

AGENDA
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
SERVICE AUTHORITY FOR FREEWAYS EMERGENCIES
AND
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY

Meeting of September 23, 2015

**Agricultural Center Conference Room
1428 Abbott Street
Salinas, California
9:00 AM**

WIFI INFO:

**Network: ABBOTT CONF-GUEST
Password (all caps): 1428AGGUEST**

(Agendas are on display and are posted 72 hours prior to the scheduled meeting at the Transportation Agency office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, King City, Hartnell College, Monterey Peninsula College, and Cal State University Monterey Bay. Any person who has a question concerning an item on this agenda may call the Transportation Agency office at 831-775-0903 to make inquiry concerning the nature of the item described on the agenda.) The agenda and all enclosures are available on the Transportation Agency website: www.tamcmonterey.org, by clicking on Transportation Agency Board, meetings & 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

1.1 ADDITIONS or CORRECTIONS to the agenda.

2. PUBLIC COMMENTS. Any person may address the Transportation Agency Board at this time. Presentations should not exceed three minutes, should be directed to an item **NOT** on today's agenda, and should be within the jurisdiction of the Transportation Agency Board. *Though it is not required, the Transportation Agency Board appreciates your cooperation in completing a speaker request form available on the table at the entrance to the meeting room. Please give the completed form to the Transportation Agency Administrative Assistant. If you have handouts, please provide 30 copies for the entire Board before the meeting starts or email to Agency Administrative Assistant 24 hours in advance of the meeting.*

3. CONSENT AGENDA

APPROVE the staff recommendations for items 3.1.1 - 3.7.1 by majority vote with one motion. Any member may pull an item off the Consent Agenda to be considered for discussion and action after the Consent Agenda.

4. RECEIVE state legislative update. - Hale

Executive Director Debbie Hale will provide a verbal update on state legislative issues, including the Governor's transportation funding proposal, the special session on transportation, and Senate Bill (SB) 705 (Hill), which would enable TAMC to pursue a 3/8% transportation sales tax.

5. RECEIVE update on the 2016 State Transportation Improvement Program and funding programs – Zeller

Every two years, the Agency submits a five-year program of projects to be funded by the State Transportation Improvement Program (STIP). Due to a shortfall in gas tax revenues, the program cannot fund new projects. Agency staff will provide an update on the 2016 STIP and other funding programs.

6. Transportation Improvement Measure Outreach Plan – Wright

1. **RECEIVE** an update on the Transportation Improvement Measure Outreach Plan;
2. **RECEIVE** a presentation on the development of a Transportation Expenditure Plan; and
3. **BRAINSTORM** potential projects for a draft Transportation Expenditure Plan.

On August 26, 2015, the Transportation Agency Board of Directors requested an update on the development of a draft Transportation Expenditure Plan be presented at the September Board meeting. Based upon TAMC analysis, safety priorities, and public input from the Agency's outreach efforts, a list of safety and improvement categories have been identified to assist with the development of a draft Transportation Expenditure Plan.

7. State Route 156 West Corridor Project Level 2 Traffic & Revenue Study – Muck

1. **AUTHORIZE** the Executive Director to negotiate scope of work and execute an agreement with Kimley-Horn and Associates, Inc. for the SR 156 West Corridor Project Level 2 Traffic & Revenue Study in an amount not to exceed \$414,000 to provide professional services for the period ending December 31, 2016 subject to approval by Agency counsel;
2. **APPROVE** the use of federal and local funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency’s net cost, subject to approval by Agency counsel.

The Transportation Agency released a Request for Proposals for qualified consultants to conduct a detailed Traffic & Revenue Study for the SR 156 corridor. The study will provide traffic forecasts and toll revenue estimates to provide the public and elected officials high quality information for policy decisions. The review committee found Kimley-Horn to be the most qualified firm for the project.

8. Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law.
9. Reports from transportation providers:
- 10.** Reports from transportation providers:
 - Caltrans Director’s Report – Project Update –Gubbins
 - Monterey Peninsula Airport District– Sabo
 - Monterey-Salinas Transit– Sedoryk

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. ADJOURN

Please send any items for the October 28, 2015 Transportation Agency agenda to Senior Administrative Assistant Elouise Rodriguez by 12 noon, Thursday, October 15, 2015.

The Transportation Agency Agenda will be prepared by Transportation Agency staff and will close at noon Thursday, October 15, 2015 nine (9) working days before the regular meeting. Any member 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.

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 at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, 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.

ANNOUNCEMENTS

Next Transportation Agency for Monterey County meeting will be on
October 28, 2015

Agricultural Center Conference Room
1428 Abbott Street
Salinas, California
9:00 A.M.

Transportation Agency Board members will receive automatic mileage reimbursement payments not to exceed current IRS rates, (or reimbursed for the cost of transit). Payments will be made quarterly based on attendance records. Board members must submit a mileage declaration form with their declared mileage to and from the transportation agency meetings. Please call Transportation Agency office at 831-775-0903 if you need a mileage declaration form.

For Transportation Agency related travel reimbursement other than the monthly Transportation Agency meetings, please call Transportation Agency office at 831-775-0903 to request a travel reimbursement form.

The Transportation Agency web site contains information from the Transportation Agency Resource Guide, including Transportation Agency Board members, Transportation Agency committee members, grant programs, etc. Visit us at:

<http://www.tamcmonterey.org>

Documents relating to an item on the open session that are distributed to the Board less than 72 hours prior to the meeting shall be available for public inspection at the Office of the Transportation Agency for Monterey County,

55-B Plaza Circle, Salinas, CA. Documents distributed to the Agency Board at the meeting by staff will be available at the meeting; documents distributed to the Board by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County
55-B PLAZA CIRCLE, SALINAS, CA 93901-2902**

Monday thru Friday

8:00 a.m. – 5:00 p.m.

TEL: 831-775-0903

FAX: 831-775-0897

BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for items 3.1.1 - 3.7.1 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 minutes of the Transportation Agency For Monterey County (TAMC) Service Authority for Freeways and Expressways and Monterey County Regional Development Impact Fee Joint Powers Authority of August 26, 2015. - Rodriguez

3.1.2 ACCEPT the list of checks written for August 2015 and credit card statements for the month of July 2015. - 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 report on conferences or trainings attended by agency staff. - Muck

Agency staff occasionally attends conferences or trainings at Agency expense that are pertinent to their roles in pursuing the Agency's mission. These events allow the staff to stay current and participate in the development of transportation practices and policies related to their roles.

3.1.4 **ADOPT** the proposed Equal Employment Opportunity Plan as recommended by the Executive Committee. Goel

The Executive Committee requested that staff develop an Equal Employment Opportunity Plan for the Agency. There is no legal requirement for the Agency to have this plan. However, the voluntary adoption of it will ensure a policy of nondiscrimination in employment practices.

3.1.5 **Contracts to Televis Board Meetings - Wright**

1. **AUTHORIZE** the Executive Director to execute contract Amendment No. 2 with Access Monterey Peninsula, to extend and amend the contract from the current expiration date, September 30, 2015 to June 30, 2016;
2. **AUTHORIZE** the Executive Director to execute contract Amendment No. 2 with Monterey County Superintendent of Schools to televise Board meetings on Charter and South County Channels to extend and amend the contract from the current expiration date, September 30, 2015 to June 30, 2016;
3. **AUTHORIZE** the Executive Director to make administrative changes to the contracts if such changes do not increase the Agency's net cost, subject to approval by Agency counsel;
4. **AUTHORIZE** the use of \$45,150 from administration funds budgeted for these purposes; and
5. **APPROVE** sole source procurement findings.

The agreements for services with Access Monterey Peninsula and the Monterey County Superintendent of Schools expire September 30, 2015 and staff is seeking to extend the agreements under the previous terms to June 30, 2016. The amendments extend the agreements to cover the remainder of the fiscal year 2015 Board meetings, at which time the Agency will have secured a new contracts for video production and television broadcasting services.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES

No items this month.

PLANNING

3.3.1 Regional Transportation Plan Environmental Impact Report Agreement – Zeller

1. **AUTHORIZE** the Executive Director to execute an agreement not to exceed \$60,000 with the Association of Monterey Bay Area Governments for the preparation of the 2040 Metropolitan Transportation Plan / Sustainable Communities Strategy / Regional Transportation Plan Environmental Impact Report;
2. **APPROVE** the use of \$60,000 in funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

The Transportation Agency is seeking to enact a cost sharing agreement with the Association of Monterey Bay Area Governments and the other Regional Transportation Planning Agencies for Santa Cruz and San Benito counties for the mutual development of one environmental review covering each agency's 2040 Regional Transportation Plan, in addition to AMBAG's Metropolitan Transportation Plan/Sustainable Communities Strategy.

PROJECT DELIVERY and PROGRAMMING

3.4.1 RECEIVE fiscal year 2014-2015 Call Box Annual Report - Leonard

The fiscal year 2014-2015 Call Box Annual Report provides an overview of the program and its performance during the last fiscal year. The call box system provides emergency telephone service to stranded motorists and individuals along State Route 1, State Route 68, State Route 156, US Highway 101, and county expressways.

RAIL PROGRAM

3.5.1 RECEIVE contract renewal and amendment with the National Railroad Passenger Corporation (Amtrak) to perform a feasibility study for the Coast Daylight Project, extending the contract period to June 30, 2016. - Watson

This contract renewal and amendment allows for more time for Amtrak to complete a feasibility study for the Coast Daylight Project. The contract not-to-exceed amount does not change from the \$70,000 originally agreed to in the contract approved by this Board on October 23, 2013.

3.5.2 AUTHORIZE the Executive Director to execute contract amendment #1 with Overland, Pacific & Cutler, Inc. to increase the not-to-exceed amount of the contract by \$81,700 to allow seven additional parcels to be covered by the current appraisal and acquisition services contract using Traffic Congestion Relief Program funds. – Zeller

During the Request for Qualifications process, the Agency identified seven parcels as “possible additional acquisitions”, but did not include them in the initial agreement’s scope of services. The Agency is now looking to move forward with acquiring these parcels and is seeking to amend the contract with Overland, Pacific & Cutler, Inc to that effect.

REGIONAL DEVELOPMENT IMPACT FEE

No items this month.

COMMITTEE MINUTES

3.7.1 ACCEPT minutes from Transportation Agency committees:

1. Executive Committee – Draft September 2, 2015
2. Bicycle & Pedestrian Facilities Advisory Committee – Draft September 2, 2015 (online at www.tamcmonterey.org)
3. Rail Policy Committee – September 14, 2015 Agenda
4. Technical Advisory Committee – Draft September 3, 2015 (online at www.tamcmonterey.org)

END OF CONSENT AGENDA

CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS

Online at www.tamcmonterey.org



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: September 23, 2015
Subject: State Legislative Update

RECOMMENDED ACTION

RECEIVE state legislative update.

SUMMARY

Executive Director Debbie Hale will provide a verbal update on state legislative issues, including the Governor's transportation funding proposal, the special session on transportation, and Senate Bill (SB) 705 (Hill), which would enable TAMC to pursue a 3/8% transportation sales tax.

FINANCIAL IMPACT

The Governor's proposal includes funds that would help to rebuild the state's crumbling infrastructure, including a specific set-aside for local streets and roads projects. Senate Bill 705, if successful, would enable TAMC to pursue a sales tax effort in 2016 that could bring in \$20 million per year, or a total of \$600 million over 30 years (plus matching funds), for transportation infrastructure.

DISCUSSION

Governor's Transportation Proposal

Governor Jerry Brown announced a transportation funding package on September 3, 2015 that would go a long way towards filling the state's backlog on road repairs and transportation infrastructure work. **Attachment 1** is a concise summary of the proposal by the California Local Government Finance Almanac, and **Attachment 2** is a page from the same source, showing estimated distribution to Monterey County jurisdictions out of the \$1.05 billion in local road funds. The allocation would distribute half of the total to cities on a population basis, and half to counties based on registered vehicles and maintained miles.

The Governor's plan would generate \$3.6 billion annually, short of the \$6 billion estimate for annual needs in the state and less than what Senator Beall's Senate Bill in the First Extraordinary Session 1 (SBX1-1) would generate, but a step in the right direction. An estimated \$1 billion a year would come from an 11-cent excise tax on diesel and indexing the gasoline tax to inflation. Another \$2 billion would come from a \$65-per-vehicle highway user fee. Other funding sources include \$500 million annually from the cap-and-trade fund, and \$100 million from staffing "efficiencies" at Caltrans.

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Special Session on Transportation

As reported at the August TAMC meeting, the Governor called the First Extraordinary Session (a.k.a. Special Session) on Transportation, which allows discussion of a transportation funding solution to go on past the September 11 end of the regular legislative session. Several proposals were made but there has been little progress as of the writing of this report. Staff will provide an update on any news.

SB 705

Senator Jerry Hill of San Mateo County has agreed to author legislation, Senate Bill 705 (**Attachment 3**), that would provide an exemption from the current 2% cap for TAMC to pursue a local sales tax measure, subject to voter approval, for a 3/8% transportation ballot measure (SB 705 also includes similar provisions for San Mateo County). Assemblymember Mark Stone is a principal co-author.

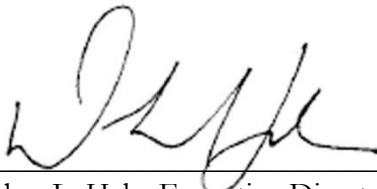
SB 705 would enable TAMC to place a 3/8% (0.375%) countywide transportation investment measure on the November 2016 ballot. Existing law authorizes various local governmental entities to levy a sales tax for specific purposes, in accordance with the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed under that law in the county may not exceed 2%. Currently, with other non-transportation tax measures proposed by Monterey County jurisdictions, there will not be sufficient capacity under the 2% local option sales tax cap countywide. If successful, the 3/8% sales tax measure would bring in approximately \$20 million per year, or a total of \$600 million over 30 years, to provide critically needed investments into Monterey County's transportation system.

As of September 8, support letters for SB 705 have been received from:

- Monterey County Board of Supervisors and all 12 cities in Monterey County
- Monterey-Salinas Transit District
- California State Association of Counties
- Santa Cruz County Regional Transportation Commission

The regular legislative session ends on September 11 and SB 705 must be approved by the legislature by that date. The Governor has until October 11 to sign the bill into law. Staff will give an update on SB 705 at the meeting.

Approved by:



Debra L. Hale, Executive Director

Date signed: 9/9/2015

Regular Agenda

Counsel Approval: N/A
Finance Approval: N/A

Attachments:

1. Summary of Governor's transportation proposal
2. Governor's Proposed Transportation Package - Est. New Local Streets & Roads Funding
3. Senate Bill 705 (Hill), as amended September 3, 2015

Transportation Package

- \$3.6 billion annual funding package for transportation, with an emphasis on repairing and maintaining existing transportation infrastructure and General Fund commitment of \$879 million in loan repayments
- Funding shared evenly between state and local uses
- Constitutional protection for increased revenues

Reforms and Accountability

- State Highway Performance Plan—Measurable targets for Improvement including regular reporting
- Streamlined projects, with CEQA exemptions for infrastructure repairs, remove NEPA delegation sunset, advanced mitigation, and innovative procurement methods
- Flexibility on hiring for new workload
- Extension of public private partnerships

Ongoing Funding

State (\$1.8 billion annually):

- State Highway Improvement Plan -- \$1.6 billion annually
- Trade Corridors -- \$200 million annually

Local (\$1.8 billion annually):

- Local Streets and Roads -- \$1.15 billion annually, including \$100 million from Cap and Trade grants for complete streets and projects that achieve GHG benefits, with 50% to disadvantaged communities
- Transit Grants -- \$400 million annually, with 50% to disadvantaged communities
- Local Partnership Program -- \$250 million annually

Sources of Annual Funding

Cap and Trade -- \$500 million (from 40% allocation not currently appropriated)
Caltrans Efficiencies -- \$100 million (savings from service improvements)
Gas Excise Tax -- \$500 million (stabilize funding with 5-year average, index to CPI)
Diesel Excise Tax -- \$500 million (11 cent increase, index to CPI)
Highway User Fee -- \$2 billion (\$65 per vehicle, including hybrids and electrics)

General Fund Contribution (one-time)

- Accelerated loan repayment of \$879 million using Proposition 2 debt funds
 - \$265 million to Transit and Intercity Rail Capital Program
 - \$334 million to Trade Corridors
 - \$148 million to Local Traffic Congestion Relief Projects
 - \$132 million to State Highway Repairs

Protection of Revenues

Constitutional Amendment to ensure that new funding is covered by Article XIX.

Governor's Proposed Transportation Package - Est. New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

\$1.05 Billion / yr = \$525 Million cities, \$525 Million counties

estimated 2 Sept 2015

	Annual Allocation	Over Ten Years
MADERA COUNTY	4,666,093	46,660,930
CHOWCHILLA	305,066	3,050,657
MADERA	1,008,954	10,089,537
MARIN COUNTY	3,780,947	37,809,466
BELVEDERE	34,829	348,285
CORTE MADERA	157,185	1,571,846
FAIRFAX	120,755	1,207,548
LARKSPUR	198,530	1,985,305
MILL VALLEY	228,299	2,282,988
NOVATO	854,411	8,544,113
ROSS	39,408	394,083
SAN ANSELMO	204,071	2,040,710
SAN RAFAEL	941,923	9,419,229
SAUSALITO	121,636	1,216,356
TIBURON	145,559	1,455,591
MARIPOSA COUNTY	1,471,015	14,710,150
MENDOCINO COUNTY	3,413,207	34,132,074
FORT BRAGG	117,696	1,176,963
POINT ARENA	8,023	80,226
UKIAH	259,172	2,591,721
WILLITS	81,699	816,989
MERCED COUNTY	6,128,533	61,285,327
ATWATER	465,181	4,651,807
DOS PALOS	80,866	808,662
GUSTINE	90,442	904,420
LIVINGSTON	225,000	2,250,001
LOS BAÑOS	595,175	5,951,751
MERCED	1,299,143	12,991,432
MODOC COUNTY	2,145,518	21,455,183
ALTURAS	46,838	468,383
MONO COUNTY	1,587,499	15,874,986
MAMMOTH LAKES	132,685	1,326,846
MONTEREY COUNTY	6,958,780	69,587,799
CARMEL-BY-THE-SEA	65,686	656,858
DEL REY OAKS	26,662	266,618
GONZALES	145,943	1,459,434
GREENFIELD	286,603	2,866,026
KING CITY	211,549	2,115,491
MARINA	450,545	4,505,447
MONTEREY	490,658	4,906,576
PACIFIC GROVE	251,134	2,511,335
SALINAS	2,506,307	25,063,072
SAND CITY	5,493	54,925
SEASIDE	559,146	5,591,456
SOLEDAD	454,148	4,541,477



AMENDED IN ASSEMBLY SEPTEMBER 3, 2015

AMENDED IN ASSEMBLY JULY 9, 2015

AMENDED IN SENATE MAY 5, 2015

AMENDED IN SENATE APRIL 20, 2015

SENATE BILL

No. 705

Introduced by Senator Hill

*(Principal coauthors: Assembly Members Gordon, Mullin, and
Mark Stone)*

February 27, 2015

~~An act to add Section 47614.2 to the Education Code, relating to charter school facilities. An act to add Chapter 3.9 (commencing with Section 7295) and Chapter 3.91 (commencing with Section 7297) to Part 1.7 of Division 2 of the Revenue and Taxation Code, relating to taxation.~~

LEGISLATIVE COUNSEL'S DIGEST

SB 705, as amended, Hill. ~~Charter school facilities: posting facilities request or preliminary or final offer.~~ *Transactions and use taxes: County of San Mateo: Transportation Agency for Monterey County.*

Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. Existing law, the Bay Area County Traffic and Transportation Funding Act, authorizes nine specified counties in the San Francisco Bay Area, including the County of San Mateo, to establish a county transportation

authority and levy a retail transactions and use tax of either 0.5% or 1% for specified transportation purposes if certain requirements are met, including that the ordinance levying the tax meets the requirements of the Transactions and Use Tax Law and is approved by $\frac{2}{3}$ of the electors voting on the measure.

This bill would authorize the County of San Mateo to, in accordance with the Bay Area Traffic and Transportation Funding Act, impose a transactions and use tax for countywide transportation programs at a rate of no more than 0.5% that, in combination with other specified taxes, would exceed the combined rate limit. The bill would also authorize the Transportation Agency for Monterey County to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.375% that, in combination with other specified taxes, would exceed the combined rate limit.

These provisions would be repealed by their own terms on January 1, 2026, if an ordinance is not approved, as specified.

This bill would make legislative findings and declarations as to the necessity of a special statute for the County of San Mateo and the Transportation Agency for Monterey County.

~~Existing law requires each school district to make available to each charter school operating in the school district facilities sufficient for the charter school to accommodate all of the charter school's in-district pupils in conditions reasonably equivalent to those in which the pupils would be accommodated if they were attending other public schools of the district. Existing law requires a charter school desiring facilities from a school district in which it is operating to provide the school district with a reasonable projection of the charter school's average daily classroom attendance by in-district students for the following year and requires the school district to allocate facilities to the charter school based on that projection. Existing law requires the State Department of Education to propose, and for the State Board of Education to adopt, regulations to implement those provisions.~~

~~This bill would require a school district, within 10 days of receiving a facilities request from a charter school or making a preliminary or final offer of facilities to a charter school to post that information on the school district's Internet Web site. To the extent the bill imposes additional duties on school districts, the bill would impose a state-mandated local program.~~

~~The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.~~

~~This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.~~

Vote: majority. Appropriation: no. Fiscal committee: ~~yes~~-no.
State-mandated local program: ~~yes~~-no.

The people of the State of California do enact as follows:

1 SECTION 1. Chapter 3.9 (commencing with Section 7295) is
2 added to Part 1.7 of Division 2 of the Revenue and Taxation Code,
3 to read:

4
5 CHAPTER 3.9. LOCAL GOVERNMENT FINANCE IN THE COUNTY
6 OF SAN MATEO

7
8 7295. Notwithstanding any other law, the County of San Mateo
9 may, in accordance with the requirements of the Bay Area County
10 Traffic and Transportation Funding Act (Division 12.5
11 (commencing with Section 131000) of the Public Utilities Code)
12 relating to the imposition of transactions and use taxes, impose a
13 transactions and use tax for the support of countywide
14 transportation programs at a rate of no more than 0.5 percent that
15 would, in combination with all taxes imposed in accordance with
16 Part 1.6 (commencing with Section 7251), exceed the limit
17 established in Section 7251.1.

18 7296. If the ordinance proposing the transactions and use tax
19 is not approved as required by Section 7295, this chapter shall be
20 repealed as of January 1, 2026.

21 SEC. 2. Chapter 3.91 (commencing with Section 7297) is added
22 to Part 1.7 of Division 2 of the Revenue and Taxation Code, to
23 read:

CHAPTER 3.91. LOCAL GOVERNMENT FINANCE IN THE COUNTY OF MONTEREY

7297. Notwithstanding any other law, the Transportation Agency for Monterey County may impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.375 percent that would, in combination with all taxes imposed in accordance with Part 1.6 (commencing with Section 7251), exceed the limit established in Section 7251.1, if all of the following requirements are met:

(a) The Transportation Agency for Monterey County adopts an ordinance proposing the transactions and use tax by any applicable voting approval requirement.

(b) The ordinance proposing the transactions and use tax is submitted to the electorate and is approved by the voters voting on the ordinance in accordance with Article XIII C of the California Constitution.

(c) The transactions and use tax conforms to the Transactions and Use Tax Law, Part 1.6 (commencing with Section 7251), other than Section 7251.1.

7298. If the ordinance proposing the transactions and use tax is not approved as required by subdivision (b) of Section 7297, this chapter shall be repealed as of January 1, 2026.

SEC. 3. (a) The Legislature finds and declares that the special law contained in Section 1 of this measure is necessary and that a general law cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution because of the unique fiscal pressures experienced by the San Mateo County Transportation Authority in providing essential transportation programs.

(b) The Legislature finds and declares that the special law contained in Section 2 of this measure is necessary and that a general law cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution because of the unique fiscal pressures experienced by the Transportation Agency for Monterey County in providing essential transportation programs.

SECTION 1. ~~Section 47614.2 is added to the Education Code, to read:~~

1 ~~47614.2. (a) Within 10 days of receipt of a facilities request~~
2 ~~from a charter school or of the school district making a preliminary~~
3 ~~offer or final offer of facilities to a charter school, a school district~~
4 ~~shall post the fact that a request was received or that a preliminary~~
5 ~~or final offer was made, as applicable, on the school district's~~
6 ~~Internet Web site.~~

7 ~~(b) For purposes of this section, "preliminary offer" includes~~
8 ~~situations in which the school district reasonably anticipates that~~
9 ~~a public school facility located in a district-operated school will~~
10 ~~be allocated to a charter school.~~

11 ~~SEC. 2. If the Commission on State Mandates determines that~~
12 ~~this act contains costs mandated by the state, reimbursement to~~
13 ~~local agencies and school districts for those costs shall be made~~
14 ~~pursuant to Part 7 (commencing with Section 17500) of Division~~
15 ~~4 of Title 2 of the Government Code.~~

O



Memorandum

To: Board of Directors
From: Michael Zeller, Senior Transportation Planner
Meeting Date: September 23, 2015
Subject: State Transportation Improvement Program Update

RECOMMENDED ACTION:

RECEIVE update on the 2016 State Transportation Improvement Program.

SUMMARY:

Every two years, the Agency submits a five-year program of projects to be funded by the State Transportation Improvement Program (STIP). Due to a shortfall in gas tax revenues, the program cannot fund new projects. Agency staff will provide an update on the 2016 State Transportation Improvement Program and other funding programs.

FINANCIAL IMPACT:

The 2016 State Transportation Improvement Program fund estimate includes no new funding for the next five year cycle. The effect is that no new projects can be programmed this cycle and some existing projects will need to be delayed.

DISCUSSION:

The State Transportation Improvement Program (STIP) is a statewide five-year program of state highway and local transportation projects, funded with revenues from state and federal funding sources for capital improvements. These funds can be used for a wide variety of transportation projects including local road rehabilitation, road widening/capacity, intersection improvements, bicycle and pedestrian facilities, public transit, passenger rail, and other projects that enhance the region's transportation infrastructure.

Seventy-five percent of State Transportation Improvement Program funds are allocated to counties per State law. The remaining twenty-five percent of State Transportation Improvement Program funding is allocated to interregional projects. Caltrans proposes projects through the STIP process to be programmed with the interregional share of the State Transportation Improvement Program funds, while the Transportation Agency prepares a Regional Transportation Improvement Program with project funding proposals for the county share. The Regional Transportation Improvement Program is a 5-year list of transportation projects adopted by the Transportation Agency every two years for inclusion in the statewide program.

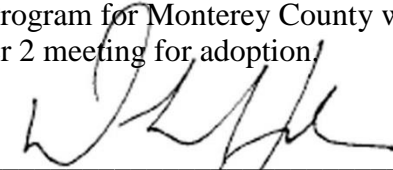
Projects that are currently programmed in the State Transportation Improvement Program include (see Attachment 1 for full project listing):

- State Route 156 Widening
- SR 1 Area Carmel Truck Climbing Lane Extension
- Corral de Tierra – Highway 68 Operational Improvements
- Imjin Road Widening
- US-101 South County Frontage Roads
- Rail Extension to Salinas
- Castroville Bike/Pedestrian Overcrossing.

The 2016 State Transportation Improvement Program will cover the period from fiscal year 2016/17 to 2020/21. At its August 27, 2015 meeting, the California Transportation Commission adopted a Fund Estimate for the 2016 State Transportation Improvement Program which has no funding capacity for programming new projects. Instead many projects already programmed will be delayed. The shortfall funds is the result of the reduction of the state excise tax on gasoline that went into effect on July 1, 2015, the so-called “gas tax swap” of 2010 - under which transportation bond debt service is repaid off the top from the excise tax on gasoline, and California Transportation Commission decisions to prioritize the State Highway Operation and Protection Program (SHOPP) for other flexible state and federal transportation revenues. Attachment 2 is a chart prepared by Caltrans showing how the shortfall impacts the State Transportation Improvement Program year to year, starting in Fiscal Year 15/16.

To address this issue, the Governor called for an “Extraordinary Session on Transportation and Infrastructure” for the State Legislature to consider funding for transportation infrastructure. Senate Bill X1-1 (Beall) proposes many avenues to increase transportation revenue to goods movement corridors, the State Highway Operation and Protection Program and local streets and roads. Specific to the State Transportation Improvement Program, the bill proposes to reset the excise tax to 17.3 cents/gallon and proposes that the Consumer Price Index apply to all excise tax. While this would not immediately increase funding for the State Transportation Improvement Program, it could minimize the major hit the State Transportation Improvement Program is currently taking. Staff will provide any updates on legislative negotiations and proposals that could impact the State Transportation Improvement Program at the September 23rd Transportation Agency Board meeting.

California Transportation Commission guidelines require Regional Transportation Planning Agencies to submit proposed programming as part of a Regional Transportation Improvement Program by December 15, 2015. Agency staff will meet with sponsors of the projects currently programmed in the State Transportation Improvement Program to develop a strategy on which projects to postpone to later years as required to meet the State Transportation Improvement Program fund estimates for the next five year cycle. A draft 2016 Regional Transportation Improvement Program for Monterey County will be brought to the Transportation Agency Board at the December 2 meeting for adoption.

Approved by: 
Debra L. Hale, Executive Director

Date signed: 9/9/2015

Regular Agenda

Counsel Approval: N/A
Admin/Finance Approval: N/A

Attachments: 1) 2015 Summary of Monterey County STIP County Shares
2) 2016 STIP Shortfall and Reprogramming Needed

2015 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)

(\$1,000's)

Total County Share, June 30, 2014 (from 2014 Report)	81,358
Less 2013-14 Allocations and closed projects	(3,479)
Less Projects Lapsed, July 1, 2014-June 30, 2015	0
Total County Share, June 30, 2015	77,879

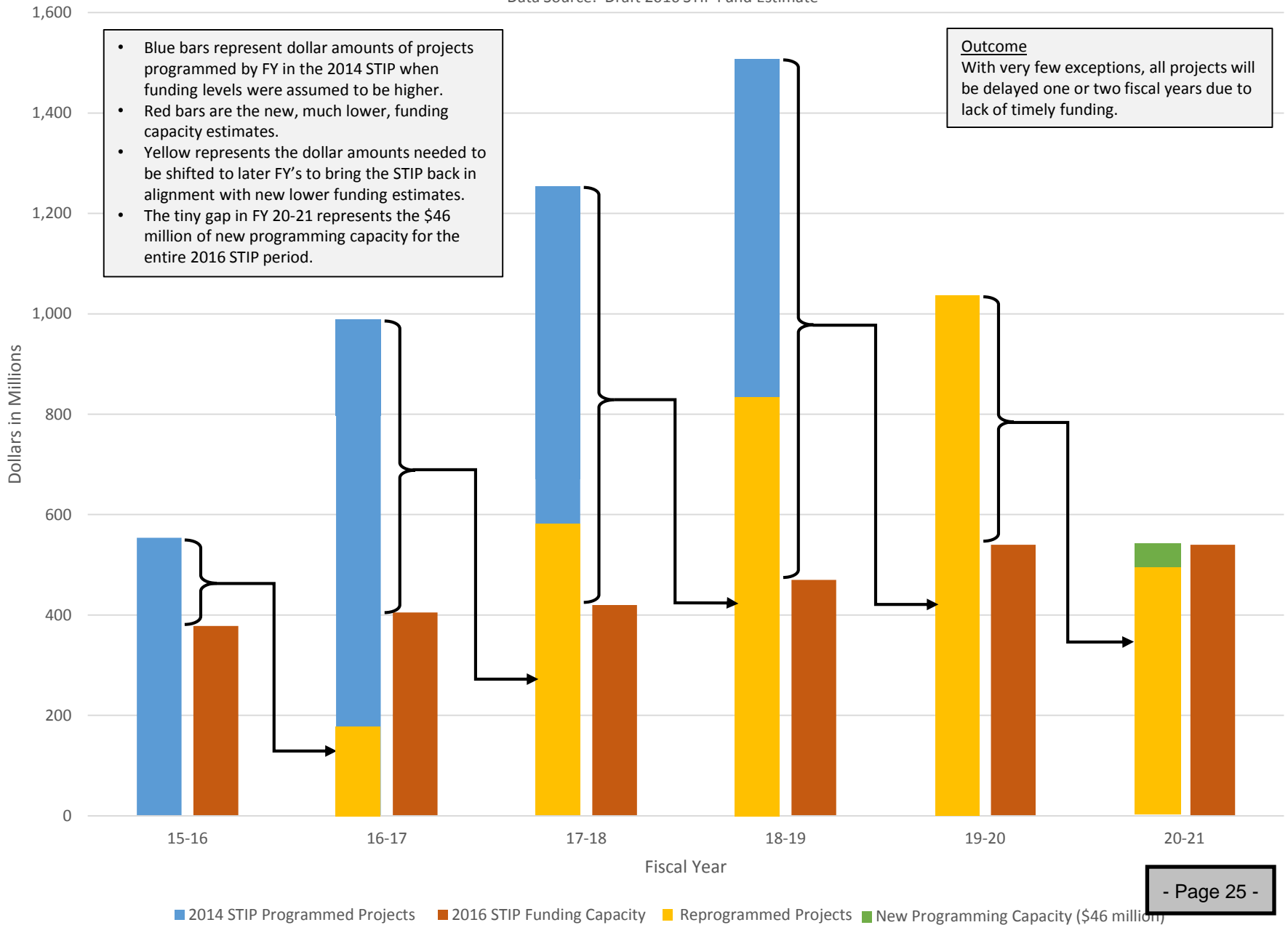
Monterey

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component						
								Prior	14-15	15-16	16-17	17-18	18-19	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
TAMC		1165	Planning, programming, and monitoring			Dec-14	259	0	259	0	0	0	0	0	0	259	0	0	0
Marina	loc	2572	Imjin Road Widening to 4 lanes			Jan-15	1,650	0	1,650	0	0	0	0	0	0	1,650	0	0	0
TAMC		1165	Planning, programming, and monitoring			Jun-15	213	0	0	213	0	0	0	0	0	213	0	0	0
Caltrans	101	58Y	Prunedale landscape mitigation (RIP)(fr 58G)(12S-16)(ext 5-15)	Feb-17			3,337	248	3,089	0	0	0	0	0	0	2,578	0	243	5
Caltrans	101	3300	South County Frontage Roads				5,000	0	0	0	5,000	0	0	0	0	0	5,000	0	0
Caltrans	156	57C	4-lane expressway, Castroville-Prunedale (RIP)				32,500	0	0	4,500	0	28,000	0	26,000	0	0	4,500	2,000	0
Monterey Co	loc	1814	Rt 1 op improvements, Carmel, con (14S-13)				3,000	0	0	0	3,000	0	0	0	0	3,000	0	0	0
Monterey Co	loc	1813A	Rt 68 Corral de Tierra intersection (14S-13)	SOF			1,700	0	0	0	1,700	0	0	0	1,700	0	0	0	
Marina	loc	2572	Imjin Road Widening to 4 lanes				1,650	0	0	0	1,650	0	0	0	0	0	1,650	0	0
TAMC		1165	Planning, programming, and monitoring				927	0	0	0	309	309	309	0	927	0	0	0	
Subtotal, Highway Projects							50,236	248	4,998	4,713	11,659	28,309	309	26,000	8,677	6,650	6,393	2,005	511
Rail and Transit Projects:																			
Monterey Co	rail	1155	Capitol Corridor extension - Kick Start (TCRP #14)	SOF			18,856	0	0	0	0	18,856	0	0	18,856	0	0	0	
TAMC	rail	1971	Coast Daylight/Caltrain track improvements (14S-22)				300	0	0	0	0	300	0	0	300	0	0	0	
MST	bus	2573	MST Buses				2,000	0	0	0	2,000	0	0	0	2,000	0	0	0	
Subtotal, Rail & Transit Projects							21,156	0	0	0	2,000	19,156	0	0	21,156	0	0	0	
Bicycle and Pedestrian Projects:																			
Monterey Co	loc	2296	Castroville bike/pedestrian overcrossing (12S-035)				6,637	0	0	6,637	0	0	0	0	6,637	0	0	0	
Subtotal, Bike & Ped Projects							6,637	0	0	6,637	0	0	0	0	6,637	0	0	0	
Total Programmed or Voted since July 1, 2014							78,029												

Balance of STIP County Share, Monterey	
Total County Share, June 30, 2015	77,879
Total Now Programmed or Voted Since July 1, 2014	78,029
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	150

2016 STIP Reprogramming Exercise

Data Source: Draft 2016 STIP Fund Estimate





Memorandum

To: Board of Directors
From: Theresa Wright
 Community Outreach Coordinator/Associate Transportation Planner
Meeting Date: September 23, 2015
Subject: Transportation Improvement Measure Outreach Plan

RECOMMENDED ACTION

1. **RECEIVE** an update on the Transportation Improvement Measure Outreach Plan;
2. **RECEIVE** a presentation on the development of a Transportation Expenditure Plan; and;
3. **BRAINSTORM** potential projects for a draft Transportation Expenditure Plan.

SUMMARY

On August 26, 2015, the Transportation Agency Board of Directors requested an update on the development of a draft Transportation Expenditure Plan for a potential November 2016 transportation initiative. Based upon initial outreach efforts, a list of safety and improvement categories have been identified to assist with the development of a draft Transportation Expenditure Plan.

FINANCIAL IMPACT

Agency staff and consultant time are in the adopted Agency budget.

DISCUSSION

The development of the first phase of the Transportation Improvement Measure Outreach Plan was initiated in May 2015. Since that time, the ad hoc Working Group has been providing input to staff and working to reach out to community stakeholders in our public outreach efforts.

During the ensuing months, staff members and the working group made public presentations and met with community members to raise awareness and understanding of Monterey County's transportation needs and funding challenges. At each meeting or presentation, the

public was asked to provide input on what they thought were needed transportation improvements. Based upon the information gather during this outreach effort the following categories have been identified as a starting point for a draft Transportation Expenditure Plan:

- Road Maintenance and Pothole Repair;
- Safety and Traffic Reduction;
- Mobility for Seniors and Youth; and
- Walkability, Bicycle Safety, and Environment.

State law requires an expenditure plan be developed for sales tax measures. Development of the draft and final expenditure plan provides an opportunity to discuss regional and local transportation priorities with the public, community stakeholders and elected officials. Significant flexibility on the content, amount of detail and timing of adoption is provided to implementing agencies. The Agency's 2008 expenditure plan was modeled on other successful transportation measures around the State. The plan included specific projects in broad categories and taxpayer safeguards; such as a firm sunset date, a citizen oversight committee and a requirement that local jurisdictions maintain prior investment levels to be eligible for tax measure local street and road maintenance funding.

Approved by:



Debra L. Hale, Executive Director

Date Signed: 9/10/2015

Regular Agenda

Counsel Approval: N/A
Finance Approval: N/A



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Todd Muck, Deputy Executive Director
Meeting Date: September 23, 2015
Subject: SR 156 West Corridor Project Level 2 Traffic & Revenue Study

RECOMMENDED ACTION:

1. **AUTHORIZE** the Executive Director to negotiate scope of work and execute an agreement with Kimley-Horn and Associates, Inc. for the SR 156 West Corridor Project Level 2 Traffic & Revenue Study in an amount not to exceed \$414,000 to provide professional services for the period ending December 31, 2016 subject to approval by Agency counsel;
2. **APPROVE** the use of federal and local funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

SUMMARY:

The Transportation Agency released a Request for Proposals for qualified consultants to conduct a detailed Traffic & Revenue Study for the SR 156 corridor. The study will provide traffic forecasts and toll revenue estimates to provide the public and elected officials high quality information for policy decisions. The review committee found Kimley-Horn to be the most qualified firm for the project.

FINANCIAL IMPACT:

The not-to-exceed amount for agreement is \$414,000, utilizing a federal grant exclusively available for the SR 156 project, matched with local Regional Development Impact Fee funds.

DISCUSSION:

The Level 2 Traffic and Revenue Study will be significantly more detailed than the "Sketch Level" Traffic and Revenue Study previously completed for the SR 156 Corridor Project. It will provide results about current and future traffic diversion, potential toll rates, toll discounts for local residents and business, and other questions and concerns brought up by the Board and the public, and adopted by the Board of Directors as "Guiding Principles" for

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evaluating tolling. In addition to evaluating the viability of tolling based on the Guiding Principles, the Level 2 Traffic and Revenue Study will provide the data and analysis needed for the Supplemental Environmental Impact Report required to be completed before the Transportation Agency and Caltrans could take action to approve implementing tolling on the SR 156 corridor.

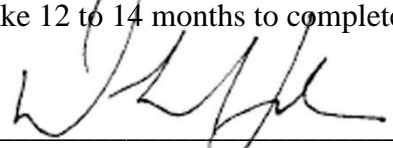
Following a competitive qualifications-based procurement process in coordination with the Request for Proposals approved by the Board at the June 2015 meeting, staff received four proposals from teams lead by the following firms (in alphabetical order):

- C&M Associates,
- Kimley-Horn and Associates,
- Louis Berger, and
- Steer Davies Gleave

A review committee comprised of representatives from TAMC, County of Monterey and Caltrans scored the proposals, interviewed and ranked each of the teams based on the criteria in the Request for Proposals. The recommendation from the review committee is for the Kimley-Horn and Associates team to be awarded the contract. Kimley-Horn’s team includes Michael Baker International and Public Financial Management. Their proposal demonstrated that they possess relevant project experience and technical skills (including extensive work with the AMBAG travel forecast model), have strong public engagement experience with the local community, and can facilitate coordinating the Level 2 Traffic & Revenue Study with the development of the Supplemental Environmental Impact Report. The review team felt that the Kimley-Horn team understood the Board of Directors’ guiding principles and would work to assure that the questions raised in the public meetings would be answered.

Staff reviewed the cost proposal after selecting the Kimley-Horn and has negotiated a contract and budget that it believes is cost-effective to the agency. It is worth noting that the proposed contract budget is \$14,000 over the independent cost estimate, because the contract includes additional cell phone/GPS data needed to provide a more thorough evaluation of seasonal, weekend and visitor travel patterns. The scope of work includes extensive public outreach, which staff did not believe should be reduced to accommodate these additional data needs.

Upon authorization from the TAMC Board, Agency staff will make any additional edits if needed to finalize the scope of work, execute the contract with Kimley-Horn and issue a notice to proceed. The SR 156 West Corridor Project Level 2 Traffic & Revenue Study is estimated to take 12 to 14 months to complete.

Approved by: 
Debra L. Hale, Executive Director

Date signed: 9/10/2015

Regular Agenda

Counsel Approval: Pending
Admin/Finance Approval: Yes

Attachment: Draft Scope of Work
Web Attachment: Final Scope of Work (to be posted 9/22/15)

STATE ROUTE 156 WEST CORRIDOR

LEVEL 2 TRAFFIC AND REVENUE STUDY

Draft SCOPE OF WORK

BACKGROUND

The project involves constructing a four-lane highway parallel to State Route 156 and converting the existing two lane road into a frontage road serving the local community. A new interchange would be constructed at the connection of SR 156 and US 101. The Transportation Agency recognizes the congestion relief, safety and local access benefits of the proposed improvements to the Highway 156 West Corridor between Castroville and Prunedale. SR 156 is a key regional corridor linking the Bay Area to the Monterey Peninsula. Tolling is being considered as an option for paying for the SR 156 improvement project to allow for its construction in the near-term. Caltrans is a key stakeholder with the Transportation Agency to develop the SR 156 Corridor Project. Caltrans completed an environmental analysis on the project with an Environmental Impact Report (EIR) and Finding of No Significant Impact (FONSI) signed on January 31, 2013. A Supplemental EIR will be prepared to evaluate the potential impacts of instituting tolling on the SR 156 corridor. Data and results from the Level 2 Traffic and Revenue Study will be utilized to complete the Supplemental EIR.

A preliminary Level 1 “Sketch Level” Tolling Traffic and Revenue study was prepared in 2013 to evaluate highway improvements and financing strategies that could benefit the movement of goods and traffic in the corridor, reduce congestion, enhance travel safety, reduce travel times, and upgrade the route to access controlled standards. The Sketch Level study provided some good preliminary information regarding the tolling option. Subsequent discussions of the results of the study with the public and elected officials identified several key questions and concerns regarding traffic diversion to other local routes (both current and future), impacts to the local residents (travel patterns and economy), willingness to pay by trip purpose, feasibility of discounts, and travel market sizing and characteristics. In response to public input the Transportation Agency Board of Directors adopted a set of “Guiding Principles” to insure that local concerns are incorporated into the decision making process as tolling is evaluated as an option to fund the project.

The Transportation Agency is now interested in conducting a more detailed Level 2 Traffic and Revenue study prior submitting an application to the California Transportation Commission requesting to entering into a public-private partnership procurement. The Level 2 Traffic and Revenue Study will be significantly more detailed than the Level 1 Traffic and Revenue Study completed for the SR 156 Corridor Project. It is intended to provide reliable results about current and future traffic diversion, potential toll rates, toll discounts for local residents and

business, viability as a toll facility, data for the Supplemental Environmental Impact Report, and other questions and concerns brought up by the Board and the public.

The Transportation Agency has started the process of collecting additional traffic data needed for the study and address the question of diversion routes. The additional traffic data will be collected for use in the Level 2 Traffic and Revenue Study and will augment existing traffic data for the corridor. The data is being collected prior to the Level 2 Traffic and Revenue Study so that peak seasonal traffic travel data can be collected and not delay the completion of the Level 2 Study. A key component of the Study is determining the amount of diversion traffic that already occurs on Highway 156, particularly during weekends with peak travel periods. The corridor carries commuter traffic during the week and is subject to heavy seasonal peaks during the summer months for travel to and from the Monterey Peninsula and for special events. The corridor is also subject to weekend backups at the connection of SR 156 and US 101 mainline corridor that impact both local and regional traffic movements.

The purpose of the Level 2 Study is to more clearly determine the viability of tolling as a funding option to deliver the project in the near term. The Level 2 Study shall provide more refinements than the Sketch Level Study but not as detailed analysis as for a Level 3 Investment Grade Study. The Study should analyze historical and existing travel conditions in the corridor; provide traffic and revenue forecasts for the study corridor and other potential toll-free alternative routes; and provide a refined assessment of the overall financial feasibility of each tolling alternative. The evaluation criteria matrix should also consider factors such as the extent that the tolling options provide traffic congestion relief; raise the most money; minimize diversion to other roadways; and minimize the toll impacts on local residents and businesses. Toll transactions and revenue estimates would be prepared and refined for various tolling alternatives and scenarios along the Highway 156 corridor. The Level 2 Study would look more closely at traffic diversion and the factors determining the willingness to pay a toll versus seeking an alternate toll-free route on local roads, as well as the feasibility of tolling only visitors or providing local preference options. Tolling rates would be designed to create a balance between traffic usage, traffic diversion and revenue potential. The consultant would make recommendations; provide oversight to include continuous review and evaluation of the process; communicate the study results; provide traffic simulations and other visual tools to convey Study information to the public; and ensure compliance with statutory and regulatory requirements including applicable state and federal funding standards. It is anticipated that the results of the more detailed Level 2 Study will provide additional analysis that will assist TAMC in the decision making process prior to moving to the procurement phase of a potential public-private partnership process.

WORK DESCRIPTION

The purpose of the Level 2 Traffic and Revenue Study is to refine toll traffic forecasts and revenue estimates to provide the public and elected officials a high level of confidence in the analysis results used as a bases for policy decisions. Traffic and revenue forecasts for this level of analysis may include an additional level of data collection to document current and future traffic diversion, validate travel demand forecasts, desired travel patterns and economic development assumptions. The services included under Level 2 Traffic and Revenue shall include the following tasks:

1. Project Initiation- Consultant will mobilize immediately upon receiving a Notice to Proceed (NTP):
 - a. Kickoff Meeting with stakeholders to set priorities and objectives for the study.
 - b. Schedule - The consultant shall provide a proposed milestone schedule for completing the various tasks and deliverables included in this study at the kickoff meeting. The overall study is expected to be completed approximately 6 to12 months after the notice to proceed is given. Consultants should identify any necessary exceptions to this proposed schedule. After the scope of work has been defined the consultant shall provide a more detailed schedule for completion of the individual tasks included in the study and for the draft and final reports.
 - c. Define Project Objectives and Guidelines
 - i. TAMC's SR 156 Corridor Tolling Guiding Principles
 - ii. Refined scope of work
2. Data Collection and Review of Existing Conditions:
 - a. Review of Existing Information- Evaluate all data and information gathered and processed in prior Sketch Level Study and with newly collected traffic data (2015), Review information from Caltrans, TAMC, AMBAG, etc. including previous traffic reports, current and historical traffic volumes, AMBAG's 2014 Regional Travel Demand Model (RTDM), the origin and destination technical report for the 2014 RTDM. Also review data from Caltrans' Traffic Operation Analysis for the SR 156 Draft Environmental Impact Report/Environmental Assessment; and historical and forecast information regarding visitors to Monterey County or other statistical sources, and recommend whether additional data is needed.

- b. Highway Network Characteristics- Inventory existing highway network characteristics. Evaluate the network impacts for potential toll market, including planned improvements.

3. Demographic and Travel Market Evaluation:

- a. Perform a comprehensive review of the socio-economic data contained within the AMBAG regional travel demand model.
- b. Review regional/interregional socio-economic forecasts from other sources.
- c. Identify and evaluate local businesses and local commuters that could potentially be impacted from implementing tolling in the SR 156 corridor.
- d. Review interregional travel market trip purpose data, such as Caltrans' state-wide travel demand model and San Francisco Bay area travel forecasts.

4. Travel Demand / Toll Modeling:

- a. Evaluate using the 2014 version regional travel demand model maintained by AMBAG for this study effort.
- b. Produce a sub-area of AMBAG's regional travel demand model calibrated to existing conditions, or propose alternative methodology to produce study results.
- c. Document current traffic diversion that is a result of congestion on the existing SR 156 on the following alternative routes identified in the Level 1 Traffic and Revenue Study:
 - i. San Juan Road / Highway 129
 - ii. Castroville Boulevard
 - iii. Existing Highway 156 (Frontage Road)
 - iv. Blackie Road
 - v. Blanco Road/Reservation Road
 - vi. Davis Road/Reservation Road
 - vii. Highway 68
- d. Forecast future traffic diversion with and without the SR 156 Corridor toll project for the following routes:
 - i. San Juan Road / Highway 129

- ii. Castroville Boulevard
 - iii. Existing Highway 156 (Frontage Road)
 - iv. Blackie Road
 - v. Blanco Road/Reservation Road
 - vi. Davis Road/Reservation Road
 - vii. Highway 68
 - viii. Highway 1 through Santa Cruz
- e. Produce a SR 156 Corridor specific toll model to evaluate a wide array of toll rates and scenarios.

5. Public Information/Visualization Products:

- a. Produce simulation(s) of the study sub-area calibrated to existing conditions to accurately portray traffic flow with and without the SR 156 Corridor project.
- b. Produce 2D/3D perspectives of the SR 156/US 101 Interchange.
- c. Produce visualization tools to explain travel route options for local/regional, and interregional trip movements.
- d. Develop all maps, tables, graphs, and illustrations necessary to clearly report the results of the Level 2 Traffic and Revenue Study.

6. Toll Price and Scenario Testing:

- a. Develop toll pricing options and sensitivity tests based on the terms defined in the Transportation Agency's SR 156 Corridor Tolling Guiding Principles, including local discounts.
- b. Evaluate alternative network configurations, modifications to the project scope, tolling policy, pricing schemes, and phasing as needed to eliminate revenue deficits identified in Task 7, or if needed for the Supplemental Environmental Impact Report, or to meet California Transportation Commission guidelines for tolling procurement approval.

7. Traffic and Revenue Forecasting:

- a. Forecast future project costs for two scenarios (Public-Private Partnership and public toll authority), based on:

- i. Existing estimated design, right-of-way and construction cost for project (Caltrans will provide existing project cost information);
 - ii. Administrative, maintenance and operations for the life of the tolled facility;
 - iii. Financing; and
 - iv. Other related costs as determined by TAMC, working with consultant.
 - b. Forecast revenues including:
 - i. Toll revenue streams for each alternative evaluated
 - ii. Bond financing
 - iii. Other funding identified for the project (TAMC will provide existing funding assumptions)
 - c. Evaluate cost and revenue forecasts to provide an assessment of the financial feasibility of tolling scenarios that meet the Transportation Agency's SR 156 Tolling Guiding Principles.
8. Final Documentation: Prepare a technical memorandum to document the forecasting methodology, assumptions, inputs, findings, and results. Evaluate the benefits of the tolling scenarios and make suggested adjustments to the scenarios. Present administrative draft memorandum to TAMC staff for review and comment. Prepare final report integrating comments.
9. Optional Tasks: Provide a list of optional tasks that may enhance the accuracy of the Study's results or provide meaningful benefit to the decision making process. At the Transportation Agency's discretion, Task Orders may be added to the Study's scope for individual tasks. These tasks must be separately included in the sealed cost proposal.
10. Deliverables and Meetings:

(All deliverables should include the electronic files of the data collected, reports should be provided in InDesign or Word format and in PDF.)

- a. Project Schedule (Including milestone deliverables and meeting dates)
- b. Meeting agendas and minutes
- c. Summary analysis of existing information and highway characteristics utilized in Study as outlined in Tasks 2 and 3
- d. Level 2 refined Travel Demand Model and Toll Diversion Model
- e. Model results necessary to complete the Supplemental Environmental Impact Report evaluation of a SR 156 tolling alternative
- f. Public information /visualization projects listed in Task 5

- g. "Administrative Draft" Level 2 Traffic and Revenue Report/Technical Memorandum (in hard copy and electronic copy format)
- h. "Final" Level 2 Traffic and Revenue Report/Technical Memorandum (in hard copy and electronic copy format)
- i. Presentations to TAMC Board members (Up to two Ad-hoc committee meetings and two TAMC Board meetings)

STATE ROUTE 156 WEST CORRIDOR

LEVEL 2 TRAFFIC AND REVENUE STUDY

STATEMENT OF WORK

BACKGROUND

The State Route 156 West Corridor Project involves constructing a four-lane highway parallel to State Route 156 and converting the existing two lane road into a frontage road serving the local community. New interchanges would be constructed at the connection of SR 156 and US 101 and SR 156 and Castroville Boulevard. The Transportation Agency recognizes the congestion relief, safety and local access benefits of the proposed improvements to the Highway 156 West Corridor between Castroville and Prunedale. SR 156 is a key regional corridor linking the Bay Area to the Monterey Peninsula. Tolling is being considered as an option for paying for the SR 156 improvement project to allow for its construction in the near-term. Caltrans is a key stakeholder with the Transportation Agency to develop the SR 156 Corridor Project. Caltrans completed an environmental analysis on the project with an Environmental Impact Report (EIR) and Finding of No Significant Impact (FONSI) signed on January 31, 2013. A Supplemental EIR will be prepared to evaluate the potential impacts of instituting tolling on the SR 156 corridor. Data and results from the Level 2 Traffic and Revenue Study will be utilized to complete the Supplemental EIR.

A preliminary Level 1 “Sketch Level” Tolling Traffic and Revenue study was prepared in 2013 to evaluate highway improvements and financing strategies that could benefit the movement of goods and traffic in the corridor, reduce congestion, enhance travel safety, reduce travel times, and upgrade the route to access controlled standards. The Sketch Level study provided some good preliminary information regarding the tolling option. Subsequent discussions of the results of the study with the public and elected officials identified several key questions and concerns regarding traffic diversion to other local routes (both current and future), impacts to the local residents (travel patterns and economy), willingness to pay by trip purpose, feasibility of discounts, and travel market sizing and characteristics. In response to public input the Transportation Agency Board of Directors adopted a set of “Guiding Principles” to insure that local concerns are incorporated into the decision making process as tolling is evaluated as an option to fund the project.

The Transportation Agency is now interested in conducting a more detailed Level 2 Traffic and Revenue study prior submitting an application to the California Transportation Commission requesting to entering into a public-private partnership procurement. The Level 2 Traffic and Revenue Study will be significantly more detailed than the Level 1 Traffic and Revenue Study completed for the SR 156 Corridor Project. It is intended to provide reliable results about

EXHIBIT A: Statement of Work and Work Schedule

current and future traffic diversion, potential toll rates, toll discounts for local residents and business, viability as a toll facility, data for the Supplemental Environmental Impact Report, and other questions and concerns brought up by the Board and the public.

The Transportation Agency has started the process of collecting additional traffic data needed for the study and address the question of diversion routes. The additional traffic data will be collected for use in the Level 2 Traffic and Revenue Study and will augment existing traffic data for the corridor. The data is being collected prior to the Level 2 Traffic and Revenue Study so that peak seasonal traffic travel data can be collected and not delay the completion of the Level 2 Study. A key component of the Study is determining the amount of diversion traffic that already occurs on Highway 156, particularly during weekends with peak travel periods. The corridor carries commuter traffic during the week and is subject to heavy seasonal peaks during the summer months for travel to and from the Monterey Peninsula and for special events. The corridor is also subject to weekend backups at the connection of SR 156 and US 101 mainline corridor that impact both local and regional traffic movements.

The purpose of the Level 2 Study is to more clearly determine the viability of tolling as a funding option to deliver the project in the near term. The Study should analyze historical and existing travel conditions in the corridor; provide traffic and revenue forecasts for the study corridor and other potential toll-free alternative routes; and provide a refined assessment of the overall financial feasibility of each tolling alternative. The evaluation criteria matrix should also consider factors such as the extent that the tolling options provide traffic congestion relief; raise the most money; minimize diversion to other roadways; and minimize the toll impacts on local residents and businesses. Toll transactions and revenue estimates would be prepared and refined for various tolling alternatives and scenarios along the Highway 156 corridor. The Level 2 Study would look more closely at traffic diversion and the factors determining the willingness to pay a toll versus seeking an alternate toll-free route on local roads, as well as the feasibility of tolling only visitors or providing local preference options. Tolling rates would be designed to create a balance between traffic usage, traffic diversion and revenue potential. The consultant would make recommendations; provide oversight to include continuous review and evaluation of the process; communicate the study results; provide traffic simulations and other visual tools to convey Study information to the public; and ensure compliance with statutory and regulatory requirements including applicable state and federal funding standards. It is anticipated that the results of the more detailed Level 2 Study will provide additional analysis that will assist TAMC in the decision making process prior to moving to the procurement phase of a potential public- private partnership process.

EXHIBIT A: Statement of Work and Work Schedule

WORK DESCRIPTION

The purpose of the Level 2 Traffic and Revenue Study is to refine toll traffic forecasts and revenue estimates to provide the public and elected officials a high level of confidence in the analysis results used as a bases for policy decisions. Traffic and revenue forecasts for this level of analysis may include an additional level of data collection to document current and future traffic diversion, validate travel demand forecasts, desired travel patterns and economic development assumptions. The services included under Level 2 Traffic and Revenue shall include the following tasks:

1. Project Initiation- Consultant will mobilize immediately upon receiving a Notice to Proceed (NTP):
 - a. Kickoff Meeting with stakeholders to set priorities and objectives for the study.
 - b. Schedule - The consultant shall provide a proposed milestone schedule for completing the various tasks and deliverables included in this study at the kickoff meeting. The overall study is expected to be completed approximately 6 to12 months after the notice to proceed is given. Consultants should identify any necessary exceptions to this proposed schedule. After the scope of work has been defined the consultant shall provide a more detailed schedule for completion of the individual tasks included in the study and for the draft and final reports.
 - c. Define Project Objectives and Guidelines
 - i. TAMC's SR 156 Corridor Tolling Guiding Principles
 - ii. Refined scope of work
2. Data Collection and Review of Existing Conditions:
 - a. Review of Existing Information- Evaluate all data and information gathered and processed in prior Sketch Level Study and with newly collected traffic data (2015), Collect and review information from Caltrans, TAMC, AMBAG, etc. including previous traffic reports, current and historical traffic volumes, AMBAG's 2014 Regional Travel Demand Model (RTDM), the origin and destination technical report for the 2014 RTDM, and TAMC's 2015 Bluetooth Origin-Destination study. Also review data from Caltrans' Traffic Operation Analysis for the SR 156 Draft Environmental Impact Report/Environmental Assessment; and historical and forecast information regarding visitors to Monterey County or other statistical sources, and recommend whether additional data is needed.

EXHIBIT A: Statement of Work and Work Schedule

- b. Highway Network Characteristics- Inventory existing highway network characteristics. Evaluate the network impacts for potential toll market, including planned improvements.

3. Demographic and Travel Market Evaluation:

- a. Perform a comprehensive review of the socio-economic data contained within the AMBAG regional travel demand model.
- b. Review regional/interregional socio-economic forecasts from other sources.
- c. Identify and evaluate local businesses and local commuters that could potentially be impacted from implementing tolling in the SR 156 corridor.
- d. Review interregional travel market trip purpose data, such as Caltrans' state-wide travel demand model and San Francisco Bay area travel forecasts.
- e. Utilize an "input/output economic model" to determine the economic impact to businesses and residences in the region. The specific model proposed for this analysis is called IMPLAN. In addition to using IMPLAN, the TREDIS model, which is a transportation planning tool and is an adjunct to IMPLAN, will provide as means to refine the local business and commuter impact assessment.

4. Travel Demand / Toll Modeling:

- a. Evaluate and adjust the 2014 version regional travel demand model maintained by AMBAG for this study effort.
- b. Produce a sub-area of AMBAG's regional travel demand model calibrated to existing conditions, or propose alternative methodology to produce study results.
- c. Document current traffic diversion that is a result of congestion on the existing SR 156 from the Bluetooth data. Future diversion will be calculated based on the current Bluetooth data and future traffic volumes and capacity/congestion levels. Future toll road diversion will also be assessed. The following alternative routes identified in the Level 1 Traffic and Revenue Study:
 - i. San Juan Road / Highway 129
 - ii. Castroville Boulevard
 - iii. Existing Highway 156 (Frontage Road)
 - iv. Blackie Road
 - v. Blanco Road/Reservation Road

EXHIBIT A: Statement of Work and Work Schedule

- vi. Davis Road/Reservation Road
- vii. Highway 68
- d. Toll modeling will be conducted with and without the SR 156 toll projects for daily conditions only for the roadways listed below. For CEQA analysis purposes, the following road network elements will be analyzed for AM and PM peak hours, consistent with the EIR and qualitatively assessed for summer conditions for one toll road volumes only analysis. Up to two other toll road scenarios would be evaluated qualitatively only. The appropriate agency standards will be utilized in the analysis i.e. Caltrans and Monterey County:
 - I. SR 156 segments where toll road connections occur just west of US 101 at Castroville Boulevard.
 - II. SR 156 secondary road segments
 - III. SR 156 Toll Road segments
 - IV. Blackie Road – SR 183 between SR 156 and US 101.
 - V. Castroville Boulevard between SR 156 and US 101 to San Miguel Canyon Road.
 - VI. Meridian Road between Castroville Boulevard and SR 156.
 - VII. The following intersections will be studied for toll road conditions
 - VIII. SR 183/Blackie Road
 - IX. Blackie Road/US 101 SB
 - X. Blackie Road/US 101 NB
 - XI. SR 156 and Castroville Boulevard interchange/intersection (toll and secondary road)
 - XII. Castroville Boulevard/Meridian Road
 - XIII. Castroville Boulevard and San Miguel Canyon Road
 - XIV. Meridian Road/SR 156 Toll Road /US 101 interchange
 - XV. SR 156 Secondary Road and Oak Hills Drive
 - XVI. SR 156 Secondary Road and Cathedral Oak Road
 - XVII. SR 156 and Monte Del Lago

EXHIBIT A: Statement of Work and Work Schedule

5. Additional roadways that would be studied (segments only for the highest peak hour as identified in the model), would include the other potential diversion routes listed in section 4-c. These would be confirmed once the modeling is complete. Public Information/Visualization Products:
 - a. Produce simulation(s) of the study sub-area calibrated to existing conditions to accurately portray traffic flow with and without the SR 156 Corridor project.
 - b. Produce 2D perspectives of the corridor for a weekday and weekend period
 - c. Produce 3D perspective of the SR 156/US 101 Interchange, one entry way to the local community off SR 156, and the proposed Castroville interchange, for one peak period .
 - d. Produce visualization tools to explain travel route options for local/regional, and interregional trip movements.
 - e. Develop all maps, tables, graphs, and illustrations necessary to clearly report the results of the Level 2 Traffic and Revenue Study.
6. Toll Price and Scenario Testing:
 - a. Develop toll pricing options and sensitivity tests based on the terms defined in the Transportation Agency's SR 156 Corridor Tolling Guiding Principles, including local discounts.
 - b. Evaluate alternative network configurations, modifications to the project scope, tolling policy, pricing schemes, and phasing as needed to eliminate revenue deficits identified in Task 7, or if needed to meet California Transportation Commission guidelines for tolling procurement approval.
 - c. For the Supplemental Environmental Impact Report, identify LOS changes on roadways caused by shifts in travel patterns and route choice. This will consist of examining forecasted demand for the horizon year with transportation improvements and tolls and comparing this demand to demand with no transportation improvements or tolls, taken from the EIR.
7. Traffic and Revenue Forecasting:
 - a. Forecast future project costs for two scenarios (Public-Private Partnership and public toll authority), based on:
 - i. Existing estimated design, right-of-way and construction cost for project (Caltrans will provide existing project cost information);
 - ii. Administrative, maintenance and operations for the life of the tolled facility;
 - iii. Financing; and

EXHIBIT A: Statement of Work and Work Schedule

- iv. Other related costs as determined by TAMC, working with consultant.
 - b. Forecast revenues including:
 - i. Toll revenue streams for each alternative evaluated
 - ii. Bond financing
 - iii. Other funding identified for the project (TAMC will provide existing funding assumptions)
 - c. Evaluate cost and revenue forecasts to provide an assessment of the financial feasibility of tolling scenarios that meet the Transportation Agency's SR 156 Tolling Guiding Principles.
 - d. Based upon traffic and revenue forecasts, an update of estimates for project costs provided by Caltrans will be prepared, O&M costs and lifecycle costs calculated, and a detailed plan of finance to assess financial feasibility prepared.
- 8. Final Documentation: Prepare a technical memorandum to document the forecasting methodology, assumptions, inputs, findings, and results. Evaluate the benefits of the tolling scenarios and make suggested adjustments to the scenarios. Present administrative draft memorandum to TAMC staff for review and comment. Prepare final report integrating comments.
- 9. Deliverables and Meetings:

(All deliverables should include the electronic files of the data collected, reports should be provided in InDesign or Word format and in PDF.)

- a. Project Schedule (Including milestone deliverables and meeting dates)
- b. Bi-weekly team conference calls
- c. Participation in meetings with review committees, the public or other interested parties, at the discretion of TAMC up to the total hours indicated in the fee table for meetings and outreach.
- d. Meeting agendas and minutes
- e. Summary analysis of existing information and highway characteristics utilized in Study as outlined in Tasks 2 and 3
- f. Level 2 refined Travel Demand Model and Toll Diversion Model
- g. Model results necessary to complete the Supplemental Environmental Impact Report evaluation of a SR 156 tolling alternative
- h. Public information /visualization projects listed in Task 5

EXHIBIT A: Statement of Work and Work Schedule

- i. “Administrative Draft” Level 2 Traffic and Revenue Report/Technical Memorandum (in hard copy and electronic copy format)
- j. “Final” Level 2 Traffic and Revenue Report/Technical Memorandum (in hard copy and electronic copy format)
- k. Presentations to TAMC Board members (Up to two Ad-hoc committee meetings and two TAMC Board meetings)



Looking south at US 101/San Juan Road interchange in Monterey County

SUMMER 2015

District Director's Report

A quarterly publication for our transportation partners

US 101/San Juan Road Interchange Completed

Caltrans and its local transportation partners will celebrate the recent completion of the US 101/San Juan Road interchange on July 17 near the project site. The Transportation Agency for Monterey County (TAMC) and the California Transportation Commission will participate in the event featuring several state, county and local representatives.

The \$49 million project removed three major at-grade intersections and constructed a single interchange, converting this segment of US 101 from expressway to freeway. The new facility improves safety and operations by reducing conflicts that cause collisions and delays during peak travel times.

New Grant Cycle Coming

Strategic Partnerships
Sustainable Communities

A call for projects for the FY 2016-2017 Sustainable Transportation Planning Grant Program starts August 17, 2015. Application deadline is October 30, 2015. More information is available at:

<http://www.dot.ca.gov/hq/tpp/grants.html>



Debra Larson and Director Malcolm Dougherty

D5 Engineer Honored

Senior Transportation Engineer Debra Larson recently received the 2015 Karl Moskowitz Transportation Award for outstanding management and engineering. Larson has served in many positions, including investigations, non-standard special provisions approvals and project review. As the District Traffic Safety Engineer, she has implemented many safety improvements, including curve realignments, wet weather and sight distance projects, crash cushion and end treatment upgrades, and installations. She also defends Caltrans in legal cases.

Caltrans District 5



District Director

Timothy Gubbins

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.



Recycled Water for Landscaping

Construction is nearing completion on the US 101 recycled water project in San Luis Obispo. The \$1.8 million project will use recycled water to irrigate about 43 acres of planting along the highway in the city and remove five potable water meters in the landscape area. Other major features include using recycled water for the District Office and Shop 5 landscaping, and carrying the flow to the shop's wash rack and water truck hydrant. Two other projects are installing smart irrigation controllers in four of the District's five counties. These reduce water usage, shut off automatically and prevent system malfunctions.

Class IV Bikeway Guidance Forthcoming



Caltrans is developing design criteria for Class IV bikeways. A recent summit was held in Sacramento with stakeholders to share ideas and concerns. Class IV bikeways are also referred to as *cycle tracks*, or separated bikeways, and feature exclusive use for bicycling adjacent to a roadway. Protection from vehicle traffic is provided using various elements such as grade separation, flexible posts, inflexible physical barriers or on-street parking. Assembly Bill 1193 requires Caltrans to establish minimum safety design criteria for these facilities by Jan. 1, 2016. The design criteria:

- Is established cooperatively with local agencies.
- Includes facility design speed, minimum widths and clearances, grade and curvature radius, pavement surface, traffic control devices actuation and more.
- Considers safety of children, seniors and persons with disabilities. More information is available at: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm

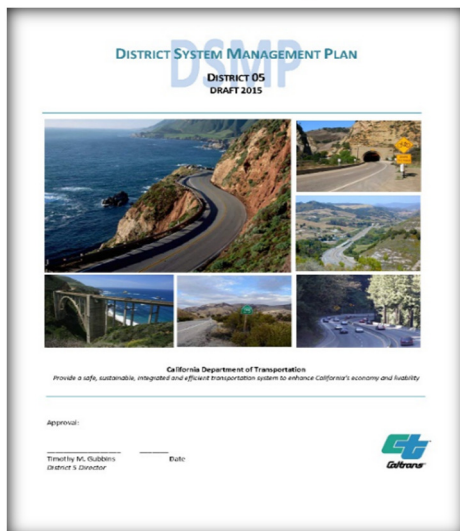
Mile Marker Summer Edition Released



The Mile Marker: A Caltrans Performance Report summer edition is now available online. The plain language report addresses how well Caltrans is protecting and improving California's transportation system. The latest issue features a revamped report card of new performance measures reflecting a dramatic change in Caltrans' priorities and increased focus on sustainability. Overall, it shows what's working well, what isn't, and what needs improving.

More information is available at: <http://www.dot.ca.gov/ctjournal/MileMarker/index.html>

DSMP Complements Caltrans' Strategic Plan



The 2015 *District 5 System Management Plan (DSMP)* is the District's 20-year vision for managing the state's transportation system. It features the *District Profile, Management Plan* and *Project List*. The first section describes the District's setting and context, environmental resources and multimodal systems. The second category details goals, objectives and strategies for achieving the department's new mission, vision and goals. The third section provides the District's 20 to 25-year list of multimodal improvements identified in state and local planning documents.

The DSMP identifies objectives for meeting Caltrans' 2015-2020 *Strategic Management Plan's* five major goals:

- Safety and health
- Stewardship and efficiency
- Sustainability, livability and economy
- System performance
- Organizational excellence



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR SEPTEMBER 23, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
1.	Highway 1 Elephant Trunk Slide Permanent Restoration (1A7004)	On Highway 1 in northern San Luis Obispo County and southern Monterey County about 3 miles north of San Carpoforo Creek Bridge to Limekiln Creek (PM 73.7-74.0)	Construct a 1,000-foot-long retaining wall for permanent restoration and to stabilize settlement	Spring 2015 – Winter 2016/17	\$9.5 million	SHOPP	Caltrans	Lisa Lowerison (RS)	John Madonna Construction of San Luis Obispo, CA.	Full overnight closures Sunday night through Friday morning from 10 pm until 7 am. One-way reversing traffic control during the daytime.
2.	Highway 1 Cow Cliffs Viaduct (1F8904)	In Monterey County Near Lucia from 0.1 Mile South of Big Creek Bridge to 2.8 Miles South of Dolan Creek Bridge (PM 28.0-28.4)	Construct Viaduct	Summer 2015- Fall 2016	\$3.9 million	SHOPP	Caltrans	Ken Dostalek (TL)	RGW Construction Inc. Livermore, CA	Signal controlled one-way traffic control. 10-minute traffic holds for movement of equipment. A few full overnight closures starting in December.
3.	Route 68 East Hitchcock Road Signal (0T2704)	Along SR 68 near Salinas at Hitchcock Road (PM 19.2)	Install traffic signal	Summer 2015- Winter 2016	\$904,000	SHOPP	Caltrans	David Rasmussen (TL)	Granite Rock Construction, Watsonville	Project was awarded May 18, 2015 and approved on June 11. Work on utility relocation has begun.
4.	Hwy. 101 Greenfield CAPM (1A7304)	In Monterey Co. in and near Greenfield from Lagomarsino Ave. to south of Hudson Rd. (PM 49.8-55.3)	Pavement Preservation (CAP M)	Dec. 1, 2014— Fall 2015	\$4.7 million	SHOPP	Caltrans	David Rasmussen (FK)	Papich Construction Co. Inc, Pismo Beach	Work consists primarily of night work Monday – Thursday (Fri am)-Work currently suspended due to temp. Scheduled to complete by September 2015



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR SEPTEMBER 23, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

CONSTRUCTION PROJECTS (Cont'd.)

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
5.	Hwy. 101 Monterey to Marina CAPM (1A7604)	In Monterey County, from Sloat Avenue Undercrossing to South Marina Overhead (PM R77.56/R85.3)	Pavement Preservation (CAP M)	Fall 2015- Winter 2015	\$9.2 million	SHOPP	Caltrans	Richard Rosales (TL)	Granite Construction Co. Watsonville, CA	Contract was awarded on Aug. 12 and approved Sept. 3, 2015
6.	US 101 Airport Blvd. IC East Landscaping Project (349514)	Near Salinas just south to just north of Airport Boulevard Overcrossing (PM 85.0-85.8)	Highway Planting and Irrigation	June 11, 2012- Oct. 4, 2012 (In Plant Establishment until December 2015)	\$687,000	STIP	Caltrans	David Silberberger (AN)	Bortolussi & Watkin, Inc., San Rafael	The project is in the plant establishment phase where plants are monitored for successful growth.
7.	Hwy. 101/San Juan Road Interchange (31580_)	On Route 101 near Prunedale.4 mile south of Dunbarton Road in Mon. Co. (PM 100.0-101.3)	Construct new interchange at San Juan Road and US 101	Dec. 3, 2012- Summer 2016 (Timeframe includes Plant Establishment Work)	\$46.2 Million	STIP/CMI A/ARRA	Caltrans	David Silberberger (JW)	GCC/MCM A JV, Watsonville	The new interchange and related improvements were fully open to traffic on July 17, 2015. However, the project remains active due to a 1 year plant establishment process which is targeted to be completed by the Summer of 2016.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR SEPTEMBER 23, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Comments
8.	Highway 1 Climbing Lane (0L570)	On Route 1 near Carmel between the Carmel River Bridge and Carmel Valley Road (PM 72.3/72.9)	Operational Improvements	Fall 2016	\$2,639 million	STIP	Caltrans	David Rasmussen	Project is currently in PS&E. Target RTL is mid-2016.
9.	Highway 68 Pacific Grove Shoulder Widening (1C250)	In Monterey County, Pacific Grove to Scenic Drive (PM 1.6/L4.0)	Shoulder Widening, Rumble Strips, Guardrail	Spring 2021	\$2.510 Million	SHOPP	Caltrans	David Rasmussen	Project is currently in PA&ED and expected to move to PS&E in 2016.
10.	Highway 68 Pacific Grove Centerline Rumble Strip (1G450)	In Monterey County. Just East of Piedmont Avenue to West of the JCT RTE 1/68 (PM1.6/L4.1)	Centerline Rumble Strip & OGAC	Summer 2018	\$1,748 Million	SHOPP	Caltrans	David Rasmussen	Project is currently in PA&ED and expected to move to PS&E in 2016.
11.	Highway 68 Salinas River Bridge Widening (0F700)	In Monterey County on Route 68 near Salinas from 0.2 mile East of Reservation Rd. undercrossing to Spreckels Blvd. undercrossing (PM R17.4/R18.0)	Bridge Widening	Spring 2016	\$9,868 Million	SHOPP	Caltrans	David Rasmussen	Project will be out to bid this month. Expected start of construction, Spring 2016.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR SEPTEMBER 23, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Comments
12.	Highway 101 CURE Safety Improvements near King City (0T990)	On Route 101 in Monterey County from 0.2 miles south of Canal St. undercrossing in King City to 0.2 miles North of Greenfield (PM R41.0/49.8)	Tree and MBGR Removal	Spring 2016	\$2,488 Million	SHOPP	Caltrans	David Rasmussen	Project is currently in PS&E. Target RTL is mid-2016.
13.	Highway 101 South Greenfield Median Barrier (1E060)	In and near Greenfield from Teague Avenue to Walnut Avenue OC (47.7-53.9)	Concrete median barrier, inside shoulder widening and rumble strip	Fall 2015	\$4,830 Million	SHOPP	Caltrans	Aaron Henkel	Bids opened on September 2, 2015
14.	Highway 101 North Greenfield Median Barrier (1G380)	In Monterey County from just North of Walnut Avenue (53.9-57.1)	Median barrier and inside shoulder rumble strip with shoulder widening	Fall 2018	\$4,190 Million	SHOPP	Caltrans	Aaron Henkel	Project is in PS&E Phase with ready to list by 3/1/2017.
15.	Hwy. 101 Soledad CAPM (1F69U4)	In Monterey County from 0.4 Miles North of North Greenfield Overcrossing to 1.2 Miles North of North Gonzales Overcrossing (PM 55.2-73.8)	Pavement Preservation	Fall 2015- Winter 2015	\$22.9 million	SHOPP	Caltrans	Aaron Henkel (PM)	Project Advertised on 7/20/15. Bids open 9/10/15—pending award and approval.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR SEPTEMBER 23, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Comments
16.	Route 156 West Corridor (316000)	On SR 156 btwn Castroville and Prunedale (PM R1.6-T5.2)	Construct new 4-lane divided freeway and new interchanges	Fall 2019-Fall 2023	\$264 Million	STIP / Federal Demo	Caltrans	David Silberberger	The project team is now focusing their attention on delivering a Supplemental Environmental Impact Report (EIR) through a standard process, with Caltrans and TAMC partnering to produce the final document. This Supplemental EIR will provide important information regarding the feasibility of moving ahead with tolling as a source of revenue for this project.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
 SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
 MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE
 JOINT POWERS AGENCY

Draft Minutes of August 26, 2015 TAMC Board Meeting

Held at the
 Agricultural Center Conference Room
 1428 Abbott Street, Salinas

TAMC BOARD MEMBERS	AUG 14	SEP 14	OCT 14	DEC 14	JAN 15	FEB 15	MAR 15	APR 15	MAY 15	JUN 15	AUG 15
F. Armenta, Supr. Dist. 1- 1st Vice Chair (J. Martinez)	P	P	P	P	P	P(A)	P	P	P(A)	P	P
J. Phillips, Supr. Dist. 2 (J. Stratton; C. Link)	P(A)	P(A)	P(A)	P	P	P	P	P	P	P	P(A)
S. Salinas, Supr. Dist. 3- (C. Lopez)	P	P	P	P	P	P(A)	P	P	P(A)	P	P
J. Parker, Supr. Dist. 4- Past Chair (K. Markey)	E	P	P	P	P	P	P(A)	P(A)	P	P(A)	P(A)
D. Potter, Supr. Dist 5 (K. Lee ; J. Mohammadi)	P	P	P	P(A)	P	P(A)	P	P	P(A)	P(A)	P(A)
J. Burnett, Carmel-by-the-Sea (V. Beach)	P	E	P	E	P	P(A)	P	P	P(A)	P	P(A)
J. Edelen, Del Rey Oaks- (K. Clark)	P	P	P	E	P	P	P	P	P	P	E
M. Orozco, Gonzales (J. Lopez)	P	P	P	P	P	P	-	P	P	P(A)	P
J. Huerta, Greenfield (A. Moreno)	P	P	-	-	P	P	P	P	P	P	P
B. Hendrickson, King City (M. Lebrarre)	E	P	-	E	P	P	-	P	P	E	P
B. Delgado, Marina (F. O'Connell)	P	-	P	P	P	P(A)	P(A)	P	P	-	P
E. Smith, Monterey (R. Deal)	P	P	P	P	P	P(A)	P	P	-	P	P
R. Huitt, Pacific Grove (C. Lucius)	P	P	P	P	P	P	P	P	P	P	P
K. Craig, Salinas- Chair (R. Russell, J. Serrano)	P	P	P	P(A)	P	P	P	P	P	P	E
T. Bodem, Sand City (L. Gomez)	P	P	P	P	-	E	P	P	P	P	P
R. Rubio, Seaside (I. Oglesby)	P	P	P	P	P	P	P	P	P	P	P
A. Chavez, Soledad,- 2nd Vice Chair (F. Ledesma)	P	P	P	P	E	P	P	P	P	P	P
M. Twomey, AMBAG (H. Adamson)	P	P	P	P	P	P(A)	P(A)	P	P	P	P(A)
T. Gubbins, Caltrans, Dist. 5 (A. Loe, C. Jones , J. Olenik)	P	P(A)	P(A)	P	P(A)	P(A)	P	P	P	P(A)	P(A)
R. Stedman, Monterey Bay Unified Air Pollution Control District (A. Clymo, A. Romero)	P	P(A)	-	-	P(A)	P(A)	P(A)	P(A)	P	-	-
B. Sabo, Monterey Regional Airport	-	-	P	P	P	P	P	-	P	P	P
C. Sedoryk, MST (M. Hernandez , H. Harvath, L. Rheinheimer)	P	P(A)	P	P(A)	P	P	P	P	P	P	P(A)
E. Montesino, Watsonville (D. Dodge)	-	-	-	-	-	-	-	-	-	-	-

TAMC STAFF	JUN 14	AUG 14	SEP 14	OC T 14	DE C 14	JAN 15	FEB 15	MAR 15	APR 15	MAY 15	JUN 15
D. Hale, Executive Director	P	P	P	P	P	P	P	P	P	P	P
D. Delfino, Finance Officer/Analyst	P	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	P
A. Green, Transportation Planner	P	P	P	P	P	P	P	P	P	P	P
G. Leonard, Transportation Planner	P	P	P	P	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	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	P
V. Murillo, Assistant Trans. Planner				P	P	P	P	P	P	P	P
H. Myers, Sr. Trans. Planning Engineer	P	P	P	P	P	P	P	P	P	P	P
K. Reimann, Legal Counsel	P(A)	P	P	P	P	P	P	P	P	P	P
E. Rodriguez, Senior Admin. Assistant	P	P	P	P	P	P	P	E	P	P	P
L. Terry, Accountant Assistant	E	E	E	E	P	E	E	E	E	E	E
C. Watson, Principal Trans. Planner	P	P	P	P	P	P	P	E	P	P	E
M. Zeller, Senior Trans. Planner	P	P	P	P	P	P	P	E	P	P	P
T. Wright, Community Outreach	P	P	P	P	P	P	P	P	P	P	P

OTHERS PRESENT

Dell Matt	101 Bypass Committee	Pat Grant	Public
Eric Petersen	Salinas resident	Kathy & Harvey Beal	Public
		Gail Mortensen	Marina City Councilmember
Alex Vasquez	Access Monterey Peninsula	Steve Hunt	Public
Mario Romo	Access Monterey Peninsula	Nick Madronio	Public
Sam Teel	Monterey Co Hospitality Assn.	Carissa Langley	Moxxy Marketing
MacGregor Eddy	Media	Terry Feinberg	Moxxy Marketing
Tim O'Halloran	City of Seaside	Cynthia Suverkrup	Public
Herbert Cortez	City of Marina	Adam Urrutia	Public
Margaret Davis	Public	Karyn Wolfe	Citizens for Sustainable Marina
Gene Doherty	Public	Scott Waltz	CSUMB
Eric Froehlich	Marina resident	Fred Watson	CSUMB

1. CALL TO ORDER

Vice Chair Armenta called the meeting to order at 9:00 a.m., and led the pledge of allegiance.

1.1 ADDITIONS OR CORRECTIONS TO THE AGENDA

None.

2. PUBLIC COMMENTS

None.

3. CONSENT AGENDA

M/S/C Delgado/Orozco/unanimous
The Board approved the Consent Agenda.

ADMINISTRATION and BUDGET

- 3.1.1 Approved minutes of the Transportation Agency for Monterey County and the Joint Powers Agency for Monterey County meetings of June 24 2015.
- 3.1.2 Accepted the list of checks written for June and July 2015 and credit card statements for the month of May and June 2015.
- 3.1.3 Received report on conferences attended by agency staff.
- 3.1.4 Received the results of the July 1, 2015 report on the Governmental Accounting Standards Board Statement No. 45 required valuation of the Agency's Other Post-Employment Benefits.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

- 3.2.1 Adopted Resolution 2015-16 approving an additional \$182,694 Low Carbon Transit Operations Program 2014/2015 fiscal year funds for Monterey County.
- 3.2.2 Approved Monterey-Salinas Transit's application for Transportation Development Act funds.
- 3.2.3 Approved appointment of Jerry Ramos representing Supervisorial District 2 to the Bicycle and Pedestrian Facilities Advisory Committee.
- 3.2.4 Authorized Executive Director to contribute \$3,000 in budgeted Bike Month/Bike Education funds to the Ciclovía in Salinas event in 2015.

PLANNING

- 3.3.1 Received state legislative update and adopted positions on the Transportation Special Session bills of interest to the Agency.
- 3.3.2 Received federal legislative update and adopted statewide Surface Transportation Reauthorization consensus principles.
- 3.3.3 Regarding Monterey-Salinas Scenic Highway Plan: Travel Analysis and Transportation Improvements Request for Proposals:
 - 1. Approved Monterey-Salinas Highway 68 Plan: Travel Analysis and Transportation Improvements Requests for Proposals (RFP);
 - 2. Authorized staff to publish the RFP, and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work; and
 - 3. Approved the use of funds budgeted to this purpose.
- 3.3.4 Regarding Monterey-Salinas Scenic Highway Plan: Wildlife Connectivity Analysis Request for Proposals:
 - 1. Approved Monterey-Salinas Scenic Highway 68 Plan: Wildlife Connectivity Analysis Request for Proposals (RFP);
 - 2. Authorized staff to publish the RFP, and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work; and
 - 3. Approved the use of funds budgeted to this purpose.
- 3.3.5 Regarding Central Coast Coalition Memorandum of Understanding:
 - 1. Approved Amendment 3 to the memorandum of understanding with the regional transportation agencies for Monterey, Santa Cruz, San Benito, Santa Barbara, and San Luis Obispo counties and the Association of Monterey Bay Area Governments to support transportation improvements throughout the Central Coast.
 - 2. Authorized the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency.

PROJECT DELIVERY and PROGRAMMING

- 3.4.1** Received the fiscal year 2013-2014 Freeway Service Patrol Annual Report.

RAIL PROGRAM

None this month.

REGIONAL DEVELOPMENT IMPACT FEE

- 3.6.1** Approved the 2015 Strategic Expenditure Plan Update for the Regional Development Impact Fee program.

COMMITTEE MINUTES

- 3.7.1** Accepted minutes from Transportation Agency committees:
- Executive Committee – Draft August 5, 2015
 - Bicycle & Pedestrian Facilities Advisory Committee – Draft August 5, 2015
 - Rail Policy Committee – No Meeting
 - Technical Advisory Committee –Draft August 6, 2015

4. TRANSPORTATION IMPROVEMENT MEASURE OUTREACH PLAN UPDATE

M/S/C Salinas/Orozco/unanimous

The Board received an update on the Transportation Improvement Measure outreach; appointed an ad hoc Working Group to assist with public outreach for the Transportation Improvement Measure; and provided input on and assistance with the Transportation Improvement Measure outreach activities.

Executive Director Hale reported that staff was seeking input from the Board on the need to initiate legislation to allow TAMC to continue to propose a possible 3/8% transportation improvement measure. This legislation is necessary because the Governor vetoed an increase to the 2% local option sales tax cap, and the City of Greenfield has placed two measures totaling 1.75% on the November 2015 ballot. These developments mean that additional room under the 2% cap is needed if the TAMC measure is to receive further consideration. The Board gave input that it supports staff proceeding to seek special legislation to carve out a small exemption to the 2% cap for a TAMC 3/8% sales tax measure.

Tom Clifford, the Agency's Transportation Improvement Measure Public Outreach Plan consultant, reported the key next steps are to hold four stakeholder sessions, have an interactive dialogue with the public to get their impressions on a proposed transportation sales tax, develop a Transportation Expenditure Plan and decide if TAMC wants to move forward to place a measure on the November, 2016 ballot. Staff noted that a specific expenditure plan must be adopted by the TAMC Board, and a majority of the cities representing a majority of the population, plus the Board of Supervisors. That plan can be as specific or as general as the Board decides, but past efforts have shown that voters want a certain amount of specificity in the plan.

The Transportation Agency Board of Directors requested that brainstorming session on the Transportation Expenditure Plan take place at the next Board meeting so that they could provide input prior to the release of a draft plan. Based upon the information gathered during the transportation measure public outreach efforts and the professional advice of Agency staff, a list of potential safety and improvement projects will be identified in a draft Transportation Expenditure Plan for public circulation and eventual adoption by the TAMC Board. The Board also asked for frequent report backs on the activities of the working group and the measure development.

5. FORT ORD RECREATION TRAIL AND GREENWAY

M/S/C Delgado/Rubio/unanimous

The Board received report from Fred Watson and Scott Waltz on the Fort Ord Recreation Trail and Greenway proposal; in addition, they directed staff to assist in finding funding sources for the project, provide more information on a possible TAMC role, and present funding and phasing ideas.

Mr. Waltz reported the Fort Ord Recreation Trail and Greenway proposes two connected regional loop trails totaling 30 miles in the former Fort Ord area. These trails will provide better opportunities for residents and visitors to access the Fort Ord National Monument and surrounding destinations without driving. Mr. Watson reviewed the concept which includes two connected trail loops with an open-space buffer on either side of a 12' wide trail. The northern loop is a 13-mile route that encircles Marina and includes 3 miles of the existing Coastal Recreational Trail. The southern loop encircles Seaside and bisects Del Rey Oaks, following a 15-mile route that includes 4 miles of the existing coastal trail system. The Trail includes spurs connecting with existing bike/pedestrian infrastructure and other plan for infrastructure, including the Marina-Salinas Multimodal Corridor. Many public residents testified in support of the project.

Mr. Watson noted that the next steps are to name a lead agency or agencies, and noted that TAMC and the Monterey Peninsula Regional Parks District would be possible lead agencies.

6. **REGIONAL BICYCLE AND PEDESTRIAN WAYFINDING PLAN**

The Board received an update on the Regional Bicycle and Pedestrian Wayfinding Plan, and provided input on regional routes and the wayfinding sign theme.

Virginia Murillo, Assistant Transportation Planner, gave a presentation to the Board. The Regional Bicycle and Pedestrian Wayfinding Plan will provide standard guidelines for bicycle and pedestrian wayfinding signs throughout Monterey County. The Plan will include wayfinding sign design guidelines, identification and branding of regional bicycle and pedestrian routes and sign locations, along with an implementation strategy. The Regional Bicycle and Pedestrian Wayfinding Plan will provide standard guidelines for bicycle and pedestrian wayfinding signs throughout Monterey County, including sign design, sign locations and implementation strategies. The goal of the Wayfinding Plan is to improve access to regional destinations, provide consistent wayfinding signs for regional connections, and promote key signage features that jurisdictions will be encouraged to incorporate into their own signs in order to improve wayfinding across city boundaries. The Plan has proposed routes throughout Monterey County that enhance connections to neighboring cities and other destinations in the region. Uniform sign designs will include space for jurisdictions to promote their own local identity. Having uniform signs can support residents and visitors who want to bicycle and walk in the cities and in the county, and can enhance the each jurisdiction's brand as a regional destination.

Public comment:

Eric Petersen, Salinas resident, commented that this plan will bring tourists here.

7. **PACIFIC GROVE SR 68 CORRIDOR STUDY**

The Board received report on the Pacific Grove SR 68 Corridor Study.

Ariana Green, Associate Transportation Planner, gave a presentation to the Board. The project budget is \$150,000, utilizing a \$120,000 Caltrans Partnership Planning for Sustainable Transportation grant and state and local planning funds allocated to the Transportation Agency. In June 2015 the TAMC Board approved a contract with consulting firm Eisen | Letunic to assist with the study. The purpose of the State Route 68 Corridor Study through Pacific Grove is to identify projects to improve pedestrian and bicycle safety in this corridor, developed to a level of detail sufficient for the City of Pacific Grove to pursue funding opportunities to further develop and construct improvements. As a link in the State Highway system, this study also presents an opportunity to partner with Caltrans to implement "complete streets" projects and advance regional sustainable transportation initiatives.

The study area includes State Route 68 between the Pacific Grove city limits and Asilomar Boulevard, and is divided into three distinct segments: 1) Forest Avenue between the City limits and Sunset Drive; 2) Sunset Drive to the end of State Route 68 at 17 Mile Drive; and 3) Sunset Drive from 17 Mile Drive to Asilomar Boulevard. Each segment has different land uses, features and needs.

Board member Rubio asked how much the improvements would cost. Ms. Green replied that cost estimates would be included as part of the study.

Board member Smith requested that City of Monterey be included as a project stakeholder.

Board member Huitt thanked TAMC, the consultant and Caltrans, particularly John Olejnik, for their partnership on this project with the City of Pacific Grove.

8. **REPORTS ON MEETINGS ATTENDED BY BOARD MEMBERS AT TRANSPORTATION AGENCY EXPENSE, AS REQUIRED BY STATE LAW**

None this month.

9. **REPORTS FROM TRANSPORTATION PROVIDERS**

Caltrans – Aileen Loe, Caltrans Director, Caltrans announced the FY 2016-17 Sustainable Transportation Planning Grant Application Guide and workshop on September 1, 2015 at the Caltrans office. Applications are due October 30, 2015 by 5 PM. She also reported on the Caltrans rationale for denying the request to install flashing lights at Oak Hills and Highway 156, but noted that the speed feedback signs will be installed. She added that the issues regarding safe access to US 101 by Mr. Esparza at the June TAMC meeting point to the need to additional access management in the corridor, despite the major set of improvements already made by the Prunedale Improvement Project and the San Juan Road interchange.

Public comment:

Dell Matt, 101 Bypass Committee, thanked Caltrans and the TAMC Board for the San Juan Road interchange project, noting it is the last phase of making Highway 101 safer.

Monterey Regional Airport District – Bill Sabo reported that the Monterey Regional Airport runway safety project is almost complete, with construction still going on at night. He announced that the Airport District is completing their master plan and next it will be undergoing CEQA review. He encouraged the Board to Fly Monterey.

Monterey-Salinas Transit District – Lisa Rheinheimer announced MST new service routes as follows:

Line 42: New route between East Salinas and Westridge Shopping Center on weekends.

Line 84: New route between Soledad and Paso Robles serving Greenfield, San Lucas, San Ardo, and San Miguel.

Line 86: New route between King City and San Jose Airport serving cities in South Monterey County, Salinas, and Gilroy.

11. EXECUTIVE DIRECTOR'S REPORT

Director Hale thanked Vice Chair Armenta for chairing the meeting. She also thanked everyone for using the electronic version of the agenda, noting staff has reduced their agenda printing to half. She announced the Ciclovía Salinas will take place on Sunday, October 25, 2015 10 a.m. to 2:00 p.m. In conclusion, Director Hale recognized Elouise Rodriguez, Senior Administrative Assistant, for 15 years of dedicated service.

12. ANNOUNCEMENTS AND/OR COMMENTS FROM TRANSPORTATION AGENCY MEMBERS

Mayor Delgado announced that the success of the roundabouts on Reservation Road in Marina has led the City to apply for and receive a state grant of \$1.15 million to install a roundabout at Beach Road and Del Monte.

13. ADJOURNMENT

Vice Chair Armenta adjourned the meeting at 11:35 a.m.



Memorandum

To: Board of Directors
From: David Delfino, Finance Officer / Analyst
Meeting Date: September 23, 2015
Subject: TAMC payments for the month of August 2015

RECOMMENDED ACTION

ACCEPT the list of checks written for August 2015 and credit card statements for the month of July 2015.

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 \$ 271,744.83, which included checks written for August 2015 and payments of the July 2015 Platinum Plus Credit Card statements.

DISCUSSION

During the month of August 2015 normal operating checks were written, as well as:

- A check for \$622.50 to Ernst and Young U.S. LLP for Highway 156 Public Private Partnership Analysis;
- A check for \$18,432.05 to HDR Engineering Inc. for engineering services for Salinas Rail Extension Kick-Start Project;
- A check for \$14,571.25 to Overland, Pacific & Culter, Inc., for Right of Way work for the Salinas Rail Extension Kick-Start Project;

- A check for \$2,577.38 to TJKM Transportation Consultants for traffic counts for Highway 156 Analysis;
- A check for \$6,450.00 to Eisen / Letunic for Planning Services for Highway 68 Pacific Grove Corridor;
- A check for \$3,137.90 to Eric Gouldsberry Art Direction for graphic design for the annual report;
- A check for \$349.06 to the Capitol Corridor Joint Powers Authority for planning effort to bring Rail Service to the City of Salinas;
- A check for \$16,629.21 to Clifford Moss for Public Outreach and Research for Transportation Improvements for Monterey County;
- A check for \$24,209.18 to the Pacific Standard Press for printing of the Annual Report;
- A check for \$3,000.00 to Demsey, Filliger & Assoc. LLC for GASB 45 Actuarial Valuation for the TAMC Financial Statements and
- A check for \$3,475.06 to Peak Racks Inc. for Bike Equipment for the Complete Streets Program.

Approved by:  Date signed: 9/10/2015
Debra L. Hale, Executive Director

Consent Agenda

Counsel Review: N/A

Attachments: 1. List of checks written during the month of August 2015
2. Platinum Plus credit card statements for July 2015.

Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 August 2015

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
08/05/2015	EFT CalPers Health Benefits	7,809.36		Employee Benefit
08/05/2015	EFT Dave Delfino	194.00		Employee Deduction - 125 Plan
08/05/2015	EFT Mike Zeller	186.26		Employee Reimbursement for Travel to CTC
08/05/2015	EFT Debbie Hale	140.07		Employee Reimbursement CCJPA & CALCOG
08/05/2015	EFT Grant Leonard	18.40		Employee Reimbursement Mileage
08/06/2015	16297 AT & T (Carol Stream, Il.)	6.66		SAFE Call Box - Phone Service
08/06/2015	16298 AT&T Wireless Services	66.92		SAFE Call Box - Phone Service
08/06/2015	16299 Banner Life	329.00		Employee Benefits
08/06/2015	16300 California Towing and Transport	16,374.87		Freeway Service Patrol
08/06/2015	16301 CDW-G	2,510.36		Computer Equipment
08/06/2015	16302 Costco Wholesale	199.36		Office and Meeting Supplies
08/06/2015	16303 De Lage Landen Financial Services	342.30		Office Copier Lease
08/06/2015	16304 Demsey, Filliger & Assoc. LLC	3,000.00		GASB 45 Actuarial Valuation for TAMC Financial Statements
08/06/2015	16305 Eric Gouldsberry Art Direction	3,137.90		Graphic Design - Annual Report
08/06/2015	16306 Klmbley Craig	753.88		Travel Reimbursement for APTA Rail Conference and Central Coast Coalition
08/06/2015	16307 Morning Sun Ranch, Inc.	765.00		Branch Line Maintenance
08/06/2015	16308 Pacific Standard Press	24,209.18		Printing of the Annual Report
08/06/2015	16309 Peak Racks Inc.	3,475.06		Bike Equipment for the Complete Streets Program
08/06/2015	16310 Petty Cash	173.52		Miscellaneous Office Expenses
08/06/2015	16311 Verizon Wireless	127.72		Safe Call Boxes - Phone Service
08/06/2015	16312 VSP	166.60		Employee Benefits
08/06/2015	EFT Ernst & Young U.S. LLP	622.50		Highway 156 Public Private Partnership Analysis
08/13/2015	DEP Portola Leasing and Marina Concrete		850.00	Railroad Right Way Rent
08/13/2015	DEP Jaguar, P&S R/E and Lithia		7,762.11	Railroad Right Way Rent
08/14/2015	16313 United Way of Monterey County	65.00		Employee Deduction - Charitable
08/14/2015	16314 Alvarez Technology Group, Inc.	1,481.24		Computer Support and Telecommunications
08/14/2015	16315 AT & T (Carol Stream, Il.)	350.00		Telecommunications, Call Box - Phone Service and Rideshare
08/14/2015	16316 Californian	379.88		Advertising Various RFPs
08/14/2015	16317 Case Systems Inc.	6,700.05		SAFE Call Box - Maintenance
08/14/2015	16318 CDS Net, LLC	358.62		Safe Call Boxes
08/14/2015	16319 Clifford Moss	16,629.21		Public Outreach and Research for Transportation Improvements for Monterey County
08/14/2015	16320 Comcast	132.54		Telecommunications
08/14/2015	16321 Delta Dental	849.43		Employee Benefits
08/14/2015	16322 Eldorado County Transportation Commission	2,000.00		Dues - California Rural Counties Task Force
08/14/2015	16323 HDR Engineering Inc.	18,423.05		Engineering Services for Salinas Rail Extension Kick-Start Project
08/14/2015	16324 JEA & Associates	2,500.00		Legislative Consultants
08/14/2015	16325 Overland, Pacific & Cutler, Inc.	14,571.25		Right of Way Services for Salinas Rail Extension Kick-Start Project
08/14/2015	16326 Peninsula Messenger LLC	125.00		Courier Service
08/14/2015	16327 Pure Water	60.45		Water
08/14/2015	16328 Red Shift Internet Services	109.90		Internet Services
08/14/2015	16329 TJKM Transportation Consultants	2,577.38		Traffic Counts for Highway 156 Analysis
08/14/2015	16330 WTS	95.00		Membership Dues
08/14/2015	16331 Arts Council for Monterey County	500.00		Art Exhibit Fee
08/14/2015	EFT Payroll	34,682.14		Payroll
08/14/2015	EFT Form 941	8,697.46		Payroll Taxes & Withholding
08/14/2015	EFT EDD	2,860.94		Payroll Taxes & Withholding
08/14/2015	EFT EDD	20.79		Payroll Taxes & Withholding
08/14/2015	EFT Pers Retirement	6,233.71		Employee Benefits
08/14/2015	EFT Pers Retirement PEPRA	841.12		Employee Benefits
08/14/2015	EFT CalPERS	5,669.78		Employee Benefits

Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 August 2015

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
08/17/2015	DEP Wilson		2,000.00	Railroad Right Way Rent
08/17/2015	DEP All US Credit Union		4,932.00	Railroad Right Way Rent
08/17/2015	DEP Monterey Bay Unified Air Pollution Control District		23,839.90	Air Grant for Roundabout Public Outreach for HWY 68
08/20/2015	EFT State of California		265.72	Planning Invest Grant
08/20/2015	16332 Business Card	836.13		Supplies, Staff Travel & Professional Training
08/20/2015	16333 California Highway Patrol	192.87		Freeway Service SAFE Call Box Program
08/20/2015	16334 Capitol Corridor Joint Powers Authority	349.06		Planning Effort to bring Rail Service to the City of Salinas
08/20/2015	16335 Eisen / Letunic	6,450.00		Planning Services for Highway 68 Pacific Grove Corridor
08/20/2015	16336 Lincoln National Life Insurance Co.	588.28		Employee Benefits
08/20/2015	16337 Martella Printing	729.17		FSP - Printing Services
08/20/2015	16338 Office Depot	244.84		Office Supplies
08/25/2015	EFT Virginia Murillo	759.87		Travel Reimbursement for GIS - ERSI Conference
08/25/2015	EFT Dave Delfino	396.67		Employee Deduction - 125 Plan
08/25/2015	EFT Christina Watson	300.32		Employee Deduction - 125 Plan
08/25/2015	EFT Debbie Hale	195.95		Travel for Leg Trip to Sacramento
08/25/2015	EFT Union Bank	52.00		Bank Service Charges
08/27/2015	EFT TAMC Monterey County Acct. 691		150,000.00	Funds Transfer from TAMC County Acct. 691
08/28/2015	16339 United Way of Monterey County	65.00		Employee Deduction - Charitable
08/28/2015	16340 AT&T Wireless Services	39.38		SAFE Call Box - Phone Service
08/28/2015	16341 Fedex (Postage)	109.18		Delivery Service
08/28/2015	16342 Oppidea, LLC	2,335.00		Accounting Services
08/28/2015	16343 Plaza Circle, Ltd	7,793.80		Office Rent
08/28/2015	16344 Shell	49.89		Auto Expense - Gasoline
08/28/2015	16345 United States Postal Service	200.00		Postage
08/28/2015	16346 VSP	166.60		Employee Benefits
08/28/2015	EFT Payroll	34,194.13		Payroll
08/28/2015	EFT Form 941	8,555.16		Payroll Taxes & Withholding
08/28/2015	EFT EDD	2,824.81		Payroll Taxes & Withholding
08/28/2015	EFT EDD	10.40		Payroll Taxes & Withholding
08/28/2015	EFT Pers Retirement	6,245.36		Employee Benefits
08/28/2015	EFT Pers Retirement PEPRA	857.70		Employee Benefits
08/28/2015	EFT CalPERS	5,680.40		Employee Benefits
TOTAL		271,744.83	189,649.73	



ELOUISE RODRIGUEZ

Platinum Plus® for Business

May 05, 2015 - June 04, 2015

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

TTY Hearing Impaired:
1.888.500.6267, 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	\$2,906.26
Minimum Payment Due	\$29.06
Payment Due Date	07/01/15
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: \$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 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	\$733.23
Payments and Other Credits	-\$733.23
Balance Transfer Activity	\$0.00
Cash Advance Activity	\$0.00
Purchases and Other Charges	\$2,906.26
Fees Charged	\$0.00
Finance Charge	\$0.00
New Balance Total	\$2,906.26
Credit Limit	\$5,000
Credit Available	\$2,093.74
Statement Closing Date	06/04/15
Days in Billing Cycle	31

Important Changes to Your Account Terms

As early as November 2015, we are discontinuing the concierge service feature on this credit card account. If you have additional questions, please call the number found on the back of your rewards credit card to speak with a customer service representative 24 hours a day, seven days a week.

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
		Payments and Other Credits		

BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

ELOUISE RODRIGUEZ
TAMC
ATTN DAVE DELFINO
55 PLAZA CIR STE B
SALINAS, CA 93901-295274

Account Num
May 05, 2015 - June 04, 2015

New Balance Total \$2,906.26
Minimum Payment Due \$29.06
Payment Due Date 07/01/15

Enter payment amount

\$

Check here for a change of mailing address or phone numbers. Please provide all corrections on the reverse side.

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

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
05/26	05/25	PAYMENT - THANK YOU		
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				- 733.23
Purchases and Other Charges				-\$733.23
05/05	05/04	SMARTNFINAL43110404317 SALINAS CA		58.92
05/06	05/06	CCI*GETAROOM.COM 800-468-3578 TX		221.10
05/06	05/05	AMERICAN PUBLIC TRANS 202-4964800 DC		1,550.00
05/07	05/06	PLN*PRICELINE HOTELS 800-657-9168 CT		371.22
05/07	05/06	NOB HILL #607 SALINAS CA		124.97
05/08	05/06	DEVICE MAGIC INC DURHAM NC		30.00
05/08	05/07	DELTA 00623099444505 DELTA.COM CA		415.80
		WATSON/CHRISTIN 00623099444505		
		Departure Date: 06/21/15 Airport Code: SJC DL L SLC		
		Departure Date: 06/24/15 Airport Code: SLC DL L SJC		
05/11	05/07	HOLIDAY INN CAPITAL PL SACRAMENTO CA		109.25
		Arr: 05/07/15 Dep: 05/07/15 Inv: 15188074		
05/12	05/11	IN *MONTEREY COUNTY BU 831-8839443 CA		25.00
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$2,906.26

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.

Important Messages

Your credit card now has an added security feature. To learn more about EMV chip card technology, visit bankofamerica.com/businesschipcard.



DEBRA L HALE

Platinum Plus® for Business

May 05, 2015 - June 04, 2015

Cardholder Statement

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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	\$462.05
Minimum Payment Due	\$10.00
Payment Due Date	07/01/15
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: \$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 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	\$224.00
Payments and Other Credits	-\$224.00
Balance Transfer Activity	\$0.00
Cash Advance Activity	\$0.00
Purchases and Other Charges	\$462.05
Fees Charged	\$0.00
Finance Charge	\$0.00
New Balance Total	\$462.05
Credit Limit	\$5,000
Credit Available	\$4,537.95
Statement Closing Date	06/04/15
Days in Billing Cycle	31

Important Changes to Your Account Terms

As early as November 2015, we are discontinuing the concierge service feature on this credit card account. If you have additional questions, please call the number found on the back of your rewards credit card to speak with a customer service representative 24 hours a day, seven days a week.

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
		Payments and Other Credits		

BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

DEBRA L HALE
TAMC
ATTN DAVE DELFINO
55 PLAZA CIR STE B
SALINAS, CA 93901-295274

Account Numb
May 05, 2015 - June 04, 2015

New Balance Total \$462.05
Minimum Payment Due \$10.00
Payment Due Date 07/01/15

Enter payment amount

\$

Check here for a change of mailing address or phone numbers.
Please provide all corrections on the reverse side.

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

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
05/26	05/25	PAYMENT - THANK YOU		- 224.00
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				- \$224.00
Purchases and Other Charges				
05/05	05/04	STAR MARKET SALINAS CA		19.66
05/08	05/06	THE BAGEL CORNER SALINAS CA		17.25
05/08	05/06	AMTRAK.CO1260746082170 08008727245 DC HALE/DEBRA 1260746082170 Departure Date: 05/06/15 Airport Code: SJC 2V S SAC		72.00
05/08	05/06	AMTRAK.CO1260749092895 08008727245 DC HALE/DEBRA 1260749092895 Departure Date: 05/06/15 Airport Code: SJC 2V S SAC		72.00
05/15	05/13	AMTRAK TEL1332662146519 08008727245 DC HALE/DEBRA 1332662146519 Departure Date: 05/13/15 Airport Code: RSV 2V S SJC		2.70
05/27	05/26	STARBUCKS #06629 SALIN Salinas CA		29.90
05/28	05/26	SAVEMART #747 SALINA SALINAS CA		2.20
06/01	05/28	ROUND TABLE PIZZA SALINAS CA		91.59
06/02	06/01	STAR MARKET SALINAS CA		25.48
06/04	06/03	NOB HILL #607 SALINAS CA		129.27
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$462.05

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.

Important Messages

Your credit card now has an added security feature. To learn more about EMV chip card technology, visit bankofamerica.com/businesschipcard.

DD 3.1.2 ATTACHMENT Z,



ELOUISE RODRIGUEZ

Platinum Plus® for Business

June 05, 2015 - July 04, 2015

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

TTY Hearing Impaired:
1.888.500.6267, 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	\$2,014.01
Minimum Payment Due	\$20.14
Payment Due Date	07/30/15
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: \$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 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	\$2,906.26
Payments and Other Credits	-\$2,906.26
Balance Transfer Activity	\$0.00
Cash Advance Activity	\$0.00
Purchases and Other Charges	\$2,014.01
Fees Charged	\$0.00
Finance Charge	\$0.00
New Balance Total	\$2,014.01
Credit Limit	\$5,000
Credit Available	\$2,985.99
Statement Closing Date	07/04/15
Days in Billing Cycle	30

Important Changes to Your Account Terms

As early as November 2015, we are discontinuing the concierge service feature on this credit card account. If you have additional questions, please call the number found on the back of your rewards credit card to speak with a customer service representative 24 hours a day, seven days a week.

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
		Payments and Other Credits		

BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

ELOUISE RODRIGUEZ
TAMC
ATTN DAVE DELFINO
55 PLAZA CIR STE B
SALINAS, CA 93901-295274

Account Numt
June 05, 2015 - July 04, 2015

New Balance Total \$2,014.01
Minimum Payment Due \$20.14
Payment Due Date 07/30/15

Enter payment amount
\$

Check here for a change of mailing address or phone numbers. Please provide all corrections on the reverse side.

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

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
06/22	06/20	PAYMENT - THANK YOU		
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				- 2,906.26
Purchases and Other Charges				-\$2,906.26
06/05	06/03	THE BAGEL CORNER SALINAS CA		17.25
06/08	06/04	THE BAGEL CORNER SALINAS CA		17.25
06/09	06/06	DEVICE MAGIC INC DURHAM NC		30.00
06/24	06/23	CHERRYBEAN COFFEE IN SALINAS CA		27.50
07/01	06/30	MSFT * E02000ZL11,E020 800-642-7676 WA		136.00
07/02	06/30	ESRI INC 09097932853 CA		1,495.00
07/02	06/30	SOUTHWES 5262122346068 800-435-9792 TX		291.01
MURILLO/VIRGINIA ALICIA 5262122346068 Departure Date: 07/20/15 Airport Code: SJC WN M SAN Departure Date: 07/24/15 Airport Code: SAN WN M SJC				
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$2,014.01

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.

Important Messages

Your credit card now has an added security feature. To learn more about EMV chip card technology, visit bankofamerica.com/businesschipcard.

Double-check the balance as well as the transaction history on your accounts right before you take your sales team to lunch, set off on an emergency supply run, or when you're making a transfer or paying bills. Your account information is there when you want it.

Go to www.bankofamerica.com/online-banking/mobile.go to download the Mobile Banking app.

*The Mobile Banking app is available on iPad, iPhone, and Android devices.

DD 3.1.2 ATTACHMENT 2.



DEBRA L HALE

Platinum Plus® for Business

June 05, 2015 - July 04, 2015

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

TTY Hearing Impaired:
1.888.500.6267, 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 \$1,423.88
Minimum Payment Due \$14.24
Payment Due Date 07/30/15

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:
\$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 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 \$462.05
Payments and Other Credits -\$462.05
Balance Transfer Activity \$0.00
Cash Advance Activity \$0.00
Purchases and Other Charges \$1,423.88
Fees Charged \$0.00
Finance Charge \$0.00

New Balance Total \$1,423.88
Credit Limit \$5,000
Credit Available \$3,576.12
Statement Closing Date 07/04/15
Days in Billing Cycle 30

Important Changes to Your Account Terms

As early as November 2015, we are discontinuing the concierge service feature on this credit card account. If you have additional questions, please call the number found on the back of your rewards credit card to speak with a customer service representative 24 hours a day, seven days a week.

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
		Payments and Other Credits		

BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

DEBRA L HALE
TAMC
ATTN DAVE DELFINO
55 PLAZA CIR STE B
SALINAS, CA 93901-295274

Account Number
June 05, 2015 - July 04, 2015

New Balance Total \$1,423.88
Minimum Payment Due \$14.24
Payment Due Date 07/30/15

Enter payment amount

\$

Check here for a change of mailing address or phone numbers. Please provide all corrections on the reverse side.

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

DD 3.1, 2, ATTACHMENT 2.



DEBRA L HALE

June 05, 2015 - July 04, 2015

Page 3 of 4

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
06/22	06/20	PAYMENT - THANK YOU		- 462.05
		TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD		-\$462.05
		Purchases and Other Charges		
06/05	06/04	STAR MARKET SALINAS CA		10.98
06/17	06/15	AMTRAK.CO1660623594843 08008727245 DC HALE/DEBRA 1660623594843 Departure Date: 06/15/15 Airport Code: OKJ 2V S SAC		29.00
06/18	06/17	AMERICAN PUBLIC WORKS 08164726100 MO		785.00
07/01	06/30	ZOOM.US 08887999666 CA		99.90
07/01	06/30	ZOOM.US 08887999666 CA		499.00
		TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD		\$1,423.88

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.

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Double-check the balance as well as the transaction history on your accounts right before you take your sales team to lunch, set off on an emergency supply run, or when you're making a transfer or paying bills. Your account information is there when you want it.

Go to www.bankofamerica.com/online-banking/mobile.go to download the Mobile Banking app.

*The Mobile Banking app is available on iPad, iPhone, and Android devices.



Memorandum

To: Board of Directors

From: Todd Muck, AICP, Deputy Executive Director

Meeting Date: September 23, 2015

Subject: Conferences Attended by Agency Staff

RECOMMENDED ACTION:

RECEIVE report on conferences or trainings attended by agency staff.

SUMMARY:

Agency staff occasionally attends conferences or trainings at Agency expense that are pertinent to their roles in pursuing the Agency’s mission. These events allow the staff to stay current and participate in the development of transportation practices and policies related to their roles.

FINANCIAL IMPACT:

Expenses related to staff conferences are included in the Travel and Training item in the adopted Agency budget.

DISCUSSION:

From August 28 to September 1, Executive Director Hale attended the American Public Works Association (APWA) National Congress in Phoenix, Arizona. In addition to attending educational sessions during the National Congress, she hosted a session on Paying by the Mile and participated in Government Affairs Committee meeting, of which she is a member. Her report on the APWA Congress is attached.

Approved by: 

 Debra L. Hale, Executive Director

Date signed: 9/10/2015

Consent Agenda

Counsel Approval: N/A
Finance Approval: N/A

Attachment: Summary Report for the APWA National Congress

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Memorandum

To: Board of Directors
From: Debra L. Hale, Executive Director
Date: September 23, 2015
Subject: American Public Works Association National Congress

The American Public Works Association is composed of public works professionals from across the U.S. and Canada. The largest interest area for its members is in the area of transportation policy and projects. I am currently a member of the national APWA Government Affairs Committee and the Transportation Reauthorization Task Force. In August, I attended the national APWA Congress in Phoenix, Arizona. Below is a review of the activities I participated in while at the Congress.

Paying by the Mile

I hosted a panel on Paying by the Mile, which reviewed the California and other states' efforts to evaluate setting up a system that does a better job of imposing a user fee to pay for road improvements than does the current per gallon fuel tax. The current fuel tax revenues are dwindling due to lower per gallon usage per car, as well as a lack of increase in the rate by inflation. Higher state and federal fuel efficiency requirements have reduced the demand for gasoline, while driving continues to increase. As a result, revenues are about half of what they were ten years ago, due to inflation and increased fuel efficiency. Many states believe that a per mile fee would be a fairer way to pay the cost to maintain and upgrade our aging road system, and as a result are conducting pilot studies. California will be launching a pilot study in 2016/17. Our panel consisted of:

- Jim Madaffer, Chair, California Transportation Commission's Road Charge TAC
- Norma Ortega, Caltrans Finance Director, and Chair, Western Road User Charge Coalition
- Lou Neudorff, Ch2M Hill Analyst and Project Manager, Oregon Road User Charge Pilot

Government Affairs Committee

Our committee is focused on two issues: reauthorization of the expiring federal transportation act, and the new Waters of the United States EPA ruling. Reauthorization is critical to avoid cuts to the State Transportation Improvement Program, which receives a large amount of funding from the federal fuel tax. Our goal is to have a 6-year bill, to maintain funding stability over a longer period of time; the current measure has been

extended several times and expires on October 29, 2015. I committed to work with my Central Valley partners to meet with Congressman Jeff Denham, formerly Senator Jeff Denham, who sits on the critical House of Representatives Transportation and Infrastructure Committee which will need to approve any proposals for the new transportation bill.

The committee is also updating its request for changes to the current federal act, MAP-21, to increase Surface Transportation Program funding that is available to regional agencies such as ours to allocate to our cities and counties. In addition, we are urging Congress to give a full exemption from all federal requirements to projects that receive less than \$5 million in federal funding and are within the existing rights-of-way. In order to make our case, we are collecting examples of how the lack of streamlining increases the cost of federal projects by as much as 30%.

The new Waters of the US ruling by the US EPA broadens the definition of waterways such that Army Corps of Engineer permits will now be required for public works projects that disturb or touch temporary ponds or ditches that are tributaries to designated “Waters of the US”. Not only will this new regulation be tremendously costly and time consuming for transportation and other projects, but it could also undermine water quality improvement projects. The Committee asked staff to work with environmental agencies to look for common interests in developing a legislative revision to this ruling.

Grid Bikesharing Program

While in Phoenix, I had the opportunity to try out their citywide bikesharing program. This program is different from the models we reviewed in our TAMC study and the models that I have used in several other cities (Denver, Minneapolis, SF Bay Area). Rather than a kiosk-based system, it is more of a web-based system. It has an excellent “Social Bicycles” app that is available not only for the Phoenix system, but also links with other systems around the country. The bicycles themselves carry a lock and an on-board log-in system, removing the need to wait in line for the kiosk, and allowing users to lock up at out-of-system locations. Once a new user has set up an online account, the bicycle-based system works much easier than the kiosk system. The map is online as is information on how many bicycles and how many racks are available at each kiosk; one improvement would be to integrate the map with Google Maps and the bicycle lane/route network. This type of a system would be something to consider if Salinas or other Monterey County bikeshare systems are put into place, because not only is it easier to use, but also it could have lower infrastructure costs.

Educational Sessions

In addition to the above activities, I attended educational sessions on the GreenRoads/Complete Streets integration, Adaptive Traffic Signals and Multimodal Usage, Downtown Links Project: Sustainable, Multimodal and Community-Driven, and FHWA Connected Vehicles Systems. The conference provided an excellent way to share ideas, make new connections across the nation, and bring back new proposals for improving TAMC activities.



Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: September 23, 2015
Subject: Equal Employment Opportunity Plan

RECOMMENDED ACTION:

ADOPT the proposed Equal Employment Opportunity Plan as recommended by the Executive Committee.

SUMMARY:

The Executive Committee requested that staff develop an Equal Employment Opportunity Plan for the Agency. There is no legal requirement for the Agency to have this plan. However, the voluntary adoption of it will further support the Agency’s nondiscrimination in employment practices.

FINANCIAL IMPACT:

There is no direct financial impact of adopting the Equal Employment Opportunity Plan. However, it will require additional staff time to ensure outreach, and collect, maintain and update data.

DISCUSSION:

The Transportation Agency for Monterey County is an equal opportunity employer and does not discriminate based on race, color, ancestry, citizenship, medical condition, sex (including pregnancy, childbirth and related medical conditions), physical or mental disability, veteran or military status, sexual orientation, age (over 40), gender characteristics, genetic classification, national origin, religious affiliation, political affiliation, Union membership, marital status, Workers’ Compensation in California, gender identity, or any other classification protected under federal, state, or local law.

Currently, our Agency has a diverse workforce. The Agency also has an adopted Equal Employment Opportunity Policy, which has been in place since 2000. However, at the request of the Executive Committee, staff has developed a more comprehensive Equal Employment

Opportunity Plan. The plan will provide guidance in administration and management of equal opportunity employment practices and will help ensure outreach and continued recruitment of a diverse population. This plan covers all facets of employment, including but not limited to, recruitment, training, selection, promotions, transfers, compensation, demotions and terminations.

It is not the intent of this policy to permit or require the lowering of bona fide job requirements or qualification standards in order to give preference to any employee or applicant for employment. Selection, hiring, placement and promotion decisions will be based on valid requirements and criteria that are job-related, essential and necessary functions of the job.

In the future, staff will investigate if there are any appropriate external benchmarks available for comparison of positions at the Agency (e.g. for Transportation Engineers and Planners).

The Executive Committee reviewed the Plan on September 2, 2015 and recommends its adoption.

Approved by: 
Debra L. Hale, Executive Director

Date: September 8, 2015

Consent Agenda

Counsel Approval: Yes
Finance Approval: N/A

Attachment: Equal Employment Opportunity Plan



Equal Employment Opportunity Plan

Approved by the Board of Directors

On September 23, 2015

TAMC Equal Employment Opportunity Plan

The Transportation Agency for Monterey County (“TAMC”) is an equal opportunity employer and does not discriminate based on race, color, ancestry, citizenship, medical condition, sex (including pregnancy, childbirth and related medical conditions), physical or mental disability, veteran or military status, sexual orientation, age (over 40), gender characteristics, genetic classification, national origin, religious affiliation, political affiliation, Union membership, marital status, Workers’ Compensation in California, gender identity, or any other classification protected under federal, state, or local law. It has an adopted Equal Employment Opportunity Policy, which has been in place since 2000.

TAMC is not required to adopt an Equal Employment Opportunity Plan under State and Federal laws and regulations. Notwithstanding the lack of legal requirement, TAMC wishes to promote equal employment and has decided to adopt this plan as a means of demonstrating to the public TAMC’s commitment to equal employment opportunity. This Plan covers all facets of employment, including but not limited to, recruitment, training, selection, promotions, transfers, compensation, demotions and terminations.

It is not the intent of this Plan to permit or require the lowering of bona fide job requirements or qualification standards in order to give preference to any employee or applicant for employment. Selection, hiring, placement and promotion decisions will be based on valid requirements and criteria that are job related, essential and necessary functions of the job.

TAMC will provide, when necessary, reasonable accommodations to applicants' and/or employees' disabilities, when doing so will enable them to successfully perform the essential functions of the job for which they are qualified, consistent with applicable law.

TAMC prohibits retaliatory actions against employees or applicants for employment, who make a charge of employment discrimination, testify, assist or participate, in any manner, in a hearing, proceeding or investigation of employment discrimination.

TAMC is an equal opportunity employer and believes that every employee has the right to work in surroundings which are free from all forms of unlawful discrimination. It is the policy of TAMC to be fair and impartial in all of its relations with employees and to recognize the dignity of the individual. TAMC strives to maintain an environment ensuring recognition of each employee's efforts, achievements and cooperation. Employees will be treated in a fair and non-discriminatory manner and allowed, without prejudice, to advance in the organization, as their abilities warrant and as openings

occur. TAMC will promote and afford equal treatment and service to all employees and citizens.

The following is a list of the job categories and definitions used in this Plan:

Officials/Managers- Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments. This category includes titles such as department heads, executive directors, deputy directors, etc.

Professionals - Occupations, which require specialized and theoretical knowledge, which is usually acquired through college training or through work experiences and other training which provides comparable knowledge; Includes: accountants, planners, engineers, interns etc.

Administrative Support - Occupations in which workers are responsible for internal and external communications, recording and retrieval of data and/or information and other paperwork required in an office; Includes: customer service, accounting clerks, administrative assistants, receptionists, etc.

Tables A and B provide an analysis of TAMC’s workforce, classified by job category, gender, and race/national origin. The tables show the workforce in total employment numbers and percentages, which reflect the portion of employees in each job category of a given sex and race/national origin.

These tables are based upon the Agency’s employee data as of May 2015. Employment numbers are for all employees (including part-time employees).

Table A

TAMC Workforce Analysis- Number of Employees

Job Category	TOTAL EMPL	MALE					TOTAL MALE	FEMALE					TOTAL FEMALE
		W	B	H/L	AS	AI/AN		W	B	H/L	AS	AI/AN	
Officials/Managers	3	1					1	1			1		2
Professionals	8	4					4	2	1	1			4
Admin. Support	3							1		2			3
TOTALS	14	5					5	4	1	3	1		9

Table B

TAMC Workforce Analysis-Percentage Shares

Job Category	MALE					TOTAL MALE	FEMALE					TOTAL FEMALE
	W	B	H/L	AS	AI/AN		W	B	H/L	AS	AI/AN	
Officials/Managers	33.3%					33.3%	33.3%			33.3%		66.7%
Professionals	50.0%					50.0%	25.0%	12.5%	12.5%			50.0%
Admin. Support						0.0%	33.3%		66.7%			100%
TOTALS	35.7%	0%	0%	0%	0%	35.7%	28.6%	7.1%	21.4%	7.1%	0%	64.3%

- W** White
- B** Black or African American
- H/L** Hispanic or Latino Ethnicity
- AS** Asian/Pacific Islander
- AI/AN** American Indian or Alaska Native

Analysis

Table B shows that 64.3% of the Agency's staff is female and 35.7% are male. Two-thirds (two individuals) of the Agency's Officials/Managers are women and 1/3 (one individual) is Asian/Pacific Islander. The professionals are evenly divided between males and females. All male professionals are white, while half of the women are White, one is Black/African American and one is Hispanic Latino. All of the Administrative Support staff are women, of whom 2/3 (two individuals) are Hispanic/Latino and 1/3 (one individual) is White. Nine (or 64.3%) of the Agency staff are White and five (or 35.7%) are non-white.

Responsibility for Implementation

The Executive Director of the Agency has the overall responsibility for ensuring that TAMC provides Equal Employment Opportunity. The Director of Finance & Administration, who reports directly to the Executive Director, is designated as the Equal Employment Officer. A continuing review will be conducted to ensure that promotions and job opportunity decisions are made in accordance with the Equal Employment Opportunity policies and that these decisions are based upon valid relevant factors with respect to ability, performance, potential and bona fide occupational qualification.

The following steps will be taken to achieve these objectives:

- Send job opening announcements to partner agencies, community and state colleges, minority organizations, persons with disabilities groups, women's organizations, civil rights organizations; post on the Agency website, and advertise in the local newspaper to maximize outreach to all potential applicants.
- Periodically review Transportation Agency for Monterey County recruitment and hiring methods, practices and policies, ensuring that protected groups have an equal opportunity for employment with the Transportation Agency for Monterey County.
- Review all performance evaluations to foster fairness and equity across departments, and supervisors.
- Continually evaluate the employee selection process including the application forms, interviewing procedures, and the final selection process to strengthen job relatedness and validity.
- Continue to review all job descriptions to ensure no unnecessary barriers exist that would adversely affect protected groups.

External Outreach

- All applications for employment will contain an Equal Employment Opportunity (EEO) policy statement.
- The Agency website will contain the statement "Equal Opportunity Employer" and employment advertisements will also contain the statement. Pictures showing a diverse workforce shall be shown.
- The EEOP will be posted on the Agency website to ensure easy access by the community.
- Job announcements will be distributed to the recruiting sources identified above, encouraging them to refer qualified applicants.

Internal Communications

- "Equal Employment Opportunity is the Law" posters will be posted on appropriate employee bulletin boards.
- Supervisors and employees involved in recruiting will be trained in the EEO policies and procedures and applicable laws.
- A memo will be posted on employee bulletin boards regarding how to obtain a copy of the EEOP at any time.
- Board members, department heads and supervisory personnel will be given a copy of the EEOP to ensure they are familiar with the EEOP.

Monitoring

The Director of Finance & Administration will maintain statistics on the following information:

- Applications, received by race and gender, provided this information is available through a voluntary Affirmative Action form or visual observation.
- New employees by job category, race, and gender.
- Interviews by race and gender.
- Terminations by job classification, race, gender, and the reason for termination.
- Tables A and B will be updated annually by the Director of Finance & Administration for review by the Board.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors

From: Theresa Wright, Community Outreach Coordinator/
Associate Transportation Planner

Meeting Date: September 23, 2015

Subject: Video Recording and Broadcasting of Board Meetings

RECOMMENDED ACTION

1. **AUTHORIZE** the Executive Director to execute contract Amendment No. 2 with Access Monterey Peninsula, to extend and amend the contract from the current expiration date, September 30, 2015 to June 30, 2016;
2. **AUTHORIZE** the Executive Director to execute contract Amendment No. 2 with Monterey County Superintendent of Schools to televise Board meetings on Charter and South County Channels to extend and amend the contract from the current expiration date, September 30, 2015 to June 30, 2016;
3. **AUTHORIZE** the Executive Director to make administrative changes to the contracts if such changes do not increase the Agency's net cost, subject to approval by Agency counsel;
4. **AUTHORIZE** the use of \$45,150 from Agency reserves budgeted for these purposes; and
5. **APPROVE** sole source procurement finding.

SUMMARY

The agreements for services with Access Monterey Peninsula and the Monterey County Superintendent of Schools expire September 30, 2015 and staff is seeking to extend the agreements under the previous terms to June 30, 2016. The amendments extend the agreements to cover the remainder of the fiscal year 2015/16 Board meetings, at which time the Agency will have secured a new contracts for video production and television broadcasting services.

FINANCIAL IMPACT

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Amendment No. 2 to the contract with Access Monterey Peninsula will increase the not-to exceed amount by \$11,400, which is the cost of video production service for eight Board meetings. Additionally, Amendment No. 2 to the contract with the Monterey County Superintendent of Schools will increase the not-to exceed amount by \$2,400, which is the cost of broadcasting for eight Board meetings. The total cost of the two amendments is \$45,150 and is included in the Agency’s adopted budget.

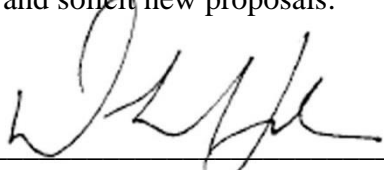
DISCUSSION

On September 26, 2012, after a competitive bidding process, the Board approved a \$39,900 contract with Access Monterey Peninsula to provide video production service for the TAMC Board meetings through July 1, 2015. Additionally, on September 26, 2012, the Board approved an \$8,400 contract with the Monterey County Superintendent of Schools to have Agency Board meetings broadcast on the Monterey County government-programming channel, Comcast Cable channel 28, on Access Monterey Peninsula channel 25, and on Charter Channel 26 through July 1, 2015.

Sole Source Determination

According to Transportation Agency procurement policies, a contract amendment or change order that is not within the scope or budget of the original contract must go through the procurement process. On June 24, 2015, the Board approved contract amendments with Access Monterey Peninsula and the Monterey County Superintendent of Schools to extend the previous contracts by two meetings to allow for solicitation of proposals through the Agency’s procurement process to secure new contracts. A Request for Proposals was issued, and after the specified 30 day submittal period, no qualified proposals were submitted. As a result, no contractors could be selected through the competitive solicitation process. The sole source determination to extend the current agreements with Access Monterey Peninsula and the Monterey County Superintendent of Schools are justified based on the lack of any respondents to the June Request for Proposals. The amendments recommended today extend the current agreements to cover the remainder of fiscal year 2015/16, at which time the Agency will secure a new contract for broadcasting services through a new competitive bidding process.

These amendments meet the criteria to approve a sole source finding based on economy and efficiency, allowing the Agency sufficient time to reevaluate our video recording and broadcasting needs and solicit new proposals.

Approved by:  Date signed: 9/9/2015
Debra L. Hale, Executive Director

Consent Agenda

Agency Counsel Approval: Yes
Admin/Finance Approval: Yes

Attachments:

- 1. Amendment No. 2 to Agreement for Services with Access Monterey Peninsula
- 2. Amendment No. 2 to Agreement for Services with Monterey County Superintendent of Schools

AMENDMENT NO. 2 TO
AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND THE
MONTEREY COUNTY SUPERINTENDENT OF SCHOOLS

APPROVED BY THE TAMC BOARD ON: SEPTEMBER 23, 2015

This Amendment No. 2 (hereinafter, "Amendment No. 2") to the Agreement for Professional Services (hereinafter, "AGREEMENT") between the Transportation Agency for Monterey County and Monterey County Superintendent of Schools is made and entered into, by and between the Transportation Agency for Monterey County, hereinafter called "TAMC," and the Monterey County Superintendent of Schools, 901 Blanco Circle, P.O. Box 80851, Salinas, CA 93912-0851, hereinafter called "Contractor."

RECITALS

- A. **WHEREAS** the parties entered into an Agreement for Professional Services on September 26, 2012; and
- B. **WHEREAS**, the original AGREEMENT had a termination date of July 1, 2015 and a total AGREEMENT amount that was not to exceed Eight Thousand Four Hundred Dollars (\$8,400); and
- C. **WHEREAS**, the parties mutually agreed to amend the original AGREEMENT to add 2 TAMC meetings (August and September, 2015) and to increase the "Grand Total Not to Exceed" amount by \$600, for a total not to exceed of \$9,000; and
- D. **WHEREAS**, the parties wish to continue services pending the completion of a solicitation of services which is expected to occur by the end of June, 2016;

NOW, THEREFORE, the parties desire to extend and amend the AGREEMENT as follows:

- 1. The AGREEMENT is extended and amended effective as of September 23, 2015.
- 2. Section 2 of the Agreement is amended to read:
"The term of this Agreement shall begin upon execution hereof by Contractor and TAMC and, unless earlier terminated as provided herein, shall remain in force until June 30, 2016."
- 3. Exhibit B to the Agreement (Budget) is amended to add meetings designated by TAMC and to increase the "Grand Total Not to Exceed" amount by \$2,400, for a total not to exceed of \$11,400.
- 4. Except as provided herein, all other terms and conditions of the original AGREEMENT shall remain in full force and effect.
- 5. A copy of this Amendment No. 1 shall be attached to the original AGREEMENT.

[Signature page follows]

IN WITNESS WHEREOF, the parties hereto have executed this Amendment of the Agreement with the Monterey County Superintendent of Schools.

TAMC:

CONSULTANT:

Debra L. Hale
Executive Director

Hamish Tyler
Media Center Director

Dated: _____

Dated: _____

Approved as to form:

TAMC Counsel

(date)

AMENDMENT NO. 2 TO
AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND ACCESS
MONTEREY PENINSULA.

APPROVED BY THE TAMC BOARD ON: SEPTEMBER 23, 2015

This Amendment No. 2 (hereinafter, "Amendment No. 2") to the Agreement for Professional Services (hereinafter, "AGREEMENT") between the Transportation Agency for Monterey County and Access Monterey Peninsula is made and entered into, by and between the Transportation Agency for Monterey County, hereinafter called "TAMC," and Access Monterey Peninsula a community not-for-profit media production and broadcast organization, 2200 Garden Road, Monterey CA 93940, hereinafter called "Contractor."

RECITALS

- A. **WHEREAS** the parties entered into an Agreement for Professional Services on September 26, 2012; and
- B. **WHEREAS**, the original AGREEMENT had a termination date of July 1, 2015 and a total AGREEMENT amount that was not to exceed Thirty-Nine Thousand Nine Hundred Dollars (\$39,900); and
- C. **WHEREAS**, the parties mutually agreed to amend the original AGREEMENT to add 2 TAMC meetings (August and September, 2015) and to increase the "Grand Total Not to Exceed" amount by \$2,850, for a total not to exceed of \$42,750; and
- D. **WHEREAS**, the parties wish to continue services pending the completion of a solicitation of services which is expected to occur by the end of June, 2016;

NOW, THEREFORE, the parties desire to extend and amend the AGREEMENT as follows:

- 1. The AGREEMENT is extended and amended effective as of September 23, 2015.
- 2. Section 2 of the Agreement is amended to read:
"The term of this Agreement shall begin upon execution hereof by Contractor and TAMC and, unless earlier terminated as provided herein, shall remain in force until June 30, 2016."
- 3. Exhibit B to the Agreement (Budget) is amended to add meetings designated by TAMC and to increase the "Grand Total Not to Exceed" amount by \$11,400, for a total not to exceed of \$54,150.
- 4. Except as provided herein, all other terms and conditions of the original AGREEMENT shall remain in full force and effect.
- 5. A copy of this Amendment No. 1 shall be attached to the original AGREEMENT.

[Signature page follows]

IN WITNESS WHEREOF, the parties hereto have executed this Amendment of the Agreement with Access Monterey Peninsula.

TAMC:

CONSULTANT:

Debra L. Hale
Executive Director

Paul Congo
Executive Director

Dated: _____

Dated: _____

Approved as to form:

TAMC Counsel

(date)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Senior Transportation Planner
Meeting Date: September 23, 2015
Subject: Regional Transportation Plan Environmental Impact Report Agreement

RECOMMENDED ACTION:

1. **AUTHORIZE** the Executive Director to execute an agreement not to exceed \$60,000 with the Association of Monterey Bay Area Governments for the preparation of the 2040 Metropolitan Transportation Plan / Sustainable Communities Strategy / Regional Transportation Plan Environmental Impact Report;
2. **APPROVE** the use of \$60,000 in funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

SUMMARY:

The Transportation Agency is seeking to enact a cost sharing agreement with the Association of Monterey Bay Area Governments and the other Regional Transportation Planning Agencies for Santa Cruz and San Benito counties for the mutual development of one environmental review covering each agency's 2040 Regional Transportation Plan, in addition to AMBAG's Metropolitan Transportation Plan/Sustainable Communities Strategy.

FINANCIAL IMPACT:

The cost of the environmental impact report development, including special legal assistance, is budgeted by the Association of Monterey Bay Area Governments not-to-exceed \$250,000. The Transportation Agency's share of these costs will be \$60,000 (24%), with any cost savings to be distributed proportionately among the agencies.

DISCUSSION:

Projects being proposed for state and federal funding must be identified in a Regional Transportation Plan, which the Transportation Agency updates on a 4-year cycle for Monterey County. The regional plan is a long-range planning document with a 20-year horizon that includes three main components: 1) A Policy Element communicating goals and measurable objectives for improving the transportation system, 2) a Financial Element

that includes a forecast of revenues over the life of the plan, and 3) an Action Element that includes a list of projects to funded within the capacity of the funding forecast, which meet the goals objectives identified in the document. The Agency coordinates preparation of the document with the Association of Monterey Bay Area Governments, which prepares a Metropolitan Transportation Plan for the three-county Monterey Bay region pursuant to federal requirements.

To streamline the development of these documents and the environmental review process, the Regional Transportation Planning Agencies for the tri-county region are seeking to designate the Association of Monterey Bay Area Governments as the Lead Agency pursuant to the California Environmental Quality Act for the preparation of a collective environmental review document. The agreement attached with this staff report would allow for the mutual development of one environmental review covering each Responsible Agency’s 2040 Regional Transportation Plan and the Association of Monterey Bay Area Governments’ Metropolitan Transportation Plan / Sustainable Communities Strategy.

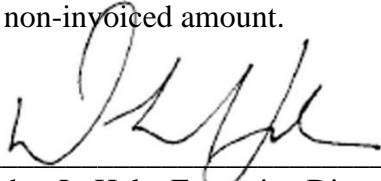
The project costs for consultant services to develop the environmental document are budgeted not exceed the amount of \$250,000. The Association of Monterey Bay Area Governments and the Regional Transportation Planning Agencies are seeking agreement to split the costs for the project as follows:

<u>Agency</u>	<u>Cost</u>
AMBAG	\$ 95,000
TAMC	\$ 60,000
Other RTPAs	\$ 95,000
Total Project Cost	\$250,000

AMBAG will provide overall Project management and will receive Project consultant invoices and pay the invoices upon satisfactory completion of consultant work. The agreement holds TAMC to the following payment schedule:

Issuance of Notice to Proceed to Project Consultant:	\$ 5,000
June 30, 2017	\$25,000
June 30, 2018	\$30,000

The intent of this payment schedule is to provide for the timely payment of consultant invoices by AMBAG through partial prepayment, without imposing significant burden on TAMC through total prepayment. At the end of the Project, if the Project consultant invoices less than the aforementioned Project cost, AMBAG shall return to TAMC its share of the remaining non-invoiced amount.

Approved by: 
Debra L. Hale, Executive Director

Date signed: 9/9/2015

Consent Agenda

Counsel Approval: Pending
Admin/Finance Approval: Yes

Web Attachment: Environmental Impact Report Cost Sharing Agreement

AMBAG – TAMC
Cost Sharing Agreement for the Preparation of the
2040 MTP/SCS/RTP Environmental Impact Report

THIS AGREEMENT is both a project cost reimbursement and collaborative project agreement between the Association of Monterey Bay Area Governments hereinafter referred to as “AMBAG,” and the Transportation Agency for Monterey County, hereinafter referred to as “TAMC.”

WHEREAS, AMBAG and TAMC have a long-standing relationship and mutual responsibility for transportation planning in Monterey County; and

WHEREAS, AMBAG and TAMC are each responsible for the development of, at a minimum, a 20-year long-range transportation plan outlining anticipated projects and policy direction for their respective areas of responsibility; and

WHEREAS, the Metropolitan Transportation Plan (MTP), including the Sustainable Communities Strategy (SCS), and TAMC’s Regional Transportation Plans (RTP) are each considered a project under the California Environmental Quality Act (CEQA); and

WHEREAS, it has been determined that an environmental review of the 2040 MTP/SCS and RTP will need to be prepared; and

WHEREAS, TAMC agrees to designate AMBAG as the Lead Agency pursuant to CEQA for the preparation of the collective environmental review; and

WHEREAS, AMBAG and TAMC agree that joint development of the environmental review is desirable and each agrees to participate in the selection of a consultant to conduct environmental review on their 20 plus-year long-range transportation plans and enlist CEQA services from that consultant; and

WHEREAS, the parties hereto desire to enter into an Agreement calling for the mutual development of one environmental review covering TAMC’s 2018 Regional Transportation Plan in addition to AMBAG’s 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (such collective environmental review referred to hereinafter as “Project”); and

WHEREAS, AMBAG shall also enter into separate cost sharing agreements with the Regional Transportation Planning Agencies for Santa Cruz and San Benito Counties allowing for their 2018 Regional Transportation Plans to also be covered by the same environmental review as TAMC’s 2018 RTP and AMBAG’s 2040 MTP/SCS.

NOW, THEREFORE, in consideration of the promises and mutual covenants herein contained, the parties hereto agree to the following:

1. Scope of Work

AMBAG shall secure separate cost sharing agreements with the Regional Transportation Planning Agencies (RTPAs) for Santa Cruz and San Benito Counties that stipulates the same scope, term, payment procedures, and EIR revision clauses as this agreement to cover those agencies' proportionate share of the Project to be completed under this agreement. AMBAG shall submit executed copies of those agreements to TAMC prior to the issuance of a Notice to Proceed on environmental analysis for the Project and prior to the issuance of any invoice by AMBAG to TAMC under this agreement.

TAMC shall furnish its proportionate share of personnel, materials, services and facilities necessary for collaboration on the Project and will work collectively with AMBAG and the Regional Transportation Planning Agencies for Santa Cruz and San Benito Counties on developing a Request for Proposals for an environmental review consultant, including the Project's Scope of Work.

AMBAG shall produce a scope of work collectively with all of the participating agencies for the combined MTP/SCS/RTP EIR that meets all of the appropriate state requirements and needs of all of the participating agencies and shall conduct a procurement process collectively with all of the participating agencies meeting state and federal procurement requirements to secure an environmental consultant for the combined MTP/SCS/RTP EIR.

AMBAG shall enter into an agreement with an EIR consultant selected mutually by all the participating agencies and require the consultant to produce the combined MTP/SCS/RTP EIR that meets State requirements for such a document and the TAMC's and other RTPA's needs and requirements.

2. Term

This Agreement is effective August 31, 2015 and shall end on August 31, 2018, or 30 days after the Lead Agency files the Project's Notice of Determination, whichever occurs last. The period of performance may be extended by six months upon written agreement of all the parties.

3. Project Cost and Payments

The Project costs for consultant services shall not exceed the amount of \$250,000 except as provided below. AMBAG and TAMC agree to pay the Project costs shown below, as follows:

<u>Agency</u>	<u>Cost</u>
AMBAG	\$ 95,000
TAMC	\$ 60,000
Other RTPAs	<u>\$ 95,000</u>
Total Project Cost	\$250,000

AMBAG will provide overall Project management and will receive Project consultant invoices and pay the invoices upon satisfactory completion of consultant work. Upon submission to TAMC by AMBAG of executed cost sharing agreements between AMBAG and the Regional Transportation Planning Agencies for Santa Cruz and San Benito Counties and execution and forwarding of a Notice to Proceed to the Project consultant by AMBAG, TAMC will forward to AMBAG, Five Thousand Dollars (\$5,000) to be held and paid out by AMBAG for consultant invoices. TAMC agrees to the following payment schedule:

Issuance of Notice to Proceed to Project Consultant:	\$ 5,000
June 30, 2017	\$25,000
June 30, 2018	\$30,000

The intent of this payment schedule is to provide for the timely payment of consultant invoices by AMBAG through partial prepayment, without imposing significant burden on TAMC through total prepayment. At the end of the Project, if the Project consultant invoices less than the aforementioned Project cost, AMBAG shall return to TAMC its share of the remaining non-invoiced amount.

All costs incurred under this Agreement shall be based on actual costs and are subject to audit. Substantiating documents (e.g., travel receipts, invoices, etc.) shall be retained by AMBAG and AMBAG shall keep an accurate accounting of all costs incurred in the performance of the Project for this Agreement, including providing summary reporting information to TAMC. No additional amounts shall be required of TAMC unless proposed increased costs are first approved by TAMC in writing.

4. MTP/SCS/RTP EIR Manager

AMBAG designates Ms. Heather Adamson as the 2040 MTP/SCS/RTP EIR Manager who shall be responsible for the professional conduct of the Project covered by this Agreement and liaison between the Project consultant and TAMC. AMBAG shall promptly notify TAMC of any change in 2040 MTP/SCS/RTP EIR Manager.

5. Responsible Agency Representatives

TAMC designates Mr. Michael Zeller as the TAMC Representative responsible for the participation in, response to, review and oversight of the products of the Project, and for amendments to this Agreement. TAMC shall promptly inform AMBAG of any change to its Representative.

6. Scope of Work Revisions

Any significant changes in the performance of this Agreement as outlined in the Project Scope of Work incorporated herein shall be in writing and require mutual authorization by the 2040 MTP/SCS/RTP EIR Manager and the TAMC Representative.

7. Administrative Representative

AMBAG designates Ms. Maura Twomey as the Administrative Representative who shall be responsible for the contractual and administrative aspects of the Agreement. Questions and correspondence of an administrative nature shall be directed to the Administrative Representative at AMBAG, 445 Reservation Road, Suite G, Marina, CA 93933-0809.

8. Allowability of Costs

There shall not be any deviation from the project budget without prior written approval by AMBAG and TAMC. The allowability of costs shall be determined in accordance with the OMB Circular 2 CFR Chapter I and II, Part 200 et al. as of December 2013. All requests for budget amendments approval shall be in writing and mutually agreed to by AMBAG and TAMC boards. AMBAG shall carefully monitor costs and performance of the consultant, takes such steps as necessary to ensure that the Project be completed on time and on budget, and shall alert TAMC on an expedited basis of any questions or concerns in the costs or timely completion of the Project.

9. Termination

Either of the parties may terminate this Agreement at any time with or without cause, through a written Notice of Termination. Such Notice by one party will result in the termination of this Agreement among both parties. Such Notice will provide not less than forty-five (45) calendar days for AMBAG to refund to TAMC any remaining funds held for completion of this Agreement which are no longer required to pay consultant work for work performed prior to the date of receipt of the Notice of Termination.

10. Indemnification

Each party shall defend, indemnify, and save harmless each of the other parties against all claims, demands, suits, damages, costs, expenses, losses, or liability, in law or in equity, of every kind and nature whatsoever, arising out of or resulting from the negligent acts or omissions of the indemnifying party (which shall include the indemnifying party's officers, agents, employees or volunteers) in the performance of this agreement.

11. Disputes

In the event of a dispute arising out of the performance of this Agreement, any of the parties shall send a written Notice of Dispute to the other parties. Within five working days of receipt of such notice, the notified parties shall respond and agree to a meeting for the purpose of

discussing the dispute and the facts giving rise to the dispute. In the event of a dispute arising out of the performance of this Agreement, the party alleging this dispute shall send a written Notice of Dispute to the other parties. Within five working days of receipt of such notice, the notified parties shall respond and agree to a meeting for the purpose of the dispute if possible. If resolution of the dispute cannot be reached, the affected parties may file appropriate litigation within six months thereafter.

12. Project Records

Financial records, supporting documents and other records pertinent to this Agreement shall be retained by AMBAG for a period of three (3) years from the date of submission of the final expenditure report, except that records pertaining to audit, appeals, litigation or settlement of claims arising out of performance of this Agreement shall be retained until such audits, appeals, litigation or claims have been disposed of.

All Project records, including but not limited to original data and primary data-yielding materials, secondarily derived tables and figures, and statistical tabulations and other summaries, pertinent to this Agreement, shall be made available by Project consultant to AMBAG and TAMC for a period of four (4) years from the termination date of this Agreement.

13. Nondiscrimination

To the extent provided by law and any applicable agency regulations, this Agreement and any program assisted thereby are subject to the policies against discrimination:

- Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794; and
- The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37, and 38); and
- The implementing regulations issued pursuant thereto by the California Department of Transportation, the Federal Highway Administration and the Federal Transit Administration; and
- Any assurance of compliance which AMBAG and TAMC have filed in accordance with any applicable agency regulations.

14. Severability

If any provision of this Agreement, or the application thereof to any person, place, or circumstance, shall be held by a court of competent jurisdiction to be invalid, unenforceable, or void, the remainder of this Agreement and such provisions as applied to other persons, places, and circumstances shall remain in full force and effect.

15. General Provisions and Certifications

AMBAG and TAMC certify that it is in compliance with all applicable federal and state laws and regulations.

16. Entire Agreement

This Agreement constitutes the entire agreement and understanding between AMBAG and TAMC and supersedes any prior or contemporaneous agreement or understandings if any. Any changes or modifications shall be accomplished by a written amendment to this Agreement executed by the duly authorized representative of each party.

17. Choice of Laws

This Agreement shall be interpreted and applied according to the laws of California and shall be deemed to have been entered into in California as of the effective date set forth in Paragraph 2 above.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the month, day and year specified below.

Maura Twomey
Executive Director
Association of Monterey Bay Area Governments

Date: _____

APPROVED AS TO FORM

Don Freeman, AMBAG Legal Counsel

Debbie Hale
Executive Director
Transportation Agency for Monterey County

Date: _____

APPROVED AS TO FORM

Kathryn Reimann, TAMC Legal Counsel



Memorandum

To: Board of Directors

From: Grant Leonard, Assistant Transportation Planner

Meeting Date: September 23, 2015

Subject: **Fiscal Year 2014-2015 Call Box Annual Report**

RECOMMENDED ACTION

RECEIVE fiscal year 2014-2015 Call Box Annual Report.

SUMMARY

The fiscal year 2014-2015 Call Box Annual Report provides an overview of the program and its performance during the last fiscal year. The call box system provides emergency telephone service to stranded motorists and individuals along State Route 1, State Route 68, State Route 156, US 101, and county expressways.

FINANCIAL IMPACT

The Service Authority for Freeways and Expressways program is funded by a \$1 per vehicle surcharge as part of the Department of Motor Vehicle registration fees. The cost to operate this program in fiscal year 2014-2015 was \$116,533. A separate, ongoing, three-year contract for corrective maintenance, including site improvements to improve accessibility for disabled motorists, is budgeted at \$421,134.

DISCUSSION

The Service Authority for Freeways and Expressways program provides free emergency telephone service to stranded motorists through call boxes. The program is a joint effort between California Department of Transportation, California Highway Patrol and the Transportation Agency.

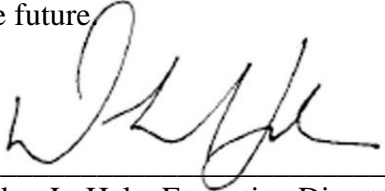
The call box program provides a system of 190 call boxes allowing motorists to request roadside assistance along the following routes: State Route 1, State Route 68, State Route 156, US Highway 101, Jolon Road (G14, G18), and Arroyo Seco Road / Carmel Valley Road (G16). Since the program's inception in 1999, many system improvements have been implemented, including improved accessibility for disabled motorists, enhanced system coverage and faster response to

call box calls. The call box system has also completed upgrades for digital service conversion, and speech and hearing impaired capability. Additionally, in February of 2014, the Transportation Agency entered a three-year maintenance and improvement contract to ensure all call boxes are maintained and meet ADA compliance.

The call boxes are directly linked to a call answering center, Keolis America Inc. /CDS Net, where live operators dispatch the calls to the California Highway Patrol, tow truck, and/or emergency services. The service level provided by the private call answering center exceeded expectations in fiscal year 2014-2015. The average call delay for the fiscal year was 7.5 seconds, and approximately ninety-five percent (95%) of the call box users had a hold time of less than twenty seconds. Overall, the answering center demonstrated great efficiency in handling call box calls and requests.

Although cell phone usage has reduced the need and use of call boxes in some locations, there remain areas not well served by cell phones, such as on parts of Highway 1, Arroyo Seco Road, Jolon Road and parts of Carmel Valley Road. In fiscal year 2014-2015, a total of 889 calls were made from the 190 call boxes in operation, making for an average of approximately 74 calls per month. Approximately half of the calls came from call boxes located on Highway 1, and seven of the nine most used call boxes are located on Highway 1. The most used call box location is at Highway 1 and the Bixby Bridge. System wide, approximately 80 call boxes were not used during the last fiscal year; while removal is not recommended at this time, agency staff will continue to monitor call data at all locations and may make a recommendation for removals in the future.

The 2014-2015 annual report builds upon the baseline usage data set in the 2013-14 report and adds a second year of data for comparison. Going forward, the Transportation Agency will continue to track call box usage for year-to-year comparisons, and will evaluate the potential for increasing efficiency. Staff recommends maintaining and monitoring the existing call box system, while evaluating the cost and benefits of reducing the system size, or utilizing new motorist-aid technology in the future.

Approved by: 
Debra L. Hale, Executive Director

Date signed: 9/10/2015

Attachment: Executive Summary – 2014-15 Call Box Annual Report

Web Attachment: 2014-2015 Call Box Annual Report

Consent Agenda

Counsel Review: N/A
Admin/Finance Approval: N/A

Executive Summary - 2014-15 Call Box Annual Report

The call box system in Monterey County is well established with call boxes on major Highways and routes in the County to serve motorists. Due to the lack of available and complete call box usage data for the years between fiscal year 2005-2006, the year of the last annual report, and 2013-2014, accurate year-to-year comparisons for call box usage during that timeframe is not possible. The 2013-2014 call box annual report re-established a baseline for call box usage and data collection allowing the Transportation Agency to track call box usage going forward with year-to-year comparisons. The 2014-2015 Annual Report builds upon that baseline and adds a second year of current data for comparison.

Over all, there were slightly more total calls in fiscal year 2014-2015 than during 2013-2014, but still fewer than in fiscal year 2005-2006, the year of the previous annual report. Modest increases were seen along each route served by call boxes, with exception to Highway 68 and south Jolon Road, which both saw slight decreases. The variations between fiscal years 2013-2014 and 2014-2015 are not indicative of major trends, but fall within the range of expected variation.

Although cell phone usage has reduced the need and use of call boxes in some locations, there remain areas not well served by cell phones, and frequently served by call boxes. Therefore, staff recommends maintaining the existing call boxes on major highways and County roads, and installing additional call boxes on County roads and rural areas where cellular reception is limited when recommended by local agencies. Additionally, staff continues to work on establishing other motorist-aid options, such as implementing the 511 traveler information system.

Service Authority for Freeways and Expressways

Fiscal Year 2014-2015 Annual Report



Prepared by
The Transportation Agency for Monterey County
<http://www.tamcmonterey.org>

Background

Overview

Purpose of Program

The Service Authority for Freeways and Expressways program provides free emergency telephone service to stranded motorists through call boxes. The program is a joint effort between California Department of Transportation, California Highway Patrol and the Transportation Agency. Agency staff oversees the daily operations and contracts of the program. The call boxes are directly linked to a Call Answering Center, currently Keolis America Inc./CDS Net, where live operators dispatch the calls to the California Highway Patrol, tow truck, and/or emergency services. CASE Systems Inc. manages the operation and maintenance of the call boxes.



A Call Box Along the Big Sur Coast

Currently, the call box program provides a system of 190 call boxes allowing motorists to request roadside assistance along the following routes: State Route 1, State Route 68, State Route 156, US Highway 101, Jolon Road (G14, G18), and Arroyo Seco Road / Carmel Valley Road (G16). Since its inception in 1999, thousands of stranded motorists have received assistance through call boxes in Monterey County. The call boxes along G14, G16, and G18 were added in 2010 at the request of Monterey County Public Works and the South Monterey County Fire Protection District to enhance safety and provide emergency roadside assistance to motorists, given the lack of cellular networks in these areas. These locations include areas that have historically seen accidents and fires, and that have limited or no access to other forms of communication (such as pay phones and residential/commercial districts).

In February of 2014, the Transportation Agency entered a three-year maintenance and improvement contract with CASE Systems Inc. to ensure all call boxes are maintained and meet ADA compliance. CASE Systems Inc. is responsible for performing corrective maintenance on all call boxes, including making repairs associated with electronics, transceivers, power supply, and the interface with the cellular system, in addition to keeping call boxes clean and operational by conducting preventive maintenance field visits at least two times a year. The new contract will also require the contractor to provide site improvements to improve accessibility for disabled motorists, including retrofits to insure compliance with the Americans with Disabilities Act (ADA). The total cost for the three-year contract is \$421,134.

Previous Annual Reports

The Agency previously produced a call box annual report for fiscal year 2005-2006. A lack of available and complete call box usage data for the years between fiscal year 2005-2006 and 2013-2014 prevents accurate year-to-year comparisons for call box usage during that timeframe. In August of 2014, the Agency issued an annual report for fiscal year 2013-2014, re-establishing a baseline for call box usage data, thereby allowing the Transportation Agency to accurately track call box usage going forward for year-to-year comparisons. The 2014-2015 Annual Report builds upon that baseline and adds a second year of current data for comparison. Between 2005-2006 and 2013-14, there was a decline in usage. Call box usage also shifted, with the majority of calls coming from State Route 1 in fiscal year 2013-2014, whereas Highway 101 had the highest usage in fiscal year 2005-2006. However, fiscal year 2014-2015 saw a slight increase in calls along most of the service routes.

Revenue Source

Funding for the program is provided by the Department of Motor Vehicles. A \$1 registration fee is collected from all the registered vehicles in Monterey County to fund this program. The annual operating cost for fiscal year 2014-2015 was \$116,533.

Usage Evaluation

Call Box System Statistics

Consultants Keolis America Inc./CDS Net and T-Cubed provided data on call box usage for fiscal year 2013-2014, which allows the Agency to evaluate the program.

Call Box Calls by Highway

In fiscal year 2014-2015, a total of 889 calls were made from the 190 call boxes in operation, making for an average of approximately 74 calls per month. As shown in Figure 1, forty-eight percent (48%) of total calls for aid came from boxes located on State Route 1. Thirty-nine percent (39%) of total calls made were from call boxes along Highway 101, while call boxes along other routes make up for the balance of total calls.

Figure 1: Percentage of Call Box Calls by Route (Fiscal Year 2014-2015)

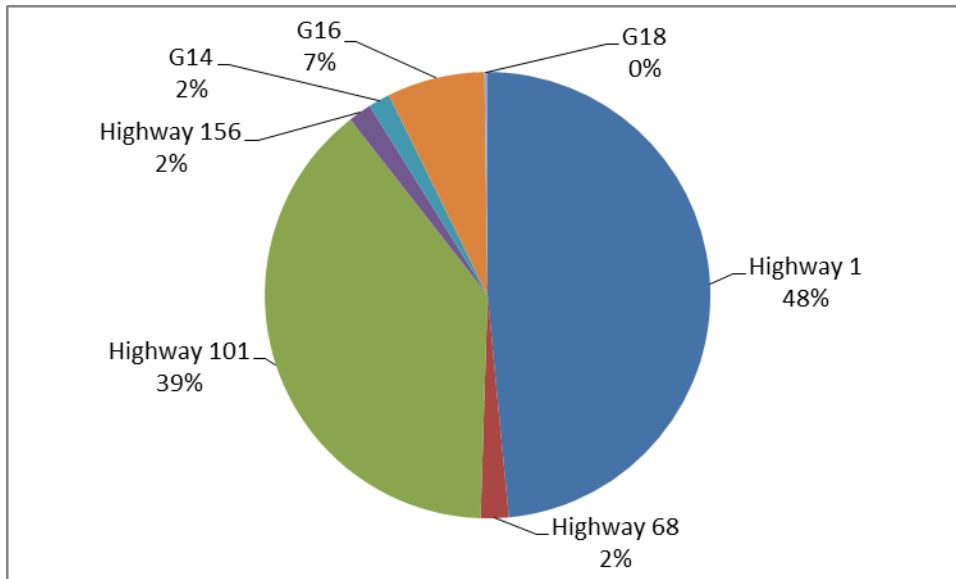


Table 1 compares call box usage from fiscal year 2005-2006 to fiscal year 2014-2015. Recent usage is in contrast with 2005-2006 usage, where a total of 1,059 calls were made during the fiscal year, and seventy-five percent (75%) of total calls for aid came from boxes located on Highway 101. Over all, there were fewer total calls in the past two fiscal years than 2005-2006, with the greatest decline coming along Highway 101, and an increase in usage along State Route 1. Also listed are calls from the call boxes along G14, G16, and G18, which were added in 2010.

Table 1: Call Box Calls by Route Year to Year Comparison

Highway	State Route 1	State Route 68	Highway 101	State Route 156	Jolon Road (G14)	Carmel Valley / Arroyo Seco Road (G16)	Jolon Road (G18)	Total
Number of Calls 2005-2006	209	49	793	8	N/A	N/A	N/A	1059
Number of Calls 2013-2014	419	37	285	7	5	52	8	813
Number of Calls 2014-2015	431	18	346	15	14	63	2	889

Top Call Box Usage

Table 3 lists the most used call boxes in Monterey County. During the fiscal year 2014-2015, nine call boxes were used for 20 or more calls, making them the most used call boxes in the system. Seven of the nine call boxes are located on Highway 1, while the other two are on Highway 101 and Arroyo Seco Road. Eight of the nine call boxes with the highest call volumes in fiscal year 2014-2015 were located in areas of poor cell phone reception, with exception to Highway 101 in Salinas. The lack of cell phone service at these locations, combined with their attractiveness for tourists, makes them prime locations for call box usage. This fact is exemplified by the busiest call box location, Bixby Bridge.

Table 3: Most Frequently Used Call Boxes (Fiscal Year 2014-2015)

Rank	Highway	Location	Number of Calls
1	1	Bixby Creek Bridge	86
2	1	Soberanes Point	53
3	1	Garrapata Beach	53
4	1	Salmon Creek	48
5	1	Pacific Valley USFS	29
6	1	Molera State Park	26
7	1	Radio Point	23
8	101	Airport BLVD	23
9	Arroyo Seco Road	Junction of Elm Avenue and Arroyo Seco Road	20

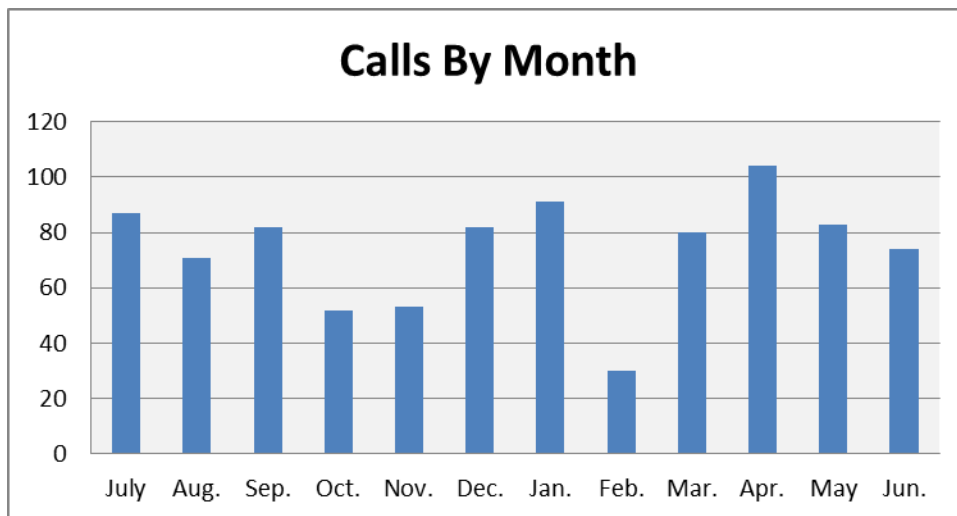
Call Box Calls by Month

The call box system averaged approximately 74 calls per month, although the number of calls ranged from a low of 30 to a high of 104 calls. In general, there is a similar level of calls each month, with slight increases for summer travel month, with a corresponding decline in fall. Two notable exceptions are February, which is unusually low, and April, which is unusually high.

Table 4: Call Box Calls by Month (Fiscal Year 2014-2015)

Month	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Total
Calls	87	71	82	52	53	82	91	30	80	104	83	74	889

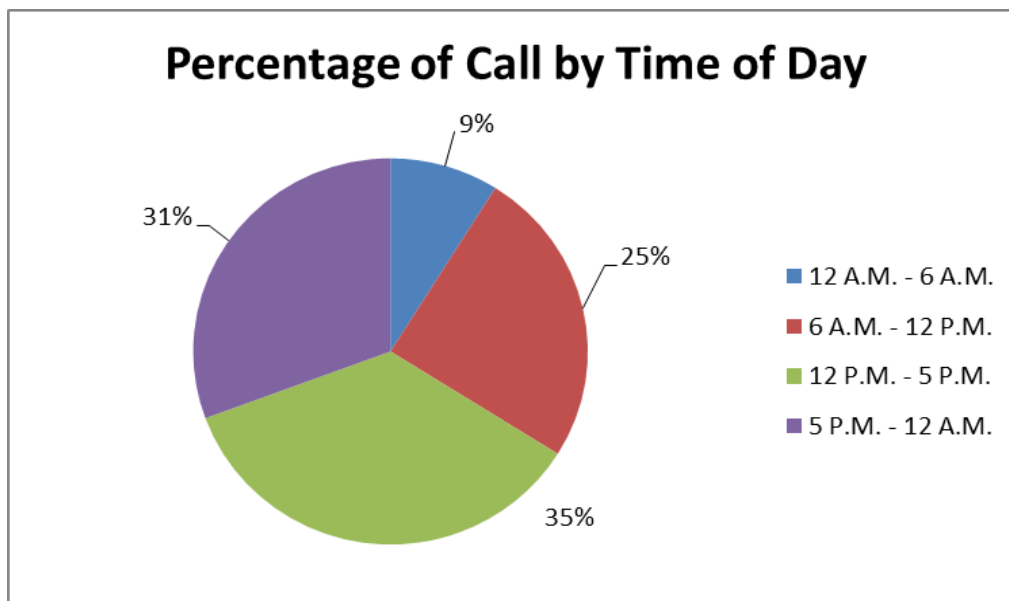
Figure 2: Call Box Calls by Month (Fiscal Year 2014-2015)



Call Box Calls by Hour

Knowledge of call times helps first responders, like the California Highway Patrol, as well as motorist assistance services, like the Freeway Service Patrol, anticipate when motorists are likely to need assistance. For purpose of analysis, call box calls are grouped into four different time segments: 12 a.m.-6 a.m., 6 a.m. to 12 p.m., 12 p.m. to 5 p.m., and 5 p.m. to 12 a.m. The Call Answering Center received the most calls during the 12 p.m. to 5 p.m. period (35%), twenty-nine percent (31%) between 5 p.m. to 12 a.m., twenty-six percent (25%) between 6 a.m. and 12 p.m., and seven percent (9%) of the total requests happened from 12 a.m. to 6 a.m. The percentage of calls corresponds to the expected peak travel periods, as well as the expected drop in calls for the late night period when fewer travelers are on the roads.

Figure 3: Percentage of Call Box Calls by Time of Day (Fiscal Year 2014-2015)



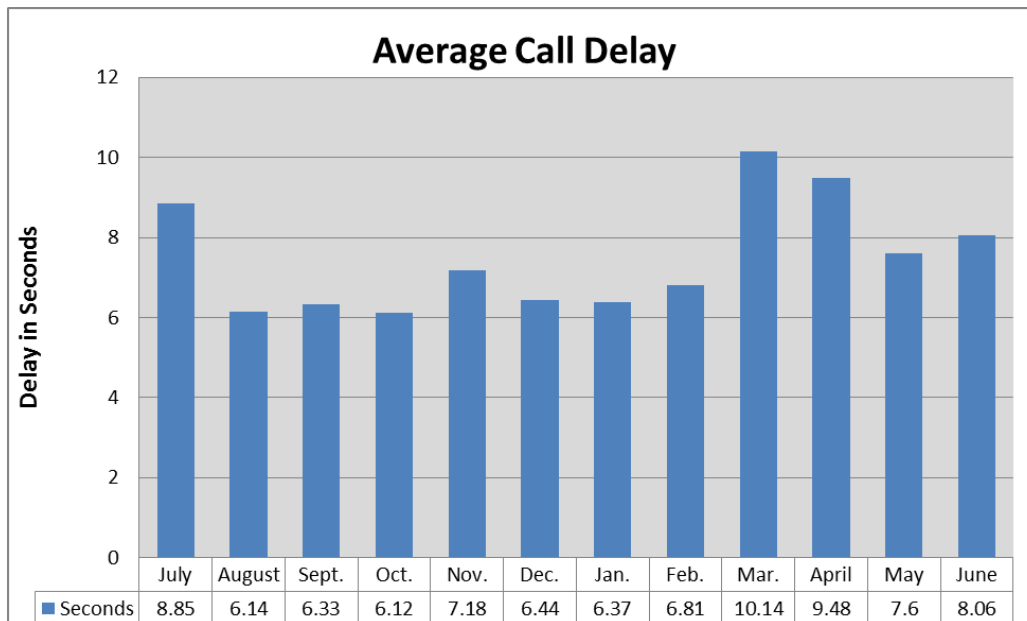
Call Answering Center Service Level

Call box calls were originally routed to and answered by the California Highway Patrol. In January of 2005, the Agency privatized call answering service to a private call answering center to reduce costs, improve service, and increase reporting. In May 2013, the Agency approved a two-year contract extension with Keolis America Inc./CDS Net to continue as the call box answering service. The existing contract was extended for the second and final time in June of 2015.

Wait Time

The answering delay fluctuates monthly based on factors such as call volumes, time period (peak vs. off-peak), and staffing. The average call delay during fiscal year 2014-2015 was approximately 7.5 seconds. On a monthly basis, the longest average call delay was 10 seconds in the month of March 2015, while the shortest delays were in August and October of 2014. On average for fiscal year 2014-15, 91% of calls were answered within 20 seconds. Overall, the private call answering center demonstrated great efficiency in handling call box calls and requests.

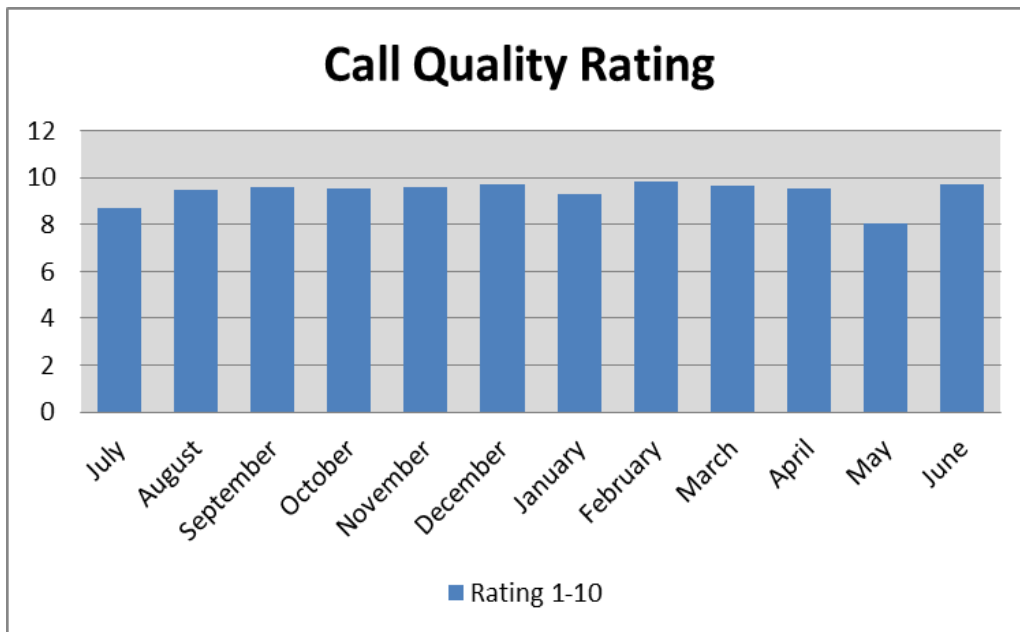
Figure 4: Average Call Delay by Month (Fiscal Year 2014-2015)



Answering Service Quality

Each month a portion of the calls received by the answering center are randomly selected by the answering center, reviewed, and rated based on items such as efficiency and courtesy using a scale of 1-10. For fiscal year 2014-15, the answering center for Monterey County call boxes earned a rating of 9 or above for ten out of the twelve months, with exception to July 2014 and May of 2015. Overall, the call answering center was able to respond to motorists' requests with a high quality of service throughout the year.

Figure 5: Answering Center Quality Rating by Month (Fiscal Year 2014-2015)



Conclusion

The call box system in Monterey County is well established with call boxes on major Highways and routes in the County to serve motorists. Due to the lack of available and complete call box usage data for the years between fiscal year 2005-2006, the year of the last annual report, and 2013-2014, accurate year-to-year comparisons for call box usage during that timeframe is not possible. The 2013-2014 call box annual report re-established a baseline for call box usage and data collection allowing the Transportation Agency to track call box usage going forward with year-to-year comparisons. The 2014-2015 Annual Report builds upon that baseline and adds a second year of current data for comparison.

Over all, there were slightly more total calls in fiscal year 2014-2015 than during 2013-2014, but still fewer than in fiscal year 2005-2006, the year of the previous annual report. Modest increases were seen along each route served by call boxes, with exception to Highway 68 and south Jolon Road, which both saw slight decreases. The variations between fiscal years 2013-2014 and 2014-2015 are not indicative of major trends, but fall within the range of expected variation.

Although cell phone usage has reduced the need and use of call boxes in some locations, there remain areas not well served by cell phones, and frequently served by call boxes. Therefore, staff recommends maintaining the existing call boxes on major highways and County roads, and installing additional call boxes on County roads and rural areas where cellular reception is limited when recommended by local agencies. Additionally, staff continues to work on establishing other motorist-aid options, such as implementing the 511 traveler information system.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: September 23, 2015
Subject: Amtrak Contract Renewal and Amendment #2

RECOMMENDED ACTION

RECEIVE contract renewal and amendment with the National Railroad Passenger Corporation (Amtrak) to perform a feasibility study for the Coast Daylight Project, extending the contract period to June 30, 2016.

SUMMARY

This contract renewal and amendment allows for more time for Amtrak to complete a feasibility study for the Coast Daylight Project. The contract not-to-exceed amount does not change from the \$70,000 originally agreed to in the contract approved by this Board on October 23, 2013.

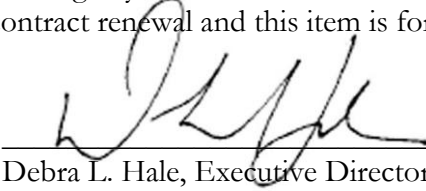
FINANCIAL IMPACT

The contract not-to-exceed amount is \$70,000.

DISCUSSION

The Amtrak Coast Daylight project is a joint Caltrans/ Amtrak effort headed up by the Coast Rail Coordinating Council (CRCC), chaired by Supervisor Dave Potter and staffed by Peter Rodgers, Administrative Director at the San Luis Obispo Council of Governments (SLOCOG). The project calls for one daily round trip on the existing Union Pacific-owned tracks between downtown San Francisco and downtown Los Angeles to complement the existing Amtrak Coast Starlight service. Currently, the planned stops in Monterey County are in Pajaro, Salinas, Soledad and the City of King.

On October 23, 2013, the Board approved an agreement with Amtrak to fund a feasibility study, which the CRCC hopes will establish a rationale for Amtrak to take the lead in negotiations with Union Pacific and Caltrain. **Attached** is the contract renewal and amendment. As this amendment does not involve any additional funding beyond that which was authorized in 2013, the Executive Director has already approved this contract renewal and this item is for Board information only.

Approved by: 
 Debra L. Hale, Executive Director

Date signed: 9/9/2015

Consent Agenda

Counsel Approval: Yes
 Finance Approval: Yes

Attachment: Contract Renewal & Amendment #2

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**RENEWAL AND AMENDMENT #2 TO AGREEMENT BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND
NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) FOR THE
PLANNING EFFORTS RELATED TO THE COAST DAYLIGHT RAIL SERVICE**

THIS RENEWAL AND AMENDMENT NO. 2 to the agreement (hereinafter, "AGREEMENT") dated March 3, 2014, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and the National Railroad Passenger Corporation (Amtrak), hereinafter referred to as "Amtrak," is hereby entered into between TAMC and Amtrak.

RECITALS:

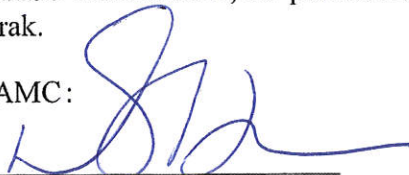
- A. **WHEREAS**, the parties had previously entered into an agreement on March 3, 2014; and
- B. **WHEREAS**, the original AGREEMENT had an eleven month term and a total AGREEMENT amount that was not to exceed Seventy Thousand Dollars (\$70,000); and
- C. **WHEREAS**, TAMC and Amtrak executed Amendment #1 to extend the term of the agreement to June 30, 2015 and amend the Scope of Work; and
- D. **WHEREAS**, that AGREEMENT expired on June 30, 2015;

NOW, THEREFORE, the parties desire to renew and amend the AGREEMENT as follows:

- 1. The AGREEMENT is renewed and amended retroactively to June 30, 2015 and all of its provisions shall be deemed to have been in effect continuously since that time.
- 2. The term of the AGREEMENT shall be amended to extend to June 30, 2016.
- 3. Except as provided herein, all other terms and conditions of the original AGREEMENT shall remain in full force and effect.
- 4. A copy of this Renewal and Amendment No. 2 shall be attached to the original AGREEMENT.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment to the Agreement with Amtrak.

TAMC:



Debra L. Hale
Executive Director

8/18/15

(date)

AMTRAK:



e/12/2015

8/12/2015

(date)

Approved as to form:



TAMC Counsel

6/30/15

(date)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Senior Transportation Planner
Meeting Date: September 23, 2015
Subject: Rail Right-of-Way Acquisition Contract Amendment #1

RECOMMENDED ACTION:

AUTHORIZE the Executive Director to execute contract amendment #1 with Overland, Pacific & Cutler, Inc. to increase the not-to-exceed amount of the contract by \$81,700 to allow seven additional parcels to be covered by the current appraisal and acquisition services contract using Traffic Congestion Relief Program funds.

SUMMARY:

During the Request for Qualifications process, the Agency identified seven parcels as “possible additional acquisitions”, but did not include them in the initial agreement’s scope of services. The Agency is now looking to move forward with acquiring these parcels and is seeking to amend the contract with Overland, Pacific & Cutler, Inc to that effect.

FINANCIAL IMPACT:

The Salinas Rail Extension project includes funding for consultant work related to right-of-way acquisition. Staff proposes to use Traffic Congestion Relief Program or Proposition 116 bond funds for this contract. The total project budget is estimated at \$70 million; the right-of-way phase is estimated to cost \$24.1 million. With this amendment, the total not-to-exceed amount for acquisition and appraisal consultant services is \$312,100. Because an RFQ included the possible additional acquisitions as optional services that all bidders had the opportunity to compete for and bid on, this amendment is considered within the original competitive solicitation and is not a sole source procurement.

DISCUSSION:

The Transportation Agency for Monterey County, as the local lead agency, grantee agency and owner of the Salinas Rail Extension project, proposes to extend passenger rail service from Santa Clara County south to Salinas. The project will function as an extension of existing state-sponsored Capitol Corridor passenger rail service. The service will start with two daily round trips between Salinas and Sacramento, expanding to up to six round trips as

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demand warrants. Revenue service is targeted for 2018. The project provides an alternative to the highly congested US 101 corridor to access to jobs, education, and health care, and improves interregional transportation and air quality. It also promotes mixed-use, transit-oriented development, affordable housing, livable communities and economic growth around stations.

The Salinas Rail Extension project requires acquisition of 16 parcels, and it is critical that all the acquisition proceed according to all applicable state and federal laws. During the Request for Qualifications process, the Agency identified seven of these parcels for the layover facility as “possible additional acquisitions”, but did not include them in the initial agreement’s scope of services. The Transportation Agency’s current contract with Overland, Pacific, and Cutler for right-of-way acquisition and appraisal services covers the first nine parcels required for the Kick Start phase of the project. This area primarily covers the properties along West Market Street and Station Place that will be needed for additional parking once service begins. The total Board-approved not-to-exceed amount for this contract is \$230,400. Services under this contract have already been rendered, with Overland, Pacific & Cutler remaining on budget, as the Agency has secured property appraisals and the acquisition of properties is moving forward.

Other parties under separate contract with the Transportation Agency are providing legal and engineering services (including hazardous materials investigations, as necessary). Part of this work includes identifying a final design for the layover facility. The engineering firm of HDR has developed preliminary designs that locate the layover facility to the west of the station, which would require the Agency to acquire a portion of the American Supply Company property. Representatives from HDR and Overland, Pacific, & Cutler have presented these design options to American Supply Company and had a positive discussion with them about how the layover facility could be situated to not adversely impact their business.

The Agency is now looking to move forward with acquiring the seven additional parcels for the layover facility and is seeking to amend the contract with Overland, Pacific & Cutler, Inc. to that effect. The contract amendment would update the Scope of Work to include the seven remaining parcels, as well as the budget for the additional appraisal and acquisition work. The increase to the budget for these services would be \$81,700, for a total not-to-exceed amount of \$312,100.

Approved by: 

Date signed: 9/9/2015

Debra L. Hale, Executive Director

Consent Agenda

Counsel Approval: Yes
Admin/Finance Approval: N/A

Attachment: Amendment #1 to Agreement for Services with Overland, Pacific, & Cutler

AMENDMENT #1 TO AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
OVERLAND, PACIFIC & CUTLER, INC.

THIS AMENDMENT NO. 1 to the agreement dated February 25, 2015, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and Overland, Pacific & Cutler, Inc., hereinafter referred to as "Consultant," is hereby entered into between TAMC and the Consultant.

RECITALS:

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on February 25, 2015, hereinafter referred to as "Agreement;" and
- B. **WHEREAS**, the Request for Qualifications identified a total of sixteen parcels for potential acquisition services; and
- C. **WHEREAS**, the original scope of work for the Agreement approved February 25, 2015, only identified nine of the sixteen parcels; and
- D. **WHEREAS**, because the Kick Start phase of the Rail Extension to Monterey County initially included only the first nine parcels, however the design of the Salinas Rail Station has progressed to include the layover facility that encompasses the final seven parcels, TAMC now wishes to negotiate the possible acquisition of all sixteen parcels; and
- E. **WHEREAS**, TAMC and Consultant desire to amend the scope of work as stated in the Consultant Agreement in order to appraise and acquire the parcels identified as "potential additional acquisitions" in the Request for Qualifications Supplemental;

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

1. SCOPE OF WORK

The Scope of Work attached to the Agreement as amended as Attachment A is hereby replaced with the Scope of Work designated Exhibit A-1 and dated August 21, 2015 and shall be effective as of September 23, 2015. Exhibit A-1 is attached hereto as Exhibit A.

2. BUDGET AND TOTAL COMPENSATION

The Budget attached to the Agreement as amended as Attachment B is hereby replaced with the Budget designated Exhibit B-1 dated August 21, 2015 and shall be effective as of September 23, 2015. Exhibit B-1 is attached hereto as Exhibit B. The total compensation to be paid pursuant to this Agreement as amended shall not exceed THREE HUNDRED TWELVE THOUSAND ONE HUNDRED DOLLARS (\$312,100).

3. **REMAINDER OF TERMS UNCHANGED**

All other terms of the Agreement 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 to the Agreement with Overland, Pacific & Cutler, Inc.

TAMC:

CONSULTANT:

Debra L. Hale
Executive Director

(date)

Approved as to form:

TAMC Counsel

(date)

(date)

Exhibit A-1: Revised August 21, 2015

Deleted: Attachment A

SCOPE OF WORK

FOR

REAL ESTATE RIGHT OF WAY ACQUISITION SERVICES

I. INTRODUCTION

The Transportation Agency for Monterey County (TAMC) is the designated Regional Transportation Planning Agency (RTPA) for Monterey County. TAMC represents thirteen jurisdictions, including the cities of Carmel-By-The-Sea, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad and the County of Monterey. In addition, TAMC has five ex-officio member agencies, including the Association of Monterey Bay Area Governments (AMBAG), the Monterey Peninsula Airport District (MPAD), Monterey-Salinas Transit (MST), the Monterey Bay Unified Air Pollution Control District (MBUAPCD), and Caltrans District 5.

II. SCOPE OF WORK

Address	Parcel	Acquisition	Relocation
19 Station Place	002-171-008	Full / Fee / Permanent	Vacant
17 Station Place	002-171-007	Full / Fee / Permanent	Multi-residential occupants
15 Station Place	002-171-006	Full / Fee / Permanent	Vacant
54 W Market St	002-171-011	Full / Fee / Permanent	Vacant building. Personal property move only.
52 W Market St	002-171-010	Full / Fee / Permanent	Vacant building. Personal property move only.
42 W Market St	002-171-005	Full / Fee / Permanent	Vacant building. Personal property move only.
18 Station Place	002-171-023	Full / Fee / Permanent	Vacant
30 W Market St	002-172-001	Full / Fee / Permanent	2 Business relocations
26 W Market St	002-172-002	Full / Fee / Permanent	1 business relocation

The following parcels were added and incorporated fully into the scope of work with Contract Amendment #1, dated September 23, 2015:

<u>Address</u>	<u>Parcel</u>	<u>Acquisition</u>	<u>Relocation</u>
<u>21 Happ Place</u>	<u>002-031-030</u>	<u>Partial / Fee / Permanent</u>	<u>Business</u>
	<u>002-031-028</u>	<u>Partial / Fee / Permanent</u>	<u>Business</u>
<u>21 New St</u>	<u>002-021-009</u>	<u>Partial / Fee / Permanent</u>	<u>Business</u>
<u>320 W Market St</u>	<u>002-021-008</u>	<u>Partial / Fee / Permanent</u>	<u>Business</u>
<u>330 W Market St</u>	<u>002-021-007</u>	<u>Partial / Fee / Permanent</u>	<u>Business</u>
<u>346 W Market St</u>	<u>002-021-006</u>	<u>Partial / Fee / Permanent</u>	<u>Business</u>
<u>356 W Market St</u>	<u>002-021-005</u>	<u>Partial / Fee / Permanent</u>	<u>Business</u>

The real estate acquisition consultant shall provide right-of-way negotiation services for up to sixteen parcels or portions thereof. The consultant shall provide the acquisition agent services necessary to complete the property purchases, including relocation assistance, with each property owner to negotiate an equitable right-of-way agreement. For those parcels where agreement is reached, the consultant shall secure title reports (as part of Agency's escrow costs), prepare grant deeds, prepare escrow instructions, and coordinate with the Transportation Agency to assure close of escrow and payment to owner. If necessary, the consultant shall provide data in support of filing of eminent domain action, including diaries for individual parcels. Other parties under separate contract with the Transportation Agency will conduct legal services and engineering services (including hazardous materials investigations).

The consultant shall also be able to provide right-of-way appraisal services, which may include one or more parcels and sub-parcels, and which may be properties requiring dual appraisals. Where dual appraisals, FF&E appraisals and or specialty appraisals are required, the Transportation Agency will provide the other appraisal by others. The consultant shall provide complete appraisals. Appraisals shall conform to the standards prescribed by the Federal and State Uniform Relocation Assistance and Real Property Acquisition Policies Acts, the Federal Transit Administration or Federal Highway Administration procedures, and Caltrans procedures. The consultant(s) shall coordinate with TAMC's review appraiser and TAMC's legal advisors and incorporate comments into appraisals, as necessary.

The real estate consultant will provide oversight to include continuous review and evaluation of the process to ensure compliance with statutory and regulatory requirements including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (Uniform Act), 49 CFR Part 24 (the Regulations by which all Federal projects must follow), applicable Federal Transit Administration Circulars, State of California Department of Transportation Right of Way Manual, and all other State and federal standards for right-of-way acquisition for transportation, transit, and/or rail projects using federal funds.

1. Once given a notice to proceed, the consultant shall review all documents and materials provided by the Transportation Agency related to the existing and on-going property negotiations.

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2. Within 30 days consultant shall prepare an acquisition plan and schedule (utilizing MS Project) for conducting the property purchases in sufficient detail to show the individual steps. Consultant shall provide written monthly reports on the status of purchase for all the parcels, as well as verbal updates as necessary, to Transportation Agency staff.
3. The consultant is to identify all interests, including any subordinate interests, which may be adverse to the Transportation Agency's proposed use of the properties for the Salinas Rail Extension project. Interests to be acquired or cleared include, but may not be limited to, the fee, lease interests exceeding thirty (30) days, occupants, advertising structures, easements inconsistent with the Transportation Agency's use and subordinate interests; e.g., deeds of trust, bonds, etc.
4. The consultant is to prepare Purchase Agreements, Grant and Easement Deeds, and Certification of Tenants and other pertinent documents for each property to be acquired. If non-residential lessees or tenants are in occupancy, the consultant is to prepare Offset Statements. If owner occupied, the consultant is to prepare a certification of occupancy. All documents will be approved by the Transportation Agency.
5. The consultant is to perform all acquisition duties up to and including close of escrow or recordation of Final Order of Condemnation, and receipt of policy of title insurance.
6. Consultant shall provide relocation services in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 USC 4601 et seq.) and implementing regulation, 49 CFR Part 24; California Government Code Section 7267 et seq.; California Code of Civil Procedure Sections 1263.010 to 1263.620 and 1255.010 to 1255.060; Housing and Community Development Title 25; State of California, Department of Transportation, Right of Way Manual, as applicable. This includes informing displaced property owners of available relocation assistance services and benefits, and explaining relocation process; assisting in locating suitable replacement properties and provides written referrals to same, as appropriate; and determining eligibility for and proposed amount of relocation benefits, including actual and reasonable moving payments, re-establishment payments, or fixed payments.
7. The consultant shall conduct appraisals in accordance with Caltrans standards, the Uniform Relocation Assistance and Real Property Acquisition Policies Act, and appropriate Uniform Standards of Professional Appraisal Practice (USPAP) guidelines. The work shall begin upon notice to proceed and be completed within 30 days of receipt of the preliminary title report and hazardous materials assessment provided by TAMC.

8. Per Federal and State regulations (Uniform Act), qualified reviewing appraisers shall examine all appraisals to assure that they meet applicable appraisal requirements and the consultant shall make all necessary corrections or revisions. The consultant shall ensure the appraisals meet all Federal and State regulations.
9. Consultant represents that Consultant and its agents, subcontractors and employees performing work hereunder are specially trained, experienced, competent, and appropriately licensed to perform the work and deliver the services required by this Agreement.
10. Consultant, its agents, subcontractors, and employees, shall perform all work in a safe, skillful, and professional manner and in compliance with all applicable laws and regulations. All work performed under this Agreement that is required by law to be performed or supervised by licensed personnel shall be performed in accordance with such licensing requirements.
11. Consultant shall furnish, at its own expense, all materials and equipment necessary to carry out the terms of this Agreement, except as otherwise provided herein. Consultant shall not use TAMC premises, property (including equipment, instruments, or supplies) or personnel for any purpose other than in the performance of its obligations hereunder.

Transportation Agency for Monterey County
Salinas Rail Extension Right of Way Acquisition
Overland, Pacific & Cutler Budget

Attachment B Exhibit B-1
Revised August 21, 2015

Reference	Parcel	Address	Appraisal Tasks	Acquisition Tasks	Relocation Tasks
A	002-171-008	19 Station Place	1 Full - Vacant	Full / Fee / Permanent	Vacant - 0 Relocation
B	002-171-007	17 Station Place	1 Full - Improved	Full / Fee / Permanent	Residential - 10 Potential
C	002-171-006	15 Station Place	1 Full - Vacant	Full / Fee / Permanent	Vacant - 0 Relocation
D	002-171-011	54 W Market St	1 Full Improved Commercial	Full / Fee / Permanent	Vacant - 1 Personal Property Move
E	002-171-010	52 W Market St		Included with Parcel D	
F	002-171-005	42 W Market St	1 Full Improved Commercial	1 Full, 1 Lease / Fee / Permanent	Business - 1 Non-Operating Business, Personal Property
G	002-171-023	18 Station Place	1 Full Improved Commercial	Full / Fee / Permanent	Vacant - 0 Relocation
H	002-172-001	30 W Market St	1 Full Improved Commercial	1 Full, 1 Commercial Tenant / Fee / Permanent	Business - 2 Commercial
I	002-172-002	26 W Market St	1 Full Commercial	1 Full, 1 Commercial Tenant / Fee / Permanent	Business - 1 Commercial
The following parcels were added with Contract Amendment #1, dated September 23, 2015					
	002-031-030	21 Happ Place	1 Partial Commercial. Before and After appraisal of entire property required. Includes \$20,000 additional cost for very detailed cost to cure analysis (*)	1 Partial Commercial	1 Partial Commercial
	002-031-028				
	002-021-009	21 New St			
	002-021-008	320 W Market St	1 Partial Vacant Commercial	1 Partial	0
	002-021-007	330 W Market St			
	002-021-006	346 W Market St	1 Partial	1 Partial	0
	002-021-005	356 W Market St	1 Partial Commercial	1 Partial Commercial	0

* Included in this is a very detailed cost to cure analysis that involves architects and contractors. This might not be necessary depending on whether or not the project designers prepare a mitigation plan.

Parcel Reference	Parcel	Address	Appraisal	Acquisition	Escrow	Relocation	Relocation Plan	Subtotal	
A	002-171-008	19 Station Place	\$ 4,800	\$ 5,000	\$ 750	\$ -	\$ -	\$ 10,550	
B	002-171-007	17 Station Place	\$ 7,200	\$ 5,000	\$ 750	\$ 40,000	\$ 5,250	\$ 58,200	
C	002-171-006	15 Station Place	\$ 4,800	\$ 5,000	\$ 750	\$ -	\$ -	\$ 10,550	
D	002-171-011	54 W Market St	\$ 5,900	\$ 5,000	\$ 750	\$ 3,000	\$ -	\$ 14,650	
E	002-171-010	52 W Market St	Included with Parcel D						\$ -
F	002-171-005	42 W Market St	\$ 6,800	\$ 7,500	\$ 1,500	\$ 4,000	\$ -	\$ 19,800	
G	002-171-023	18 Station Place	\$ 4,800	\$ 5,000	\$ 750	\$ -	\$ -	\$ 10,550	
H	002-172-001	30 W Market St	\$ 6,800	\$ 8,500	\$ 1,500	\$ 9,000	\$ -	\$ 25,800	
I	002-172-002	26 W Market St	\$ 7,800	\$ 5,000	\$ 1,500	\$ 6,000	\$ -	\$ 20,300	
Subtotal			\$ 48,900	\$ 46,000	\$ 8,250	\$ 62,000	\$ 5,250	\$ 170,400	
Project Management								\$ 60,000	
Total								\$ 230,400	
The following parcels were added with Contract Amendment #1, dated September 23, 2015									
	002-031-030	21 Happ Place	\$ 34,500	\$ 7,500	\$ 750	\$ 4,000	\$ -	\$ 46,750	
	002-031-028	21 Happ Place	Included with Parcel						\$ -
	002-021-009	21 New St	\$ 5,900	\$ 5,000	\$ 750	\$ -	\$ -	\$ 11,650	
	002-021-008	320 W Market St	Included with Parcel						\$ -
	002-021-007	330 W Market St	Included with Parcel						\$ -
	002-021-006	346 W Market St	\$ 5,900	\$ 5,000	\$ 750	\$ -	\$ -	\$ 11,650	
	002-021-005	356 W Market St	\$ 5,900	\$ 5,000	\$ 750	\$ -	\$ -	\$ 11,650	
Subtotal			\$ 52,200	\$ 22,500	\$ 3,000	\$ 4,000	\$ -	\$ 81,700	
Total Not-to-Exceed								\$ 312,100	

Payment Terms:

1. **Appraisal** - Payment of appraisal costs (Scope of Work items #7 & 8) will be by parcel upon receipt by TAMC of a completed and Review Appraiser verified acquisition appraisal report that is approved by TAMC.

2. **Acquisition & Escrow** - Payment of acquisition costs (Scope of Work items #1 - 5) will be based on the percentage of work completed by parcel for a given month, as described in the consultant's written monthly progress report submitted to TAMC. Escrow costs will be paid by TAMC at close of escrow.

3. **Relocation & Relocation Plan** - Payment of relocations costs (Scope of Work item 6) will be based on the percentage of work completed by parcel for a given month, as described in the consultant's written monthly progress report submitted to TAMC. Relocation plan costs will be paid upon receipt by TAMC of a completed Relocation Plan that is approved by TAMC.

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 are: Kimbley Craig (Chair),
Fernando Armenta (1st Vice Chair), Alejandro Chavez (2nd Vice Chair),
Jane Parker (Past Chair),
Dave Potter (County representative), Robert Huitt (City representative)*

Wednesday, September 2, 2015

*** 9:00 a.m. ***

Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Vice Chair Armenta called the meeting to order at 9:00 a.m. Committee members present: Armenta, Chavez, Huitt, Parker and Potter. Staff present: Goel, Hale, Muck, Rodriguez, and Wright. Others present: Agency Counsel Reimann, Meredith Evans (field representative for Senator Cannella), and Gus Khouri, Khouri Consulting (via-conference call).

2. **PUBLIC COMMENTS:** None.

3. **CONSENT AGENDA:**

On a motion by Committee Member Potter and seconded by Committee Member Chavez the committee voted 5– 0 to approve the consent agenda.

3.1 **APPROVED** minutes from the Executive Committee meeting of August 5, 2015, with corrections noted by Committee member Parker:

Director Hale commented SB16 would be a real big boon ~~boom~~ for the cities and provide a concrete set of matching funds.

She reported that the DRIVE Act bill “Developing Reliable and Innovative Vision for the Economy Act” would spend \$275 billion over the six years on highway programs.

END OF CONSENT

4. On a motion by Committee member Parker and seconded by Committee member Chavez the Committee **REVIEWED** the proposed Voluntary Form of Equal Employment Opportunity Plan and **RECOMMENDED** the Board adoption of the Plan, Parker/Chavez/unanimous

Rita Goel, Director of Finance and Administration, reported per the request of the Executive Committee, staff has developed an Equal Employment Opportunity Plan and Recommends the Board adopt of the plan. She noted that while most agencies our size do not have a plan nor is there any legal requirement for the Agency to have one, staff has put together a voluntary plan. The adoption of it will ensure a continued and strengthened policy of nondiscrimination in employment practices. Ms. Goel noted that staff will make an extra effort to reach out to a wider group of people when recruiting and report back to the board annually. Board member Armenta commented that the County of Monterey has had an Equal Opportunity Department over twenty years, and reports to the Board of Supervisors annually. Board member Chavez expressed concern calling the EEO Plan “voluntary”. Kay Reimann, TAMC Counsel stated that as long as everyone understood the plan was not required, the word “voluntary” could be removed.

5. The Committee **RECEIVED** a verbal update on state legislative activities.

Executive Director Hale reported on the State Legislative bills of interest to the Agency. She reported staff is working with Gus Khouri, who is under contract to provide staff support for TAMC legislation (SB 705) that will allow us to bring a 3/8 cent sales tax increase for transportation to Monterey County voters in November 2016.

Gus Khouri reported that this bill is moving forward, but noted there is no promise getting the signature from the Governor, but he has received strong signal from governor staff. He will continue to keep staff updated. Executive Director Hale commented that staff is asking for the jurisdictions for a letter of support.

6. **RECEIVED** a report on the draft agenda for TAMC Board meeting of September 23, 2015:

Executive Director Hale highlighted the draft TAMC Board agenda items proposed for September 23, 2015. She reported that the Board would receive state legislative update and asked to adopt position of “support” on the bill to enable TAMC to pursue a 3/8% sales tax. Staff also recommends the Board adopt a “support” position on a bill increasing funds for active transportation projects. The Board will also receive an update on the Transportation Improvement Measure Outreach Plan; receive a presentation on the development of a Transportation Expenditure Plan; and brainstorm potential projects for a draft Transportation Expenditure Plan.

7. **ADJOURNMENT**

Vice Chair Armenta adjourned the meeting at 10:28 a.m.


Elouise Rodriguez, Senior Administrative Assistant

AGENDA

TAMC RAIL POLICY COMMITTEE

Meeting of Monday

September 14, 2015

Transportation Agency for Monterey County

Conference Room

55-B Plaza Circle, Salinas

3:00 PM

Complete agenda packets are on display at the Transportation Agency for Monterey County (TAMC) office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the TAMC office to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

1. Quorum Check, Call to Order and Introductions. A quorum for the voting TAMC Rail Policy Committee members consists of a minimum of 6 of the following voting members: Potter (Chair), Craig (Vice-Chair), Armenta, Bodem, Chavez, Delgado, Parker, Phillips, Rubio, and Smith.

If you are unable to attend, please make sure that one of your two alternates attends the meeting. Your courtesy to the other members to assure a quorum is appreciated.

2. PUBLIC COMMENT ON TRANSPORTATION MATTERS NOT ON TODAY'S AGENDA.

Any member of the public may address the Rail Policy Committee on any item not on the agenda but within the jurisdiction of the Rail Policy Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

3. BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for items 3.1-3.2 below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

3.1 APPROVE minutes of June 1, 2015 Rail Policy Committee meeting. – Murillo

3.2 RECEIVE report on APTA rail conference. - Watson

On June 21-24, 2015, Committee Vice Chair Kimbley Craig and Principal Planner Christina Watson attended the American Public Transportation Association (APTA) Rail Conference in Salt Lake City, Utah.

END OF CONSENT AGENDA

4. RECEIVE update on the status of the planned Coast Daylight train service between San Francisco and Los Angeles. - Watson

Progress since the last update to the Committee about the Coast Daylight on June 1, 2015 includes meetings of the Coast Rail Coordinating Council and with Amtrak regarding the feasibility study.

5. RECEIVE update on the Salinas Rail Extension project. - Watson

Progress since the last update to the Committee about the Salinas Rail Extension project on June 1, 2015 includes numerous meetings, updated resolutions of support for the project from the City of Salinas and the Monterey-Salinas Transit District, and a presentation to the Capitol Corridor Joint Powers Authority.

6. ANNOUNCEMENTS and/or **COMMENTS** from Rail Policy Committee members on matters that they wish to put on future Committee agendas.

7. ADJOURN

ANNOUNCEMENTS

Next Rail Policy Committee meeting:

Monday, November 2, 2015

3:00 p.m.

**Transportation Agency for Monterey County Conference Room
55-B Plaza Circle, Salinas, California 93901**

Light refreshments will be provided

If you have any items for the next agenda, please submit them to:

Christina Watson, Rail Program Coordinator

by Tuesday, October 20, 2015

Christina@tamcmonterey.org

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 inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents

distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901-2902
Monday -Friday
8:00 a.m. – 5:00 p.m.
TEL: 831-775-0903
FAX: 831-775-0897

The next Rail Policy Committee agenda will be prepared by Agency staff and will close at noon Tuesday, October 20, 2015, nine (9) working days before the regular meeting. Any member 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.

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 at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, 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.

CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS

Online at www.tamcmonterey.org

CORRESPONDENCE

- C1 May 26, 2015 letter from TAMC Executive Director Debbie Hale to Don Reynolds, Project Manager, City of Salinas, re: City of Salinas Community Benefit District Petition
- C2 June 8, 2015 letter from TAMC Executive Director Debbie Hale to Malcolm Dougherty, Caltrans Director, re: Comments on the Draft Interregional Transportation Strategic Plan
- C3 June 8, 2015 letter from the Central Coast Coalition to Katie Benouar, Chief, Caltrans Division of Transportation Planning, re: Draft 2015 Interregional Transportation Strategic Plan
- C4 July 29, 2015 letter from TAMC Executive Director Debbie Hale to Patrick Prososki, Program Manager – Commuter, Union Pacific Railroad, re: TAMC Salinas Rail Extension Kick-Start Project Station Track Design

REPORTS

- R1 April 2015 Capitol Corridor and California Intercity Passenger Rail Performance Results
- R2 May 2015 Capitol Corridor and California Intercity Passenger Rail Performance Results
- R3 June 2015 Capitol Corridor and California Intercity Passenger Rail Performance Results
- R4 July 2015 Capitol Corridor and California Intercity Passenger Rail Performance Results

MEDIA CLIPPINGS

- M1 June 19, 2015 opinion piece in the Santa Cruz Sentinel, “George Dondero: Envisioning future with passenger rail service”
- M2 July 30, 2015 article in the Santa Cruz Area Chamber of Commerce newsletter, “Chamber Supports Passenger Rail Study”