reparación y el mantenimiento de calles y carreteras locales. ¡Asegúrese de que su voz se escuche!

Atentamente,

*Paula Getzelman, Presidenta 2020-2021*

*Barbara Meister, Presidenta 2021-2022*

*Comité de Supervisión de Ciudadanos de la Medida X*

*Agencia de Transporte del Condado de Monterrey (TAMC)*





**Memorandum**

**To:** Board of Directors  
**From:** Madilyn Jacobsen, Transportation Planner  
**Meeting Date:** April 28, 2021  
**Subject:** Draft Climate Action Plan for Transportation Infrastructure

**RECOMMENDED ACTION:**

**RECEIVE** information on Draft Climate Action Plan for Transportation Infrastructure and **AUTHORIZE** the Executive Director to submit comments on the plan and its potential impact on the delivery of the region's priority projects.

**SUMMARY:**

On March 10, 2021, the California State Transportation Agency (CalSTA) unveiled the draft Climate Action Plan for Transportation Infrastructure (CAPTI). The plan details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity.

**FINANCIAL IMPACT:**

Under the draft Plan, where feasible and within existing funding program structures, the State is proposing to invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health and social equity goals. This could potentially impact the availability of State funds for the region's priority safety and congestion-relief transportation projects.

**DISCUSSION:**

The draft Climate Action Plan for Transportation Infrastructure (the "Plan") builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing greenhouse gas (GHG) emissions in transportation in order to meet the state's ambitious climate goals.

In the State of California, the transportation sector is the largest contributor to the climate crisis, representing more than 40 percent of all emissions statewide. Impacts from the climate crisis impact the health and safety of all Californians and disproportionately affect the state's low-income communities, and communities of color and other persons facing inequities. According to the plan, it presents a holistic framework and statement of intent for aligning stat transportation infrastructure investments with state climate, health, and social equity goals, built on the foundation of the "fix-it-first" approach established in Senate Bill 1.

The Plan presents the following seven strategy areas, each with specific action strategies identified in the document.

1. Cultivate and accelerate sustainable transportation innovation by leading with state investments
2. Support a robust economic recovery by revitalizing transit, supporting zero emission vehicle deployment, and expanding active transportation investments
3. Elevate community voices in how we plan and fund transportation projects

4. Advance state transportation leadership on climate and equity through improved planning and project partnerships
5. Support climate resilience through transportation system improvements and protections for natural and working lands
6. Support local and regional innovation to advance sustainable mobility
7. Strengthen transportation-land use connections

Action strategies identified in the Plan reflect proposed shifts in funding prioritization to existing Senate Bill 1 grant programs, enhancing funding capacity for the state's Active Transportation Program, advancing opportunities for implementation of the State Rail Plan and uplifting community voices through focused conversations with rural communities. A full list of the action strategies can be found in the draft Plan, included as a **web attachment** to this report.

The Plan's strategy to prioritize certain projects could benefit the Central Coast region by advancing capacity for increasing rail service along the Central Coast, building bus rapid transit projects and supporting more active transportation projects. However, staff is concerned that the strategies will neglect critical highway safety and congestion relief improvements that support goods movement, tourist travel, reduced transit travel times and employees traveling to jobs. In essence, there is a concern that future SB 1 monies will be shifted away from critical highway safety projects, particularly Measure X projects on Highways 68 and US 101 which require state matching funds.

In coordination with the Central Coast Coalition, the Agency wrote a letter that identified three key requests to the State: 1) Take a geographically-sensitive approach that allow regions to implement the multimodal program of projects in their regional transportation plans; 2) Support additional greenhouse gas emission reduction strategies beyond reduction of vehicle miles traveled, such as advancing broadband capacity and enhancing electric vehicle charging infrastructure; and, 3) Recognize that a supermajority of voters have approved countywide sales tax measures (e.g. Measure X) and reaffirmed the provisions of SB 1, both of which include funding for highway safety and traffic relief, and local road improvements.

The Central Coast Coalition submitted this letter to the California Transportation Commission in advance of their April 8th joint meeting with the California Air Resources Board and California Department of Housing and Community Development. The letter is included as an **attachment** to this report. Public comments on the draft Plan are expected to be due in May of this year and the final Plan is expected to be released in June 2021.

#### **ATTACHMENTS:**

- Central Coast Coalition Comment Letter on the draft Action Plan

#### **WEB ATTACHMENTS:**

[Draft Climate Action Plan for Transportation Infrastructure](#)



April 6, 2021

Ms. Liane Randolph  
Chair  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

Ms. Hilary Norton  
Chair  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

Mr. Gustavo Velasquez  
Director  
California Department of Housing and Community Development  
2020 West El Camino Avenue  
Sacramento, CA 95833

**RE: Central Coast Considerations on Climate Action Plan for Transportation Infrastructure Plan (CAPTI)**

Dear Ms. Randolph, Ms. Norton and Mr. Velasquez:

We understand and appreciate Governor Newsom's goal to reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT) and encourage additional investments in public transportation and active transportation projects. The Climate Action Plan for Transportation Infrastructure Plan (CAPTI) serves as an important document to work collectively on those efforts. While the Central Coast Coalition is in strong support of addressing climate change and appreciates your leadership on this issue, success will require creative, flexible, and pragmatic solutions to account for the unique opportunities and challenges that face each region.

The CAPTI strategy to prioritize certain projects projects will benefit the Central Coast region to the extent that we have been working for many years to increase rail service along the Central Coast and are currently working on several bus-rapid transit corridors. However, we are concerned that this strategy will neglect critical highway safety and congestion relief improvements that support goods movement, tourist travel, transit travel times, and employees who are traveling to jobs in major urbanized areas. These improvements are delivered in partnership between the State, Regional and Local partners and oftentimes rely upon state competitive grants for delivery. Given the region's unique geography, vast agricultural farmland, heavy goods movement, tourism traffic and the jobs-housing imbalance we must continue to accommodate all modes of travel in the Central Coast. With a population collectively near 1.5 million, the Coast does not experience the same travel patterns as high-density urban areas. As such, our region requires continued state

investment along several key highway routes, including Highways 1, 17, 25, 46, 152, 156, 166, and U.S. 101 to maximize safety, goods movement and mobility within the region.

Regional flexibility and regulatory relief for rail, bus and active transportation is key to supporting a balanced multimodal transportation system that will meet our mutual goals of reducing greenhouse gas emissions, reducing fatalities and injuries, and enhancing mobility. Our key suggestions are as follows:

**1. Allow Regional Flexibility to Address Safety, Goods Movement and Mobility Needs**

State funding programs should provide flexibility to regions so that they can address all modes efficiently as possible to maximize safety, mobility, goods movement, and throughput in order to expedite the response to climate change. We request that CAPTI adopt a geographically sensitive approach in recognition that many parts of the state are more rural than the large urbanized areas.

The Central Coast has an equitable, sustainable and multimodal approach to improving the transportation network. Our multimodal regional transportation plans detail the substantial need for investments to expand rail service on the LOSSAN corridor and the rail line to Monterey County. In fact, we strongly urge CalSTA to support making Coast Rail service a reality by filling the 153-mile gap in rail service between Gilroy and San Luis Obispo. Our regional plans also include bus-on-shoulder in Santa Cruz County and the SURF! Busway along the Monterey Branch Line. In addition, there are substantial plans to expand bicycle and pedestrian facilities and networks, such as the Fort Ord Regional Trail and Greenway in Monterey County and Monterey Bay Sanctuary Scenic Trail/Rail Trail in Santa Cruz County. We submitted many of these projects in the last Active Transportation Program funding round and strongly support the CTC's request for a \$2 billion investment of general funds in this oversubscribed program. Finally, in Santa Barbara County, the Santa Barbara County Association of Governments and Caltrans have been partnering for over twenty years to deliver on multimodal improvements between Santa Barbara and Ventura Counties. These improvements include completing the remaining gap on Highway 101 with implementation of a Highway Occupancy Vehicle lane to promote carpooling and transit use, continuation of interregional transit from Ventura County, peak hour passenger rail service, and completion of gaps on the California Coastal Trail to increase biking and walking. Once these improvements are completed in partnership with the State, users of the corridor will have many options to travel through the corridor.

One of the strategies identified by CAPTI, however, is to 'promote projects that do not increase passenger vehicle travel'. We request that CalSTA take a geographically sensitive approach to this strategy as there are small urban/rural areas that still need to plan, fund and deliver projects that address safety and support goods movement. Note that improving roadway safety by reducing injuries and fatalities on our state highways is a key priority for both regional and state agencies. These projects will include proven safety countermeasures, such as roundabouts or new interchanges connected by a network of



new frontage roads. It is important to not exclude such safety improvements from SB 1 funding programs if our Vision Zero goals are to be met.

Further, our counties represent one of the most productive agricultural regions in the state, if not the world. Fresh produce, berries and wine grapes cannot be delayed when going to processing or to market. Investment in regional goods movement transportation corridors will remain a priority for our region.

Finally, the state must also consider areas where capacity expansion is necessary to address climate adaptation and resiliency or to close gaps on evacuation routes to prepare for natural disasters or other climate events. Examples of recent climate resiliency gaps include the closure of U.S. 101 in Santa Barbara County as a result of the Thomas Fire and Montecito debris flow event, mudslides near Big Sur severing access to Highway 1, and when Interstate 5 closed during inclement weather events over the Grapevine, making US 101 the only north-south alternative. These safety improvements rely upon state investments that are not just critical for regional needs but also meet state and national priorities

## **2. Support Additional Strategies that Reduce Greenhouse Gas Emissions**

As noted above, our region fully supports investments into public transportation, but transit is not the universal answer to reduce greenhouse gas emissions. Expanded electric vehicle use and charging facilities and enhanced broadband capacity should be a key part of our climate action strategy.

The pandemic's crash course in teleworking has proven it to be effective at reducing travel while maintaining the productivity needs of employers and employees in many industries. We request that CalSTA include in its strategies expanded investment in broadband, particularly in rural areas, to support enhanced telecommuting, and state support for local implementation of transportation demand management strategies, vanpools and park-and-ride lots, and VMT-mitigation credits.

In addition, we appreciate the Governor's direction through N-79-20 to invest more into zero-emission infrastructure and ask that the Central Coast be considered a priority for rebates for zero-emission vehicle purchases as a critical opportunity to help the region realize its air quality and mobility goals. The Central Coast is working collectively with Caltrans on installing charging stations within the region and has applied for a Caltrans planning grant to enhance our efforts. These strategies should be a key part of the Climate Action Plan whose ultimate goal is not just to reduce vehicle miles travel but also to reduce greenhouse gas emissions.

## **3. Support the Will of the Voters and Maintain State and Local Partnerships**

Four of the five Central Coast counties have enacted local sales tax measures that make multimodal improvements on and near the state highway system. These measures required



comprehensive public engagement, contain diverse investments in multi-modal options, and required a 2/3 vote for passage. San Luis Obispo has also engaged in broad-based public outreach to prioritize state grant investments towards state-owned assets. Our agencies have made a commitment to the voters and our public to deliver the investments that our expenditure plans promised. A key part of keeping our promises is to secure state matching funds, since each county does not generate enough in local sales tax revenues to make up for the disproportionate cost of delivering projects. This funding gap makes continued access to state funding for a multimodal range of projects imperative.

In 2017, the legislature enacted SB1 to address mobility, safety and congestion, in addition to maintaining infrastructure. The Central Coast advocated for the bill to include: the creation of the vehicle registration fee as a carbon-neutral funding source to address congestion and multi-modal options; the creation of the State Rail Assistance Program, dedicating operations funding for passenger rail service; and augmentation of the Transit and Intercity Rail Capital Program. In 2018 voters rejected Proposition 6 (the repeal of SB 1) and supported Proposition 69 (protecting SB 1). It is important to support the intent of the voters in order to maintain the public trust, by preserving all of the modes supported in the original SB 1 legislation.

In conclusion, the Central Coast Coalition agencies want to be part of the plan to take action to limit climate change, but we ask that state investments be responsive to the unique needs and characteristics of each region: urban and rural, valley and coastal. We look forward to partnering with you and the appropriate state agencies to develop pragmatic solutions to meet the objectives articulated in the Executive Orders and providing additional input on the development of CAPTI.

If you have any questions, please do not hesitate to contact Marjie Kirn, Chair, Central Coast Coalition, at (209) 261-6425 or [mkirn@sbcag.org](mailto:mkirn@sbcag.org).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Marjie Kirn'.

Marjie Kirn, Executive Director  
Santa Barbara County Association of  
Governments

A handwritten signature in black ink, appearing to read 'Pete Rodgers'.

Pete Rodgers, Executive Director  
San Luis Obispo Council of Governments



Central Coast Coalition  
*Moving California's Economy*

A handwritten signature in black ink, appearing to read "Debra Hale".

Debra L. Hale, Executive Director  
Transportation Agency for Monterey County

A handwritten signature in blue ink, appearing to read "Guy Preston".

Guy Preston, Executive Director  
Santa Cruz County Regional Transportation  
Commission

A handwritten signature in blue ink, appearing to read "Mary Gilbert".

Mary Gilbert, Executive Director  
San Benito Council of Governments

A handwritten signature in blue ink, appearing to read "Maura Twomey".

Maura Twomey, Executive Director  
Association of Monterey Bay Area Government

cc: Ronda Paschal, Deputy Secretary, Governor Newsom  
Mark Tollefson, Deputy Secretary, Governor Newsom  
Kate Gordon, Director, Governor's Office of Planning and Research  
David Kim, Secretary, California State Transportation Agency  
Mitch Weiss, Executive Director, California Transportation Commission  
Toks Omishakin, Director, Caltrans  
Tim Gubbins, District Director, Caltrans District 5  
Sarkes Khachek, Director of Programming, SBCAG



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 28, 2021 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

## CONSTRUCTION PROJECTS

	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
1.	<b>North District Crosswalk Enhancements</b> (1G760)	Various locations throughout Monterey and Santa Cruz (SRs 1, 9, 68, 129, 152, 183)	Electrical/ Signs/ Flashing Beacons/ Markings/ Pavements	Fall 2020 /Spring 2021	\$1,000,000	Minor	Mike Lew (RJ)	Alfaro Communications Construction Inc., Compton, CA	Construction is currently underway.
2.	<b>US 101 Paris Valley 2R Rehab</b> (1F740)	Near King City south of Paris Valley Road overcrossing to Rancho undercrossing (PM R28.0/R30.6)	Pavement rehabilitation	Summer 2019 - Winter 20/21	\$26.9 million	SHOPP	Aaron Henkel (AN)	Papich Construction Company	Construction is ongoing – working on punch list items and storm related damage in the median. Project estimated to have construction completed in May 2021.
3.	<b>US 101 King City Combined Projects</b> (1F75U4)	Near King City from South of Wild Horse Road to Teague Avenue (PM 36.9/47.7)	Pavement Rehabilitation, Seismic Retrofit with widening and median barrier	Spring 2019— Summer 2023	\$77.7 million	SHOPP	Aaron Henkel (TL)	OHL, USA, Irvine, CA	Construction underway. Lanes have been reduced to 1 lane each direction from First Street to north of Jolon Road. The work is being done to the No. 1 lane.
4.	<b>US 101 Salinas CAPM</b> (1F700)	North of Gonzales to East Market Street (PM 73.8/87.3)	Pavement preservation	Summer 2019- Spring 2021	\$27.6 million	SHOPP	Jackson Ho (TL)	Granite Rock Company San Jose, CA	The project is in construction. Target project completion is April 2021.
5.	<b>US 101 Mon 101 Transportation Management System</b> (0N200)	Near Salinas north of the Airport Blvd south of the San Miguel Canyon (86.0/95.8)	Construct Transportation Management System	Winter 2020/21-Spring 2021	\$1.6 million	SHOPP	Jackson Ho (RJ)	Sturgeon Electric California, LLC Chino, CA	This project is in Construction. Target completion is May 2021. CMS is delivered and being installed.
6.	<b>US 101 Salinas Rehabilitation</b> (1C890)	East Market Street overcrossing to just south of Russell/Espinosa Road (PM 87.31/R91.5)	Roadway rehabilitation	Spring 2019 – Summer 2021	\$37 million	SHOPP	Aaron Henkel (TL)	Granite Rock Company, Watsonville, CA	Construction is on-going, with primarily overnight work. Ramp reconstruction work will resume this spring. Anticipated completion Summer 2021.





# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 28, 2021 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

## CONSTRUCTION PROJECTS

	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
7.	<b>TMS Detection Repair (1H990)</b>	Various locations throughout District 5 (SRs 1, 17, 68, 156, 101)  (PM Various)	Replace failed TMS Detection	Winter 2020/21	\$3 million	SB1 SHOPP	Brandy Rider	PS&E/RW	Construction is currently underway.
8.	<b>US 101 Monterey-San Benito Co Roadside Safety Improvements (1F900)</b>	In Monterey and San Benito Counties North Gonzales to SCL Line  (PM 73.0/96.8)	Roadside safety improvements	Fall 2020 - Spring 2021	\$4.5 million	SHOPP	Brandy Rider (CM Patrick Dussell)	PS&E/RW	Construction is currently underway.

## PROJECTS IN DEVELOPMENT

	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
9.	<b>Highway 1 Replace Culvert Near Limekiln Creek (0Q500)</b>	Near Lucia south of Limekiln Bridge  (PM 20.4)	Replace culvert and repair erosion	Fall 2021	\$850,000	SHOPP	Carla Yu	Construction	Construction contract awarded to Serafix Engineering Contractors. Construction will begin April 2021 due to Environmental restrictions.
10.	<b>Highway 1 Orient Express Tieback Wall (1K010)</b>	Near Lucia south of Big Creek Bridge  (27.5/27.7)	Construct tieback wall, restore roadway and facilities, place Water Pollution Control BMPs, and erosion control	Spring/Summer 2023	\$6.2 million	SHOPP	Aaron Henkel	PA&ED	The schedule was moved out to further identify biological and cultural concerns within the project limits. PA&ED: Moved to 9/1/22



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 28, 2021 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

## PROJECTS IN DEVELOPMENT

	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
11.	<b>Highway 1 Castro Canyon Bridge Rail Upgrade</b>  (1H490)	At Castro Canyon Bridge  (PM 43.1)	Replace bridge rail	Spring/Summer 2023	\$3 million	SHOPP	Aaron Henkel	PA&ED	Project is now in the Design phase.
12.	<b>Highway 1 Coastlands Wall Permanent Restoration</b> (1M460)	Near Big Sur at 1.0 Miles south of Pfeiffer Canyon Bridge  (PM -44.5/44.45)	Permanent Restoration/Tieback retaining wall	Spring/Summer 2022	\$2.1 million	SHOPP	Carla Yu	PS&E	PS&E is approximately 95% complete and project is on schedule to be Ready To List in August 2021.
13.	<b>Highway 1 Little Sur Retaining Wall</b>  (1K050)	Between Little Sur River and North of Big Sur  (PM 55.9/55.9)	Construct earth retaining system	Fall 2022	\$5.4 million	SHOPP	Carla Yu	PA&ED	Project report completed March 2020, accelerated from Fall 2020. Design expected to be complete summer 2021.
14.	<b>Highway 1 Garrapata Creek Bridge Rail Replacement</b>  (1H800)	At Garrapata Creek Bridge  (PM 62.97)	Bridge rail rehabilitation	Fall 2023	\$3 million	SHOPP	Carla Yu	PA&ED	Environmental studies are expected to be complete in late April 2021. Project is a “long lead” with a longer than normal environmental study period needed to develop a context sensitive solution for the bridge rail with historic structures.
15.	<b>Highway 1 Garrapata Creek Bridge Rehab</b>  (1H460)	At Garrapata Creek Bridge  (PM 63.0)	Electrochemical Chloride Extraction (ECE) of bridge structure	Summer 2021-Summer 2023	\$10 million	SHOPP	Carla Yu	DESIGN	Design completed January 2021, project is scheduled on the March 2021 CTC meeting agenda and expected to advertise April 2021.
16.	<b>Highway 68 Hwy 68 Curve Correction</b>  (1J460)	Near Pacific Grove West of Community Hospital Entrance  (PM 0/0)	Improve superelevation, widen shoulders, install rumble strip	Fall 2023	\$3.2 million	SHOPP	Aaron Henkel	PA&ED	Project is in the design phase.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 28, 2021 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

## PROJECTS IN DEVELOPMENT

	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
17.	<b>Highway 68 Route 68 Drainage Improvements</b>  (1J880)	From west of Sunset Dr to Toro Park  (PM 0.2/15.7)	Drainage improvement, replace lighting, and install count stations	Winter 2024	\$5 million	SHOPP	Carla Yu	PA&ED	PA&ED has begun. Target completion of Environmental phase is June 2022.
18.	<b>Highway 68 Pacific Grove ADA Pathway</b>  (1H220)	From 17 Mile Drive to Congress Avenue  (PM 0.5/0.8)	Provide accessible pathway	Winter 2022	\$0.75 million	SHOPP	Mike Lew	PS&E	Team is working on 95% constructability review plans.
19.	<b>Highway 68 Pacific Grove CAPM</b>  (1H000)	From Forest Avenue to the SR 1/68 Junction  (PM 1.1/L4.3)	Pavement preservation	Winter 2022	\$8 million	SHOPP	Carla Yu	DESIGN	Project is in Design Phase.
20.	<b>US 101 Camp Roberts SRRA Infrastructure Upgrade</b>  (1H020)	Northbound and southbound at the Camp Roberts Rest Area  (PM R2.9/R5.3)	Safety roadside rest area infrastructure upgrade	Winter 2021	\$5.5 million	SHOPP	Barak Miles	CONSTRUCTION	Awarded and Approved. Submittals have begun coming in and the start of construction is likely to be begin at the end of July, due to delays in getting materials.
21.	<b>US 101 San Antonio River Bridge-Seismic Retrofit</b>  (1F820)	Near King City at the San Antonio River Bridge  (PM R6.7)	Seismic retrofit 2 bridges	Winter 2020	\$6.3 million	SHOPP	Luis Duazo	CONSTRUCTION	Project was awarded September 2020. Construction ongoing.
22.	<b>US 101 North Soledad OH Deck Replacement</b>  (0F970)	North Soledad Bridge  (PM 62.1/63.2)	Bridge deck rehabilitation	Summer 2022 – Summer 2023	\$6.6 million	SHOPP	Jackson Ho	PS&E/RW	Project team is working to on the PS&E for the new scope and seeking UPRR approval. The PM will provide an update to TAMC in May regarding this project.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 28, 2021 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

## PROJECTS IN DEVELOPMENT

	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
23.	<b>US 101 Spence Rd Acceleration Lane</b>  (1M760)	South of Salinas at Spence Rd  (PM 81.03)	Extend NB acceleration lane	Winter 2024	\$1 million	MINOR	Brandy Rider	PAED	For this new Minor AIn partnership with TAMC, the initial focus of the team will be determining the project scope.
24.	<b>US 101 Market Street Northbound On-ramp Improvements</b>  (1H050)	Near Salinas from East Market Street to South of Sherwood Drive  (PM 87.4/87.8)	Roadway and Retaining Wall	Spring 2022- Winter 2023	\$4.7 million	SHOPP	Jackson Ho	Design	The Design unit is circulating the 95% package for review. Construction is scheduled to begin in Spring 2022.
25.	<b>US 101 Prunedale Rehab</b>  (1H690)	Near Prunedale North of Boronda Road overcrossing to Monterey/San Benito County Line  (PM R91.5/101.3)	Pavement rehabilitation	Winter 2022- Spring 2024	\$41.5 million	SB 1 SHOPP	Jackson Ho	PA&ED	Project is accelerated by 12 months. The PR and CE/CE is expected to be completed April 2021. A portion needing more environmental study has been split out to 1H691 at the March CTC meeting.
26.	<b>Highway 156 Castroville Overhead</b>  (0A090)	On SR 156 between the SR 183/156 separation and Castroville Boulevard  (PM R1.1/R2.1)	Replace Bridge Railing	Winter 2020/21- Winter 2022	\$5.5 million	SHOPP	Jackson Ho	PS&E/RW	RTL was reach 2/24/2021. The Design unit received comments on the final package from UPRR. Construction targeted for Winter of 2020/21.
27.	<b>Highway 156 Castroville Boulevard Interchange</b>  (31601)	Castroville Boulevard and Highway 156  (R1.6/1.4)	Construct a new interchange	Fall 2022	\$44.3 million	STIP Measure X Federal Demo	Mike Lew	PS&E/RW	The Design Phase (PS&E) is well underway. The Project team is working on 95% plans submittal expected in the next month or two. Also, Environmental team continues to work on permits.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 28, 2021 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

## PROJECTS IN DEVELOPMENT

	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
28.	<b>Highway 183 Salinas to Castroville CAPM</b> <b>(1K430)</b>	South of Old Cemetery Rd near Salinas south of Del Monte Ave at Castroville  (PM 2.1/8.3)	Roadway rehabilitation, TMS elements, lighting, and sign panel replacement	Winter 2023	\$5.1 million	SHOPP	Brandy Rider	PID	The Environmental Phase (PA&ED) which is underway. PA&ED is scheduled to be completed 9/7/2021
29.	<b>Highway 183 Castroville Improvement Project</b> <b>(1H650)</b>	Community of Castroville from Del Monte Ave. to Washington St  (PM R8.4/9.8)	Asset Management Pilot Project	Fall 2023-Summer 2025	\$16 million	SHOPP	Brandy Rider	PA&ED	The project Draft Environmental Document will be available April 2021 for public review. Public Open House would be scheduled in May 2021.
30.	<b>Highway 218 Seaside ADA</b> <b>(1H230)</b>	From Del Monte Road to Fremont Boulevard  (PM R0.2/L0.9)	ADA compliant pedestrian access	Spring 2022	\$1.2 million	SHOPP	Jackson Ho	PS&E	60% Constructability Plans are complete, and the team is working on 95% plans.

### ACRONYMS USED IN THIS REPORT:

<b>ADA</b>	Americans With Disabilities Act
<b>EIR</b>	Environmental Impact Report
<b>PA&amp;ED</b>	Project Approval and Environmental Document
<b>PID</b>	Project Initiation Document
<b>PS&amp;E</b>	Plans, Specifications, and Estimates
<b>SB</b>	Senate Bill, the Road Repair and Accountability Act of 2017
<b>SCL</b>	Santa Clara County Line
<b>SHOPP</b>	Statewide Highway Operation and Protection Program
<b>SR</b>	State Route
<b>TMS</b>	Traffic Management System



***Memorandum***

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board  
**Meeting Date:** April 28, 2021  
**Subject:** TAMC draft minutes of March 24, 2021

---

**RECOMMENDED ACTION:**

**APPROVE** the Transportation Agency for Monterey County Board draft minutes of March 24, 2021.

**ATTACHMENTS:**

- ▣ TAMC Board draft minutes of March 24, 2021

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**  
**SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS**  
**MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE**  
**JOINT POWERS AGENCY**  
**DRAFT MINUTES OF MARCH 24, 2021 TAMC BOARD MEETING**  
Via Zoom Meeting Video/Audio Conference Call

<b>TAMC BOARD MEMBERS</b>	<b>APR 20</b>	<b>MAY 20</b>	<b>JUN 20</b>	<b>AUG 20</b>	<b>SEP 20</b>	<b>OCT 20</b>	<b>DEC 20</b>	<b>JAN 21</b>	<b>FEB 21</b>	<b>MAR 21</b>
L. Alejo, Supr. Dist. 1, <b>Past Chair</b> (L. Gonzales; J. Gomez)	P	P	P	P	P	P	P	P	P	P
J. Phillips, Supr. Dist. 2, (J. Stratton)	P	P(A)	P	P(A)	P	P	P	P	P	P
C. Lopez, Supr. Dist. 3 <b>County Rep</b> (P. Barba)	P	P	P	P	P(A)	P	P	P	P(A)	P(A)
W. Askew, Supr. Dist. 4 (Y. Anderson)	P	P(A)	P(A)	P(A)	P	P	P	P	P(A)	P
M. Adams, Supr. Dist 5 <b>1st Vice Chair</b> (S. Hardgrave, C. Courtney)	P	P	P	P	P	P	P(A)	P	P	P
D. Potter, Carmel-by-the-Sea (J. Baron)	P	P	P	P	E	P	P	P	P	P
A. Kerr, Del Rey Oaks (P. Lintell)	P	E	P	P	P	P	P	P	P	P
J. Rios, Gonzales (L. Worthy)	P	P	P	-	P	P	P	P	P	P
A. Untalon, Greenfield (A. Tipton)	P	P	P	P	P	P	P	P	P	P
M. LeBarre, King City, <b>2<sup>nd</sup> Vice Chair</b> (C. DeLeon)	P	P	P	P	P	P	P	P	P	P
C. Medina Dirksen, Marina (B. Delgado)	P	P	-	P	P	-	P(A)	P	P	-
E. Smith, Monterey, <b>Chair</b> (D. Albert; A. Renny)	P	P	P	P	P	P	P	P	P	P
C. Poduri, Pacific Grove, (B. Peake)	P	P	P	P	P	P	P	P	P	P
K. Craig, Salinas, <b>City Representative</b> (C. Cromeenes)	P	P	P	P(A)	P	P	-	P	P	P
Gregory Hawthorne, Sand City (J. Blackwelder; K. Cruz)	-	-	-	P	P	P	-	-	P(A)	P
I. Oglesby, Seaside (D. Pacheco)	P	P	P	P	P	P	P	P	P	P
A. Chavez, Soledad (A. Velazquez; O. Antillon)	P	P	P	E	P	P	P	P	P	P

M. Twomey, AMBAG (H. Adamson, B. Patel, S. Vienna)	P	P	P(A)	-	P	P(A)	P(A)	P(A)	P(A)	P
T. Gubbins, Caltrans, Dist. 5 (S. Eades, O. Monroy Ochoa, J. Olejnik, K. McClendon)	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)
R. Stedman, Monterey Bay Air Resources District (A. Romero, D. Frisbey, A. Clymo)	P	-	P	P	P	P	-	-	P	P
B. Sabo, Monterey Regional Airport District	P	P	P	P	P	P	P	P	P	P
C. Sedoryk, Monterey-Salinas Transit (L. Rheinheimer, M. Overmeyer)	P	P	P(A)	P	P	P	P	P	P	P
Aurelio Gonzalez-Gomez, Watsonville	P	-	-	-	-	-	-	-	-	-
E. Ochoa, CSUMB (A. Lewis, L. Samuels)	-	P(A)	-	P	P	-	-	P(A)	-	P(A)

*P = present; P(A) = alternate present; E = excused absence; - unnoticed absence*

<b>TAMC STAFF</b>	<b>APR 20</b>	<b>MAY 20</b>	<b>JUN 20</b>	<b>AUG 20</b>	<b>SEP 20</b>	<b>OCT 20</b>	<b>DEC 20</b>	<b>JAN 21</b>	<b>FEB 21</b>	<b>MAR 20</b>
D. Bipse, Transportation Engineer										P
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	P	P	P	P
R. Goel, Dir. Finance & Administration	P	P	P	P	P	P	P	P	P	P
A. Green, Sr. Transportation Planner	P	P	P	P	P	P	P	P	P	P
D. Hale, Executive Director	P	P	P	P	P	P	P	P	P	P
M. Jacobsen, Transportation Planner	P	P	P	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	P	P	P	P	P	P	P	P	P
T. Muck, Deputy Executive Director	P	P	P	P	P	P	P	P	P	P
K. Hansen, Legal Counsel	P	P	P	P	P	P	P	P	P	P
E. Rodriguez, Clerk of the Board/ Senior Administrative Assistant	P	P	P	P	P	P	P	P	P	P
L. Terry, Accountant Assistant	P	P	P	P	P	P	P	P	P	P
C. Watson, Principal Trans. Planner	P	P	P	P	P	P	P	P	P	P
L. Williamson, Senior Trans. Engineer	P	P	P	P	P	P	P	P	P	P
T. Wright, Community Outreach	P	P	P	P	P	P	P	P	P	P
M. Zeller, Principal Trans. Planner	P	P	P	P	P	P	P	P	P	P

**OTHERS PRESENT**

Grant Leonard  
Gus Khouri

Castroville resident  
Agency Legislative Consultant

Josh Stratton

District 2 Supervisor's Office



**1. CALL TO ORDER**

Chair Smith called the meeting to order at 9:00 a.m. Elouise Rodriguez, Clerk of the Board, called the roll and confirmed a quorum was established. Board Member Alejandro Chavez led the pledge of allegiance.

**2. PUBLIC COMMENTS**

None this month.

**3. CONSENT AGENDA**

**M/S/C** Adams/Potter/unanimous

The Board approved the consent agenda as follows:

***ADMINISTRATION and BUDGET***

**3.1.1** Approved minutes of the Transportation Agency for Monterey County, the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for Monterey County meeting of February 24, 2021.

**3.1.2** Accepted the list of checks written for February 2021 and credit card statement for the month of January 2021.

***BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES***

**3.2.1** Regarding Pedestrian and Bicycle Wayfinding Program Regional Funding Agreement:

1. Approved the Wayfinding Regional Funding Agreement template;
2. Authorized the Executive Director to sign a Wayfinding Funding Agreement with the participating Jurisdictions; and
3. Authorized the Executive Director to take such other further actions as may be necessary to fulfill the Intent of the Wayfinding Regional Funding Agreement, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved purpose of the agreement.

**3.2.2** Approved the appointment of Ms. Natalie Popovich to serve as the City of Pacific Grove's primary representative on the TAMC Bicycle and Pedestrian Facilities Advisory Committee.

***PLANNING***

**3.3.1** Received update on the draft Monterey County Regional Conservation Investment Strategy.

**PROJECT DELIVERY and PROGRAMMING****3.4.1** Regarding Freeway Service Patrol Request for Proposals:

1. Approved the scope of work for the request for proposals for Freeway Service Patrol, subject to legal counsel approval;
2. Authorized staff to publish the request for proposals and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work;
3. Approved the use of State Funds, and Service Authority for Freeways and Expressways funds for Freeway Service Patrol; and
4. Authorized the Executive Director to take such further actions as may be necessary to fulfill the intent of the program, including modifications that do not significantly alter the scope of work.

**3.4.2** Regarding Regional Surface Transportation Program Fair Share Allocation:

1. Approved the request by the City of Seaside to program Regional Surface Transportation Program fair share funds to the following projects:
  - ATP Grant Application Assistance - Broadway Ave Corridor in the amount of \$9,435;
  - Engineering and Traffic Survey in the amount of \$75,000;
  - Pavement Management Program Update in the amount of \$50,000; and
  - Pavement Rehabilitation - Design and Construction in the amount of \$70,286.24
2. Approved amending Exhibit A of the local funding agreement to include these projects and funding.

**3.4.3** Regarding On-Call Property Clean-up Services Request for Proposals:

1. Approved the scope of work for the request for proposals for on-call property clean-up services, subject to legal counsel approval;
2. Authorized staff to publish the request for proposals and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work;
3. Approved the use of Right-of-Way Lease Revenue funds for on-call property clean-up services; and
4. Authorized the Executive Director to take such further actions as may be necessary to fulfill the intent of the program, including modifications that do not significantly alter the scope of work.

### **RAIL PROGRAM**

**3.5.1** No items this month.

### **REGIONAL DEVELOPMENT IMPACT FEE**

**3.6.1** No items this month.

### **COMMITTEE MINUTES AND CORRESPONDENCE**

**3.7.1** Accepted draft minutes from Transportation Agency committees:

- Executive Committee - draft minutes of March 3, 2021
- Rail Policy Committee - draft minutes of February 1, 2021
- Bicycle and Pedestrian Facilities Advisory Committee - draft minutes of March 3, 2021
- Technical Advisory Committee - draft minutes of March 4, 2021
- Excellent Transportation Oversight Committee – draft minutes March 2021.

**3.7.2** Received Transportation Agency for Monterey County correspondence for March 2021.

## **4. FEDERAL STIMULUS FUNDS**

**M/S/C** Kerr/Askew/unanimous

Approved the programming of federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funds that are distributed through the State Transportation Improvement Program to the State Route 156 / Castroville Boulevard improvement project.

Mike Zeller, Principal Transportation Planner, reported that projections show that TAMC will receive \$2.2 million to \$4.5 million in federal stimulus funds through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021. To receive these funds in next fiscal year, the California Transportation Commission is asking for Agencies to submit their programming request by mid-April 2021.

The State Route 156 / Castroville Boulevard project cost is \$55.2 million, including \$29.5 million in construction costs. The project has a certain portion of Measure X and Regional Development Impact fee funds that are more flexible than the federal funds, and the project is already federalized. Shifting these new federal funds to the SR 156 project would allow these local funds to be available to other eligible regional projects.

Public comments:

Grant Leonard, Castroville resident, thanked the Board and staff for their commitment to the Highway 156 project.

## 5. LEGISLATIVE UPDATE, BILL POSITIONS AND FEDERAL EARMARKS

The Board took the following actions on the State and Federal Legislative activities:

**M/S/C** LeBarre/Kerr/unanimous

1. Adopted positions on proposed legislation.

**M/S/C** Adams/Hawthorne/unanimous

2. Authorized staff to publish a Request for Qualifications to hire a federal advocate to assist in securing federal funding for Agency priority projects.

**M/S/C** Potter/Oglesby/unanimous

3. Approved staff recommendation to submit the following priority projects to Congressman Jimmy Panetta for Community Project Funding:
  - a) US 101 South of Salinas (appropriations legislation)
  - b) State Route 68 Salinas-Monterey (reauthorization legislation)

Gus Khouri, Agency Legislative Consultant, reported on Governor Newsom's draft 2021-22 State Budget and the Governor's proposed climate action plan. Mr. Khouri reviewed the draft state bill list and recommended positions on certain bills.

Board member Untalon asked that Senate Bill 735 (Rubio), which would install traffic speed cameras near schools, be added to the matrix. Mr. Khouri said he would add the bill to the list.

Christina Watson, Principal Transportation Planner, reviewed federal legislative activities. Ms. Watson recommended support of two federal initiatives, the E-BIKE Act and the Complete Streets Act. Ms. Watson noted that Congress is reinstating federally-directed funding (i.e., earmarks), now called "Community Project Funding", and discussed the eligible projects and requested direction as to prioritizing projects for potential federal funding. Ms. Watson asked the Board for authorization to issue with a Request for Qualifications (RFQ) for federal legislative assistance to support the Community Project Funding requests.

## 6. REPORTS FROM TRANSPORTATION PROVIDERS

**Caltrans, District 5** – Scott Eades, Deputy Transportation of Planning, reported the draft Active Transportation Plan was released on March 2, 2021, is available for public review, and Caltrans would welcome public input. Mr. Eades reported that Caltrans' maintenance crews have been busy with emergency repairs on Highway 1 at Rat Creek, where a debris flow washed out a 150-foot section in January, forcing the closure of the roadway. He noted that the estimated reopening of this highway closure along the Big Sur Coast is early summer 2021.

Board member Adams thanked Caltrans for their continued efforts and the uplifting news on the emergency repairs on Highway 1 at Rat Creek.

**Monterey Regional Airport District** – Bill Sabo, District Board Member, reported that flights are performing at a steady level. He announced that the Airport has non-stop service to Seattle, Las Vegas, and Los Angeles. Mr. Sabo also announced new non-stop services: starting in May there will be flights to Portland by Allegiant Air; and beginning in June there will be flights to Ontario and Orange County. The Airport will be providing COVID testing in their parking lot as a public service to the community. Soon, the Airport will begin taxiway improvements and a new terminal. Woody's Restaurant is open and has an excellent menu. The Airport is gradually phasing in sustainable aviation fuel in order to reduce 80% carbon emissions over time. In conclusion, Mr. Sabo noted that the new flights will only continue if passengers "Fly Monterey".

**Monterey Salinas Transit District** – Carl Sedoryk, General Manager & CEO, announced that Monterey-Salinas Transit drivers have been vaccinated with the help of Supervisors Alejo and Askew to expand bus driver eligibility. He announced MST is offering their passengers a \$10 voucher with show of proof of vaccination. He also announced the SURF! Bus Rapid Transit project draft environmental document has been released under the California Environmental Quality Act (CEQA). The document can be viewed and comments can be made at MST.org.

**Monterey Bay Air Resources District** – Richard Stedman reported that last week the Air District allocated \$1.7 million in AB 2766 grants (funded by the local \$4 per vehicle registration surcharge fee) towards projects that reduce motor vehicle emissions, clean air management programs and electric vehicles. He announced that the Air District has a \$150 rebate incentive for the purchase of an electric bicycle.

## 7. REPORTS ON MEETINGS ATTENDED BY BOARD MEMBERS AT AGENCY EXPENSE

Board member LeBarre reported on the CALCOG meeting he attended on March 23, noting the focus was on transportation resilience and equity.

**8. EXECUTIVE DIRECTOR'S REPORT**

Director Hale introduced TAMC's newly hired Transportation Engineer Doug Bilse, who was most recently the traffic engineer for the City of Camarillo and worked for TAMC in the past. She also announced TAMC is hiring for a Transportation Planner and asked that the Board forward the job announcement to interested parties. Director Hale announced that the California Transportation Commission is voting today on the City of Seaside's \$12 million Active Transportation Program grant for bicycle and pedestrian safety improvements on Upper Broadway, noting this is very exciting news for the transformation of downtown Seaside. In conclusion, Ms. Hale reminded the Board that the Fair Political Practice Form 700s should be mailed to the TAMC offices and are due on April 1, 2021. Staff agreed to send the forms with a reminder to Board members.

**9. ANNOUNCEMENTS AND/OR COMMENTS**

Board member LeBarre thanked TAMC staff Ariana Green and Maria Montiel for helping to provide 30 Traffic Safety Learn Play Kits to the children at San Lucas School.

**10. CLOSED SESSION**

Closed Session: Executive Director Employment contract  
Public Employment pursuant to Government Code section §54957, the Board of Directors will confer concerning employment contract with the Agency's Executive Director.

**RECONVENED** in open session: Agency Counsel Hansen reported the Board met with staff and provided direction to TAMC staff; no reportable action was taken.

**11. ADJOURNMENT**

Chair Smith adjourned the meeting at 11:48 a.m.





**Memorandum**

**To:** Board of Directors  
**From:** Dave Delfino, Finance Officer / Analyst  
**Meeting Date:** April 28, 2021  
**Subject:** TAMC payments for the month of March 2021

**RECOMMENDED ACTION:**

**ACCEPT** the list of checks written for March 2021 and credit card statements for the months of February 2021.

**SUMMARY:**

The list of checks and copies of credit card statements are submitted to the Transportation Agency Board each month in accordance with the recommendation from the Transportation Agency’s independent Certified Public Accountant to keep the Board informed about the Transportation Agency’s financial transactions.

**FINANCIAL IMPACT:**

The checks processed this period total \$ 1,342,939.71 which, included checks written for March 2021 and payments of the February 2021 Platinum Plus Credit Card statements.

**DISCUSSION:**

During the month of March 2021 normal operating checks were written, as well as two checks totaling \$111,531.14 to HDR Engineering Inc. for engineering services and two checks totaling \$501.28 to Associated Right of Way Services Inc. for right of way services, a check for \$987,945.48 to Monterey Peninsula Engineering , Inc. for construction work, a check for \$23,680.58 to Meyers/Nave – A Professional Legal Corporation for right of way legal services all for the Salinas Rail Extension Kick-Start Project, a check for \$19,179.93 to AECOM Technical Services, Inc. for services for the Monterey Regional Conversation Investment Strategy, a check for \$1,800.00 to GreenInfo Network for Web Hosting fees for the Monterey Regional Conversation Investment Strategy, a check for \$8,332.50 to Kimley-Horn & Associates, Inc. for SB 743 VMT technical assistance, a check for \$895.00 to Randy Tunnell Photography for photography for the Annual Report and a check for \$2,000.00 to Moss, Levy and Hardship for the 2019/20 Financial Audit.

**ATTACHMENTS:**

- ▣ Checks March 2021
- ▣ Credit Cards February 2021

**Transportation Agency for Monterey County (TAMC)  
 Union Bank Operating Account  
 March 2021**

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
03/03/2021 19852	Alvarez Technology Group, Inc. (CA)	492.00		Computer Support
03/03/2021 19853	Associated Right of Way Services Inc.	154.24		Right of Way Services for Commuter Rail
03/03/2021 19854	AT & T (Carol Stream, Il.)	427.02		Telecommunications, Call Box and Rideshare - Phone Service
03/03/2021 19855	Calcog	5,800.00		Leadership Training to be Reimbursed from RPA
03/03/2021 19856	De Lage Landen Financial Services	285.75		Office Copier Lease
03/03/2021 19857	HDR Engineering Inc.	55,487.55		Engineering Services Salinas Rail Extension Kick-Start Project
03/03/2021 19858	Lincoln National Life Insurance Co.	619.04		Employee Benefits
03/03/2021 19859	Meyers/Nave - A Professional Legal Corp.	23,680.58		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
03/03/2021 19860	Monterey Peninsula Engineering, Inc.	987,945.48		Construction Costs for Salinas Rail Extension Kick-Start Project
03/03/2021 19861	Smile Business Products Inc.	125.95		Office Copier Expenses
03/03/2021 19862	Uretsky Investigations	170.00		New Employee Background check
03/03/2021 19863	VSP	177.90		Employee Benefits
03/03/2021 19864	AECOM Technical Services, Inc.	19,179.93		Services for the Monterey County Regional Conservation Investment Strategy
03/03/2021 19865	Alvarez Technology Group, Inc. (CA)	1,450.00		Computer Support
03/03/2021 19866	Khoury Consulting LLC	4,000.00		Legislative Consultant
03/03/2021 19867	Kimley-Horn & Associates, Inc.	8,332.50		SB 743 VMT Technical Assistance
03/03/2021 19868	The Maynard Group	358.01		Telecommunication Equipment
03/04/2021 DEP	Museum of Handcar Technology LLC		22,875.00	Railroad Right of Way Rent
03/04/2021 DEP	Haedrich, Cardinale, Lithia and Marina Concrete Inc.		5,154.91	Railroad Right of Way Rent
03/04/2021 DEP	State of California		308.85	Interest
03/05/2021 EFT	Payroll	40,124.89		Payroll
03/05/2021 EFT	United States Treasury	9,746.80		Payroll Taxes & Withholding
03/05/2021 EFT	EDD	4,029.25		Payroll Taxes & Withholding
03/05/2021 EFT	EDD	16.11		Payroll Taxes & Withholding
03/05/2021 EFT	Pers Retirement	8,688.88		Employee Benefits
03/05/2021 EFT	Pers Retirement PEPRA	1,311.63		Employee Benefits
03/05/2021 EFT	CalPERS	8,071.92		Employee Benefits
03/05/2021 EFT	Madilyn Jacobsen	76.00		125 Plan Reimbursement
03/18/2021 EFT	Theresa Wright	611.45		125 Plan Reimbursement
03/18/2021 EFT	Doug Bilse	500.00		Office Equipment Stipend
03/18/2021 EFT	Christina Watson	237.07		125 Plan Reimbursement
03/19/2021 19869	Alvarez Technology Group (TX)	680.09		Computer Lease
03/19/2021 19870	Associated Right of Way Services Inc.	347.04		Right of Way Services for Commuter Rail
03/19/2021 19871	Business Card	3,931.47		Office Supplies, Staff Travel & Professional Development and Miscellaneous Expenses
03/19/2021 19872	City of Salinas	24.25		Annual Alarm Response Fee
03/19/2021 19873	Clinica de Salud del Valle de Salinas	8,393.07		Office Rent
03/19/2021 19874	Comcast	145.06		Telecommunication
03/19/2021 19875	Delta Dental	904.22		Employee Benefits
03/19/2021 19876	GreenInfo Network	1,800.00		Website Hosting Fees for the Regional Conversation Investment Strategy
03/19/2021 19877	HDR Engineering Inc.	56,043.59		Engineering Services Salinas Rail Extension Kick-Start Project
03/19/2021 19878	Lincoln National Life Insurance Co.	707.33		Employee Benefits

**Transportation Agency for Monterey County (TAMC)  
 Union Bank Operating Account  
 March 2021**

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
03/19/2021 19879	Moss, Levy & Hartzheim	2,000.00		Financial Audit
03/19/2021 19880	Office Depot	74.18		Office Supplies
03/19/2021 19881	Office of the County Counsel	3,872.00		Legal Services
03/19/2021 19882	Oppidea, LLC	2,335.00		Accounting Services
03/19/2021 19883	Peak Racks Inc.	650.48		Bike Equipment for Complete Streets Program
03/19/2021 19884	Peninsula Messenger LLC	362.00		Courier Service
03/19/2021 19885	Randy Tunnell Photography	895.00		Photography for Annual Report
03/19/2021 19886	Sentry Alarm Systems	283.50		Office Security
03/19/2021 19887	Verizon Wireless	82.95		Call Box - Phone Service
03/19/2021 19888	AAMCOM LLC	305.76		Call Box - Answering Service
03/19/2021 19889	Case Systems Inc.	4,812.15		SAFE Call Box - Maintenance
03/19/2021 EFT	Payroll	40,669.84		Payroll
03/19/2021 EFT	United States Treasury	9,447.66		Payroll Taxes & Withholding
03/19/2021 EFT	EDD	3,948.36		Payroll Taxes & Withholding
03/19/2021 EFT	EDD	16.94		Payroll Taxes & Withholding
03/19/2021 EFT	Pers Retirement	8,688.88		Employee Benefits
03/19/2021 EFT	Pers Retirement PEPR	1,311.63		Employee Benefits
03/19/2021 EFT	CalPERS	7,926.23		Employee Benefits
03/19/2021 EFT	Ariana Green	130.00		Reimbursement for Bike League Membership
03/19/2021 DEP	Lexus, Cardinale and Newton Bros.		5,470.62	Railroad Right of Way Rent
03/19/2021 DEP	State of California		31,147.22	SAFE - Revenue January 2021
03/24/2021 EFT	Graniterock		8,279.65	Railroad Right of Way Rent
03/25/2021 EFT	Union Bank	51.08		Bank Service Charges
03/29/2021 EFT	State of California		60,598.54	PPM 2nd Quarter 20/21
<b>TOTAL</b>		<b>1,342,939.71</b>	<b>133,834.79</b>	

Credit Cards February 2021



ELOUISE RODRIGUEZ

Platinum Plus® for Business

February 05, 2021 - March 04, 2021

Cardholder Statement

Account Information:

www.bankofamerica.com

Mail Billing Inquiries to:

BANK OF AMERICA  
PO BOX 982238  
EL PASO, TX 79998-2238

Mail Payments to:

BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796

Customer Service:

1.800.673.1044, 24 Hours

Outside the U.S.:

1.509.353.6656, 24 Hours

For Lost or Stolen Card:

1.800.673.1044, 24 Hours

Business Offers:

www.bankofamerica.com/mybusinesscenter

Payment Information

New Balance Total ..... \$3,868.48

Minimum Payment Due ..... **\$38.68**

Payment Due Date ..... **03/31/21**

**Late Payment Warning:** If we do not receive your minimum payment by the date listed above. You may have to pay a fee based on the outstanding balance on the fee assessment date:

\$19.00 for balance less than \$100.01  
\$29.00 for balance less than \$1,000.01  
\$39.00 for balance less than \$5,000.01  
\$49.00 for balance equal to or greater than \$5,000.01

**Minimum Payment Warning:** If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance.

Account Summary

Previous Balance ..... \$1,800.83

Payments and Other Credits ..... **-\$1,800.83**

Balance Transfer Activity ..... \$0.00

Cash Advance Activity ..... \$0.00

Purchases and Other Charges ..... \$3,868.48

**Fees Charged ..... \$0.00**

**Finance Charge ..... \$0.00**

New Balance Total ..... \$3,868.48

Credit Limit ..... \$7,600

Credit Available ..... \$3,731.52

Statement Closing Date ..... 03/04/21

Days in Billing Cycle ..... 28

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
<b>Payments and Other Credits</b>				
03/01	02/27	PAYMENT - THANK YOU		- 1,800.83
<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>				<b>-\$1,800.83</b>
<b>Purchases and Other Charges</b>				
02/08	02/06	SMK*SURVEYMONKEY.COM 971-2445555 CA		408.00
02/09	02/06	DEVICE MAGIC INC RALEIGH NC		150.00
02/09	02/08	TSHEETS 8888362720 ID		100.00
02/19	02/18	SALINAS VA* SALINAS VA SALINAS CA		60.00
02/22	02/19	SALINAS VA* SALINAS VA SALINAS CA		20.00
02/22	02/21	DREAMHOST DH-FEE.COM CA		5.48

Account Number:  
February 05, 2021 - March 04, 2021

New Balance Total ..... \$3,868.48  
Minimum Payment Due ..... **\$38.68**  
Payment Due Date ..... **03/31/21**

Enter payment amount

\$

For change of address/phone number, see reverse side.

BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796

ELOUISE RODRIGUEZ  
TAMC  
ATTN DAVE DELFINO  
55 PLAZA CIR STE B  
SALINAS, CA 93901-2952

Mail this coupon along with your check payable to:  
**BUSINESS CARD,**  
or make your payment online at  
www.bankofamerica.com

FI OLISE RODRIGUEZ

February 05, 2021 - March 04, 2021

Page 3 of 4

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
03/01	02/26	EVENT* 2021 WTS ANNUAL	5712268300 VA	299.00
03/01	02/27	ACROBAT PRO SUBS	8004438158 CA	2,826.00
<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>				<b>\$3,868.48</b>

**Finance Charge Calculation**

Your **Annual Percentage Rate (APR)** is the annual interest rate on your account.

	Annual Percentage Rate	Balance Subject to Interest Rate	Finance Charges by Transaction Type
PURCHASES	17.99%	\$0.00	\$0.00
CASH	24.24% V	\$0.00	\$0.00

V = Variable Rate (rate may vary), Promotional Balance = APR for limited time on specified transactions.

Credit Cards February 2021



DEBRA L HALE

Platinum Plus® for Business

February 05, 2021 - March 04, 2021

Cardholder Statement

Account Information:  
www.bankofamerica.com

Mail Billing Inquiries to:

BANK OF AMERICA  
PO BOX 982238  
EL PASO, TX 79998-2238

Mail Payments to:

BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796

Customer Service:

1.800.673.1044, 24 Hours

Outside the U.S.:

1.509.353.6656, 24 Hours

For Lost or Stolen Card:

1.800.673.1044, 24 Hours

Business Offers:

www.bankofamerica.com/mybusinesscenter

Payment Information

New Balance Total ..... \$62.99

Minimum Payment Due ..... **\$25.00**

Payment Due Date ..... **03/31/21**

**Late Payment Warning:** If we do not receive your minimum payment by the date listed above. You may have to pay a fee based on the outstanding balance on the fee assessment date:

\$19.00 for balance less than \$100.01

\$29.00 for balance less than \$1,000.01

\$39.00 for balance less than \$5,000.01

\$49.00 for balance equal to or greater than \$5,000.01

**Minimum Payment Warning:** If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance.

Account Summary

Previous Balance ..... \$145.49

Payments and Other Credits ..... -\$145.49

Balance Transfer Activity ..... \$0.00

Cash Advance Activity ..... \$0.00

Purchases and Other Charges ..... \$62.99

**Fees Charged ..... \$0.00**

**Finance Charge ..... \$0.00**

New Balance Total ..... \$62.99

Credit Limit ..... \$5,000

Credit Available ..... \$4,937.01

Statement Closing Date ..... 03/04/21

Days in Billing Cycle ..... 28

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
<b>Payments and Other Credits</b>				
03/01	02/27	PAYMENT - THANK YOU		- 145.49
<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>				<b>-\$145.49</b>
<b>Purchases and Other Charges</b>				
03/01	02/27	MAILCHIMP *MONTHLY MAILCHIMP.COMGA		62.99
<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>				<b>\$62.99</b>

Account Number:  
February 05, 2021 - March 04, 2021

New Balance Total ..... \$62.99

Minimum Payment Due ..... **\$25.00**

Payment Due Date ..... **03/31/21**

Enter payment amount

\$

For change of address/phone number, see reverse side.

BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796

DEBRA L HALE  
TAMC  
ATTN RITA GOEL  
55 PLAZA CIR STE B  
SALINAS, CA 93901-2952

Mail this coupon along with your check payable to:  
**BUSINESS CARD,**  
or make your payment online at  
www.bankofamerica.com





**Memorandum**

**To:** Board of Directors  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** April 28, 2021  
**Subject:** Contracts Awarded under \$50,000

**RECOMMENDED ACTION:**

**RECEIVE** list of contracts awarded under \$50,000.

**SUMMARY:**

The list of contracts awarded by the Transportation Agency for Monterey County for services under \$50,000 approved by the Executive Director is submitted each month in accordance with the Agency's Procurement Policies to keep the Board informed.

**FINANCIAL IMPACT:**

The revenue source for each specific contract is in the approved Agency budget or has been approved by a specific Agency Board action.

**DISCUSSION:**

The Procurement Policies of the Transportation Agency for Monterey County state that contracts for services and annual extensions of such contracts for \$50,000 or less may be approved by the Executive Director, if the revenue source for the specific contract is in the approved Agency budget or is approved by a specific Agency Board action. The policies also require the Executive Director to submit a report to the Board identifying any contracts valued at \$50,000 and under, entered into in the preceding quarter.

The attached list of contracts awarded by the Transportation Agency for Monterey County for services under \$50,000 approved by the Executive Director is submitted each month to keep the Board informed.

**ATTACHMENTS:**

- ▢ Contracts under \$50000.00

**Contracts for services and annual extensions of such contracts for \$50,000 or less may be approved by the Executive Director, if the revenue source for the specific contract is in the approved Agency budget or is approved by a specific Agency Board action. The Executive Director shall include a quarterly report to the Board identifying any contracts valued at \$50,000 and under, entered into in the preceding quarter.**

**Contracts Under \$50,000  
(but greater than \$5,000)  
Board Report date: April 2021**

Staff	Consulting Firm	Contract Activity	Start Date	End Date	Contract amount	Work Element	Fund Source
Theresa	Printworks.Solutions	Annual Report Bid Contract – Printing	4/1/2021	12/31/2021	\$34,500	1130/8010	Reserve / MX



## Memorandum

**To:** Board of Directors  
**From:** Madilyn Jacobsen, Transportation Planner  
**Meeting Date:** April 28, 2021  
**Subject:** Fort Ord Regional Trail and Greenway Federal Lands Access Grant Application

### **RECOMMENDED ACTION:**

#### **Federal Land Access Program Grant Application**

1. **ADOPT** Resolution 2021-03 authorizing the Executive Director to apply for funding and execute agreements with the Federal Highway Administration for Federal Lands Access Program grant funds for the Fort Ord Regional Trail and Greenway project; and
2. **AUTHORIZE** an amount not to exceed \$4,000,000 in Measure X funding as a the grant match.

### **SUMMARY:**

The Federal Highway Administration has issued a call for projects for the Federal Lands Access Program (FLAP). Staff recommends pursuing these funds for a segment of the Fort Ord Regional Trail & Greenway connecting the Cal State Monterey Bay campus with the Fort Ord National Monument.

### **FINANCIAL IMPACT:**

Staff is evaluating which project segments will be most competitive for the grant program. The segments under consideration have a cost estimate of up to \$8 million in cost. Based on a proposed grant request of up to \$4 million (based on prior FLAP grant amounts), staff recommends including a local match of up to \$4 million Measure X funds in the grant application.

### **DISCUSSION:**

The purpose of the Federal Lands Access Program is to provide funds for roadways, bridges, trails and transit systems that are located on, are adjacent to, or provide access to federal lands. The emphasis of the program is on projects that provide access to high-use recreation sites or are economic generators. In December 2020, the U.S. Department of Transportation's Central Federal Lands Highway Division issued a call for projects for \$90 million anticipated to be available in California from the program. Applications are due May 27, 2021.

Given the Fort Ord Regional Trail and Greenway's (FORTAG) links to the Monterey Bay National Marine Sanctuary and the Fort Ord National Monument, this project is an excellent candidate for this federal funding. Staff submitted an application to this grant program in 2017 for FORTAG which scored competitively and was well supported by federal partners, but was ultimately not awarded funding. Central Federal Lands staff advised that due to the urban setting of the project, the agency should consider a more robust local match.

TAMC staff is coordinating with the Federal Bureau of Land Management to request approximately \$4 million in grant funding to support project development and construction of a section of the FORTAG project near the Cal State Monterey Bay campus. This project, once built, will enhance access to the Fort Ord National Monument and is part of

a larger effort to connect communities on the former Fort Ord military base to each other. The Monument currently has an estimated 1.5 million visitors per year, and is a major contributor to the outdoor recreation and ecotourism in Monterey County. However, access from the communities along the Monterey Bay is limited because the two official entrances to the Monument are on the eastern side. This project will provide enhanced access to the monument from the western side of the monument with linkage to the university and the City of Marina. The exact segment is still under development as more precise cost estimates are under development, but it will link CSUMB and Marina residents to the monument.

Staff recommends adopting Resolution 2021-03 authorizing the Executive Director to submit the application by the May 27, 2021 deadline (**attached**). Applications will reviewed and ranked by representatives from Caltrans, the County Engineers Association of California and Federal Lands Highway Division. TAMC will be notified in the summer if the project has made the short list. If the project is short-listed, TAMC will enter into a reimbursement agreement with the Central Federal Lands Highway Division for a not-to-exceed amount of \$10,000 to complete project scoping efforts to refine the project scope, schedule and budget.

**ATTACHMENTS:**

- Resolution 2021-03: Federal Lands Access Program Grant



**RESOLUTION NO. 2021-03  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**AUTHORIZING THE EXECUTIVE DIRECTOR TO APPLY FOR FUNDING AND EXECUTE  
AGREEMENTS WITH THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) FOR FEDERAL  
LANDS ACCESS PROGRAM (FLAP) FUNDS**

**WHEREAS**, the Federal Lands Access Program (FLAP) was created by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act and continued through the 2016 Fixing America’s Surface Transportation Act to improve state and local transportation facilities that provide access to and through federal lands that are high-use recreation sites or federal economic generators; and

**WHEREAS**, the Transportation Agency for Monterey County (TAMC) is an eligible recipient of FLAP funds in Monterey County;

**WHEREAS**, the Fort Ord Regional Trail and Greenway is a bicycle and pedestrian transportation corridor designed to connect the communities of the former Fort Ord to each other and to education, employment, commercial and community centers; and

**WHEREAS**, a segment of the Fort Ord Regional Trail and Greenway in Marina near the Cal State Monterey Bay Area campus would provide access to the Fort Ord National Monument, supporting the high-use recreation site and federal economic generator; and

**WHEREAS**, the FLAP program requires a resolution authorizing the applicant to enter into an agreement with the Federal Highway Administration to administer the grant;

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Executive Director is hereby authorized to submit a grant application to the Federal Highway Administration for the Federal Lands Access Program; and
2. If TAMC is awarded the grant, the Executive Director is authorized to complete negotiations, execute necessary agreements with FHWA and any other entities as necessary to receive such funds and to execute amendments to the agreement as necessary; and
3. The Executive Director is authorized to program up to \$4,000,000 in Measure X funds as a match for this grant application and enter into agreements with partnering agencies as needed to implement the project and arrange for maintenance of the facility; and
4. If TAMC is awarded the grant under this application, TAMC certifies that the TAMC Board will ensure maintenance of the proposed segment of the Fort Ord Regional Trail and Greenway for a period of 20 years or the life of the constructed facility, whichever is greater; and
5. If TAMC is short-listed to receive a grant award under this application, the Executive Director is further authorized to execute a not-to-exceed amount of \$10,000 Reimbursable Agreement within 45 days of short-list notification for the completion of project scoping by FHWA Central Federal Lands Highway Division.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 27<sup>th</sup> day of April 2021, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

---

**ED SMITH, CHAIR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

---

**DEBRA L. HALE, EXECUTIVE DIRECTOR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**



## **Memorandum**

**To:** Board of Directors  
**From:** Madilyn Jacobsen, Transportation Planner  
**Meeting Date:** April 28, 2021  
**Subject:** Cap and Trade Funds for Transit

### **RECOMMENDED ACTION:**

**APPROVE** Resolution 2021-02 designating the Transportation Agency's allocation of \$453,830 for FY 2020/21 Low Carbon Transit Operation funds to the Monterey-Salinas Transit District for electric bus charging infrastructure, and zero emission bus purchase and fleet-wide transition to renewable diesel, and authorizing the Executive Director to execute agreements necessary to transfer funds to Monterey Salinas Transit.

### **SUMMARY:**

The California Legislature established the Low Carbon Transit Operations Program to distribute cap and trade funds to implement transit priority projects that reduce greenhouse gas emissions, with a priority on serving disadvantaged communities. Program funds are distributed to regional transportation planning agencies based on population and to transit agencies based on transit operator revenues. The Transportation Agency's allocation of Program funds is \$453,830 and Monterey-Salinas Transit's allocation is \$141,089 for a Monterey County total of \$594,919.

### **FINANCIAL IMPACT:**

This action will authorize the Executive Director to designate the Transportation Agency's allocation of \$453,830 in Program funds for FY 2020/21 to the Monterey-Salinas Transit District for electric bus charging infrastructure, and zero emission bus purchase and fleet-wide transition to renewable diesel.

### **DISCUSSION:**

The Low Carbon Transit Operations Program provides operating and capital assistance for transit projects that reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. This program is administered by Caltrans in coordination with the California Air Resources Board and the State Controller's Office. A total of \$81,854,000 million in Program funds are available statewide for Fiscal Year 2020/21. The Program receives an ongoing cap and trade revenues allocation of five percent (5%).

As a regional transportation planning agency, TAMC is a designated recipient of Program funds for Monterey County, and can act as a lead agency on eligible projects or as a "contributing sponsor" that can pass through funds to Monterey-Salinas Transit to support an eligible project. Program funds are allocated using the State Transit Assistance distribution formula, which allocates funding to transportation planning agencies based on population and to transit operators based on transit operator revenues. For agencies who service disadvantaged communities (DAC), at least 50% of the projects must benefit the disadvantaged community. The Transportation Agency's allocation of Program funds is \$453,830 and Monterey-Salinas Transit's allocation is \$141,089 for a Monterey County total of \$594,919.



Because the Transportation Agency does not currently have an eligible project, the Agency will act as a contributing sponsor to support Monterey-Salinas Transit's proposal (**attachment**). Monterey-Salinas Transit was required to submit an allocation request to Caltrans by April 9, 2021 including a Board resolution from the contributing sponsor. Due to a delay in the fund estimate announcement from the State Controller's Office, MST was permitted to submit the draft resolution from TAMC with their application.

The Transportation Agency's contribution of \$453,830 will go towards both components of Monterey-Salinas Transit's proposal:

- Electric bus charging infrastructure for the Clarence J. Wright (CJW) Bus Yard
- Zero emission bus purchase and fleet-wide transition to renewable diesel

Monterey-Salinas Transit's proposal is an eligible project that is consistent with the Low Carbon Transit Operations Program guidelines. Staff recommends allocating the Transportation Agency's share to support Monterey-Salinas Transit's projects.

**ATTACHMENTS:**

- ▢ MST Spending Proposal
- ▢ Resolution 2021-02: LCTOP Allocation FY 2020-21

# Monterey-Salinas Transit District's Spending Proposal

	Project 1	Project 2
Project Name:	E-Bus ChargePoint at CJW	Zero Emission Bus Purchase and Transition to Renewable Diesel
LCTOP Request:	\$275,000	\$319,919
Description:	Infrastructure for two chargers and inverter boxes for two electric buses previously funded by prior LCTOP funding.	Funding for a future zero emission bus purchase. Additional funding for transitioning MST fleet to renewable diesel.
Contributing Sponsor:	Transportation Agency for Monterey County	Transportation Agency for Monterey County
Benefit to a Priority Pop.:	DAC	DAC
TAMC Share	\$275,000	\$178,830
MST Share	\$0	\$141,089



**RESOLUTION NO. 2021-02  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

***ALLOCATION OF \$453,830 OF LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) FUNDS  
TO THE MONTEREY-SALINAS TRANSIT DISTRICT FOR ELECTRIC BUS CHARGING  
INFRASTRUCTURE, AND ZERO EMISSION BUS PURCHASE AND FLEET-WIDE TRANSITION TO  
RENEWABLE DIESEL, AND AUTHORIZING EXECUTION OF AGREEMENTS***

**WHEREAS**, the State of California enacted the Transit, Affordable Housing and Sustainable Communities Program (SB 862) in 2014 to reduce greenhouse gas emissions from the transportation sector; and

**WHEREAS**, SB 862 established the Low Carbon Transit Operating Program (LCTOP) to receive revenue from the sale of emission allowances in California’s Cap-and-Trade program and distribute these funds to Regional Transportation Planning Agencies (RTPAs) and transit operators eligible to receive State Transit Assistance funds pursuant to Sections 99313 and 99314 of the Public Utility Code (PUC) for transit projects which reduce greenhouse gas emissions; and

**WHEREAS**, the Transportation Agency for Monterey County (TAMC) and the Monterey-Salinas Transit District (MST) are the eligible recipients of LCTOP funds in Monterey County; and

**WHEREAS**, TAMC may elect to act as a contributing sponsor and transfer its share of funds to MST; and

**WHEREAS**, MST has determined that the purchase of two electric bus chargers for the Clarence J. Wright bus yard, and designation of funding for the purchase of a Zero Emission Bus and MST’s fleet transition to renewable diesel are the most appropriate uses for the allocation of LCTOP funds to MST; and

**WHEREAS**, MST has committed these funds in accordance with applicable statutes, regulations, and guidelines for the Low Carbon Transit Operations Program; and

**WHEREAS**, the purchase of electric bus charging infrastructure, and funding the purchase of a Zero Emission Bus and transitioning MST’s fleet to renewable diesel is expected to reduce greenhouse gas emissions and serve low-income and disadvantaged communities within MST’s county-wide service area, and is consistent with the Monterey County Regional Transportation Plan.

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Transportation Agency for Monterey County shall act as a “contributing sponsor” and transfer its \$453,830 Fiscal Year 2020/2021 allocation of Low Carbon Transit Operations Program funds to purchase ChargePoint E-Bus Charging Infrastructure, and fund a Zero Emission Bus and the transition of MST’s fleet to renewable diesel.
2. The Executive Director is authorized to sign and execute on behalf of the Transportation Agency for Monterey County any actions and agreements necessary to pass fund through to Monterey-Salinas Transit.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 28<sup>th</sup> day of April 2021, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

---

**ED SMITH, CHAIR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

---

**DEBRA L. HALE, EXECUTIVE DIRECTOR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**



## **Memorandum**

**To:** Board of Directors  
**From:** Madilyn Jacobsen, Transportation Planner  
**Meeting Date:** April 28, 2021  
**Subject:** Local Access Fund Administrator

### **RECOMMENDED ACTION:**

#### **Local Access Fund Administrator**

1. **APPROVE** the Transportation Agency submitting application to serve as the Local Access Fund Administrator for access fees to improve the accessibility of transportation for persons with disabilities in Monterey County; and
2. **ADOPT** Resolution 2021-04 authorizing the Agency to serve as the Local Access Fund Administrator for Monterey County, if approved by the California Public Utilities Commission.

### **SUMMARY:**

Under Decision 19-06-033 of the California Public Utilities Commission (CPUC), transportation network companies (such as Uber and Lyft) are required to collect an "access fee" that will be distributed to "access providers" to create more transportation accessibility for persons with disabilities, including persons who need a wheelchair-accessible vehicle. Regional Transportation Planning Agencies, such as TAMC, are eligible to serve as the Local Access Fund Administrator, responsible for distributing the funds through a competitive grant program. The Agency must submit an application and Board Resolution to the CPUC by May 1, 2021 in order to serve as the Local Access Fund Administrator for Monterey County.

### **FINANCIAL IMPACT:**

If approved to serve as an Local Access Fund Administrator, the Agency would be responsible for administering the funds for Monterey County which is estimated at \$50,000-\$100,000 for funding year 2021-2022. The cost of administering the program can be covered by 15% of the Monterey County's share of funds. Administration of the program is included in the draft Overall Work Program for Fiscal Year 2021/2022.

### **DISCUSSION:**

The California Public Utilities Commission (CPUC) created the Transportation Network Company Access for All Program to implement Senate Bill 1376 which directed the CPUC to establish a program related to accessibility for persons with disabilities, including wheelchair users who rely on wheelchair accessible vehicles. Regional Transportation Planning Agencies, Metropolitan Planning Organizations and County Transportation Commissions are the only eligible entities to serve as an Access Fund Administrator. Agency staff has coordinated with staff at the Association of Monterey Bay Area Governments and agree that the Transportation Agency is well suited to take on this role in Monterey County.

In Decision 19-06-033, the CPUC required transportation network companies, which includes ride-share services such as Uber and Lyft, to collect an "access fee" of \$0.10 for every trip taken and to remit the total fees collected to

the CPUC by county on a quarterly basis, beginning the third quarter of 2019. Monterey County's estimated available fund for funding year 2021-2022 is \$50,000-\$100,000.

The fees collected are deposited into the Access for All Fund for distribution to "access providers" that establish on-demand transportation programs or partnerships to meet the needs of persons with disabilities. "Access providers" are defined as "an organization or entity that directly provides, or contracts with a separate organization or entity to provide, on-demand transportation to meet the needs of persons with disabilities."

Upon approval to serve as the Local Access Fund Administrator, the Transportation Agency would develop a grant program in compliance with the guidelines set out by the CPUC and with consultation from Monterey-Salinas Transit's Mobility Advisory Committee. It is anticipated that the approved Local Access Fund Administrators would be notified in July 2021 and the first fund distribution would occur in September 2021.

Agency staff is in coordination with the CPUC to explore holding the County's funding until the next grant cycle in order to have a larger funding pot for administration of the program.

For more information about the Access for All Funding program, the program overview and guidelines are included as a **web attachment**.

**ATTACHMENTS:**

- Resolution 2021-04: Local Access Fund Administrator

**WEB ATTACHMENTS:**

[Program Overview and Requirements for Access Fund Administrators](#)



**RESOLUTION NO. 2021-04  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

***AUTHORIZING THE EXECUTION OF THE CERTIFICATION TO SERVE AS THE LOCAL ACCESS FUND  
ADMINISTRATOR FOR THE ACCESS FOR ALL PROGRAM FOR THE COUNTY OF MONTEREY***

**WHEREAS**, the Transportation Agency for Monterey County (TAMC) is an eligible Regional Transportation Planning Agency (RTPA) and may receive state funding from the Access For All Program to administer a funding program for local Access Providers for on-demand wheelchair accessible vehicle (WAV) transportation projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional administering agency to abide by various regulations; and

**WHEREAS**, Senate Bill 1376 (2018) designated the California Public Utilities Commission (Commission) as the administrative agency for the Access For All Program; and

**WHEREAS**, the Commission has developed the Access for All Program Overview & Requirements for Access Fund Administrators (AFAs), for the purpose of selecting Local AFAs (LAFAs), and administering and distributing Access Funds to eligible local Access Providers of on-demand wheelchair-accessible vehicle (WAV) transportation; and

**WHEREAS**, TAMC authorizes the Executive Director to execute required documents and any amendments thereto; and

**WHEREAS**, TAMC wishes to serve as the LAFA for the County of Monterey.



**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Transportation Agency for Monterey County is authorized to submit an application to the California Public Utilities Commission to request approval to serve as the Local Access Fund Administrator for Monterey County.
2. If selected as the Local Access Fund Administrator, the Agency agrees to comply with all conditions and requirements set forth in the Certification document and applicable statutes, regulations, and program requirements for the Access for All program.
3. The Executive Director is authorized to execute all required documents of the Program and any amendments thereto with the California Public Utilities Commission.
4. The Transportation Agency is authorized to serve as the Local Access Fund Administrator of the Access for All Program for Monterey County.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 28<sup>th</sup> day of April 2021, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

---

**ED SMITH, CHAIR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

---

**DEBRA L. HALE, EXECUTIVE DIRECTOR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**



## ***Memorandum***

**To:** Board of Directors  
**From:** Madilyn Jacobsen, Transportation Planner  
**Meeting Date:** April 28, 2021  
**Subject:** **Bicycle and Pedestrian Committee - Monterey-Salinas Transit Representative**

### **RECOMMENDED ACTION:**

**APPROVE** the appointment of Mr. Sloan Campi to serve as Monterey-Salinas Transit's primary representative on the TAMC Bicycle and Pedestrian Facilities Advisory Committee.

### **SUMMARY:**

The Board appoints agency representatives on an as-needed basis to serve on the Bicycle and Pedestrian Facilities Advisory Committee to advise staff on bicycle and pedestrian transportation issues and make recommendations to the TAMC Board.

### **FINANCIAL IMPACT:**

No financial impact.

### **DISCUSSION:**

The TAMC Bicycle & Pedestrian Advisory Committee is composed of volunteer residents and public agency representatives who meet monthly with TAMC staff to provide input to the TAMC Board on active transportation projects and programs. The Committee also provides input to local jurisdictions and Caltrans on bike and pedestrian infrastructure projects. The Committee has most recently led the effort to help shape the content and prioritization of projects in the Marina and Seaside Safe Routes to Schools Plan and provided input on the North Fremont Gap Project in the City of Monterey.

Mr. Sloan Campi is being nominated by Monterey-Salinas Transit's X to represent the Monterey-Salinas Transit on TAMC's Bicycle and Pedestrian Facilities Advisory Committee. Mr. Campi has expertise in urban design and bicycle urbanism, and believes in the importance of bicycle and pedestrian facilities on our streets and in connection with the transit network.

Committee vacancies remain for: City of Gonzales, City of Soledad and Monterey County's Supervisorial District 2. Staff requests that Board members in these areas recruit interested individuals and refer them to staff for more information.

### **WEB ATTACHMENTS:**

[Campi - Nomination and Application](#)



## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** April 28, 2021  
**Subject:** Monterey County Regional Conservation Investment Strategy

### **RECOMMENDED ACTION:**

#### **Monterey County Regional Conservation Investment Strategy**

1. **DETERMINE** that approval of the Monterey County Regional Conservation Investment Strategy is exempt from the California Environmental Quality Act (CEQA) pursuant to California Resources Code Section 21102, and CEQA Guidelines Section 15262 (feasibility plans);
2. **APPROVE** the Monterey County Regional Conservation Investment Strategy, the Transportation Climate Change Vulnerability Assessment, and the Transportation Impacts and Mitigation Needs Assessment.

### **SUMMARY:**

The Monterey County Regional Conservation Investment Strategy (RCIS) identifies conservation strategies with co-benefits to transportation infrastructure climate resiliency and public safety, and then proposes ways to implement those strategies as advance mitigation for the transportation improvements. The final draft of the Strategy is ready for approval and submission to the California Department of Fish and Wildlife.

### **FINANCIAL IMPACT:**

The total project budget is \$466,970. The Transportation Agency received a \$375,810 grant from the Caltrans Adaptation Planning grant program to develop the Monterey County Regional Conservation Investment Strategy. This grant is being matched with \$91,160 Measure X funds from the Habitat Management / Advance Mitigation program. The receipt of these grant funds leverages the Measure X funds over seven times.

### **DISCUSSION:**

A state law passed in 2016, AB 2087, established a conservation planning tool called a Regional Conservation Investment Strategy (RCIS) to promote the conservation of species, habitats, and other natural resources. The Monterey County Regional Conservation Investment Strategy (or Strategy) is designed to assess the vulnerability of species and habitat to climate change related stressors and pressures (temperature shift, precipitation change, drought, and wildfire, among others); and develop conservation actions to improve species and habitat resiliency from the identified stressors. Conservation actions identified in the Strategy may be then be turned into mitigation credits that can streamline project delivery and result in superior species conservation.

Some examples of potential conservation strategies that could be identified through the Regional Conservation Investment Strategy include:

- Wildlife crossings under or over State highways and highly-travelled regional corridors, such as the Scenic State Route 68 between Monterey and Salinas, that preserve and improve habitat connectivity while reducing

- animal-vehicle conflict points;
- Wetlands protection and restoration that protects from the effects of flooding and storm water impacts, such as potentially restoring Santa Cruz Long-Toed Salamander pond habitat for the State Route 156 in north Monterey County; and
- Land acquisition for species and habitat restoration and conservation (including preservation of agricultural lands) that creates a more drought-tolerant landscape and healthy species habitat as well as protects nearby infrastructure from climate-related events such as wildfires and landslides.

With the passage of Senate Bill 1 and Measure X, Monterey County's self-help transportation sales tax measure, the Transportation Agency for Monterey County has habitat mitigation needs for numerous regional transportation improvements in corridors that are highly constrained by environmental factors, with some projects lying within the coastal zone. These habitat protection needs present an opportunity to develop the Monterey County Regional Conservation Investment Strategy to identify conservation strategies with co-benefits to transportation infrastructure climate resiliency and public safety, and then implement those strategies as advance mitigation for the transportation improvements.

To assist with the development of the Monterey County Regional Conservation Investment Strategy, the Transportation Agency contracted with AECOM consultants. TAMC convened a steering committee composed of Caltrans, the California Department of Fish and Wildlife, and the Nature Conservancy. A broader stakeholder committee was also established that included local conservation organizations, such as the Elkhorn Slough Foundation and the Big Sur Land Trust, and other public agencies, such as the Santa Cruz County Regional Transportation Commission, Association of Monterey Bay Area Governments, and the United States Fish and Wildlife Service. The Agency has held regular steering committee and stakeholder meetings to solicit feedback during the development of the Strategy.

The components of the draft Strategy include: 1) establishing the Regional Setting and identifying the boundaries of the Regional Conservation Investment Strategy, which in this case is all of Monterey County; 2) developing a list of Focal Species that will be considered as part of the strategy; 3) determining the Pressures and Stressors that are impacting the focal species (such as airborne pollutants, sensitivity to flooding or temperature changes, and loss of habitat or connectivity); and 4) crafting Conservation Strategies that help to support continued persistence of species through the protection, enhancement, restoration, and creation of habitat.

After holding a virtual public meeting in July, TAMC staff and AECOM prepared the draft of the Strategy (Executive Summary is attached, full report included as a web attachment) and held a 60-day public comment period, which included notification to all of the cities and county within the Strategy boundary area and all the adjacent cities and counties. A compendium web portal was also prepared that includes the information contained in the Strategy in a searchable format, with specific pages dedicated to the focal species and habitat and the conservation strategies that can support them. The web portal can be found at:

[TAMC RCIS Portal Home :: Monterey County RCIS \(montereycountyncis.org\)](http://montereycountyncis.org)

The draft Strategy has been revised to respond to comments received, and the final Strategy is included as a web attachment for the Board to consider for approval. Once the final Strategy is submitted to the Department of Fish and Wildlife, the RCIS guidelines set a 30-day timeline for the Department to make a determination to approve the final Strategy. Once finalized, the Strategy can be used to develop Mitigation Credit Agreements to facilitate advance mitigation planning in advance of transportation project impacts, resulting in conservation actions that have greater benefit and expedited project delivery.

To assist with the development of Mitigation Credit Agreements, AECOM also prepared two additional reports to accompany the Strategy. The first is a Climate Change Vulnerability Assessment that analyzes the potential for

regional transportation infrastructure to be impacted by sea-level rise and wildfires. The purpose of this report is to highlight how implementing the conservation actions included in the draft Strategy that could reduce the likelihood of wildfires and protect against sea-level rise also have co-benefits to transportation infrastructure. The second report is a Transportation Mitigation Needs Assessment that estimates the potential habitat impacts the Agency's regional transportation projects could have and what types of mitigation may be needed. All of the Agency's projects will undergo environmental review, but this report highlights the potential habitat needs in the future and allows the Agency to begin advance conservation planning efforts and seek grant funds. Both reports are included as a web attachment.

**WEB ATTACHMENTS:**

- [Monterey County Regional Conservation Investment Strategy](#)
- [Climate Change Vulnerability Assessment](#)
- [Transportation Impact and Mitigation Needs Assessment](#)



## Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** April 28, 2021  
**Subject:** Legislative Update

### **RECOMMENDED ACTION:**

**RECEIVE** update on state and federal legislative activities and **ADOPT** positions on proposed legislation.

### **SUMMARY:**

This report presents state and federal legislative updates and proposed legislation for the Board to adopt positions of support or opposition. The Executive Committee discussed and recommended these positions at their April 7 meeting. This report includes the itinerary and talking points from the Central Coast Coalition legislative day on March 12, as reported at the March Board meeting.

### **FINANCIAL IMPACT:**

Some of the proposed legislation may have a financial impact on TAMC.

### **DISCUSSION:**

On April 7, 2021, the Executive Committee received an update on state and federal legislative activities and recommended the below positions on draft legislation.

#### State Legislative Update

**Attachment 1** is the state legislative report. On March 12, 2021, the Central Coast Coalition held the first virtual legislative day, meeting with legislators that represent the five counties in the Central Coast. Online as **web attachments 1 and 2** are the itinerary and talking points for those meetings.

The updated state bill list (**Attachment 2**) includes several new bills that align with the Agency's adopted legislative program (**Web Attachment 3**). Changes to the list since the Board adoption on March 24 are indicated via strike-out and underline.

The following bills are now recommended for a new support position:

- Assembly Bill (AB) 14 (Aguiar-Curry): Communications: broadband services: California Advanced Services Fund, which would authorize a County Board of Supervisors to construct and operate broadband internet access service.
- AB 34 (Murasutchi): Communications: Broadband for All Act of 2022, which was amended from a spot bill to place \$10 billion in general obligation bonds for broadband infrastructure on the November 2022 ballot.
- AB 41 (Wood): Broadband Infrastructure, which was amended to specify the priority areas for broadband conduits in Caltrans projects to include Castroville, Chualar, Gonzales, Greenfield, King City and Soledad.
- AB 1260 (Chen): California Environmental Quality Act (CEQA) exemptions: transportation-related projects,

which would exempt from state environmental review the infrastructure to charge or refuel zero-emission trains.

- Senate Bill (SB) 4 (Gonzalez): Communications: California Advanced Services Fund, which would require the state to facilitate streamlining of local land use approvals for projects related to broadband infrastructure.
- SB 735 (Rubio): Vehicles: speed safety cameras, which would authorize the use of traffic speed safety cameras to enforce speed limits in school zones.

An additional change supported by the Executive Committee is the change from an "oppose" to a "watch" position on SB 542 (Limon), which was amended on March 25 to pertain to heavy/light duty truck license fees instead of vehicle registration fees. As amended, the bill no longer impacts transportation funding programs, removing TAMC's opposition.

#### Federal Legislative Update

Pursuant to the TAMC Board action on March 24, staff submitted the US 101 South of Salinas and the State Route 68 Salinas-Monterey projects for consideration for Community Project Funding.

On March 31, the President announced "The American Jobs Plan" (a.k.a. the infrastructure investment plan) with a total price tag of \$2.3 Trillion over 15 years, to be funded via the "The Made In America Tax Plan", a permanent tax increases on corporations (see **web attachments 4, 5, 6 and 7**). This investment plan is over and above the surface transportation authorization bill - the current bill is the Fixing America's Surface Transportation ("FAST") Act, which expires on September 30, 2021. The administration is expected to support a reauthorization bill separately from this jobs plan.

Of the \$2.3 trillion total, the jobs plan includes \$932 billion (41%) for infrastructure, of which \$571 billion is for transportation:

- \$135 billion (24%) for electric vehicles and charging infrastructure
- \$115 billion (20%) to modernize, reconstruct, and repair highways and bridges
- \$110 billion (19%) for mass transit, including \$25 billion for electric buses
- \$80 billion (14%) for intercity rail
- \$44 billion (8%) for "megaprojects", described as transformative investments that are too large or complex for existing funding programs
- \$25 billion (4%) for airports
- \$25 billion (4%) for equity projects such as reconnecting neighborhoods divided by freeways
- \$20 billion (4%) for road safety projects such as vision zero/ "safe streets for all program"
- \$17 billion (3%) Ports

The plan also includes \$100 billion for broadband, a subject of interest to the Agency as broadband investments support telecommuting; and \$50 billion for resiliency projects, including transportation, grid, water resiliency. Staff will monitor Congress regarding legislation which includes any of the features of the President's infrastructure proposals.

On Tuesday, April 13, 2021, the US Department of Transportation (US DOT) Secretary Pete Buttigieg announced the availability of \$1 billion through the "Rebuilding American Infrastructure with Sustainability and Equity" (RAISE) grants, formerly known as BUILD and TIGER (see **web attachment 8**). The deadline for applications is July 12, 2021.

#### **ATTACHMENTS:**

- State legislative report
- State bill list

#### **WEB ATTACHMENTS:**

1. [March 12 Central Coast Coalition Legislative Day Itinerary](#)



2. [March 12 Central Coast Coalition Legislative Day Talking Points](#)
3. [TAMC 2021 Legislative Program](#)
4. [March 31, 2021 White House fact sheet, "The American Jobs Plan"](#)
5. [April 1, 2021 item on NPR.org, "By the numbers: Biden's \\$2 trillion infrastructure plan"](#)
6. [April 2, 2021 article in the New York Times, "America has long favored cars over trains and buses. Can Biden change that?"](#)
7. [April 12, 2021 White House fact sheet, "American Jobs Plan: the Need for Action in California"](#)
8. [April 13, 2021 US DOT News Release, "US Secretary of Transportation Pete Buttigieg Announces Availability of \\$1 Billion to Modernize and Create New American Infrastructure"](#)



March 24, 2021

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, President, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – APRIL**

---

---

### **State Budget**

Governor Newsom's proposed FY 2021-22 State Budget stated that there would be an estimated \$1.5 billion reduction of gas tax receipts through FY 2024-25 attributable to the drop in fuel consumption from the COVID-19 shelter in place order (N-29-20). This drop in gas tax income will have an impact funding for local streets and roads, the State Highway Operations and Protection Program (SHOPP), which focuses on maintaining our state highway system, and the State Transportation Improvement Program (STIP), which provides funding to local transportation agencies for multi-modal transportation improvements. For FY 2020-21 through FY 2023-24, \$17.4 billion is programmed for the SHOPP and \$2.4 billion for the STIP. The STIP has a projected \$100 million shortfall for the 2022 cycle, which will be somewhat ameliorated by federal stimulus funds. Updated numbers will be provided during the release of the May Revise, which should be published by May 7.

### **Governor's Climate Action Plan for Transportation Infrastructure**

The California State Transportation Agency, in collaboration with Caltrans, the Governor's Office of Planning and Research (OPR) the California Air Resources Board (CARB), and the Strategic Growth Council, is in the process of finalizing guidance to implement Governor Newsom's Executive Order, N-19-19. That Executive Order aims to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, discouraging the use of single-occupant, gas-powered vehicles, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian

programs, and electric vehicle infrastructure. The implementation plan being developed is named the Climate Action Plan for Transportation Infrastructure (CAPTI).

The draft CAPTI encourages investments in improvements for disadvantaged communities, safety improvements that reduce fatalities on roadways and transit systems, projects that respond to climate risk for transportation infrastructure projects, projects that reduce vehicle miles traveled, and investments into passenger rail prioritized over highways, particularly capacity projects. The CAPTI is intended to apply to the following funding programs: the Highway Safety Improvement Program, STIP, Local Partnership Program, Solutions for Congested Corridors Program, State Highway Operations and Protection Program, Trade Corridor Enhancement Program, and Transit Capital and Intercity Rail Program.

While the adopted TAMC 2021 State Legislative Platform is supportive of many of these objectives, it may be problematic for many small urban/rural areas to refrain from making highway capacity project improvements, particularly where reductions in vehicle miles traveled may not be possible due to the lack of rail infrastructure or density to support those systems, or the inability of certain populations, such as farmworkers or construction labor, to pragmatically utilize the service. TAMC needs to plan, fund, and deliver projects that may increase passenger vehicle travel in order to address safety, congestion, and freight movement, particularly along lifeline routes, where there is no alternative solution for passenger rail service or transit service.

The draft CAPTI policy could require TAMC to reassess its ability to leverage voter-approved investments as articulated in the expenditure plans for Measure X, since CAPTI implies there will be less state investment made on the state highway system. While the state cannot make adjustments to locally approved sales tax expenditure plans, as the owner/operator of the state highway system, it reserves the right to place local funds on a state-owned asset and authorize the availability of state resources. CAPTI also calls into question whether the legislature has the ability to shift constitutionally protected funds from their intended purpose given that voters in 2018 recently rejected Proposition 6, the repeal of SB 1, and supported Proposition 69, protecting SB 1 revenues for their intended purpose.

Through the proposed FY 2021-22 State Budget, Governor Newsom is proposing to invest \$1 billion into zero-emission infrastructure and \$496 million into zero-emission vehicle rebates as part of the issuance of Executive Order, N-76-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035, thereby promoting zero-emission vehicles for future mobility needs. The Governor's Office reached out to extend its appreciation for TAMC being among the first local transportation agencies statewide to endorse advancements into ZEV infrastructure. TAMC continues to work with the Central Coast Coalition, Caltrans, and the Monterey Bay Electric Vehicle Alliance to install charging stations in the region. Through the Coast Rail Coordinating Council, TAMC strives to make coast rail service a reality by bridging the 153-mile gap between Gilroy and San Luis Obispo.

CalSTA held a CAPTI workshop on March 18 and will hold another in late April with the hope of adopting the CAPTI in June. The CTC may hold workshops to facilitate public participation. CAPTI implementation will occur through a combination of amending budget trailer bill language and revising guidelines for various programs.

**CTC Commissioner Update**

On Friday, March 19, Governor Newsom reappointed Joe Tavaglione and appointed Darnell Grisby to fill the vacancy left by former Los Angeles County Supervisor Yvonne Burke. Grisby recently served as Executive Director at TransForm since 2020. He was Director of Policy Development and Research at the American Public Transportation Association from 2011 to 2020.

**TAMC Bill Matrix – April 2021**

Measure	Status	Bill Summary	Recommended Position
<b>AB 11 (Ward)</b>  <b>Climate Change: regional climate change authorities</b>	1/25/21  Assembly Natural Resources	This bill would require the Strategic Growth Council to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.	<b>Watch</b>  <b>Priority 2S</b>
<b>AB 14 (Aguiar-Curry)</b>  <b>Communications: broadband services: California Advanced Services Fund</b>	<u>4/6/20</u>  <u>Assembly Communications &amp; Conveyance and Local Government Set for 4/14</u>	<u>This bill would authorize the board of supervisors of a county to acquire, construct, improve, maintain, or operate broadband internet access service, and any other communications service necessary to obtain federal or state support for the acquisition, construction, improvement, maintenance, or operation of broadband internet access service.</u>	<b>SUPPORT</b>  <b>Priority 6S</b>
<b>AB 34 (Murasutchi)</b>  <b>Communications: Broadband for All Act of 2022</b>	3/17/20  Assembly Communications & Conveyance	<del>This is a spot bill for the Broadband for All Act of 2022, to place a ballot measure on the November 8, 2022 statewide general election, to authorize the issuance of state general obligation bonds to fund increased access to broadband services to rural, urban, suburban, and tribal unserved and underserved communities. This bill would enact the Broadband for All Act of 2022, which, if approved by the voters on November 8, 2022, would authorize the issuance of \$10 billion in general obligation bonds for purposes of providing financial assistance to deploy broadband infrastructure and broadband services.</del>	<del><b>Watch</b></del> <b>SUPPORT</b>  <b>Priority 6S</b>
<b>AB 41 (Wood)</b>  <b>Broadband Infrastructure</b>	3/17/20  Assembly Communications & Conveyance	<del>This bill would improve California’s “Dig Once” policy and expedite the deployment of broadband infrastructure in communities that are currently unserved and underserved. This bill would require Caltrans, as part of those projects that are located in priority areas or areas that connect existing broadband infrastructure to priority areas, to install broadband conduits capable of supporting fiber optic communication cables. Per the Public Utilities Commission’s Resolution T-17443, priority areas would include Castroville, Chualar, Gonzales, Greenfield, King City and Soledad.</del>	<del><b>Watch</b></del> <b>SUPPORT</b>  <b>Priority 6S</b>

**TAMC Bill Matrix – April 2021**

Measure	Status	Bill Summary	Recommended Position
<b>AB 43 (Friedman)</b>  <b>Traffic Safety</b>	3/23/21  Assembly Transportation	This bill would require Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual to balance integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. The bill would require the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian- and bicyclist-related crashes. The bill would allow for the recalibration of speed limits of order to eliminate fatalities for motorists, bicyclists, and pedestrians. <u>This bill has been amended to allow Caltrans and local jurisdictions to change speed limits on highways approaching schools or business districts.</u>	<b>SUPPORT</b>  <b>Priority 9S</b>
<b>AB 51 (Quirk)</b>  <b>Climate change: regional climate adaptation planning groups and plans</b>	1/11/21  Assembly Natural Resources	Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change. This bill would require the Strategic Growth Council to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council to develop criteria for regional climate adaptation plans.	<b>Watch</b>  <b>Priority 2S</b>
<b>AB 67 (Petrie-Norris)</b>  <b>Sea-level Rise: Working Group: economic analysis</b>	4/6/2021  Assembly Natural Resources	This bill would require a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require the Ocean Protection Council to establish a multiagency working group on sea level rise to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council to develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise. The bill would require a state agency to conduct a sea level rise analysis for any state-funded infrastructure project located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, and restrict funding as needed, pursuant to that methodology.	<b>Watch</b>  <b>Priority 2S</b>

**TAMC Bill Matrix – April 2021**

Measure	Status	Bill Summary	Recommended Position
<b>AB 72 (Petrie-Norris)</b>  <b>Natural Resources Agency: coastal adaptation projects: sea level rise: regulatory review and permitting: report</b>	1/11/2021  Assembly Natural Resources	This bill would enact the Coastal Adaptation Permitting Act of 2021. The bill would require the Natural Resources Agency to explore and authorize the implementation of options within the agency’s jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects. The bill would require the agency to submit a report to the Legislature with recommendations for improving and expediting the regulatory review and permitting process for coastal adaptation projects.	<b>Watch</b>  <b>Priority 2S</b>
<b>AB 117 (Beorner Horvath)</b>  <b>Electric Bicycles</b>	4/6/21  Assembly Appropriations	The bill would require the State Air Resources Board to establish and implement and administer the Electric Bicycle Rebate Pilot Project to provide rebates for purchases of electric bicycles. The bill would require the state board to submit to the Legislature a midcycle evaluation of the pilot project and an end-of-program evaluation of the pilot project. The bill would appropriate from the Greenhouse Gas Reduction Fund \$10,000,000 to the state board for purposes of the pilot project.	<b>SUPPORT</b>  <b>Priority 14S</b>
<b>AB 339 (Lee)</b>  <b>State and local government: open meetings</b>	1/28/21  Introduced	This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option. The bill would require translation services be provided for the 10 most-spoken languages, other than English, in California, and would require those persons commenting in a language other than English to have double the amount of time as those giving a comment in English, if time restrictions on public comment are utilized. The bill would require the legislative bodies of the local agency to employ a sufficient amount of qualified bilingual persons to provide translation during the meeting in the language of a non-English-speaking person, in jurisdictions which govern a substantial number of non-English-speaking people. This bill would require legislative bodies of local agencies, and state bodies to translate agendas and instructions for accessing the meeting into all languages for which 5% of the population in the area governed by the local agency, or state body’s jurisdiction, are speakers.	<b>Watch</b>  <b>Priority 15S</b>



**TAMC Bill Matrix – April 2021**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 361 (Rivas, Robert)</b> <b>Open meetings: local agencies: teleconferences</b>	2/12/2021 Assembly Local Government	This bill provides exemptions from the Ralph M. Brown Act’s meeting requirements to allow local jurisdictions to meet virtually during emergencies, provided the legislative body makes certain determinations by majority vote, publishes proper notice, and provides opportunity for public comment.	<b>SUPPORT</b> <b>Priority 15S</b>
<b>AB 476 (Mullin)</b> <b>Department of Transportation: state highways: transit bus pilot program</b>	<u>3/17/2021</u> <u>Assembly Transportation</u>	<u>This bill would authorize the Caltrans to establish a pilot program, of up to 8 projects statewide, to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. This bill is expected to be a two-year bill.</u>	<b>Watch</b> <b>Priority 14S</b>
<b>AB 703 (Rubio, Blanca)</b> <b>Open meetings: local agencies: teleconferences</b>	2/25/2021 Assembly Local Government	This bill is similar to AB 361, except that it would allow local jurisdictions to continue using teleconference capabilities, provided that access is granted to the public, without an emergency being called.	<b>SUPPORT</b> <b>Priority 15S</b>
<b>AB 713 (Garcia, Cristina)</b> <b>Health analysis: transportation policies</b>	<u>3/23/2021</u> <u>Assembly Transportation</u>	<u>This bill would require the State Transportation Agency to develop an action plan to better integrate health analysis into the design and implementation of the state’s transportation policies, programs, and funding allocations with the goal of maximizing health and health equity benefits.</u>	<b>Watch</b> <b>Priority 1S</b>
<b>AB 745 (Gipson)</b> <b>Air pollution: Clean cars 4 all program</b>	2/25/2021 Assembly Transportation	This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for zero-emission vehicles to persons of low or moderate income living in disadvantaged communities to replace vehicles that have failed a smog check inspection.	<b>SUPPORT</b> <b>Priority 4S</b>
<b>AB 786 (Cervantes)</b> <b>CTC: Executive Director</b>	2/25/21 Assembly Transportation	This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the CTC Executive Director. This bill is unnecessary. The Governor already appoints 9 out of the 11 Commissioners, who hire the Executive Director.	<b>OPPOSE</b> <b>Priority 1S</b>

**TAMC Bill Matrix – April 2021**

Measure	Status	Bill Summary	Recommended Position
<b>AB 955 (Quirk)</b>  <u>Highways: encroachment permits: broadband facilities</u>	<u>3/23/2021</u>  Assembly Transportation	<u>This bill would establish additional procedures for Caltrans’ review of an application for an encroachment permit for a broadband facility. Caltrans would have 30-days to process a permit.</u>	<b>Watch</b>  <b>Priority 6S</b>
<b>AB 1049 (Davies)</b>  <b>Public Transportation Account: loan repayment</b>	3/4/21  Assembly Transportation	The Budget Acts of 2013 and 2014 authorized the transfer of up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require the \$54,000,000 in approved loans to be repaid to the Public Transportation Account and be available to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.	<b>Watch</b>  <b>Priority 1S</b>
<b>AB 1069 (Lackey)</b>  <b>Zero-emission passenger vehicles: underrepresented communities</b>	3/4/21  Assembly Transportation	This bill would establish a goal of having 60% of all zero-emission vehicles be purchased by underrepresented communities, defined as individuals who self-identify as Black, African American, Hispanic, Latino, Asian, Pacific Islander, Native American, Native Hawaiian, or Alaska Native, and/or who self-identify as gay, lesbian, bisexual, or transgender.	<b>Watch</b>  <b>Priority 4S</b>
<b>AB 1147 (Friedman)</b>  <del>Regional Transportation Plans: electric bicycles</del> <b>Active Transportation Program</b>	4/7/21  Assembly Appropriations	<del>This bill would authorize transportation planning agencies to include trips made by electric bicycles in regional transportation plans.</del> This bill was amended to require each Metropolitan Planning Organization (MPO) submit a 2035 target action plan to identify barriers in meeting regional greenhouse gas emissions reduction targets and establishes the Sustainable Communities Strategy Block Grant Program. The Block Grant Program, upon appropriation by the Legislature, to each MPO with an approved 2035 target action plan to support efforts to meet each region’s targets.	<b>Watch</b>  <b>Priority 14S</b>
<b>AB 1260 (Chen)</b>  <b>CEQA: exemptions: transportation-related projects</b>	<u>3/4/2021</u>  Assembly Natural Resources	<u>This bill would provide a California Environmental Quality Act (CEQA) exemption for projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains.</u>	<b>SUPPORT</b>  <b>Priority 4S</b>

**TAMC Bill Matrix – April 2021**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 1499 (Daly)</b>  <b>Transportation: design-build: highways</b>	4/7/21  Assembly Appropriations	This bill would remove the sunset date of January 1, 2024, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system.	<b>Watch</b>  <b>Priority 11S</b>
<b>SB 4 (Gonzalez)</b>  <b>Communications: California Advanced Services Fund</b>	<u>Amended</u> <u>3/25/21</u>  <u>Senate Energy, Utilities &amp; Commerce</u> <u>Set for 4/12</u>	<u>This bill would require the Governor’s Office of Business and Economic Development (“GO-Biz”) to coordinate with state and local agencies and national organizations to explore ways to facilitate streamlining of local land use approvals and construction permit processes for projects related to broadband infrastructure deployment and connectivity.</u>	<b>SUPPORT</b>  <b>Priority 6S</b>
<b>SB 10 (Wiener)</b>  <b>Planning and zoning: housing development: density</b>	3/22/21  Senate Governance & Finance	This bill authorizes a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site.	<b>Watch</b>  <b>Priority 3S</b>
<b>SB 28 (Caballero)</b>  <b>Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021</b>	3/23/21  Senate Energy, Utilities & Commerce Set for 4/12	This bill, the Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021 (Reform Act), would require the Department of Technology to compile an inventory of state-owned resources available for use in the deployment of broadband networks in rural, unserved, and underserved communities.	<b>SUPPORT</b>  <b>Priority 6S</b>
<b>SB 261 (Allen)</b>  <b>Regional transportation plans: sustainable communities strategies</b>	4/7/21  Senate Appropriations	This bill would require that the sustainable communities strategy be developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the Air Resources Board.	<b>Watch</b>  <b>Priority 1S</b>

**TAMC Bill Matrix – April 2021**

Measure	Status	Bill Summary	Recommended Position
<b>SB 339 (Wiener)</b>  <b>Road Usage Charge Pilot Program</b>	4/5/21  Senate Transportation Set for 4/13	This bill extends by four years the Road Usage Charge (RUC) Technical Advisory Committee (TAC). The purpose of the TAC is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program.	<b>Watch</b>  <b>Priority 5S</b>
<b>SB 475 (Cortese)</b>  <u>Transportation planning: sustainable communities strategies</u>	<u>3/18/2021</u>  Senate Environmental Quality	<u>This bill would require the California State Air Resources Board to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years.</u>	<b>Watch</b>  <b>Priority 1S</b>
<b>SB 542 (Limón)</b>  <del>Zero-emission vehicles: fees</del> <u>Vehicle license fees for zero-emission vehicles: sales and use taxes on medium- or heavy-duty zero-emission trucks.</u>	Amended 3/25/21  Senate Transportation Set for 4/13	<del>This bill would repeal the road improvement fee of \$100 to be paid to the Department of Motor Vehicles (DMV) for registration or renewal of registration of every zero-emission motor vehicle (ZEV) with a model year of 2020 or later. Repealing this fund source would jeopardize funding for Senate Bill 1 (SB 1) programs. Funding shortages would widen annually if new ZEVS do not pay the registration fee. Amended 3/25 to pertain to heavy/light duty truck license fees. As amended, the bill no longer impacts transportation funding programs, removing TAMC’s opposition.</del>	<del><b>OPPOSE</b></del> <b>Watch</b>  <b>Priority 1S</b>
<b>SB 551 (Stern)</b>  <b>California Electric Vehicle Authority</b>	4/7/21  Senate Appropriations	This bill would establish the California Electric Vehicle Authority to coordinate and streamline activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment and ensure related equity, workforce development, and economic development priorities are addressed.	<b>SUPPORT</b>  <b>Priority 4S</b>

**TAMC Bill Matrix – April 2021**

Measure	Status	Bill Summary	Recommended Position
<b>SB 643 (Archuleta)</b>  <b>Fuel Cell Electric Fueling Infrastructure</b>	3/22/21  Senate Environmental Quality Set for 4/12	This bill would require the California Air Resources Board to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles.	<b>Watch</b>  <b>Priority 4S</b>
<b>SB 671 (Gonzalez)</b>  <b>Clean Freight Corridor Efficiency Program</b>	3/10/21  Senate Transportation Set for 4/13	This bill would establish the Clean Freight Corridor Efficiency Program to establish criteria for identifying 5 of the state’s most used freight corridors and define minimum requirements for clean truck corridors, surrounding local streets and roads, and associated facilities, and improving those corridors.	<b>Watch</b>  <b>Priority 2S</b>
<b>SB 674 (Durazo)</b>  <u><b>Public Contracts: workforce development: transportation-related contracts</b></u>	<u>Introduced 2/19/21</u>  <u>Senate Transportation</u>	<u>This bill would require the Labor and Workforce Development Agency to develop the California Jobs Plan Program to meet specified objectives, including creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the public contract, and proposed wages, benefits, and investment in training. Other objectives of the program include the hiring of displaced workers and individuals facing barriers to employment; developing the state’s long-term green transportation and related infrastructure and manufacturing sector; and supporting the adoption of protections for worker health and safety. TAMC is evaluating the if the additional requirements for workforce participation would have an impact on the Agency’s ability to procure state funding.</u>	<u><b>Watch</b></u>  <u><b>Priority 1S</b></u>
<b>SB 726 (Gonzalez)</b>  <u><b>Alternative fuel and vehicle technologies: transportation sustainability strategy</b></u>	<u>3/23/2021</u>  <u>Senate Environmental Quality</u> <u>Set for 4/12</u>	<u>This bill would require the California State Resources Board and the State Energy Resources Conservation and Development Commission to develop a comprehensive transportation sustainability strategy. The bill would require the Board, as part of the 2022 update of the scoping plan, to set a greenhouse gas emissions reduction target for the transportation sector.</u>	<u><b>Watch</b></u>  <u><b>Priority 1S</b></u>

**TAMC Bill Matrix – April 2021**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b><u>SB 735 (Rubio)</u></b>  <b><u>Vehicles: speed safety cameras</u></b>	<u>3/18/2021</u>  <u>Senate Transportation</u> <u>Set for 4/13</u>	<u>The bill would authorize a local authority to use a traffic speed safety camera system to enforce speed limits in a school zone.</u>	<b><u>SUPPORT</u></b>  <b><u>Priority 9S</u></b>
<b>SB 771 (Becker)</b>  <b>Sales and Use Tax Law: zero emissions vehicle exemption</b>	3/3/21  Senate Governance & Finance	This bill would provide a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. The bill specifies that there would be no local reimbursement to cities and counties for the lost revenue attributable to the exemption. This bill would impact Measure X revenues if the state did not reimburse local entities for lost revenues. The requested amendment would be to restore the local reimbursement for lost revenues.	<b>OPPOSE unless amended</b>  <b>Priority 1S</b>
<b>SB 792 (Glazer)</b>  <b>Sales and use tax: retailers: reporting</b>	4/7/21  Senate Appropriations Set for 4/19	This bill would require a retailer whose annual sales of tangible personal property transacted online exceeded \$1,000,000 for the previous calendar year to track and report to the department the city or ZIP code where the purchaser resides for each sale within the state that is transacted online. Tracking the location of online purchases may help Measure X revenues.	<b>SUPPORT</b>  <b>Priority 1S</b>



## Memorandum

**To:** Board of Directors  
**From:** Theresa Wright, Community Outreach Coordinator  
**Meeting Date:** April 28, 2021  
**Subject:** **Measure X Citizens Oversight Committee Appointment**

### **RECOMMENDED ACTION:**

**APPROVE** the appointment of Robin Lee to serve as the alternate pedestrian advocate, representing Communities for Sustainable Monterey County, and Gabriella Ulloa to serve as the alternate youth representative on the Measure X Transportation Safety & Investment Plan Citizens Oversight Committee.

### **SUMMARY:**

The Transportation Safety & Investment Plan Policies calls for the formation of a Citizens Oversight Committee representing a diverse range of community interests. Representatives of these interests must be nominated by their organizations and appointed to serve on the Citizens Oversight Committee by the Transportation Agency's Board of Directors.

### **FINANCIAL IMPACT:**

The Transportation Safety & Investment Plan, approved by voters on November 8, 2016, is anticipated to generate an estimated \$600 million over thirty years through a retail transactions and use tax of a three-eighths' of one-percent (3/8%). This funding will make a significant dent in the billions of dollars in unmet road repair needs and regional road safety and mobility project needs and, in some cases, will help get transportation projects off the ground sooner than planned.

### **DISCUSSION:**

In accordance with the Policies & Project Descriptions for the Transportation Safety & Investment Plan, a Citizens Oversight Committee representing a diverse range of community interests was formed within 6 months of voter approval of Measure X.

Members and their alternates were nominated by the bona fide organization they are representing. Additional members were appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the committee.

Members of the Citizens Oversight Committee were appointed by the Transportation Agency Board of Directors on March 22, 2017. Initial terms were staggered, with half of the committee members serving a 2-year term, and the other half serving a 3-year term, as specified by the Transportation Agency.

Communities for Sustainable Monterey County has nominated Robin Lee to serve as the alternate pedestrian advocate on the oversight committee. Robin is a founding member of Sustainable Salinas, and a founding member of Santa Rita and Bolsa Knolls Watershed Group, and a member of the Parks, Recreation, and Libraries Master Plan steering committee for the City of Salinas.



Gabriella Ulloa, is a senior at Cal State University, Monterey Bay and the Sustainability Student Assistant at the university's Office of Inclusive Excellence & Sustainability. Gabriella's aspirations are to promote sustainability through awareness and education about ecological and environmental injustices in order to move towards a more equitable and sustainable future for all.

This report seeks the appointment of Robin Lee to serve as the alternate pedestrian advocate representing Communities for Sustainable Monterey County, and Gabriella Ulloa to serve as the alternate youth representative in accordance with their nominations on the Measure X Transportation Safety & Investment Plan Citizens Oversight Committee.



## ***Memorandum***

**To:** Board of Directors  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** April 28, 2021  
**Subject:** County of Monterey Regional Surface Transportation Program Fair Share Allocation

### **RECOMMENDED ACTION:**

#### **Regional Surface Transportation Program Fair Share Allocation:**

1. **APPROVE** the request by the County of Monterey to program Regional Surface Transportation Program fair share funds to the Moss Landing Trail Project in the amount of \$980,733.32;
2. **APPROVE** amending Exhibit A of the local funding agreement to include these projects and funding.

### **SUMMARY:**

The Agency has distributed Regional Surface Transportation Program fair share funding by population to the local jurisdictions for a wide range of eligible transportation projects. Funding is available at the discretion of the local jurisdiction for their chosen projects, upon approval by the Transportation Agency Board.

### **FINANCIAL IMPACT:**

The Regional Surface Transportation Program was established by the State of California to utilize gas tax revenues on a wide variety of local transportation projects. The Transportation Agency receives these funds, which total approximately \$3.5 million to \$4.0 million per year, and distributes them to the Cities and County in two methods: fair share and competitive share. The Transportation Agency distributes \$1.2 million per year as the fair share component to the cities and County based on population. The County of Monterey has a sufficient balance in its fair share reserve to program a total of \$980,733.32 to this project.

### **DISCUSSION:**

The Transportation Agency is tasked with reviewing projects proposed for Regional Surface Transportation Program fair share monies and approving the funding if the project is deemed eligible under state law. Examples of the types of transportation projects that are eligible for funding include: local street and roadway rehabilitation, bicycle facilities, pedestrian facilities, public transit capital and signal coordination and other safety and operational improvements.

The County of Monterey is requesting that the Transportation Agency program the remaining balance of fair share Regional Surface Transportation Program funds to the Monterey Bay Sanctuary Scenic Trail project. The trail project proposes to construct a pedestrian/bicycle path parallel to State Route 1, from Moss Landing Road to the north harbor, near the community of Moss Landing. The project also involves constructing a bridge 386 feet in length to span Elkhorn Slough.

The County has a remaining balance of \$980,733.32 of fair share funding available to program to this project, and staff has confirmed this amount with the County. Staff confirms that this project is eligible for this funding and

recommends that the Board approve this request.

**ATTACHMENTS:**

- ▣ County - Exhibit A
- ▣ County - Programming Request Letter

**Transportation Agency for Monterey County**  
**Master State and Federal Funding Agreement**  
**Exhibit A**

**County of Monterey**

Agency	Board Approval Date	Fund Expiration Date	Type	Active Projects	Budget	Paid	Balance Outstanding
County	3/25/2020	3/25/2023	RSTP Fair Share	Moss Landing Trail	\$ 980,733.32	\$ -	\$ 980,733.32
County	1/27/2021	1/27/2024	RSTP Fair Share	Davis Road Bridge Replacement and Road Widening Project	\$ 560,000.00	\$ -	\$ 560,000.00
					<b>\$ 1,540,733.32</b>	<b>\$ -</b>	<b>\$ 1,540,733.32</b>

Agency	Board Approval Date	Fund Expiration Date	Type	Completed Projects	Budget	Paid	Balance Outstanding
County	8/27/2014	Completed	RSTP Competitive	SR68/Corral de Tierra Intersection Improvement Project	\$ 49,417.00	\$ 49,417.00	\$ -
County	8/27/2014	Completed	RDIF	SR68/Corral de Tierra Intersection Improvement Project	\$ 312,205.00	\$ 312,205.00	\$ -
County	8/27/2014	Completed	TDA 2%	Moss Landing segment of the Monterey Bay Sanctuary Scenic Trail	\$ 57,051.00	\$ 57,051.00	\$ -
County	9/24/2014	Completed	TDA 2%	Monterey Bay Sanctuary Scenic Trail	\$ 219,930.00	\$ 219,930.00	\$ -
County	9/24/2014	Completed	TDA 2%	Castroville Railroad Crossing Bicycle Project	\$ 887,732.43	\$ 887,732.43	\$ -
County	6/24/2015	Completed	TAMC Undesignated Reserve	Highway 156 Vehicle Speed Signs	\$ 31,639.86	\$ 31,639.86	\$ -
County	6/24/2015	Completed	RSTP Reserve	Rio Road Repaving and Class II Bike Lanes	\$ 55,000.00	\$ 55,000.00	\$ -
County	3/23/2016	Completed	RSTP Fair Share	Holman Highway 68 Roundabout	\$ 68,000.00	\$ 68,000.00	\$ -
County	3/22/2017	Completed	RSTP Fair Share	State Route 1 Climbing Lane	\$ 2,086,552.85	\$ 2,086,552.85	\$ -
County	8/23/2017	Completed	RSTP Competitive	State Route 1 Climbing Lane	\$ 928,261.00	\$ 928,261.00	\$ -
County	1/22/2014	Completed	TLC	Rico Street Sidewalk Improvements Project	\$ 100,000.00	\$ 100,000.00	\$ -
County	8/27/2014	Completed	RSTP Fair Share	Unincorporated Monterey County Roadway Striping Project	\$ 738,841.62	\$ 738,841.62	\$ -
					<b>\$ 5,534,630.76</b>	<b>\$ 5,534,630.76</b>	<b>\$ -</b>

Last Revised: 4/28/2021

Approved by: \_\_\_\_\_  
 Debra L. Hale, Executive Director

# MONTEREY COUNTY

## PUBLIC WORKS, FACILITIES & PARKS



---

Randell Ishii, MS, PE, TE, PTOE, Director

1441 Schilling Place, South 2nd Floor  
Salinas, California 93901-4527

(831) 755-4800  
[www.co.monterey.ca.us](http://www.co.monterey.ca.us)

March 18, 2021

Michael Zeller  
Transportation Agency for Monterey County  
55 Plaza Circle, Suite B  
Salinas, CA 93901

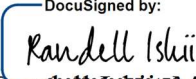
**Subject: Request for Regional Surface Transportation Program (RSTP)  
Fair Share Allocation**

Dear Mr. Zeller,

In December 2020, Monterey County Department of Public Works, Facilities, and Parks requested to allocate \$500,000 of its 2020 RSTP Fair Share to the Davis Road Bridge Replacement and Road Widening project. This request is to allocate the remaining 2020 RSTP Fair Share (\$980,733.32) to the Monterey Bay Sanctuary Scenic Trail (MBSST) project. The MBSST project proposes to construct a pedestrian/bicycle path parallel to State Route 1, from Moss Landing Road to the north harbor, near the community of Moss Landing. The project also involves constructing a bridge 386 feet in length to span Elkhorn Slough.

Should you have any questions, please contact me at (831) 755-8963, ([pascuajl@co.monterey.ca.us](mailto:pascuajl@co.monterey.ca.us)).

Sincerely,

DocuSigned by:  
  
Randell Ishii, MS, PE, TE, PTOE  
Director of Public Works, Facilities, & Parks



## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** April 28, 2021  
**Subject:** Measure X Quarterly Forecast

### **RECOMMENDED ACTION:**

**RECEIVE** update on the quarterly Measure X revenue forecasts.

### **SUMMARY:**

Measure X's receipts from October through December 2020 were 4.1% below the fourth sales period in 2019, however revenues for fiscal year 2020/21 are expected to come in higher than prior forecasts. Included with the staff report are revenue estimates by jurisdiction through fiscal year 2022/23.

### **FINANCIAL IMPACT:**

Prior to Monterey County voters adopting Measure X in November 2016, revenues were conservatively estimated to be \$20 million per year. Actual revenues have been significantly higher, with 2018/19 receipts (the second full year of Measure X receipts) totaling \$30.5 million. Measure X revenues dropped to \$28.198 million in 2019/20, and are expected to rise to \$29.320 million in 20/21, then increase again to \$30.652 million in 21/22.

### **DISCUSSION:**

Based on forecasting from the Transportation Agency's sales tax consultant, HdL Companies, Measure X receipts for the fourth quarter of 2020 (from October through December) were 4.1% below the fourth sales period in 2019. After accounting for the missing payments and other reporting issues, actual sales were down 2.7%. The State's response to the pandemic and the limitations it placed on travel and commuting had an immediate and negative effect on gas stations and restaurants. However, auto sales and construction activity conversely posted strong gains in this quarter.

The net effect is that Measure X sales tax revenues declined below prior projections this past fiscal year, but are forecast to rebound in subsequent years. The result is a 7.4% decline from \$30.46 million of revenues in 2018/19 to \$28.198 million 2019/20. This new forecast is a significantly better return than the originally projected 22.7% decline due to anticipated losses from the COVID shelter-in-place. In 2020/21 revenues are expected to show an increase of 4.0% to \$29.32 million, and in 2021/22 a further increase of 4.5% to \$30.652 million. These figures are approximate to last year's projections, and are subject to change as the full implications of the COVID-19-related economic impacts are realized.

While the fluctuations in Measure X revenues as projected from the prior year presents challenges, the conservative approach taken by the Agency still provides full-funding for near-term projects as programmed in the 2021 Integrated Funding Plan (an update to the funding plan will be brought to the Board at the May 2021 meeting).

The Measure X program's existing fund balance along with new revenues will allow the Measure X program of

projects to stay on track to meet programmed local match requirements for the next five years. Priority projects that are expected to start construction during this time frame include the Imjin Road Widening project, which uses \$17 million of Measure X funds as match to a \$19 million Senate Bill 1 Local Partnership Program grant, the Highway 218 Segment of the Fort Ord Regional Trail and Greenway, which uses \$1.0 million of Measure X funds as a match to a \$9.2 million Active Transportation Program grant, and the State Route 156 / Castroville Boulevard project, which received a \$20 million Senate Bill 1 Trade Corridors grant that is matched with \$300,000 of Measure X and \$5 million of developer fees.

**ATTACHMENTS:**

- ▣ Measure X Fourth Quarter 2020 Update
- ▣ Measure X Local Road Maintenance Revenue Projections by Jurisdiction



# TAMC - MEASURE X

## SALES TAX UPDATE

### 4Q 2020 (OCTOBER - DECEMBER)



TAMC MEASURE X

TOTAL: \$ 7,684,868

-2.7%

4Q2020



-4.4%

COUNTY



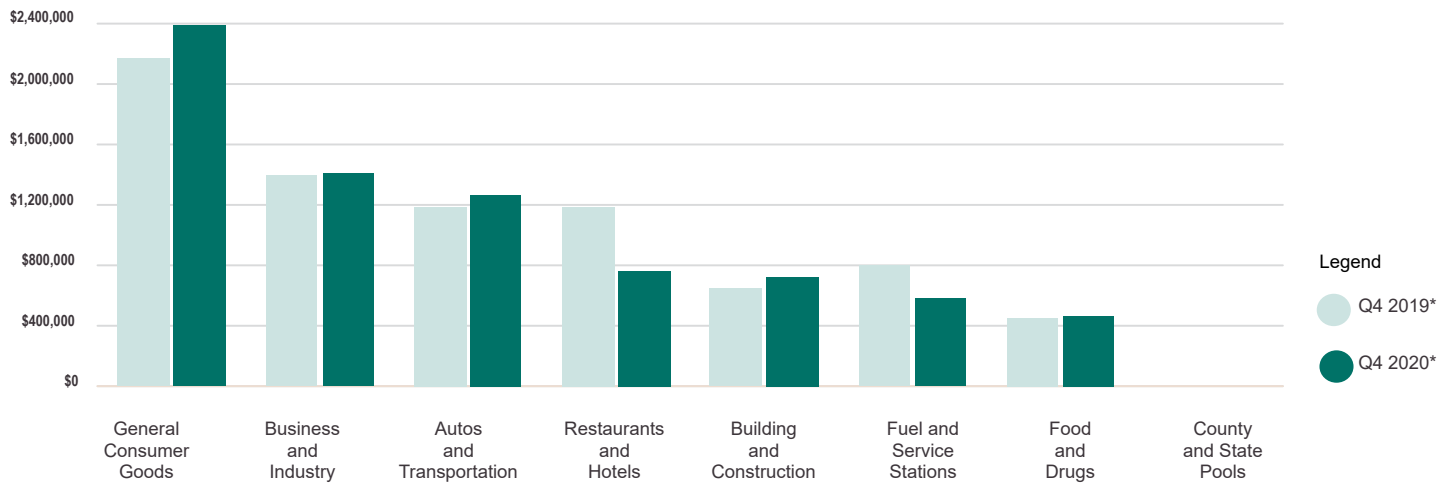
-2.0%

STATE



\*Allocation aberrations have been adjusted to reflect sales activity

### SALES TAX BY MAJOR BUSINESS GROUP



## MONTEREY COUNTY (TAMC) - MEASURE X HIGHLIGHTS

Monterey County (TAMC) - Measure X's receipts from October through December were 4.1% below the fourth sales period in 2019. Excluding reporting aberrations, actual sales were down 2.7%.

The Covid-19 circumstances continued to limit gatherings of all kinds. With less tourist as well as epidemic

restrictions, temporary closures and the lack of conferences, restaurant-hotels subcategories were negatively impacted; casual dining posted declines of 37%.

Proceeds from fuel sales slumped as demand and the price of gasoline continue to be low.

Conversely, new car sales increased 7.2% with consumers showing strong demand for new vehicles at a time when other spending opportunities have been limited. Home remodeling projects and rising lumber prices pushed gains in building materials. Construction equipment and agricultural supplies also posted strong gains.

General consumer goods saw declines in brick and mortar locations such as department stores and family apparel, but as consumers favored online shopping during the stay-at-home order, general merchandise and electronic stores both posted strong gains.

Net of aberrations, taxable sales for all of Monterey County declined 4.4% over the comparable time period; the state was down -2.0%.

### TOP NON-CONFIDENTIAL BUSINESS TYPES

Monterey County (TAMC) - Measure X			HdL State	
Business Type	Q4 '20*	Change	Change	Change
New Motor Vehicle Dealers	748.4	7.2%	7.2%	↑
Discount Dept Stores	552.5	13.6%	-1.6%	↓
General Merchandise	443.1	46.7%	-2.9%	↓
Service Stations	437.1	-29.2%	-31.3%	↓
Building Materials	382.9	18.0%	17.4%	↑
Casual Dining	280.1	-37.0%	-39.4%	↓
Electronics/Appliance Stores	271.7	20.2%	-25.0%	↓
Quick-Service Restaurants	263.3	-11.5%	-8.8%	↓
Grocery Stores	234.1	5.5%	5.4%	↑
Contractors	229.4	0.3%	2.3%	↑

\*Allocation aberrations have been adjusted to reflect sales activity

\*In thousands of dollars

# Transportation Agency for Monterey County

**REVISED - April 2021**

## Measure X - Transportation Safety & Investment Plan

### 2021 Cash Flow & Revenue Forecast

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23
Revenues	Actual	Actual	Actual	HdL Forecast	HdL Forecast	HdL Forecast
Local Road Maintenance	\$ 16,635	\$ 18,132	\$ 16,805	\$ 17,474	\$ 18,268	\$ 18,797
<i>Carmel</i>	\$ 196	\$ 214	\$ 198	\$ 196	\$ 205	\$ 210
<i>Del Rey Oaks (loan repayment)</i>	\$ 71	\$ 78	\$ 72	\$ 76	\$ 79	\$ 82
<i>Gonzales (loan repayment)</i>	\$ 230	\$ 217	\$ 201	\$ 257	\$ 269	\$ 277
<i>Greenfield</i>	\$ 427	\$ 466	\$ 433	\$ 505	\$ 528	\$ 543
<i>King City</i>	\$ 389	\$ 424	\$ 393	\$ 423	\$ 442	\$ 455
<i>Marina</i>	\$ 671	\$ 733	\$ 680	\$ 778	\$ 814	\$ 837
<i>Monterey</i>	\$ 1,028	\$ 1,123	\$ 1,042	\$ 1,003	\$ 1,049	\$ 1,079
<i>Pacific Grove</i>	\$ 558	\$ 609	\$ 565	\$ 602	\$ 629	\$ 648
<i>Salinas</i>	\$ 4,248	\$ 4,639	\$ 4,308	\$ 4,465	\$ 4,668	\$ 4,803
<i>Sand City</i>	\$ 28	\$ 31	\$ 28.62	\$ 30	\$ 31	\$ 32
<i>Seaside</i>	\$ 1,008	\$ 1,101	\$ 1,023	\$ 994	\$ 1,039	\$ 1,069
<i>Soledad</i>	\$ 570	\$ 622	\$ 577	\$ 667	\$ 697	\$ 718
<i>County</i>	\$ 7,213	\$ 7,874	\$ 7,285	\$ 7,479	\$ 7,819	\$ 8,045



## Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** April 28, 2021  
**Subject:** Union Pacific Agreement for Capacity Analysis

### RECOMMENDED ACTION:

#### **Salinas Rail Project - Union Pacific Railroad Capacity Model Reimbursement Agreement:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a reimbursement agreement with Union Pacific Railroad to conduct a capacity analysis for the Monterey County Rail Extension Kick-Start project, in an amount not to exceed \$50,000;
2. **AUTHORIZE** the use of Regional Surface Transportation Planning funds for this purpose; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the agreement, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

### SUMMARY:

Union Pacific Railroad (UPRR) is the owner of the coast mainline tracks, upon which TAMC is proposing passenger rail service via the Monterey County Rail Extension Kick Start project. UPRR requires passenger rail projects to conduct a capacity model analysis of the corridor to outline capacity improvements that may be needed to support the increase in rail service.

### FINANCIAL IMPACT:

This capacity analysis reimbursement agreement has a not-to-exceed amount of \$50,000. This agreement supplements a 2020 agreement between TAMC and UPRR for design review. Staff recommends using Regional Surface Transportation Funds set aside in the rail project budget for this purpose.

### DISCUSSION:

TAMC has been planning the extension of rail service to Monterey County (the "Monterey County Rail Extension Project") for over two decades. In that time, TAMC has completed a state-required Project Study Report and certified an Environmental Impact Report to comply with the California Environmental Quality Act. Using state funding, TAMC has performed the planning, due diligence environmental review, and design for the project.

HDR Engineering is under contract to do the final designs for track connections to a new layover facility in Salinas (Package 2) and track access improvements at the Gilroy station in Santa Clara County (Package 3), including two at-grade road crossings (10th Street and Luchessa Avenue). HDR's contract includes a task of coordinating with UPRR on work within UPRR rights-of-way in Salinas and Gilroy. This agreement (**attached**) will reimburse UPRR to conduct a capacity analysis of the corridor, which will result in a list of rail capacity-increasing projects to be included in the designs for the project.

In December 2020, UPRR and TAMC entered into a design review reimbursement agreement, and TAMC sent UPRR track designs that UPRR staff are now reviewing. Other work anticipated for a future agreement is a construction agreement for work within UPRR right-of-way, for future consideration by this Board.

**ATTACHMENTS:**

- ▣ UPRR-TAMC Capacity Analysis Reimbursement

## REIMBURSEMENT AGREEMENT

### CAPACITY ANALYSIS SERVICES

**THIS REIMBURSEMENT AGREEMENT** ("Agreement") is made effective \_\_\_\_\_, \_\_\_\_\_, 2021 (the "Effective Date") by and between Transportation Agency for Monterey County ("Agency") and Union Pacific Railroad Company, a Delaware corporation ("UPRR").

**WHEREAS**, Agency has expressed an interest in developing and establishing commuter rail operations between Gilroy, California; and Salinas, California (the "Project").

**WHEREAS**, some portions of Agency's Project may affect UPRR's track, right of way, and/or operations at or near the Project area.

**WHEREAS**, Agency and UPRR entered into that certain Public Project Reimbursement Agreement dated November 1, 2010 (the "2010 Agreement"), for UPRR to perform services in connection with the Project, including preliminary engineering services, developing cost estimates and reviewing station and associated track designs.

**WHEREAS**, following execution of the 2010 Agreement, Agency did not engage UPRR to perform any of the services set forth in the 2010 Agreement.

**WHEREAS**, Agency now desires to engage UPRR to perform services to facilitate Agency's development of the Project.

**WHEREAS**, the parties entered into that certain Reimbursement Agreement Preliminary Engineering Services dated December 2, 2020 (the "PE Agreement") for UPRR to perform preliminary engineering services in connection with the Project.

**WHEREAS**, the parties now desire to enter into this Agreement for UPRR to perform Services, as defined below, which are in addition to the services to be performed by UPRR pursuant to the PE Agreement, and to terminate the 2010 Agreement in accordance with the terms and conditions of this Agreement.

**NOW, THEREFORE**, in consideration of the mutual covenants and agreements set forth herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties, intending to be legally bound, hereby covenant and agree as follows:

**1. Scope of Services.** UPRR and/or its representatives, at Agency's sole cost and expense, agrees to perform (or shall cause a third-party consultant to perform on UPRR's behalf) the work described on Exhibit A (the "Services"). Agency and UPRR agree that the scope of Services to be performed by UPRR is limited to the activities listed on Exhibit A, unless other services related to the Project are agreed upon in writing by the parties.

**2. Fees and Payments.** Upon UPRR's completion of the Services and delivery of the results of the analysis described on Exhibit A to Agency, UPRR shall submit an invoice to Agency for a one-time single total payment for the Cost (defined below) of UPRR performing the

Services, including any applicable taxes and UPRR's additives, in the amount of Fifty Thousand Dollars (\$50,000). The reimbursement amount due to UPRR from Agency may only be increased with Agency's written consent. Agency agrees to reimburse UPRR within thirty (30) days of its receipt of UPRR's invoice. Any amount not paid within thirty (30) days following delivery of an invoice by UPRR shall accrue interest at a rate of one percent (1%) per month or the maximum lawful rate, whichever is less.

For purposes of this Agreement, "Cost" shall mean all costs and expenses paid to a UPRR contractor for the performance of any of the Services, and all costs and expenses of labor, travel, mileage, tolls, parking, lodging, meals, supplies, material and delivery charges incurred for or in connection with UPRR's provision of the Services, including, without limitation, UPRR's additives (includes direct and indirect labor additives and overhead) as set forth in Exhibit A. Notwithstanding the foregoing, additives are subject to periodic adjustments by UPRR in its sole discretion. Agency's obligation hereunder to reimburse UPRR (and/or its third-party consultant, as applicable) for the Services shall apply regardless if Agency declines to proceed with the Project.

**3. Further Engagement.** If Agency elects to move forward with the Project after the Services are performed, the parties may, but are not required to, negotiate separate agreements documenting the terms and conditions for the design, construction, maintenance and operation of the Project and other activities. No construction work on the Project affecting UPRR's property or operations shall commence until all such applicable separate agreements are executed by both parties. For purposes of clarity, this Agreement does not create any obligations or agreements whatsoever between UPRR and Agency in connection with the Project except for those that are expressly stated in this Agreement (for example, but not in any way limiting the generality of the foregoing, nothing in this Agreement shall be interpreted as either party undertaking any obligations related to the negotiation of the Project, or as an agreement between the parties to ultimately proceed with the Project), and no such additional obligations or agreements shall exist unless and until each party approves and executes, in its sole discretion, a final and definitive written agreement or agreements setting forth the same.

**4. Ownership.** Any and all work product, ideas, inventions, innovations, or intellectual property produced by UPRR for Agency during the provision of Services, including, but not limited to the specific items identified as deliverables on Exhibit A ("UPRR Proprietary Information") shall at all times remain solely with, and be the exclusive property of, UPRR. Subject to the terms and conditions of this Agreement, UPRR hereby grants to Agency a non-exclusive, non-transferable, limited license and right to use any UPRR Proprietary Information solely in connection with the Project. With respect to use of any UPRR Proprietary Information by Agency that is deemed a government entity, including a State or federal entity, all UPRR Proprietary Information shall be deemed confidential and propriety to the extent allowed by applicable law and any use, reproduction, release or disclosure of the UPRR Proprietary Information shall be governed solely by the terms of this Agreement and shall be prohibited except to the extent expressly permitted by the terms of this Agreement.

**5. Confidential and Proprietary Information ("CP&I").** Agency agrees to treat as confidential all information, in whatever form, or medium, furnished or disclosed by UPRR, or any of its agents, to Agency. C&PI excludes information already known or developed by Agency other than through a breach by Agency of any of its obligations hereunder or from a third party

known by Agency, to be breaching a confidentiality duty to UPRR. In the event Agency is requested by law, regulation or legal process to disclose any of CP&I, Agency agrees to (i) assert the CP&I is UPRR's corporate proprietary information within the meaning of Section 6254.15 of the California Public Records Act, California Government Code Section 6250 et seq., (ii) give UPRR advance notice prior to disclosure so UPRR may contest the disclosure or seek a protective order, and (iii) decline to disclose the CP&I or, if required in any event to disclose any portion of the CP&I, then to limit the disclosure to minimum amount that is legally required to be disclosed. Further, the deliverables noted on Exhibit A may be disclosed to other governmental entities that have a need-to-know in connection with the development of the Project, provided such other governmental entities have committed to maintain the confidentiality of the CP&I and not to disclose the CP&I in the same manner as Agency hereunder.

**6. Warranty.** THE SERVICES, INCLUDING WITHOUT LIMITATION THE INFORMATION PROVIDED TO AGENCY BY UPRR HEREUNDER, ARE PROVIDED "AS IS". UPRR MAKES NO WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED, WITH RESPECT TO THE SERVICES, INCLUDING WITHOUT LIMITATION THE WARRANTIES OF MERCHANTABILITY OR WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE. UPRR DOES NOT WARRANT THE ACCURACY OR COMPLETENESS OF ANY INFORMATION PROVIDED TO AGENCY BY UPRR HEREUNDER.

**7. Limitation of Liability.** UPRR'S AGGREGATE LIABILITY UNDER THIS AGREEMENT, WHETHER FOR BREACH OR IN TORT OR OTHERWISE, IS LIMITED TO THE FEES PAID BY AGENCY FOR THE SPECIFIC SERVICE(S) DIRECTLY GIVING RISE TO SUCH LIABILITY. IN NO EVENT SHALL UPRR BE LIABLE UNDER ANY THEORY OF TORT, CONTRACT, STRICT LIABILITY OR OTHER LEGAL OR EQUITABLE THEORY FOR LOST PROFITS, EXEMPLARY, PUNITIVE, SPECIAL, INCIDENTAL, INDIRECT OR CONSEQUENTIAL DAMAGES OR THE LIKE, EACH OF WHICH IS HEREBY EXCLUDED BY AGREEMENT REGARDLESS OF WHETHER SUCH DAMAGES WERE FORESEEABLE OR WHETHER AGENCY HAD BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. THE LIMITATIONS OF LIABILITY REFLECT THE ALLOCATION OF RISK BETWEEN THE PARTIES THE LIMITATIONS SPECIFIED IN THIS SECTION WILL SURVIVE AND APPLY EVEN IF ANY LIMITED REMEDY SPECIFIED IN THIS AGREEMENT IS FOUND TO HAVE FAILED OF ITS ESSENTIAL PURPOSE.

**8. Term.** The term of this Agreement shall commence on the Effective Date and shall automatically terminate on the earlier to occur of: (a) completion of Services, (b) three (3) years after the Effective Date, or (c) date of termination by UPRR at any time Agency breaches any provision herein, unless earlier terminated by the parties.

**9. Governing Law.** The parties mutually acknowledge and agree that this Agreement shall be construed and enforced in accordance with the laws of the State of Nebraska, without regard to any conflict-of-law provisions. The parties agree that in any dispute exclusive jurisdiction and venue shall be in the state and federal courts of Nebraska. The parties mutually acknowledge and agree that they shall not raise in connection therewith, and hereby waive, any defenses based upon venue, inconvenience of forum or lack of personal jurisdiction in any action

or suit brought in accordance with the foregoing.

**10. Injunctive Relief.** Agency acknowledges and agrees that if it breaches any obligations hereunder, UPRR may suffer immediate and irreparable harm, for which monetary damages alone shall not be a sufficient remedy, and that, in addition to all other remedies that UPRR may have, UPRR shall be entitled to seek injunctive relief, specific performance or any other form of relief in a court of competent jurisdiction, including, but not limited to, equitable relief, to remedy a breach or threatened breach hereof by Agency and to enforce this Agreement, and Agency hereby waives any and all defenses and objections it may have on grounds of jurisdiction and venue, including, but not limited to, lack of personal jurisdiction and improper venue, and waives any requirement for the securing or posting of any bond in connection with such remedy.

**11. Appropriations.** Agency represents to UPRR that Agency appropriated funds sufficient to pay UPRR the amount reflected in paragraph 2 of this Agreement, and will have appropriated funds to pay UPRR for any increase subsequently approved by Agency.

**12. General.** Agency may not assign this Agreement or any of its respective rights or obligations hereunder, without the prior written consent of UPRR. This is the entire agreement between the parties regarding the Services. Headings are for ease of reference only, and are not part of the Agreement.

**13. Termination of 2010 Agreement.** The parties acknowledge that the 2010 Agreement is hereby terminated and replaced in its entirety by this Agreement and the PE Agreement.

*(Signature Block on Following Page)*



IN WITNESS WHEREOF, the parties have executed this Agreement by their duly authorized representatives as of the Effective Date.

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION AGENCY FOR  
MONTEREY COUNTY

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM:

TAMC Counsel: \_\_\_\_\_

Date: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

## EXHIBIT A

### SCOPE OF SERVICES

A. Services related to UPRR's capacity analysis for the Project shall be limited to the following activities, unless otherwise agreed to by the parties pursuant to the terms of the Agreement:

- Attendance (in person, phone conference or screen share) at the following:
  - Kick-off meeting to define scope and schedule of work, provide / confirm inputs (e.g., engineering concepts, passenger service inputs), with Agency and the design team.
  - Development meeting to get update on UPRR capacity process and answer any questions.
  - Analysis results meetings (up to three (3) occurrences) to discuss infrastructure improvements identified in the capacity analysis.
  - Workshop with design team to confirm elements which need to be incorporated into the design.
- On-site visit (hi-rail or head-end ride).
- UPRR internal review and approval process.
- Development of additional infrastructure requirements based on the initial parameters provided by the Agency as shown within the attached table, Exhibit A1.
- Review of station and related track plans by others.
- Review of proposed schedule impacts to existing service and adjustments of said schedule as appropriate to mitigate performance deterioration.
- Preparation of capacity analysis report that includes review, recommendations and requirements to facilitate the proposed Agency service.

B. Deliverables.

Capacity analysis identifying recommended infrastructure requirements to enable proposed passenger train operation on UPRR-owned corridor, consistent with UPRR's passenger principles.

### Exhibit A1

<b>Project Title</b>	<b>Description</b>
Service between Gilroy and Salinas, CA	Two weekday roundtrip commuter rail service between Gilroy and Salinas, CA using existing Caltrain Trains; Northbound - CT215, CT219 Southbound - CT256, CT268
Salinas Layover Facility	MP 113 – New connection into new Salinas Station.
Gilroy Station Track Project	MP 77 – Connect Gilroy Station to Carnadero Double Track (1.4 miles of new CTC Double Track).
Analyze Infrastructure	Identify infrastructure required to preserve the performance of existing freight and passenger train service as well as support the new service requirements.
Analyze Schedule	Review schedule and propose alternate to avoid conflicts of the proposed schedule for the existing service and proposed service.



## Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** April 28, 2021  
**Subject:** Salinas Rail Packages 2 & 3 Final Design Contract Amendment 1

### **RECOMMENDED ACTION:**

#### **Salinas Rail Project Packages 2 & 3 - HDR Engineering Contract Amendment #1:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute contract amendment #1 with HDR Engineering Inc., subject to approval by Agency Counsel, in an amount not to exceed \$467,456, for a total not-to-exceed contract amount of \$3,654,672, to complete the design work for Package 2, Salinas layover facility and Package 3, Gilroy track connections;
2. **AUTHORIZE** the use of reserves or state funds budgeted to this project that may become available;
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount; and
4. **APPROVE** sole source finding.

### **SUMMARY:**

The Salinas Rail Extension Kick Start Project, package 2 (Salinas layover facility) and package 3 (Gilroy track connections) are at 75% design. HDR Engineering, Inc. was originally hired for this work in April 2020 after a formal Request for Proposals process. The contract now needs to be amended to add funding to the contract for the following unforeseen activities: design overflow parking lot near the layover facility, perform right-of-way investigations in Gilroy, update the Stormwater Control Plan based on revised designs, update hazardous materials analyses, conduct traffic analysis in Gilroy, and update site evaluation for burrowing owls. Staff recommends a sole source finding for this proposed amendment #1 based on the related nature of the tasks and efficiencies involved.

### **FINANCIAL IMPACT:**

The budget for the contract, as amended, would have a not-to-exceed amount of \$3,654,672, funded through Traffic Congestion Relief Program funding allocated to this project and Agency reserves, until new state project funding becomes available.

### **DISCUSSION:**

The Salinas Rail Extension Kick Start Project Packages 2 and 3 are currently at 75% design. HDR Engineering is updating the designs based on feedback from Caltrans, Caltrain, the City of Salinas, the City of Gilroy, the Santa Clara Valley Transportation Authority (VTA, who owns the Gilroy train station), and Union Pacific Railroad (UPRR). Kick-off design review meetings have been held over the last several months. Those meetings and the document review have brought to light several issues that were not contemplated in the original contract's scope of work.

Some of the design changes are the six-track layover facility (the original scope was for two tracks) and an optional task to design a new parking lot. Changing the track design from two to six tracks resulted in the need for a new Stormwater Control Plan (SCP) as the old plan assumed a stormwater retention basin in the location of the new tracks, so the new SCP will determine a new

location for that basin and reevaluate the drainage throughout the site. The other revised or new tasks (right-of-way surveys, hazardous materials testing, traffic analysis at East 10th Street in Gilroy, and the burrowing owl surveys) came up through HD document review and the design review meetings.

Staff believes it is most appropriate to do a contract amendment with HDR to add funding to this contract and recommends a source finding. This increase represents a 13% increase from the original 2020 contract budget.

**Attached** are the contract amendment #1, revised scope of work, and the revised budget.

**ATTACHMENTS:**

- HDR Contract Amendment #1

**AMENDMENT #1 TO AGREEMENT FOR PROFESSIONAL SERVICES**  
**BETWEEN**  
**THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND**  
**HDR ENGINEERING, INC.**

THIS AMENDMENT NO. 1 to the agreement dated April 22, 2020, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and HDR Engineering, Inc., hereinafter referred to as "Consultant," is hereby entered into between TAMC and Consultant.

**RECITALS:**

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on April 22, 2020, hereinafter referred to as "Agreement";
- B. **WHEREAS**, the Agreement relates to the Salinas Rail Extension Kick Start Final Design: Packages 2 & 3 (the "Project"), for which Consultant is to provide final design, design support during construction and as-built designs after construction;
- C. **WHEREAS**, the Agreement contains a not-to-exceed amount, which may be amended only by the written agreement of the parties, and which establishes the maximum amount of costs which may be incurred under the Agreement;
- D. **WHEREAS**, TAMC and Consultant desire to amend the agreement for professional services, to increase the maximum amount payable in order to add new tasks to the project scope of work;

**NOW, THEREFORE**, the parties agree to amend the Agreement as follows:

**1. BUDGET AND TOTAL COMPENSATION**

The Budget attached to the Agreement as amended as Exhibit B is hereby replaced with the Budget designated Exhibit B-1 and shall be effective upon execution. Exhibit B-1 is attached hereto as Exhibit B-1 and provides for the addition of Four Hundred Sixty Seven Thousand, Four Hundred and Fifty Six Dollars (\$467,456) for a new not-to-exceed

amount of Three Million, Six Hundred Fifty Four Thousand, Six Hundred Seventy Two Dollars (\$3,654,672). Exhibit B-1 replaces previous versions of the Budget in the contract.

**2. SCOPE OF WORK**

The Scope of Work attached to the Agreement as Exhibit A is hereby replaced with the Scope of Work attached hereto as Exhibit A-1.

**3. REMAINDER OF TERMS UNCHANGED**

All other terms of the Agreement, as amended, remain in full effect.

An executed copy of this Amendment No. 1 shall be attached to the Agreement and shall be incorporated as if fully set forth therein.

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment #1 to the Agreement with HDR Engineering, Inc.

TAMC:

HDR ENGINEERING INC.:



\_\_\_\_\_

\_\_\_\_\_

Debra L. Hale  
Executive Director

Holly Kennedy  
Senior Vice President

4/16/21

\_\_\_\_\_

\_\_\_\_\_

(date)

(date)

Approved as to form:

\_\_\_\_\_

\_\_\_\_\_

TAMC Counsel

(date)

## CERTIFICATE

The undersigned hereby certifies that she is the Assistant Secretary of HDR Engineering, Inc., a Nebraska corporation (the "Corporation"), and that, as such, has custody of the minute books of the Corporation, and that, by Consent and Agreement of the Board of Directors, the following resolution was unanimously adopted:

**"RESOLVED**, that effective immediately and until termination of said individual from the Corporation, or until rescission by the Corporation's Board of Directors, whichever occurs first, the following individuals are hereby granted the nondelegable authority to execute or approve on behalf of the Corporation, contracts, amendments or change orders for engineering services and architectural services incidental to engineering services to be rendered by the Corporation, . . . , or releases of claim or lien in connection with such services, such contracts, amendments, change orders or releases so executed or approved shall be binding upon the Corporation:

... Holly L. Kennedy – Senior Vice President ..."

The undersigned further certifies that the foregoing resolution has been spread in full upon the minute books of the Corporation and is in full force and effect.

DATED March 15, 2019.



  
Bonnie J. Kudron, Assistant Secretary



### PROJECT UNDERSTANDING

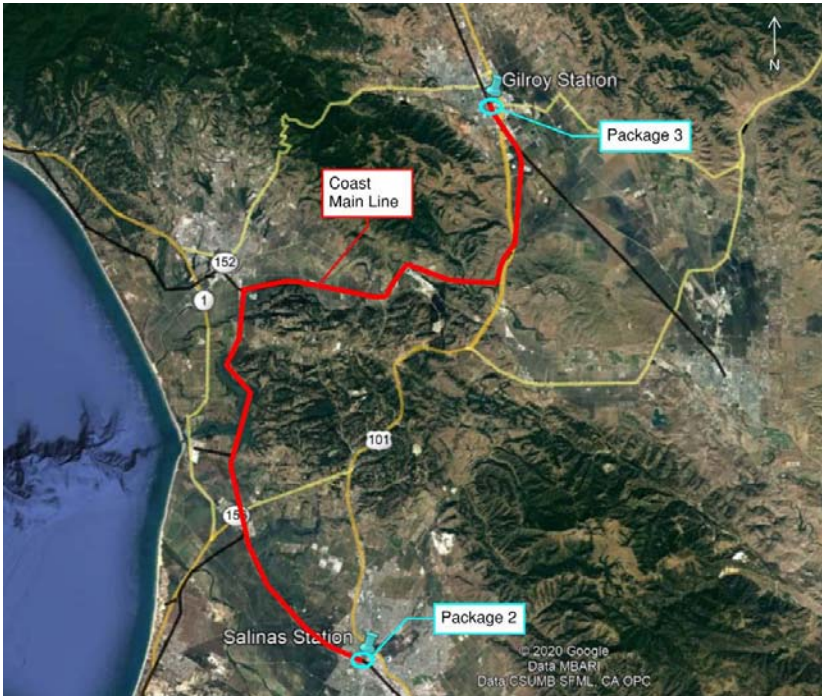
The Transportation Agency for Monterey County (TAMC) has been working to extend passenger rail service from Santa Clara County to the Monterey County by way of the “Monterey Rail Extension Project.” The project is anticipated to ultimately provide six daily roundtrip passenger rail service between Gilroy and Salinas, California, on the Union Pacific Railroad (UP) Coast Subdivision with intermediate stations in Watsonville/Pajaro and Castroville. The plans for the full build-out project were developed to 60% design level in 2010.

To utilize the state and local funding secured, TAMC identified a minimum operable segment and supporting infrastructure improvements referred to as the “Kick-Start” project. The Kick-Start project will provide two daily roundtrip passenger rail service between Gilroy and Salinas Station. The passenger rail service operator was identified as Capitol Corridor Joint Powers Authority (Capitol Corridor). The project was divided into the following three packages:

- Package 1 - Salinas Station Bus Facility, Parking Lot and Lincoln Avenue Extension Improvements
- Package 2 - Salinas Train Layover Facility and Platform Improvements
- Package 3 - Gilroy Station Track Access Improvements

Package 1 is currently under construction. Package 2 and Package 3 were developed to 75% PS&E and placed on hold in 2016. Since being placed on hold, the proposed passenger rail service provider has been changed to Peninsula Corridor Joint Powers Board (Caltrain).

This scope of work is for the preparation of the final design, specifications and estimate for Package 2 and Package 3. It does not include design work for the improvements on the Coast Main Line track.



## Task Summary

Task 1. Kick-off Meeting and Document Review .....	3
Task 2. Project Management .....	3
Task 3. Union Pacific Coordination .....	4
Task 3.1 – Union Pacific Coordination .....	4
Task 3.2 - Package 2 and 3 UP Engineering Design Reviews.....	6
Task 3.3 - CPUC At-Grade Crossing Modification Authorization.....	6
Task 4. Topographic Surveys.....	7
Task 5. Utility Investigations .....	8
Task 6. Geotechnical Investigations.....	9
Task 7. Final Plans and Specifications .....	9
Task 7.1 - 75% Comment Responses and Resolution .....	10
Task 7.2 - 90% Plans and Specifications.....	11
Task 7.3 - 100% Plans and Specifications.....	11
Task 7.4 - Final Plans and Specifications .....	11
Task 8. Engineer’s Estimate of Probable Construction Cost .....	12
Task 9. Bid Support Services .....	12
Task 10. Optional Tasks.....	13
Task 10.1 – Railroad Operations Modeling and Analysis.....	13
Task 10.2 - Design Support for Public Outreach .....	17
Task 10.3 - Design Support for Property Acquisition .....	17
Task 10.3.1 – ROW Services for Gilroy UP ROW (Optional).....	18
Task 10.4 - Storm Water Control Plan.....	19
Task 10.5 - Hazardous Materials.....	21
Task 10.5.1 – Salinas Station Phase 1 ESA (Optional) .....	25
Task 10.6 - Design Services During Construction.....	26
Task 11. Gilroy Traffic Analysis.....	27
Task 12. Western Burrowing Owl Surveys .....	28
Task 12.1 – Western Burrowing Owl Updated Site Evaluation.....	28
Task 12.2 – Western Burrowing Owl Protocol Surveys.....	30
Services Not Included in the Scope.....	30
Design of Coast Main Line Improvements .....	30

## Task 1. Kick-off Meeting and Document Review

HDR will meet with TAMC Agency staff to discuss the project developments since the 75% PS&E was prepared in 2016. This meeting will be the start of a verification and validation process where HDR will verify whether the design meets the current design criteria for Caltrain and UP. HDR will identify Caltrain engineering design, operations, maintenance, and other standards that would impact the development of PS&E. HDR will prepare a list of current design deviations from UP and Caltrain standards as well as a description the constraints and design changes required for each to meet standard. This list will be used to identify any high-risk design deviations with TAMC.

HDR will hold in-person kick-off meetings with the following key stakeholders: Caltrain, City of Salinas, and City of Gilroy. The purpose of these meetings will be to re-introduce stakeholders/partners to the project, explain the project background and design history, and seek to understand their perspective on any potential required design modifications. HDR will also seek to confirm stakeholder review processes and review durations.

At the completion of the document review and stakeholder meetings, HDR will present its findings and a go-forward work plan and associated project schedule.

### Key Understandings:

- Assumes four (4) in-person meetings

### Deliverables:

1. List of design deviations from current UP and Caltrain standards
2. Meeting notes
3. Work Plan and Schedule

## Task 2. Project Management

Project administration and management activities consist of project file setup both within HDR's ProjectWise system and paper files, contract administration, developing sub-consultant agreements, monthly progress reporting and invoicing, correspondence and communication with the project team, document control, and task management. Coordination with the team will consist of regular phone and email contact in addition to weekly meetings.

HDR will provide overall Project administration and management activities that include:

- Contract administration and development of sub-consultant agreements
- Track overall project schedule and design costs.
- Monthly progress report and invoice submittals
- Project file set up and document control
- Develop and implement quality management plan (QMP)
- Develop and manage of the Project CPM schedule
- Develop and manage the Project Risk Register
- Bi-weekly conference calls with TAMC
- Bi-Monthly Coordination calls with stakeholders
- Supervise and coordinate all design activities including regular internal team meetings

**Key Understandings:**

- The project management task assumes a duration of 24 months for the design phase.
- Project Management activities for Optional Task 10.6 – Design Services during construction is included within that task.

**Deliverables:**

1. Monthly Invoices and Progress Reports
2. Quality Management Plan
3. Project CPM Schedule
4. Project Risk Register
5. Meeting Minutes

**Task 3. Union Pacific Coordination**

Any effort to plan, design, and implement an extension of passenger rail service on the Union Pacific Coast Subdivision and to develop any required infrastructure improvements needed to accommodate the service will require the engagement of UP.

**Task 3.1 – Union Pacific Coordination**

HDR will work with TAMC to engage key decision makers at UP and schedule an in-person preliminary coordination meeting. TAMC will inform relevant state (California State Transportation Agency/Caltrans) and Caltrain personnel on these discussions. The purpose of the meeting will be to provide project background and updates, launch initial discussions regarding the potential implementation of twice daily passenger rail service between Gilroy and Salinas, and consider the related design of the Package 2 and Package 3. A few goals of this preliminary coordination with UP is to:

1. Identify any current and future freight and passenger rail service, network, and facility needs to preserve safety, capacity, functionality, efficiency, reliability, connectivity, interoperability, access, and optimal transportation system performance over the Coast Line.
2. Confirm the proposed interface of the UP Coast Subdivision with the current and anticipated future Amtrak, Caltrain, and UP trains and services. Additional interface will be considered for the California High Speed Rail Authority services and UP at Gilroy and any impacts it may have on the development of final PS&E for Package 3.
3. Learn about any potential objectives, barriers, challenges, constraints, risks, needs, and opportunities for potential projects associated with the implementation of additional passenger rail services between Gilroy and Salinas from the perspective of UP and Caltrain.
4. Identify any recent changes in UP engineering design, operations, maintenance, and other standards or requirements that would impact the development of PS&E for Package 2 and Package 3, submittal reviews, and anticipated project schedule.
5. Consider potential Coast Main Line Improvements that UP may require on the UP Coast Subdivision to accommodate the additional passenger trains between Gilroy and Salinas, and identify preferred method for identifying such improvements (e.g., railroad operations modeling, Optional Task 10.1 in this contract). Note that UP has an obligation to protect its franchise, capacity, and access; maintain its ability to efficiently serve current customers and

accommodate any future growth in freight traffic; enhance safety; and minimize any potential impacts to existing and anticipated future freight and passenger railroad operations over its network. Therefore, UP may require that investment be made to provide the targeted infrastructure necessary to mitigate these and other impacts.

Following the preliminary meeting, TAMC and HDR will continue regular coordination with UP as required to support project development at key milestones. A few critical goals of this routine communication is to continue to:

1. Identify any current and future freight and passenger rail service, network, and facility needs to preserve safety, capacity, functionality, efficiency, reliability, connectivity, interoperability, access, and optimal transportation system performance over the Coast Line.
2. Confirm the proposed interface of the UP Coast Subdivision with the current and anticipated future Amtrak, Caltrain, and UP trains and services. Additional interface will be considered for the California High Speed Rail Authority services at Gilroy and any impacts it may have on the development of final PS&E for Package 3.
3. Learn about any potential objectives, barriers, challenges, constraints, risks, needs, and opportunities for potential projects associated with the implementation of additional passenger rail services between Gilroy and Salinas from the perspective of UP and Caltrain.
4. Identify any recent changes in UP engineering design, operations, maintenance, and other standards or requirements that would impact the development of PS&E for Package 2 and Package 3, submittal reviews, and anticipated project schedule.
5. Consider potential Coast Main Line Improvements that UP may require on the UP Coast Subdivision to accommodate the additional passenger trains between Gilroy and Salinas.

**Key Understandings:**

- All communication with UP will be coordinated through TAMC and CalSTA
- Assumes that one (1) in-person preliminary coordination meeting will occur with UP and that TAMC staff and up to three (3) HDR staff will participate. The schedule and location of meeting will be selected with the goal to respect the availability of railroad and public agency staff and maximize participation. HDR understands that UP may prefer to meet in Roseville, California, or Omaha, Nebraska.
- Assumes that up to four (4) meetings will occur with UP and that TAMC staff and up to three (3) HDR staff will participate. The schedule of meetings will be selected with the goal to respect the availability of railroad and public agency staff and maximize participation. Two (2) meetings are assumed to occur in-person and two (2) meetings are assumed to occur by conference call or webinar. In-person meetings, if it is the preference of UP and TAMC, would potentially require TAMC and HDR and to meet with UP in Roseville, California, or Omaha, Nebraska.
- Any coordination with regard to the operation, construction, and maintenance of the passenger rail service and related infrastructure between Gilroy and Salinas will be subject to negotiations and agreements between TAMC, UP, Caltrain, and other parties as appropriate only.

**Deliverables:**

1. Meeting Agenda
2. Meeting Notes

### Task 3.2 - Package 2 and 3 UP Engineering Design Reviews

It is anticipated that UP will require its typical Plan Submittal process be followed for a 10%, 25%, 30%, 90%, and final design review and approvals for the track improvements within UP right-of-way related to Package 2 and Package 3. We assume that there will be two (2) submittals required for the 10% and 25% milestones.

TAMC will lead the development of the Construction and Maintenance Agreement and Public Highway At-Grade Crossing Improvement Agreement with UP. The agreements will address the UP costs to the project, including train wayside signal improvements to the corridor for the additional track. HDR will support TAMC by preparing exhibits and reviewing cost estimates for the improvements. UP will issue the two agreements for the project when the track plans have final UP approval.

#### **Key Understandings:**

- TAMC will execute a separate Engineering Reimbursement Agreement with UP for UP to support the review of the project plans during the design development.
- UP will be willing to review the Package 2 and Package 3 design prior to agreement on the Coast Main Line improvements.
- Assumes two (2) submittals of the 10% and 25% design.
- Assumes one (1) submittal of the 30%, 90% and final design.
- TAMC will lead the development of the Construction and Maintenance Agreement. HDR will support TAMC by preparing exhibits and reviewing cost estimates generated by UP.
- The development of the Construction and Maintenance Agreement will be initiated after the 30% approval.
- Design submittals will be in a digital format acceptable to UPRR.

#### **Deliverables**

- UPRR 10% Submittal
- UPRR 25% Submittal with comment resolution
- UPRR 30% Submittal with comment resolution
- UPRR 90% Submittal with comment resolution
- UPRR Final Submittal

### Task 3.3 - CPUC At-Grade Crossing Modification Authorization

The at-grade crossing improvements at 10th Street and East Luchessa Avenue in Gilroy will need to follow the California Public Utilities Commission (CPUC) General Order 88-B (GO 88-B) process to modify the existing crossings. HDR will request the Assessment of Interconnected Highway-Rail Grade Crossing Report from UP to determine if there are any identified recommendations for the crossings.

After UP has approved the 10% design under Task 3.2, HDR will conduct an on-site diagnostic meeting to review the existing conditions and the proposed modifications. The meeting will be attended by all stakeholders including representatives from each of the following: CPUC, UP, Caltrain, City of Gilroy, TAMC, and HDR.

The grade crossing design will be updated per the recommendations of the diagnostic meeting. TAMC may also consider incorporating any recommendations from UP's Assessment of Interconnected Highway-Rail Grade Crossing Report.

HDR will prepare a draft CPUC GO 88-B application and circulate the application and revised design to stakeholders for concurrence. HDR will address any comments and prepare the final CPUC GO 88-B application. It is assumed that TAMC will obtain signatures and formally submit the CPUC GO 88-B application to the CPUC for consideration and approval.

**Key Understandings:**

- TAMC will obtain signatures and formally submit the CPUC GO 88-B application to the CPUC for consideration and approval.
- The CPUC will issue a final decision regarding the crossings improvements that will be valid for three years. If necessary, extensions can be applied for if the project is not constructed within that period.

**Deliverables:**

- On site Diagnostic meeting at Luchessa Avenue and 10<sup>th</sup> Street.
- Draft CPUC GO 88-B applications
- Final CPUC GO 88-B application

#### Task 4. Topographic Surveys

Design level topographic mapping was prepared previously by BKF for the development of the 75% plans for both Package 2 and Package 3 in 2016. Additional survey will be performed to confirm new existing conditions, including the construction of Package 1, and collect supplemental information needed during final design. Additional field surveys will be collected within the UPRR right of way to collect top of rail points to finalize the track design. After the 75% PS&E review period, the design team will identify the survey needs and initiate the field surveys to support development of the design. In addition, pothole surveys will be collected to support of Task 5 – Utility Investigations.

**Key Understandings:**

- Forty (40) hours of field survey have been assumed for this task. Any additional survey requirements may require additional budget.
- The resulting product will be survey points.
- It is assumed that the aerial topo mapping used for the 75% submittal will continue to be used by the project.
- It is assumed that surveys for potholes will be conducted with other necessary topographic field surveys.
- The found City benchmarks and control set by BKF for the 75% submittal will be used for Package 2 and Package 3. No new control will be required by the project.
- All permits required for field investigation and survey will be billed as other direct costs to the TAMC.



**Deliverables:**

1. Field Survey Points
2. Survey Control Drawing

**Task 5. Utility Investigations**

Since it has been years since the existing utility mapping was developed for Package 2 and Package 3, it will need to be verified to reflect current conditions.

HDR will perform a Design Inquiry using the Underground Service Alert (USA) North website, to develop a list of utility owners who may have facilities within the proposed construction limits. HDR will contact the utility owners to verify if they have facilities within the proposed construction limits and request copies of their utility facility maps. The UP Fiber Optic Hotline ((800) 336-9193) will be contacted to determine location and status of fiber optic infrastructure within UP right-of-way.

The information obtained will be used to refine the 75% mapping of the existing utility facilities and determine whether utility location verification measures may be required. HDR assumes that twenty (20) potholes will be necessary to verify horizontal and/or vertical location of key existing utilities.

Where conflicts between the proposed design and existing utilities appear to be probable, HDR will coordinate with the utility owners to determine options for avoiding or relocating the affected utilities. HDR will request as-built plans from utility owners if necessary to better refine our existing utility mapping in areas of potential conflicts. HDR will follow the utility relocation procedures outlined by Caltrans in the Caltrans Right of Way Manual, Chapter 13 for utility relocations outside of the UP right of way.

Utilities that are located within UP right-of-way may have special rights that are unique to their agreement with UP that affect who pays for relocations. HDR will obtain copies of agreements between UP and utilities that are located within UP right-of-way to verify these rights. HDR will coordinate with both UP and the owner(s) of utilities within UP right-of-way to resolve utility conflicts within the UP right-of-way.

HDR will maintain and update a Utility Contact Log to document our contacts with utility owners. This will include a summary of current status of each affected utility.

**Key Understandings:**

- Up to twenty (20) utility potholes will be performed, over a total of up to 5 separate days.
- The contract scope of services does not include geophysical utility locating services such as ground-penetrating radar (GPR) or other similar techniques - if such methods are required, these will be added as additional services.

**Deliverables:**

1. Utility Contact Log
2. Pothole data



3. Relocation Claim Letters
4. Report of Investigation
5. Notice to Owner Letters
6. Utility Agreements (if required)

### Task 6. Geotechnical Investigations

HDR previously performed a geotechnical investigation in support of the proposed improvements at the Salinas Station area for both Package 1 and Package 2. HDR's previous geotechnical investigation included the advancement of five shallow test borings and associated laboratory testing to obtain information on near surface soil conditions beneath the site. We judge that the previously collected information on subsurface conditions is sufficient to support final design. HDR will evaluate and confirm or modify our previous pavement and subgrade preparation recommendations.

For Package 3, HDR previously performed gradation testing on a bulk sample of surface soil taken in the proposed platform extension area to support the design of the platform extension. Since subsurface exploration was previously not undertaken, HDR will perform test borings and associated laboratory testing in order to characterize soil conditions in the proposed improvement areas, including within UP right-of-way. This information will be used to develop pavement section, and platform and track subgrade preparation recommendations in support of the design of these improvements.

#### Key Understandings:

- Assumes no further geotechnical investigations are required for Package 2
- Five borings to depths of 5 to 10 feet will be completed for Package 3

#### Deliverables:

1. Draft and Final Package 3 Geotechnical Investigation Memorandum

### Task 7. Final Plans and Specifications

HDR will prepare plans and technical specifications for review at the 90%, 100% and Final Design milestones.

Plans will be prepared in US Customary units and comply with UP and Caltrain CAD standards and requirements.

It is assumed that the most current Caltrain Standard Specifications will be used as the basis for the technical specifications for Package 2 and Package 3. Project-specific Supplemental Technical Provisions will be required.

HDR will also work with TAMC, their Construction Manager (CM), MNS Engineers, and TAMC's legal counsel to develop General Provisions (i.e. "Front End") that will work with the Caltrain Standard Specifications and our project-specific Supplemental Technical Provisions. These may consist of modified versions of Caltrain's Standard General Provisions and Supplemental General Provisions.

We assume that construction within the UP right-of-way will be performed by the UP per the UP General Conditions and Specifications and the UP Track Maintenance Field Handbook.

**Key Understandings:**

- The most current Caltrain Standards will be provided by Caltrain at the onset of this task and be used as the basis for the technical specifications and plans
- TAMC legal counsel will review and provide modifications to the language in the General Provisions
- UP technical specifications will not be prepared by HDR
- The following plan sets are anticipated:
  - Survey Control Plans
  - Demolition Plans
  - Staging and Traffic Handling Plans
  - Site Plan
  - Roadway Plans
  - Grading and Drainage Plans
  - Track Plans
  - Rail Signals Plans
  - Utility Plans
  - Architectural Plans
  - Structural Plans
  - Communications Plans
  - Electrical Plans
  - Mechanical Plans

**Task 7.1 - 75% Comment Responses and Resolution**

HDR will prepare comment responses to the stakeholder review comments provided on the 75% PS&E submittal in 2016. Several years have elapsed since the original 75% PS&E review and Caltrain has a new role on the project as the proposed passenger rail provider. As such, HDR will resubmit the original 75% PS&E package and comment responses to the following reviewing agencies: Caltrain, City of Salinas, City of Gilroy and TAMC.

After the review period, HDR will compile review comments into a comment response table and prepare comment responses. HDR will identify critical comments that will be best resolved through focus meetings. HDR will attend up to three focus meetings to resolve comments and obtain clear direction on the design revisions before proceeding with the 90% P&S.

**Key Understandings:**

- Assumes a maximum eight (8) week agency review period for the 75% PS&E
- HDR will attend up to three (3) focus meetings to resolve new 75% comments

**Deliverables:**

1. Comment responses to the original 75% PS&E

2. Comment responses to the resubmittal of the 75% PS&E
3. Meeting Notes

#### Task 7.2 - 90% Plans and Specifications

HDR will use the direction obtained from the 75% PS&E review and focus meetings, to develop 90% plans and technical specifications for submittal to Caltrain, City of Salinas, City of Gilroy, and TAMC. HDR will also prepare the draft General Provisions for TAMC legal counsel review.

#### Key Understandings:

- Assumes that communication design for the Package 2 layover facility will include CCTV. Assumes that fire alarm and intrusion detection is not required for the Package 2 layover facility.
- Assumes the communication design for the Package 2 Salinas Station will include TVM, VMS, PA, Fire Alarm and a communication equipment room.
- Assumes that communication design for Package 3 will be limited to the platform extension.

#### Deliverables:

1. 90% Plans
2. 90% Technical Provisions
3. Draft General Provisions for TAMC review

#### Task 7.3 - 100% Plans and Specifications

HDR will compile the 90% review comments into a comment response table and prepare draft comment responses. HDR will identify critical comments that will be best resolved through focus meetings with stakeholders. HDR will attend up to three (3) focus meetings to resolve comments and obtain clear direction on the design revisions before proceeding with the 100% P&S. HDR will prepare 100% plans and specifications for submittal to Caltrain, City of Salinas, City of Gilroy, and TAMC.

#### Key Understandings:

- Assumes a maximum eight (8) week agency review period for the 90% PS&E
- HDR will attend up to three (3) focus meetings to resolve 90% comments

#### Deliverables:

1. 90% PS&E Comment Responses
2. Meeting Notes
3. 100% Plans
4. 100% Technical Provisions
5. Final General Provisions

#### Task 7.4 - Final Plans and Specifications

HDR will compile the 100% review comments into a comment response table and prepare draft comment responses. HDR will identify critical comments that will be best resolved through focus meetings with stakeholders. HDR will attend up to two (2) focus meetings to resolve final comments and obtain clear direction on the design revisions developing the Final P&S.

HDR will develop draft applications for the necessary construction permits including City of Salinas and City of Gilroy Grading and Drainage Permits and Building Permits. It is assumed that the City of Salinas and the City of Gilroy will provide design reviews during the PS&E review periods. As such, it is not anticipated that that significant comments will be received during permit review.

**Key Understandings:**

- Assumes a maximum eight (8) week agency review period for the 100% PS&E
- HDR will attend up to two (2) focus meetings to resolve 100% comments
- Assumes that the comments will not require significant redesign
- Assumes a maximum four (4) week agency review and approval period for the Final PS&E
- Permit review comments will be minor in nature and will not require redesign.
- The construction contractor will be required to apply for and obtain a City of Salinas Construction and Demolition Waste Permit for demolition of the remaining building to be demolished.

**Deliverables:**

1. 100% PS&E Comment Responses
2. Final Plans and Specifications
3. Draft and final City of Salinas permit applications
4. Draft and final City of Gilroy permit applications

**Task 8. Engineer’s Estimate of Probable Construction Cost**

The 75% engineer’s estimate of probable construction cost for Package 2 and Package 3 was prepared in 2016. HDR will update the estimates to refine the bid items, quantities and unit prices for the 90%, 100% and Final design submittal milestones. The bid item list for the cost estimate will be organized per the Caltrain Standard Specification sections to provide a clear relationship between the items of work and the specifications that apply to each item.

**Deliverables:**

1. 90%, 100% and Final Engineer’s Estimate of Probable Construction Cost

**Task 9. Bid Support Services**

HDR will work with TAMC and their Construction Manager (CM), MNS Engineers, to provide the following bid support services for the two bid packages:

- Preparation of bid documents
- Prepare for and attend one pre-bid construction conference for each package
- Respond to contractor requests for information (RFI). Assumes 60 RFIs.
- Prepare bid addendums as required. Assumes 10 Bid Addenda.
- Prepare a conformed set of contract documents incorporating any addendums.

**Deliverables:**

1. Thirty (60) RFI responses

2. Up to ten (10) Bid Addenda
3. Conformed set of contract documents

## Task 10. Optional Tasks

### Task 10.1 – Railroad Operations Modeling and Analysis

Infrastructure improvements will likely be required by UP on the UP Coast Subdivision between Gilroy and Salinas, California, to host the implementation of two additional passenger trains each way daily. TAMC is currently pursuing the Gilroy Station Access Improvements (Package 3) project and Salinas Train Layover Facility (Package 2) at either end of the approximately 38-mile segment of the UP Coast Subdivision. The extent or scope of any potential Coast Main Line Improvements projects over the immediate corridor segment between Gilroy and Salinas have not been confirmed by TAMC at this time, so it is not currently possible to identify any scope that would be required to design such intermediate improvements until additional railroad and public agency coordination and railroad operations modeling and analysis occurs.

Operations modeling is often used by railroads (including UP) and public transportation agencies (including Caltrain) to identify and validate potential infrastructure and network concepts required to provide the capacity necessary to accommodate current and anticipated future passenger and freight train volumes on a shared-use corridor.

HDR understands that UP and / or the proposed passenger rail service operator Caltrain will require the development of a railroad operations simulation model to assess the implementation of two passenger trains each way daily between Gilroy and Salinas. They will either perform this analysis themselves or through a trusted third party.

HDR proposes to lead the rail operations planning for TAMC as outlined below, subject to TAMC, UP and Caltrain concurrence.

The typical HDR rail operations modeling process includes development of a dispatching model supported by a combination of highly sophisticated rail modeling software, including Rail Traffic Controller (RTC), Viriato, and proprietary software adjuncts. HDR will work with UP and Caltrain to obtain inputs, guidance, and review necessary for development of an operations model supported by RTC to identify potential Coast Main Line Improvements. It is anticipated that the model and its outputs will be used to:

- Understand current UP freight and Amtrak passenger train movements between Gilroy and Salinas and current Caltrain passenger train movements at Gilroy
- Consider how – and if – the expanded passenger rail service is compatible with UP’s current and anticipated future operations on the UP Coast Subdivision
- Confirm the needs and requirements of host railroad UP and public transportation agencies Caltrain and TAMC for implementation of two daily roundtrip passenger trains between Gilroy and Salinas

- Identify, assess, validate, and screen potential infrastructure concepts for the Coast Main Line Improvements that may be needed to accommodate the extension of two daily roundtrip passenger trains between Gilroy and Salinas.
- Support discussions between UP, Caltrain, and TAMC for future project development

#### *Preliminary Railroad and Proposed Passenger Rail Service Provider Modeling Coordination*

HDR will facilitate preliminary coordination with host railroad UP and proposed passenger rail service provider Caltrain before operations modeling commences to confirm and solicit inputs for the following, as appropriate:

- Rail network model area
- Modeling scenarios, period, assumptions, and approach
- Existing RTC model developed by UP, if it exists and is available for use
- Railroad operations and infrastructure data inputs to support the modeling (e.g., train operations data, current railroad timetable, special instructions, and track charts)
- Current and future freight and passenger rail service, network, and facility needs to preserve safety, capacity, functionality, efficiency, reliability, connectivity, interoperability, access, and optimize transportation system performance
- Requirements and appropriate method for protecting proprietary and confidential UP railroad operations data
- Anticipated model outputs, presentation, and schedule for review of modeling outputs

#### **Key Understandings:**

- Agreement with UP on what data is considered proprietary and confidential and what can and cannot be shared with other stakeholders or in a public document developed for this project will be confirmed with UP.
- It is assumed that a Non-Disclosure Agreement (NDA) between HDR and UP will govern any sharing of data or modeling results.
- HDR will develop a Data Request List, which will be submitted to UP and Caltrain for review and fulfillment.
- TAMC will provide HDR with railroad operations modeling outputs developed using Viriato software from the TAMC Rail Network Integration Study.
- One (1) separate in-person meeting each will occur with UP and Caltrain and each will be attended by up to two (2) HDR staff. The schedule and location of meetings will be selected with the goal to respect the availability of railroad and public agency staff and maximize participation. HDR understands that UP may prefer to meet in Roseville, California, or Omaha, Nebraska, and that Caltrain may prefer to meet in San Carlos or Salinas, California. Alternatively, it may be possible for meetings to occur via webinar or conference call.

#### **Deliverables:**

1. Data Request List
2. Meeting Agenda
3. Meeting Notes

### *Rail Operations Modeling Development and Review*

The software used for the operations simulation is the Rail Traffic Controller™ operations simulation model, developed and licensed by Berkeley Simulation Software, LLC. Additional data pre and post-processing tools, developed by HDR, will be used to automate the input and output of data from the model.

Cases are run multiple times with randomized freight and passenger train schedules and delays to attempt to replicate the variability of typical passenger and freight rail operations. Upon completion, cases are calibrated and reviewed with the host railroad to confirm that they reflect existing operating patterns, including their normal variability, and normal adverse weather conditions. In order to develop the randomization parameters, the values of parameters such as late-arriving trains, out-of-slot trains, delayed station departures, and trains not operating at planned operating speed are obtained empirically by obtaining actual train delay data or by railroad delay reports.

Several versions of the RTC model will be produced during this task through coordination, inputs, and review from UP and Caltrain. These will include scenarios for Base Year, No-Build, and Full-Build versions. It is assumed that two future service years will be modeled for the Full-Build versions, including: the year the proposed improvements will be completed (Implementation Year) and 10 years after the implementation year. Key rail operating metrics will be compared between the No-Build and Build models to identify and validate that proposed improvements support the overall goals of the project, and will be used by project stakeholders as one tool to determine preferred project infrastructure alternatives for further consideration and potential future design activities. Model cases and potential infrastructure concepts tested during RTC modeling will be confirmed with UP and Caltrain. Details about the anticipated model cases are outlined below:

1. **Base Model (Existing Conditions; Year 2020):** The Base Model will depict existing infrastructure and passenger and freight train operations in the model area for the Year 2020. The purpose of the Base Model is to validate the accuracy of the model in depicting current rail operations with UP.
2. **No-Build Model, Implementation Year (Year TBD):** The Base Model will be updated to reflect estimated operations and infrastructure for the project implementation year, to be determined through coordination with TAMC. The No-Build Model will depict operations, as if the proposed Coast Main Line Improvements projects are not built. The No-Build Model will include:
  - Any known planned, programmed, and funded rail infrastructure improvements within the model area that are not associated with any of the improvements that would be constructed under the TAMC project.
  - Estimated future freight volumes, subject to discussion and confirmation with UP.
  - Proposed Caltrain passenger schedules in project area for the year the proposed project is implemented. Future schedules developed using the Viriato software suite by TAMC in a previous study, by rail stakeholders UP and Caltrain, or HDR, will be transferred into RTC using a data bridge previously developed by HDR to facilitate the process.
3. **Full-Build Models, Implementation Year (Year TBD):** The No-Build Model will be updated to include proposed infrastructure improvements considered for the project through coordination with UP, Caltrain, and TAMC. Up to four (4) concept design alternatives for the proposed Coast Main Line Improvements will be tested.
4. **No-Build Model, Service Year (10 Years after Implementation):** The No-Build Model for implementation year (TBD) will be updated to reflect estimated operations and infrastructure for

the service year 10 years after implementation. This No-Build Model will depict future operations 10 years (subject to confirmation through coordination with UP, Caltrain, and TAMC) after the project was anticipated to be implemented, and would present the conditions as if the proposed improvements for the Coast Main Line Improvements are not built. The No-Build model will include:

- Estimated freight volumes 10 years after implementation, subject to UP inputs.
- Proposed passenger schedules in model area 10 years after implementation. Future schedules developed using the Viriato software suite, developed by TAMC, Caltrain, or HDR, will be transferred into RTC using a data bridge previously developed by HDR to facilitate the process.

- 5. Full-Build Models, Service Year (10 Years after Implementation):** The No-Build Model will be updated to include proposed infrastructure improvements. Up to four (4) concept design alternatives for the proposed Coast Main Line Improvements will be tested.

Draft results for each of the models and a Draft RTC Modeling Methodology and Outcomes Memorandum will be presented to UP for review. Comments will be used by HDR to revise the draft models and results. Revised draft results will be presented to Caltrain for review. Comments from UP and Caltrain will be used to finalize models and results and a Final RTC Modeling Methodology and Outcomes Memorandum. Final results and memo will be submitted to UP and Caltrain for any outstanding comments and concurrence.

Upon completion of the modeling, HDR will develop order of magnitude level cost ranges for the identified improvements. HDR will meet with TAMC to deliver a summary of the results of the RTC work product.

#### **Key Understandings:**

- Internal HDR conference calls and conference calls with TAMC, as required.
- One (1) separate meeting each will be held with UP and Caltrain to review the results of the draft RTC models and assumes one (1) separate meeting each with UP and Caltrain to review the results of the final RTC model. Each meeting will be attended by up to two (2) HDR staff. The schedule and location of meetings will be selected with the goal to respect the availability of railroad and public agency staff and to maximize participation. HDR understands that UP may prefer to meet in Roseville, California, or Omaha, Nebraska, and that Caltrain may prefer to meet in San Carlos or Salinas, California. Alternatively, it may be possible for meetings to occur via webinar or conference call.
- Confidentiality agreements between UP and HDR may be required, and would dictate any sharing of data from the railroad or railroad modeling results developed by HDR. Information provided to HDR by UP subject to those agreements may be required by UP to be held confidential by HDR, and not shared with TAMC or other agencies. Work product prepared by HDR will become the property of TAMC as described in the contract between HDR and TAMC. If certain components of the work product are subject to UP confidentiality agreements, those components will not become the property of TAMC.

#### **Deliverables:**

1. Meeting Notes
2. Draft RTC Modeling Methodology and Outcomes Memorandum
3. Final RTC Modeling Methodology and Outcomes Memorandum
4. Order of Magnitude Ranges of Costs for Coast Mainline Improvements



### Task 10.2 - Design Support for Public Outreach

HDR will support TAMC in their Public Outreach efforts by developing exhibits and visual simulations to facilitate meetings with various public agencies and citizens groups.

#### Key Understandings:

- This task assumes the development of two (2) visual simulations or exhibits

#### Deliverables:

1. Draft and final exhibits

### Task 10.3 - Design Support for Property Acquisition

TAMC is in the process of acquiring the majority for the properties necessary for Package 2 and Package 3 construction. One property that has not been acquired is a partial take of the UP property (APN 002-021-014) adjacent to the Salinas Layover Facility. BKF has performed boundary surveys on all adjacent parcels. BKF will develop a Plat Map and Legal Description for the partial acquisition of the UP parcel required for Package 2 to support TAMC's right-of-way team in the negotiation.

In addition, proposed sidewalk improvements along East 10<sup>th</sup> Street in the city of Gilroy have been added to the scope of Package 3. It is necessary to develop an accurate right-of-way line along the south side of 10<sup>th</sup> Street to avoid right-of-way impacts from these improvements. BKF will prepare a resolved parcel boundary for the following parcel:

Owner	Address	APN
Revolution Investments LLC	6980 Monterey Rd	841-14-082

BKF will research and obtain filed maps and vesting deeds of the subject parcel. BKF will also perform field survey for the location of the parcel by locating existing parcel corners, if any, street monuments and planimetric items appurtenant to the resolution of the boundary lines of the subject parcel. BKF will prepare notification letter to property owner for site access in order to complete the field survey work.

BKF will add this field collected information to the existing base files and create an AutoCAD drawing of the existing found boundary items. BKF will resolve the boundary based on existing street monuments and any available existing property corners for the subject parcel.

#### Key Understandings:

- Existing boundary surveys will be sufficient to complete the development of the Plat Map and Legal Description for APN 002-021-014). No further boundary surveys or field work will be necessary for Package 2.
- Plat and legal description will be based on the UPRR record boundary line previously prepared by BKF.
- It is assumed that TAMC will provide the title reports for requested properties.
- Up to one (1) round of review is assumed by TAMC and UPRR.

**Deliverables:**

1. Plat Map and Legal Description for partial acquisition of APN 002-021-014
2. Resolved parcel boundary for APN 841-14-082

**Task 10.3.1 – ROW Services for Gilroy UP ROW (Optional)**

As an optional task, BKF will perform right of way acquisition support services and boundary survey for the following parcels as summarized below:

Owner	APN
UPRR	841-16-123, 841-13-023, 841-14-072 and 841-14-058

BKF will research and obtain filed maps and vesting deeds of the subject parcels. BKF will also perform field survey for the location of the parcels by locating existing parcel corners, if any, street monuments and planimetric items appurtenant to the resolution of the boundary lines of the subject parcels. BKF will process and obtain required permits for the field survey work, including coordination for access and flaggers near the rail and required railroad safety training.

BKF will add this field collected information to the existing base files and create an AutoCAD drawing of the existing found boundary items. BKF will resolve the boundary based on existing street monuments and any available existing property corners for the subject parcel.

A partial right-of-way acquisition or easement from APN 841-16-123 may be required for project improvements. BKF will calculate the location of the Parcel property to be acquired based on the resolved boundary surveyed for APN 841-16-123.

BKF will prepare the legal description and plat for a portion of APN 841-16-123. BKF will also prepare the mathematical closure calculations for checking the bearings, distances and the area shown on the legal description and plat.

BKF will prepare an ALTA survey for the proposed parcel to be acquired from UPRR based upon the UPRR requirement of an ALTA Survey for any UPRR land acquisition.

Because this newly created parcel is not shown on any existing subdivision map, setting the boundary corners for the newly created parcel will require a Record of Survey per the State of California Land Surveyors Act. Based on the new parcel acquisition noted above, BKF will set the boundary corners of the new parcel acquisition and file a Record of Survey with the County of Santa Clara. This post acquisition Record of Survey is prepared showing the results of the field survey and the description and location of the monuments set or found at the exterior boundary corners of subject site Parcel. This Record of Survey is prepared and submitted with the County review fee to the County Surveyor’s Office of Santa Clara County with the referenced maps and deeds used in the preparation of the Record of Survey.

After the review and approval of the Record of Survey by the County Surveyor's Office, BKF will prepare the original Mylar(s) of the Record of Survey and submit to the County Surveyor's Office with the recording fee for filing the Survey with the County Recorder's Office.

**Key Understandings:**

- TAMC will provide the Title Report for the subject parcel
- TAMC will be responsible for any fees associated with recording, map checking, or filing of the below work
- TAMC will be responsible for any fees associated with encroachment permits from UPRR, PCJPB and Caltrans

**Deliverables:**

1. Resolved UPRR ROW boundary base file
2. PDF copy of the recorded Record of Survey

**Task 10.4 - Storm Water Control Plan**

Both the City of Salinas and the City of Gilroy are classified as Phase 1 Municipal Separate Storm Sewer System (MS4) with individual National Pollution Discharge Elimination System (NPDES) permits that regulate discharge of stormwater for their entire cities. The NPDES permit requires a City to adopt and enforce a stormwater ordinance (i.e. the Stormwater Development Standards).

Both the City of Salinas and the City of Gilroy are classified as Phase 1 Municipal Separate Storm Sewer System (MS4) with individual National Pollution Discharge Elimination System (NPDES) permits that regulate discharge of stormwater for their entire cities. The NPDES permit requires a City to adopt and enforce a stormwater ordinance (i.e. the Stormwater Development Standards).

Package 2:

The 75% design of Package 2 included post-construction Stormwater Treatment Best Management Practices (BMPs) in compliance with the City of Salinas Stormwater Development Standards. BKF prepared the Transportation Agency for Monterey County – Salinas Commuter Rail Station and Layover Facility Project Stormwater Control Plan (SWCP), dated November 20, 2018 for Package 1 and Package 2 that was approved by the City of Salinas in on January 16, 2019.

Revisions to the design of Package 2 is anticipated to affect the previously designed and approved BMPs. We have assumed that a new, stand-alone SWCP report will be required for Package 2. BKF will prepare a SWCP that demonstrates the 90% plans and specifications comply with the Salinas Stormwater Development Standards for New and Redevelopment Projects, dated December 2013 (SDS), for Tier 5 projects (that exceed the 22,500 square-foot threshold). BKF will develop the narrative sections, exhibits, and appendices required for Tier 5 projects, and submit the report for City review. BKF will conduct hydraulic modeling and present the results in the SWCP report. A preliminary (draft) SWCP will be submitted to the City for review and comment. Comments will be addressed and a final SWCP will be submitted to the City for approval.

### Package 3:

Based on the 75% PS&E, Package 3, the project will create and/or replace between 5,000 and 15,000 square feet of impervious area and therefore qualify as a Tier 2 Project as defined by the City of Gilroy's Stormwater Management Guidance Manual for Low Impact Development & Post-Construction Requirements, dated June 2015 (Guidance Manual).

For Package 3, the project will be required to design post-construction stormwater BMPs in compliance with the Stormwater Development Standards. BKF will prepare a Conceptual (Preliminary) Stormwater Control Plan (SWCP) and submit it to the City of Gilroy for review and approval.

The SWCP will comply with the Guidance Manual for Tier 2 Projects, including:

- Performance Requirement No. 1: Site Design and Runoff Reduction
- Performance Requirement No. 2: Water Quality Treatment.

Project site information, Drainage Management Areas, BMP sizing calculations will be developed and shown to demonstrate that appropriate BMPs are selected and contain sufficient area to comply with the Guidance Manual. Operation and Maintenance information will also be provided.

### **Key Assumptions:**

- We have assumed the revised Package 2 design will utilize a similar, single-basin BMP that was approved in the approved Package 1 and 2 SWCP. If the revised design utilizes multiple BMPs, an additional service request may be required to perform the additional analyses and documentation.
- For package 2 SWCP, BKF has assumed one round of City comments including a teleconference call with City of Salinas staff to discuss comments and responses. Additional rounds of review or meetings may necessitate an additional service request.
- For package 3 SWCP, BKF has assumed one round of City comments including a telephone call with City of Gilroy staff to discuss comments and responses.
- For package 3 SWCP, Tier 2 Project qualification is based on the following assumptions:
  - The new platform will create and/or replace approximately 3,000 sf of impervious surface.
  - The East 10<sup>th</sup> Street crossing will create and/or replace approximately 3,200 sf of impervious surface.
  - The East Luchessa Avenue crossing will create and/or replace approximately 2,800 sf of impervious surface.
  - New track segments will be constructed on freely draining stone (no liner or impervious subbase material will be proposed) and therefore qualify as created and/or replaced pervious surface.

### **Deliverables:**

1. Package 2 Stormwater Control Plan (Preliminary and Final).
2. Package 2 response to City of Salinas comments.
3. Package 3 Stormwater Control Plan (Preliminary and Final).
4. Package 3 response to City of Gilroy comments.

## Task 10.5 - Hazardous Materials

### *Building Hazardous Material Sampling and Contaminant Management Plan*

Construction of Package 2 and Package 3 may require the demolition of building that may potentially contain hazardous material and may require the excavation of soil contaminated by historic land uses. The optional items presented below are intended to minimize TAMC's potential liability associated with hazardous material, reduce costs from hazardous material characterization and disposal, and minimize delays during construction.

#### **1. As-Needed Sampling and Testing of Building Materials**

To facilitate the building demolition and property acquisition, HDR will collect supplemental samples for laboratory testing and assessment of the presence of lead-based paint and asbestos in two buildings – one in Salinas and one in Gilroy. The analytical results will assist with determination of property acquisition, worker protectiveness during demolition/construction and waste disposal activities. Sample collection and testing is intended to supplement existing data previously collected.

#### **2. Contaminant Management Plan and Pre-Construction Waste Profiling**

The presence of arsenic in soil greater than State of California screening levels and potential to encounter previously undiscovered contaminants requires worker protection during and after construction. To mitigate impacts to human health, HDR will prepare a Contaminant Management Plan (Plan) so that specific procedures can be identified prior to construction. The Plan will reduce construction delays and costs via the following elements:

- a. Summarize previously collected analytical results collected from the area.
- b. Specify dust control methods to ensure that arsenic and other contaminants do not migrate outside of the construction area.
- c. Identify waste disposal options prior to construction. Utilize generator knowledge and existing analytical results to profile waste planned to be disposed offsite prior to construction. Contact nearby landfills and secure letters of waste acceptance to be included in the Plan to minimize construction delays, onsite soil stockpiling, and specify contaminated soil destination prior to construction.
- d. Identify methods to characterize, manage and dispose of previously unidentified waste to minimize construction delays.
- e. Develop alternate arsenic screening levels based on future land use and in accordance with the Department of Toxic Substance Control (DTSC) Note 6 for the onsite reuse of arsenic contaminated soil. This will reduce transportation and disposal costs.
- f. Identify buildings where lead based paint and asbestos testing shall be performed prior to demolition and methods to conduct this hazardous material assessment.
- g. Make recommendations for additional sampling if needed.

- h. Secure Plan concurrence by State agencies.

**Deliverables:**

1. Draft and Final Contaminant Management Plan

*Gilroy Station – Phase I ESA*

This task consists of preparation of a Phase I Environmental Site Assessment for the Gilroy Station which can also be used for the purposes of the potential Union Pacific property acquisition. Activities include government database search, environmental records review, visual site inspection, and knowledgeable site contact interviews. The activities are presented below:

- Government Database Search, Environmental Records Review, and Visual Site Inspection. HDR will perform a review of available government database records to identify environmental contamination associated with the site or its immediate vicinity. In addition, HDR will review available environmental documents, aerial photographs, and historic topographic maps; perform interviews of individuals knowledgeable of the project site and past practices; and perform a site visit. The site will be evaluated for the presence or likely presence of contaminants as defined in ASTM E1527-13. HDR will not perform any sampling for the preparation of the Phase I ESA.
- Report Preparation. HDR will prepare a report summarizing the activities performed and environmental contamination affecting the project site. The report will present findings and conclusions regarding the presence or potential presence of hazardous materials or petroleum products in the soil or groundwater and recommendations for further work, if necessary. HDR will also present findings regarding the potential presence of asbestos containing material and lead-based paint based upon a qualitative assessment.

**Key Understandings:**

- The Site and buildings in Union Pacific property will be accessible to HDR at the time of the site assessment,
- TAMC to acquire ROE to project areas and buildings for HDR.
- Soil, groundwater and building material sampling is not included; and
- The Owner(s), or knowledgeable site contact(s), will be available for a telephone, questionnaire, or in person interview.

**Deliverables:**

1. One draft and one final Phase I ESA report for Gilroy Station

*Gilroy Station – Phase II Investigations*

Activities include preparation of a work plan, sampling, laboratory analysis and reporting. These activities are presented below:

**Work Plan and Health and Safety Plan**

The purpose of preparing a sample collection Work Plan (Work Plan) is to present means and methods for samples collected for chemical analysis, and for reporting purposes. The Work Plan will be prepared under the supervision of a professional geologist and will be submitted to TAMC for review and comment before finalizing. The Work Plan will propose methods and locations to collect soil samples and identify chemical laboratory analytical methods.

### **Sample Collection and Analysis**

The purpose of this task is to facilitate soil sample collection along with the geotechnical sample collection effort. For cost estimation purposes, this scope assumes up to 8 soil samples collected from up to 4 discrete locations. The coordinates of each sampling location will be recorded with a hand-held global position system (GPS).

Up to 8 soil samples will be collected and submitted to a California accredited laboratory for the following analysis:

- California Accreditation Manual (CAM) 17 metals by EPA Method 6020/200.8,
- Volatile organic compounds (VOCs) by EPA Method 8260,
- Chlorinated pesticides and polychlorinated biphenyls (PCBs) by EPA Method 608/8082,
- Total extractable hydrocarbons by EPA Method 8015B, and
- Polyaromatic Hydrocarbons by EPA Method 8270.

### **Site Investigation Technical Memorandum for the Gilroy Rail Station**

A Technical Memorandum (TM) will be prepared to document the investigation activities, tabulate the laboratory analytical results, and to compare the laboratory analytical results to applicable state and federal criteria. The TM will include the following:

- A description of the methods used to advance the borings and collect the soil samples;
- A figure identifying the location of the borings including GPS coordinates;
- A table summarizing the laboratory analytical results;
- An appendix containing the laboratory analytical reports;
- A discussion of the laboratory analytical results with comparison to regional background metals concentrations and applicable regulatory agency screening levels;
- Identification of nearby landfills where soils can be accepted based on the laboratory analytical results; and
- A figure depicting the planned excavation extent and waste categories (e.g. clean, non-hazardous and hazardous) for soil that will be generated during construction activities.

### **Key Understandings:**

- Costs include boring permit, per diem and one day of field work for sample collection.
- TAMC to acquire right of entry (ROE) to boring locations for HDR employees and subcontractors
- Groundwater sampling is not included.
- Boring locations will be marked for underground utility clearance at same time as boring locations for the Salinas site.
- The sampling and drilling activities at this site are anticipated to take no more than one full day.
- Sampling will be performed as part of the sampling effort at the Salinas Rail Station.

**Deliverables:**

1. A draft electronic copy of the Work Plan will be submitted for review and comment. Comments received will be incorporated into a final Work Plan.
2. A draft electronic copy of the TM will be submitted to TAMC for review and comment. Comments received will be incorporated into a final electronic TM.

*Salinas Station - Phase II Investigations*

Activities include preparation of a work plan, sampling, laboratory analysis and reporting. These activities are presented below:

**Work Plan and Health and Safety Plan**

The purpose of preparing Work Plan is to present means and methods for sample collection and reporting. The Work Plan will be prepared under the supervision of a professional geologist and will be submitted to TAMC for review and comment before finalizing. The Work Plan will propose methods and locations to collect soil samples and identify laboratory analytical methods.

**Sample Collection and Analysis**

The purpose of this task is to facilitate soil sample collection with the geotechnical sample collection effort. This scope assumes up to 12 soil samples collected from up to 6 discrete locations. The coordinates of each sampling location will be recorded with a hand-held GPS.

**Estimated Laboratory Analyses**

Up to 12 soil samples will be collected and submitted to a California accredited laboratory for the following analysis:

- CAM 17 metals by EPA Method 6020/200.8,
- VOCs by EPA Method 8260,
- Chlorinated pesticides and PCBs by EPA Method 608/8082,
- Total extractable hydrocarbons by EPA Method 8015B, and
- Polyaromatic Hydrocarbons by EPA Method 8270.



## Site Investigation Technical Memorandum for the Salinas Rail Station

A TM will be prepared to document the investigation activities, tabulate the laboratory analytical results, and to compare the laboratory analytical results to applicable state and federal criteria. The TM will include the following:

- A description of the methods used to advance the borings and collect the soil samples;
- A figure identifying the location of the borings including GPS coordinates;
- A table summarizing the laboratory analytical results;
- An appendix containing the laboratory analytical reports;
- A discussion of the laboratory analytical results with comparison to regional background metals concentrations and applicable regulatory agency screening levels;
- Identification of nearby landfills where soils can be accepted based on the laboratory analytical results, and
- A figure depicting the planned excavation extent and waste categories (e.g. clean, non-hazardous and hazardous) for soil that will be generated during construction activities.

### Key Understandings:

- Costs include boring permit, per diem and one day of field work for sample collection.
- TAMC to acquire ROE to boring locations for HDR employees and subcontractors
- Groundwater sampling is not included.
- The sampling and drilling activities at this site are anticipated to take no more than one full day.
- Sampling will be performed as part of the sampling effort at the Gilroy Rail Station.

### Deliverables:

1. A draft electronic copy of the Work Plan will be submitted for review and comment. Comments received will be incorporated into a final Work Plan.
2. A draft electronic copy of the TM will be submitted to TAMC to for review and comment. Comments received will be incorporated into a final electronic TM.

### Task 10.5.1 – Salinas Station Phase 1 ESA (Optional)

This optional task consists of preparation of a Phase I Environmental Site Assessment for the potential Union Pacific property acquisition at the Salinas Station. Phase I ESA activities include government database search, environmental records review, visual site inspection, and knowledgeable site contact interviews. The activities are presented below:

- Government Database Search, Environmental Records Review, and Visual Site Inspection. HDR will perform a review of available government database records to identify environmental contamination associated with the site or its immediate vicinity. In addition, HDR will review

available environmental documents, aerial photographs, and historic topographic maps; perform interviews of individuals knowledgeable of the project site and past practices; and perform a site visit. The site will be evaluated for the presence or likely presence of contaminants as defined in ASTM E1527-13. HDR will not perform any sampling for the preparation of the Phase I ESA.

- Report Preparation. HDR will prepare a report summarizing the activities performed and environmental contamination affecting the project site. The report will present findings and conclusions regarding the presence or potential presence of hazardous materials or petroleum products in the soil or groundwater and recommendations for further work, if necessary. HDR will also present findings regarding the potential presence of asbestos containing material and lead-based paint based upon a qualitative assessment.

### **Key Understandings:**

- The Site and buildings in Union Pacific property will be accessible to HDR at the time of the site assessment,
- TAMC to acquire ROE to project areas and buildings for HDR.
- Soil, groundwater and building material sampling is not included; and
- The Owner(s), or knowledgeable site contact(s), will be available for a telephone, questionnaire, or in person interview.

### **Deliverables:**

1. One draft and one final Phase I ESA report for Salinas Station

### **Task 10.6 - Design Services During Construction**

The HDR Team will provide design support services during construction for Package 2 and Package 3. It is anticipated that the total construction duration will be 18 months. Services are anticipated to include coordination with MNS, TAMC's Construction Management firm, preparing responses to contractor questions including Requests for Information (RFIs), review of submittals and shop drawings, preparation of drawing revisions for Contract Change Orders (CCOs), and attendance at four (4) in-person construction meetings at the request of TAMC.

At the end of the construction phase, the HDR team will prepare Package 2 and Package 3 As-Built Plans in AutoCAD format. The As-Built plans will include executed Contract Change Orders and field changes as directed by the Resident Engineer (RE). The RE, who is in responsible charge of the project, is the most qualified individual to note any field changes that may have occurred during the construction of the project. It is assumed that the RE will provide one neat and concise set of redline mark-ups for the HDR team to incorporate into the As-Built Plans.

This task also includes project management during the construction phase consisting of contract administration, sub-consultant management, and monthly progress reporting and invoicing.

Below is a list of key assumptions for the task. Because the actual work performed will be dependent on the contractor and the RE, HDR will track our efforts and any work in excess of the below assumptions will be considered extra work requiring additional compensation.

### **Key Understandings:**

1. The construction duration is assumed to be 18 months.
2. Two HDR staff will attend weekly construction conference calls.
3. A total of two-hundred (300) RFI responses are included in the scope at an average of two hours of effort per RFI.
4. The RE will be responsible for the majority of submittal reviews and approvals. The HDR team will assist in the review of a total of fifteen (15) submittals at an average of three hours of effort per submittal. Any resubmittal will be counted as one submittal.
5. The HDR team will develop a total of thirty-six (30) CCOs at an average of sixteen (16) hours of effort per CCO.
6. Four (4) in person meetings are included in the scope. It is assumed that the meeting minutes will be prepared by the RE.
7. The RE will provide one neat and concise set of redline mark-ups for HDR to incorporate into the As-Built Plans.

### **Deliverables:**

1. Response to RFIs
2. Submittal and Shop Drawing Review
3. CCO Plan and Specification Preparation
4. As-Built Plans
5. Monthly Invoices and Progress Reports

### **Task 11. Gilroy Traffic Analysis**

The purpose of this task is to support the design of the at-grade crossing improvements at East 10<sup>th</sup> Street and East Luchessa Avenue in Gilroy.

#### *East 10<sup>th</sup> Street Grade Crossing Traffic Analysis*

HDR will obtain and review the input assumptions (traffic counts, geometrics, forecasts, software, signal timing) used to support the traffic impact analysis for the proposed grade crossing improvements at East 10<sup>th</sup> Street. The “Tenth Street-Chestnut Street Commercial Development Transportation Analysis Report,” provided by the City of Gilroy, will be used to determine the 2019 traffic volumes for the intersection of East 10<sup>th</sup> Street and Monterey Road.

HDR will format the data for use in the intersection analysis to support intersection operation and queue analysis. The 2019 traffic volumes from will be grown to 2021 and 2024 which are considered existing year and opening year of the new railroad grade crossing tracks. The yearly growth factor will be developed by reviewing historical traffic count data and other future planning documents for the City of Gilroy. The task will produce the following:

- Develop traffic and growth rates to represent existing and future travel conditions:
  - Existing (2021),
  - Future Project (2024).
- Develop turning movements at East 10<sup>th</sup> Street and Monterey Road to be evaluated for the following conditions:

- Existing 2021 Weekday AM and PM peak hours,
- Future Project 2024 Weekday AM and PM peak hours.

Based on the scenarios above, intersection operation analysis for the East 10<sup>th</sup> Street/Monterey Road intersection will be conducted using Synchro 10 software which implements the Highway Capacity Manual's methods. The analysis will provide advice for queue lengths for key movements to evaluate if there is potential for the proposed rail crossing to be blocked.

HDR will prepare a memo summarizing the intersection traffic analysis results for submittal to the City of Gilroy. It is assumed that one round of comments will be addressed, and a final traffic analysis memo will be submitted.

#### *Average Annual Daily Traffic*

HDR will also develop average annual daily traffic (AADT) on East 10<sup>th</sup> Street and East Luchessa Avenue for following conditions:

- Existing 2021,
- Future Project 2024.

The AADT values will be used to support the CPUC GO 88-B permit applications for the two at-grade crossing modifications.

#### **Key Understandings:**

- Intersection analysis is not required for the East Luchessa at-grade crossing because there is sufficient distance between the nearest intersection and the new at-grade crossing.
- Traffic and pedestrian counts are not included in this scope.

#### **Deliverables:**

1. Draft and Final Traffic Analysis Memo for East 10<sup>th</sup> Street At- Grade Crossing
2. AADT Volumes for East 10<sup>th</sup> Street and East Luchessa Avenue

## **Task 12. Western Burrowing Owl Surveys**

### **Task 12.1 – Western Burrowing Owl Updated Site Evaluation**

Environmental commitments made for the proposed project specifically identify the need for burrowing owl surveys to be conducted prior to construction. Section 5.1.2 of the Addendum Capital Corridor Extension to Monterey County Environmental Impact Report (EIR; Parsons 2013) states:

“There are locations within the project corridor that could be occupied by western burrowing owl (*Athene cunicularia hypugaea*), a species covered by the Migratory Bird Treaty Act. One location at the proposed Salinas Intermodal Transportation Center was documented in 2010 as potentially containing burrows used by this species; however, these burrows were located well east of the proposed Kick Start improvements. Prior to future construction of the full build-out Salinas Layover Yard and Intermodal Transportation Center, the site will be re-surveyed in accordance with the Burrowing Owl Survey Protocol and Mitigation Guidelines. If burrowing

owls are found, then impact avoidance shall occur. Otherwise, additional CEQA documentation will be required to address and mitigate the impact. During a July 2013 field visit to the proposed interim layover yard site, as well as to the Gilroy and Morgan Hill stations, Parsons' consulting biologist determined there is no evidence of occupied burrows, nesting activity or other evidence that burrowing owl currently occupy these other locations."

To support the EIR, Parsons (2013) prepared a Biological Survey Report to support the proposed project. The survey primarily called for investigating the potential presence of burrowing owls at various locations, including Salinas and Gilroy. While Parsons obtained negative survey results during their field effort, these results are from 2013, outdated and should be updated.

In accordance with the Staff Report on Burrowing Owl Mitigation (CDFG 2012), HDR proposes to conduct site evaluations at the Salinas and Gilroy stations during the spring of 2021 to update the habitat suitability for burrowing owl in the project footprint and within 150 meters of any project impacts. Specifically, an HDR biologist would survey all accessible portions of the project footprint outside the UPRR ROW and accessible areas within 150 meters of any project impacts on foot. The biologist will record all burrows or human-made structures greater than 11 centimeters in diameter and 150 centimeters in depth, as well as any burrowing owl individuals or their sign (castings, feathers, whitewash, etc.). The biologist will NOT enter the UPRR ROW for this effort. Any inaccessible portions of the project footprint and areas within 150 meters of project impacts will be scanned with high power binoculars and a spotting scope. A technical memorandum will be prepared detailing the number, size, location, and condition of any suitable burrows detected and presence or lack of burrowing owls and/or their sign.

### **Key Understandings:**

- Biologist will travel from Sacramento to Gilroy and Salinas, perform the surveys, and return in one day. This is estimated take a total of 10 hours.
- If no burrowing owls or their sign are detected during the site evaluation survey, then no further focused burrowing owl surveys will be required for the project.
- If burrowing owls or their sign are detected during the site evaluation at the Salinas station, then further surveys in accordance with the CDFG 2012 protocol would need to be carried out in 2022 (see Task 12.2 below).
- While signs of burrowing owl occupancy were observed in 2010 in the general vicinity of the Salinas station, no such signs were observed in the vicinity of the Gilroy station. Therefore, HDR assumes that the site evaluation will find that protocol surveys will be not be necessary in Gilroy. If burrowing owls or their sign are detected during the site evaluation at the Gilroy station, then further surveys in accordance with the CDFG 2012 protocol would need to be carried out in 2022 under a separate amendment.

### **Deliverables:**

1. Western Burrowing Owl Updated Site Evaluation Technical Memorandum
2. Map of Suitable, Occupied, and Potentially Occupied Burrows

### Task 12.2 – Western Burrowing Owl Protocol Surveys

If burrowing owls or their sign are detected in Salinas during the 2021 Task 12.1 site evaluation surveys, then surveys for burrowing owl in accordance with the CDFG 2012 protocol shall be implemented in 2022 as follows:

“Conduct 4 survey visits: 1) at least one site visit between 15 February and 15 April, and 2) a minimum of three survey visits, at least three weeks apart, between 15 April and 15 July, with at least one visit after 15 June.”

#### **Key Understandings:**

- For each round of surveys, two biologists will travel from Sacramento to Salinas, perform the survey, and return in one day. This is estimated to take a total of 10 hours over 4 rounds of surveys for a total of 40 hours.
- For these protocol surveys, access to the UPRR ROW will be required. The HDR biologists will complete all necessary UPRR training in order to obtain access to the UPRR ROW, and a UPRR non-intrusive permit will be obtained through coordination with TAMC to carry out the surveys.
- If no burrowing owls or their sign are found during the protocol surveys, then a technical report detailing methods and results of the surveys will be prepared, but no further focused survey effort for burrowing owl will be required.
- If the protocol surveys detect burrowing owls in the project area, then a technical report detailing methods and results of the surveys will be prepared, and HDR will coordinate with CDFW to determine next steps. Since CDFW recommendations are unknown at this time, implementation of the CDFW recommendations is excluded from this scope of work.

#### **Deliverables:**

1. Western Burrowing Owl Protocol Survey Results Technical Report
2. Map of Occupied Burrows and Owl Sightings (if detected)

### Services Not Included in the Scope

Upon request by TAMC, HDR can also provide the following additional services not covered in the scope for an additional fee.

### Design of Coast Main Line Improvements

Infrastructure improvements will likely be required by UP on the Coast Subdivision between Gilroy and Salinas to host the expanded passenger rail service. It is anticipated that UP would perform the design for these improvements. However, if desired by TAMC and UP, HDR could perform the design of these improvements. Since the extent or scope of any potential Coast Main Line Improvements have not been confirmed by TAMC at this time, it is not possible for HDR to clearly identify the design scope that would

be required. Once the improvements are known, potential additional services that HDR could provide include:

- Prepare conceptual plans (5% design level) and planning level conceptual cost estimate for each of the Coast Main Line improvements.
- Conduct topographic mapping, field survey, and geotechnical explorations to support the design of the Coast Main Line improvements.
- Develop plans and specifications for 10%, 25%, 30%, 90%, and final design approvals for the Coast Main Line improvements.

Exhibit B-1

**TAMC SALINAS RAIL EXTENSION KICK START PROJECT - PACKAGE 2 and PACKAGE 3 FINAL DESIGN  
Amendment #1 - Additional Fee Request**

TEAM SUMMARY		Current Contract Budget			Requested Budget Amendments			Revised Contract Budget		
		TEAM			TEAM			TEAM		
		Labor	ODC	Total	Labor	ODC	Total	Labor	ODC	Total
Task 1	Kick Off Meeting & Document Review	\$ 76,890	\$ 622	\$ 77,512	\$ -	\$ -	\$ -	\$ 76,890	\$ 622	\$ 77,512
Task 2	Project Management	\$ 234,308	\$ 1,221	\$ 235,528	\$ -	\$ -	\$ -	\$ 234,308	\$ 1,221	\$ 235,528
Task 3	Union Pacific Coordination									
3.1	UP Coordination	\$ 83,999	\$ 9,000	\$ 92,999	\$ -	\$ -	\$ -	\$ 83,999	\$ 9,000	\$ 92,999
3.2	Package 2 and Package 3 UP Engineering Design Reviews	\$ 102,894	\$ 850	\$ 103,744	\$ -	\$ -	\$ -	\$ 102,894	\$ 850	\$ 103,744
3.3	CPUC At-Grade Crossing Modification Authorization	\$ 37,312	\$ 500	\$ 37,812	\$ -	\$ -	\$ -	\$ 37,312	\$ 500	\$ 37,812
Task 4	Topo Surveys	\$ 22,214	\$ 9,000	\$ 31,214	\$ -	\$ -	\$ -	\$ 22,214	\$ 9,000	\$ 31,214
Task 5	Utility Investigations	\$ 130,719	\$ 27,232	\$ 157,951	\$ -	\$ -	\$ -	\$ 130,719	\$ 27,232	\$ 157,951
Task 6	Geotechnical Investigations	\$ 47,642	\$ 30,275	\$ 77,917	\$ -	\$ -	\$ -	\$ 47,642	\$ 30,275	\$ 77,917
Task 7	Final Plans and Specifications									
7.1	75% Comment Responses and Resolution	\$ 61,964	\$ 765	\$ 62,729	\$ -	\$ -	\$ -	\$ 61,964	\$ 765	\$ 62,729
7.2	90% P&S	\$ 557,790	\$ 6,075	\$ 563,865	\$ -	\$ -	\$ -	\$ 557,790	\$ 6,075	\$ 563,865
7.2.1	90% P&S - Secondary Parking Lot (Optional)	\$ -	\$ -	\$ -	\$ 87,718	\$ -	\$ 87,718	\$ 87,718	\$ -	\$ 87,718
7.3	100% P&S	\$ 280,461	\$ 2,385	\$ 282,846	\$ -	\$ -	\$ -	\$ 280,461	\$ 2,385	\$ 282,846
7.3.1	100% P&S - Secondary Parking Lot (Optional)	\$ -	\$ -	\$ -	\$ 43,961	\$ -	\$ 43,961	\$ 43,961	\$ -	\$ 43,961
7.4	Final P&S	\$ 173,451	\$ 2,885	\$ 176,336	\$ -	\$ -	\$ -	\$ 173,451	\$ 2,885	\$ 176,336
7.4.1	Final P&S - Secondary Parking Lot (Optional)	\$ -	\$ -	\$ -	\$ 43,961	\$ -	\$ 43,961	\$ 43,961	\$ -	\$ 43,961
Task 8	Cost Estimates	\$ 108,050	\$ -	\$ 108,050	\$ -	\$ -	\$ -	\$ 108,050	\$ -	\$ 108,050
8.1	Cost Estimates - Secondary Parking Lot (Optional)	\$ -	\$ -	\$ -	\$ 21,391	\$ -	\$ 21,391	\$ 21,391	\$ -	\$ 21,391
Task 9	Bid Support Services	\$ 109,405	\$ 5,260	\$ 114,665	\$ -	\$ -	\$ -	\$ 109,405	\$ 5,260	\$ 114,665
Task 10	Optional Tasks									
10.1	Railroad Operations Modeling and Analysis	\$ 198,812	\$ 10,000	\$ 208,812	\$ -	\$ -	\$ -	\$ 198,812	\$ 10,000	\$ 208,812
10.2	Design Support for Public Outreach	\$ 23,175	\$ 400	\$ 23,575	\$ -	\$ -	\$ -	\$ 23,175	\$ 400	\$ 23,575
10.3	Design Support for Property Acquisition	\$ 8,717	\$ -	\$ 8,717	\$ 9,729	\$ -	\$ 9,729	\$ 18,447	\$ -	\$ 18,447
10.3.1	ROW Services for Gilroy UP ROW (Optional)	\$ -	\$ -	\$ -	\$ 70,998	\$ -	\$ 70,998	\$ 70,998	\$ -	\$ 70,998
10.4	Storm Water Control Plan	\$ 25,663	\$ -	\$ 25,663	\$ 55,200	\$ 200	\$ 55,400	\$ 80,863	\$ 200	\$ 81,063
10.5	Hazardous Materials	\$ 49,991	\$ 2,700	\$ 52,691	\$ 46,633	\$ 17,100	\$ 63,733	\$ 96,624	\$ 19,800	\$ 116,424
10.5.1	Salinas Phase I ESA (Optional)	\$ -	\$ -	\$ -	\$ 12,026	\$ 542	\$ 12,568	\$ 12,026	\$ 542	\$ 12,568
10.6	Design Services During Construction	\$ 737,593	\$ 6,996	\$ 744,589	\$ -	\$ -	\$ -	\$ 737,593	\$ 6,996	\$ 744,589
Task 11	Gilroy Traffic Analysis	\$ -	\$ -	\$ -	\$ 26,830	\$ -	\$ 26,830	\$ 26,830	\$ -	\$ 26,830
Task 12	Western Burrowing Owl Surveys									
12.1	Burrowing Owl Updated Site Evaluation	\$ -	\$ -	\$ -	\$ 5,591	\$ 200	\$ 5,791	\$ 5,591	\$ 200	\$ 5,791
12.2	Burrowing Owl Protocol Surveys at Salinas Station (Optional)	\$ -	\$ -	\$ -	\$ 23,676	\$ 1,700	\$ 25,376	\$ 23,676	\$ 1,700	\$ 25,376
<b>Total</b>		<b>\$ 3,071,049</b>	<b>\$ 116,166</b>	<b>\$ 3,187,216</b>	<b>\$ 447,714</b>	<b>\$ 19,742</b>	<b>\$ 467,456</b>	<b>\$ 3,518,764</b>	<b>\$ 135,908</b>	<b>\$ 3,654,672</b>





## Memorandum

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board  
**Meeting Date:** April 28, 2021  
**Subject:** **Committee Minutes**

---

### **RECOMMENDED ACTION:**

**ACCEPT** draft minutes of the Transportation Agency Committees:

- Executive Committee - draft minutes of April 7, 2021
- Rail Policy Committee - draft minutes of April 5, 2021
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of April 7, 2021
- [Technical Advisory Committee](#) - draft minutes of April 1, 2021
- [Excellent Transportation Oversight Committee](#) - No meeting

### **ATTACHMENTS:**

- ▢ Executive Committee draft minutes of April 2021
- ▢ Rail Policy Committee draft minutes of April 5, 2021

**DRAFT MINUTES**

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
 SERVICE AUTHORITY FOR FREEWAYS EMERGENCIES AND MONTEREY COUNTY  
 REGIONAL DEVELOPMENT IMPACT FEE JOINT POWERS AGENCY

**EXECUTIVE COMMITTEE MEETING**

*Members: Ed Smith (Chair),  
 Mary Adams (1<sup>st</sup> Vice Chair), Michael LeBarre (2<sup>nd</sup> Vice Chair),  
 Luis Alejo (Past Chair),  
 Chris Lopez (County representative), Kimbley Craig (City representative)*

**Wednesday, April 7, 2021**

\*\*\* 8:30 a.m. \*\*\*

ZOOM REMOTE VIDEO/PHONE CONFERENCE ONLY

<b>EXECUTIVE COMMITTEE</b>	<b>MAY 20</b>	<b>JUN 20</b>	<b>AUG 20</b>	<b>SEP 20</b>	<b>OCT 20</b>	<b>NOV 20</b>	<b>JAN 21</b>	<b>FEB 21</b>	<b>MAR 21</b>	<b>APR 21</b>
Ed Smith, <b>Chair</b> Monterey (D. Albert, A. Renny)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Mary Adams, <b>1<sup>st</sup> Vice Chair</b> Supr. Dist. 5 (S. Hardgrave, C. Courtney)	P (VC)	P (A) (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Michael LeBarre, <b>2<sup>nd</sup> Vice Chair</b> King City (C. DeLeon)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Luis Alejo, <b>Past Chair</b> Supr. Dist. 1 (L. Gonzales/ J. Gomez)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	A (VC)	P (VC)	P(A) (VC)	P (VC)
Chris Lopez, <b>County Representative</b> Supr. Dist. 2 (P. Barba)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	A (VC)	P (VC)	P (VC)	P (VC)
Kimbley Craig, <b>City Representative</b> (C. Cromeenes)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)

*TC: via teleconference; VC: via Zoom video conference*

P = Present

A = Absent

P(A) = alternate present

**1. CALL TO ORDER:**

Chair Smith called the meeting to order at 8:38 a.m. Roll call was taken, and a quorum was confirmed. (as noted above). Committee member Adams arrived after the consent agenda.

Staff present: Goel, Hale, Muck, Rodriguez, Watson, and Zeller.

Others present: Agency Counsel Katherine Hansen; Legislative Consultant Gus Khouri; Alternate District 5 Colleen Courtney and County staff Javier Gomez.

**2. PUBLIC COMMENTS:**

None

**3. CONSENT AGENDA:**

**M/S/C**

Lopez/Craig/unanimous

On a motion by Committee Member Lopez seconded by Committee Member Craig, the committee voted 6-0 to approve the minutes from the Executive Committee meeting of March 3, 2021.

**4. STATE AND FEDERAL LEGISLATIVE UPDATE**

The Committee received an update on legislative activities and took the following action:

On a motion by Committee Member Alejo, seconded by Committee Member LeBarre, the committee voted 6-0 to recommend the Board of Directors adopt the staff-recommended positions on state legislation, with the change of a position from “oppose” to “watch” on SB 542, and new “support” positions on AB 14 and SB 4.

Gus Khouri, Agency Legislative Consultant, reported on Governor Newsom’s proposed climate action plan impacts on transportation funding. Mr. Khouri highlighted the state bill list and recommended positions on certain bills. He noted a change to a previous position of “oppose” on Senate Bill (SB) 542 that was amended to remove TAMC’s reason for opposition, and noted staff is now recommending a “watch” position.

The Committee expressed their support for adding Assembly Bill 14 and SB 4 that are both for broadband services, with a “support” position recommendation.

Christina Watson, Principal Transportation Planner, reviewed federal legislative activities. She reported that President Biden’s proposed American Rescue Plan is a \$2.3 trillion package that includes \$932 billion for infrastructure. She noted a full update would be included in the TAMC Board report.

Staff agreed to several follow up activities, including: evaluating the gaps in the Monterey County broadband network to better coordinate with our regional transportation projects, conducting a review of SB 556 (Dodd) to determine if TAMC should take a position on it, and working with Mr. Khouri to set up a meeting with Senator Padilla.

**4. TAMC DRAFT AGENDA**

Deputy Executive Director Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of April 28, 2021. After Executive Committee discussion, direction to staff was provided to place the following items for consideration on the regular agenda:

- Proclamation for 2021 National Public Works Week
- Measure X Third Year Audit Results
- Draft Climate Action Plan for Transportation Infrastructure

**5. ANNOUNCEMENTS**

Committee member LeBarre reported that the Bicycle and Pedestrian Committee received a presentation on a bike repair program for youth. He asked if the Bicycles Secure program could be used to purchase bike tool kits for the children. Mr. Muck noted that staff could bring forward a proposal to expand the program eligibility for Board review and approval.

**6. ADJOURNMENT**

Chair Smith adjourned the meeting at 9:48 a.m.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**RAIL POLICY COMMITTEE MEETING**

*DRAFT Minutes of April 5, 2021*

Transportation Agency for Monterey County

ZOOM REMOTE VIDEO/PHONE CONFERENCE ONLY

	APR 20	MAY 20	JUN 20	JUL 20	AUG 20	SEP 20	OCT 20	NOV 20	JAN 21	FEB 21	APR 21	MAY 21
L. Alejo, Dist. 1 (L. Gonzalez, <del>J. Gomez</del> )	C	-	-	N	P(A)	C	P(A)	P(A)	P(A)	P(A)	C	P(A)
J. Phillips, Dist. 2 (J. Stratton, <del>C. Link</del> )	A	P(A)	P(A)	O	P(A)	A	P(A)	P(A)	P(A)	P(A)	A	P(A)
W. Askew, Dist. 4 (Y. Anderson)	N	P(A)	P(A)		P(A)	N	P(A)	-	P(A)	E	N	P(A)
M. Adams, Dist. 5, (S. Hardgrave, C. Courtney)	C	P(A)	P(A)	M	P(A)	C	P(A)	E	E	P(A)	C	P(A)
M. LeBarre, King City, Chair (C. DeLeon)	E	P	P	E	P	E	P	P	P	P	E	P
C. Medina Dirksen, Marina (B. Delgado)	L	P	P	E	-	L	-	-	-	P	L	-
E. Smith, Monterey (D. Albert, A. Renny)	L	P	P	T	E	L	P	P	P	P	L	P
K. Craig, Salinas, (C. Cromeenes)	E	P	P	I	P	E	P	P	P	E	E	P
G. Hawthorne, Sand City ( <del>J. Blackwelder</del> , K. Cruz)	D	P(A)	P(A)	N	P(A)	D	-	P(A)	P(A)	P(A)	D	P(A)
I. Oglesby, Seaside (D. Pacheco)		P	P	G	P		-	-	P	P		P
A. Chavez, Soledad (F. Ledesma)		P	P		P		-	P	-	P		-
D. Potter, At Large Member, Vice Chair		P	P		P		P	P	-	E		P
M. Twomey, AMBAG (H. Adamson, <del>P. Hierling</del> )		P(A)	P(A)		P(A)		P(A)	P(A)	-	P(A)		P(A)
O. Monroy-Ochoa, Caltrans District 5		P	-		-		-	-		P		-
C. Sedoryk, MST (L. Rheinheimer)		-	P(A)		P(A)		P(A)	P(A)	P(A)	P(A)		P(A)
<b>STAFF</b>												
D. Hale, Exec. Director		P	P		P		P	P	P	P		P
T. Muck, Deputy Exec. Director		P	P		P		P	P	P	P		P
C. Watson, Principal Transp. Planner		P	P		P		P	P	P	P		P
M. Zeller, Principal Transp. Planner		P	P		P		P	P	P	P		P
T. Wright, Outreach Coordinator		P	P		P		-	P	P	P		P
M. Montiel Admin Assistant		P	P		P		P	P	P	P		P
L. Williamson, Senior Engineer		E	P		P		P	-	P	P		P
M. Jacobsen, Transportation Planner		P	P		P		P	P	P	P		P
D. Bilse, Principal Engineer												P

**1. QUORUM CHECK AND CALL TO ORDER**

Chair LeBarre called the meeting to order at 2:01 p.m. A quorum was established.

**OTHERS PRESENT**

Barry Scott	Friends of the Rail-Trail	Andy Myrick	City of Salinas
Tarah Brady	Caltrans HQ	Ryan Park	AECOM
Anna Devers	SLOCOG	Viktor Zhong	AECOM
JD Douglas	HDR	Steven Keeton	Kimley-Horn
Peter Meyerhofer	Kimley-Horn	Marlana Brown	

**2. PUBLIC COMMENTS**

Barry Scott announced that the Santa Cruz County Regional Transportation Commission (SCCRTC) Board considered the branch line electric rail business plan and directed staff to make certain changes to the plan and bring it back to the May meeting.

**3. CONSENT AGENDA**

**M/S/C** Potter/Smith /unanimous

**3.1** Approved minutes of the February 1, 2021 Rail Policy Committee meeting.

**END OF CONSENT AGENDA**

**4. COAST CORRIDOR RAIL PROJECT UPDATE**

The Committee received an update and provided input on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles.

Anna Devers, San Luis Obispo Council of Governments (SLOCOG), reported that the Coast Rail Service Implementation Plan lays out three scenarios for delivering a through train on the coastline between San Luis Obispo and Salinas, one round trip in a mid-term scenario, and four round trips in a long-term scenario. The study evaluates the relative capital and operating costs and other pros and cons of the three options. In conclusion Ms. Devers noted that Transportation Agency staff provided feedback to SLOCOG that the Pacific Surfliner extension should have San Jose as an endpoint instead of Salinas. The study will go to the SLOCOG Board of Directors in June for adoption.

The Committee provided the following input on the Coast Corridor Rail Project:

- Coordinate with Amtrak and State to accelerate project
- President Biden infrastructure plan a positive indication of his support of rail
- Examine the cost scenario on new equipment compared to existing equipment
- Preference for using existing Joint Powers Authorities or agreements in the near term
- Option A (extending Capitol Corridor from San Jose to San Luis Obispo) appears to have easiest path to implementation
- Support connection to Santa Cruz at Pajaro/Watsonville

Christina Watson noted that the Transportation Agency Network Integration Study has a more ambitious plan for the Coast Rail service and noted that staff has been coordinating with SLOCOG throughout development of each study.

**5. RAIL NETWORK INTEGRATION STUDY UPDATE**

The Committee received an update and provided input on the Monterey Bay Area Rail Network Integration Study.

Ryan Park, AECOM presented Monterey Bay Area Rail Network Integration Study ridership estimates and funding, financing and grant information.

The Committee provided the following input on the Network Integration Study:

- Reference the plans for Fort Hunter Liggett to transfer troops by rail at the King City station
- Explain relatively high ridership estimates at stations in smaller population areas such as the Pajaro station, which is anticipated to be a hub station for connections to Santa Cruz County
- Note uncertainty in funding later phases reflecting changing administrations with differing political priorities

**6. SALINAS RAIL KICK START PROJECT UPDATE**

The Committee received an update on the Salinas Rail Kick Start project.

Christina Watson, Principal Transportation Planner, reported that Monterey County Rail Extension project funding will be going to the California Transportation Commission's May meeting for extensions.

Laurie Williamson, Senior Engineer, reported that the construction team is wrapping up construction on Package 1. She noted that the construction team is working on closing out permits and wrapping up the contract, and that staff plans to bring the contract for acceptance to the May TAMC Board meeting. Staff continues to coordinate with the City of Salinas and the State on the transfer of the completed project to the City.

Mike Zeller, Principal Transportation Planner, reported that that staff and consultants continue to further negotiations on properties. He noted that a closed session is scheduled for the April TAMC Board meeting.

Committee Member Craig requested that staff provide a written update to members of the Salinas City Council on the rules pertaining to active real estate negotiations for public projects.

Ms. Watson reported that design meetings are going well. She noted that several issues brought to light via design meetings and document review necessitate contract amendment #1 that will be going to the April TAMC board meeting. She said an agreement with Union Pacific Railroad to conduct a rail line capacity analysis will also be on the April TAMC agenda.

**7. SURF! BUSWAY UPDATE**

The Committee received an update on the SURF! Busway and Bus Rapid Transit project along the Monterey Branch Line from Marina to Sand City.

Madilyn Jacobsen, Transportation Planner, reported that Monterey-Salinas Transit initiated the environmental analysis and preliminary engineering for the SURF! Busway and Bus Rapid Transit project in November 2019. She noted that the busway enters the Monterey Branch Line right-of-way at Del Monte Boulevard and Palm Avenue in Marina and exits the rail right-of-way at California Avenue and Fremont Street in Sand City. The busway parallels Highway 1 for approximately six miles on TAMC right-of-way.

Peter Meyerhofer, Kimley-Horn, stated that the preliminary engineering design is now 35% complete and the team is continuing to work on refining the geometric layouts. He noted that identifying location for drainage facilities, traffic signal improvements and detailed signage plans are underway.

Lisa Rheinheimer, Monterey-Salinas Transit, reported that MST is the Lead Agency for the project under the California Environmental Quality Act (CEQA). She noted that Monterey Salinas Transit released a 30-day environmental public review period that is open from March 13, 2021 through April 12, 2021. Ms. Rheinheimer noted that MST is actively coordinating with the Federal Transit Administration (FTA) to apply for a Capital Investment Grant. MST and TAMC staff have been meeting quarterly with FTA to discuss project development.

Chair LeBarre noted that it is important to consider lighting, seating and water refill stations at major stops.

**8. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS**

None

**9. ADJOURN**

Chair LeBarre adjourned the meeting at 3:43 p.m.





## Memorandum

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board  
**Meeting Date:** April 28, 2021  
**Subject:** Correspondence

### **RECOMMENDED ACTION:**

RECEIVE correspondence to and from TAMC for the month of April 2021.

### **WEB ATTACHMENTS:**

- [March 8, 2021 letter from TAMC to Chairs Freidman and Bloom, re: High Speed Rail Authority Revised Draft 2020 Business Plan](#)
- [March 19, 2021 letter from TAMC to Dominic J. Mancini, Deputy Administrator, U.S. Office of Management and Budget, re: Comments on Proposed Changes to the 2010 Standards for Delineating Metropolitan and Micropolitan Statistical Areas \(OMB-2021-0001\)](#)
- [March 23, 2021 letter from TAMC to Pete Buttigieg, Secretary, U.S. Department of Transportation, re: Support for Monterey-Salinas Transit's Low or No Emission Bus Program Application](#)
- [March 24, 2021 letter from the California State Association of Counties et al to Senate President Pro Tempore Atkins and Assembly Speaker Rendon, re: Broadband For All Funding Plan](#)
- [March 26, 2021 letter from TAMC to Congressman Jimmy Panetta, re: Support for Monterey-Salinas Transit's South Monterey County Zero Emission Bus and Infrastructure Local Transportation Priority Community Project](#)
- [April 6, 2021 letter from TAMC to Mitch Weiss, California Transportation Commission Executive Director, re: Support for Prunedale Bypass Rescission](#)
- [April 6, 2021 letter from the Central Coast Coalition to the Air Resources Board, California Transportation Commission, and the Department of Housing and Community Development, re: Central Coast Considerations on Climate Action Plan for Transportation Infrastructure Plan \(CAPTI\)](#)
- [April 6, 2021 letter from TAMC to Chair Hueso, re: SB 28 \(Caballero\): Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021 – SUPPORT](#)
- [April 6, 2021 letter from TAMC to Chair Friedman, re: AB 43 \(Friedman\): Traffic Safety – SUPPORT](#)
- [April 6, 2021 letter from TAMC to Senator Glazer, re: SB 792 \(Glazer\): Sales and use tax: retailers: reporting – SUPPORT](#)
- [April 6, 2021 letter from TAMC to Senator Stern, re: SB 551 \(Stern\): California Electric Vehicle Authority – SUPPORT](#)
- [April 6, 2021 letter from TAMC to Senator Becker, re: SB 771\(Becker\): Sales and Use Tax Law: zero emissions vehicle exemption –OPPOSE unless amended](#)
- [April 6, 2021 letter from TAMC to Chair Friedman, re: AB 745 \(Gipson\): Air pollution: Clean Cars 4 All program – SUPPORT](#)
- [April 13, 2021 letter from TAMC to Congressman Jimmy Panetta, re: Electric Bicycle Incentive Kickstart for the Environment Act \(E-BIKE Act\) - SUPPORT](#)

- [April 13, 2021 letter from TAMC to Senator Markey and Congressman Cohen, re: Complete Streets Act - SUPPORT](#)
- [April 13, 2021 letter from the County of Monterey Board of Supervisors to Senate President Pro Tempore Atkins and Assembly Speaker Rendon, re: Broadband For All Funding Plan](#)

**SUPPORT letters for the US 101 Safety Improvements - South of Salinas project for federal funding:**

- [April 7, 2021 letter from Toks Omishakin, Caltrans Director](#)
- [April 12, 2021 letter from TAMC](#)
- [April 14, 2021 letter from Wendy Root Askew, Chair, Monterey County Board of Supervisors](#)
- [April 16, 2021 letter from Norm C. Groot, Executive Director, Monterey County Farm Bureau](#)
- [April 16, 2021 letter from Carl Sedoryk, MST General Manager/CEO](#)
- [April 16, 2021 letter from Paul Farmer, President & CEO, Salinas Valley Chamber of Commerce](#)
- [April 16, 2021 letter from King City Mayor Mike LeBarre](#)
- [April 19, 2021 letter from Senator Anna M. Caballero, District 12](#)

**SUPPORT letters for the State Route 68 Safety and Traffic Flow: Salinas to Monterey project for federal funding:**

- [April 7, 2021 letter from Toks Omishakin, Caltrans Director](#)
- [April 12, 2021 letter from TAMC](#)
- [April 14, 2021 letter from Wendy Root Askew, Chair, Monterey County Board of Supervisors](#)
- [April 16, 2021 letter from Carl Sedoryk, MST General Manager/CEO](#)
- [April 16, 2021 letter from Paul Farmer, President & CEO, Salinas Valley Chamber of Commerce](#)
- [April 17, 2021 letter from Michael D. DeLapa, Executive Director, LandWatch Monterey County](#)
- [April 17, 2021 letter from Chaps Poduri, Councilmember, City of Pacific Grove](#)