



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

EXECUTIVE COMMITTEE

*Members are: Luis Alejo, Chair; Ed Smith, 1st Vice Chair; Mary Adams, 2nd Vice Chair; Robert Huitt, Past Chair; Chris Lopez, County Representative; Michael LeBarre, City Representative **Luis Alejo will be joining the meeting via teleconference from 7237 S. 40th Lane Phoenix, Arizona***

Wednesday, February 5, 2020
Transportation Agency Conference Room
55-B Plaza Circle, Salinas
****9:00 AM****

1. ROLL CALL

Call to order and self-introductions. If you are unable to attend, please contact Elouise Rodriguez, Senior Administrative Assistant. Your courtesy to the other members to assure a quorum is appreciated.

2. PUBLIC COMMENTS

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of Transportation Agency and Executive 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 listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

3.1 APPROVE the Executive Committee draft minutes of January 8, 2020.

-Rodriguez

END OF CONSENT AGENDA

4. **RECEIVE** update on legislative activities.

- Watson

Staff will present an update on the draft state budget and other legislative activities.

5. **Draft Overall Work Program & Budget**

1. **RECOMMEND** that the Board **AUTHORIZE** Executive Director to submit the draft fiscal year 20/21 budget and Overall Work Program to federal and state funding agencies for initial review; and
2. **RECOMMEND** that the Board **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 20/21 through 22/23, and the Overall Work Program for fiscal year 20/21; and
3. **RECOMMEND** that the Board **DIRECT** the Executive Director to bring the final three-year budget and one-year Overall Work Program back to the Board on May 27, 2020 for approval.

-Goel/Muck

Authorization to submit the draft budget for fiscal year 20/21 is necessary to meet review deadlines of federal and state funding agencies. The Agency continues to control expenditures to stay within its current year budget, and maintains a prudent cash reserve. The annual Transportation Agency for Monterey County Overall Work Program describes the activities that the Agency will undertake during the next fiscal year, and provides the basis for the 2020/21 budget.

6. **RECEIVE** report on draft TAMC Board meeting agenda of February 26, 2020.

- Muck

7. **ANNOUNCEMENTS**

8. **ADJOURN**

Next Executive Committee meeting is:

Wednesday, March 4, 2020

There will be no Executive Committee meeting in December.

Please mark your calendars.

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 thru Friday 8:00 a.m. - 5:00 p.m.

TEL: 831-775-0903

CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS - No items this month.



Memorandum

To: Executive Committee
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: February 5, 2020
Subject: **Executive Draft Minutes of January 8, 2020**

RECOMMENDED ACTION:

APPROVE the Executive Committee draft minutes of January 8, 2020.

ATTACHMENTS:

- ▣ Executive Committee Draft Minutes of January 8, 2020

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: Robert Huitt (Chair),
 Luis Alejo (1st Vice Chair), Ed Smith (2nd Vice Chair),
 John Phillips (Past Chair),
 Mary Adams (County representative), Michael LeBarre (City representative)*

Wednesday, January 8, 2020

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

Transportation Agency Conference Room
 55-B Plaza Circle, Salinas

EXECUTIVE COMMITTEE	FEB 19	MAR 19	APR 19	MAY 19	JUN 19	AUG 19	SEP 19	OCT 19	NOV 19	JAN 20
Luis Alejo, 1st Vice Chair Supr. Dist. 1 (L. Gonzales; J. Gomez)	P	P(A)	P	P(A)	P	P	P	P	P	P(A)
Michael LeBarre, City Representative King City (C. DeLeon)	P	P	P	P	P	P	P	P	P	P
Robert Huitt, Chair Pacific Grove (D. Gho)	P	P	P	P	P	P	P	P	P	P
John Phillips, Past Chair Supr. Dist. 2 (J. Stratton)	P	P(A)	P	P	P	P	P	P	P	P(A)
Mary Adams, County Representative Supr. Dist. 5 (Y. Anderson)	P	P(A)	P(A)	P	P	P(A)	P	P(A)	P	P
Ed Smith, 2nd Vice Chair Monterey (A. Renny)	E	P	P	P	E	P	P	P	P	P

- 1. CALL TO ORDER:** Chair Huitt called the meeting to order at 9:00 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Goel, Hale, Jacobsen, Muck, Rodriguez, Watson and Wright
 Others present: Agency Counsel Kay Reimann; Lisa Rheinheimer, MST; Gus Khouri, Legislative Analyst; Todd Clark, Museum of Handcar Technologies.

- 2. PUBLIC COMMENTS:** None.

3. CONSENT AGENDA:

3.1 On a motion by Committee Member Smith seconded by Committee Member Adams, the committee voted 6-0 to approve the minutes from the Executive Committee meeting of November 6, 2019.

END OF CONSENT

4. MONTEREY BRANCH LINE RECREATIONAL USE HANDCAR PROPOSAL

On a motion by Committee Alternate Stratton seconded by Committee Alternate Gonzales, the Committee voted 5 to 1 to direct staff to begin activities required to negotiate a lease agreement for a temporary 30-day trial, including approximately two months prior to the trial for set-up and some time for clean-up activities when the trial is finished. Committee Member LeBarre did not support the motion.

Christina Watson, Principal Transportation Planner, reported the Museum of Handcar Technology proposes to host guided handcar tours on a three-mile stretch of the Monterey Branch Line for 30 days during summer 2020. The tours would begin at the former Fort Ord freight depot that is accessed off 8th Street in the City of Marina. The proposer would be responsible for getting any applicable permits or environmental reviews. Ms. Watson noted that MST has submitted a letter noting concerns which should be addressed before any recreational use of the branch line is considered.

Todd Clark, Museum of Handcar Technologies, responded to concerns raised in the MST letter and stated he has no intention of getting in the way of the busway project. He noted that the project would qualify for a mitigated negative declaration under state environmental law due to the very limited impacts of some minimal improvements to the tracks and the short duration of activities. He stated that he was waiting for the Committee's direction before engaging with State Parks or the Coastal Commission.

Lisa Rheinheimer, MST, expressed concerns that the handcar operations could impede progress on the planned busway in the corridor. She reported that MST's property (4.5 acres) is contaminated with asbestos and is dilapidated and cannot be used for any activities related to this proposal. She also raised the concern from the Coastal Commission regarding the endangered Smith's Blue Butterfly and the buckwheat plant upon which it is dependent.

Committee member comments:

Committee Member LeBarre expressed concerns related to the potential conflicts with the proposed MST busway using the branch line.

Committee Alternate Stratton commented that Board member Phillips thinks the proposal is a good, fun, and cool idea. He noted that this might raise interest in future rail service on the corridor.

Chair Huitt commented that he has mixed feelings, but concurs with Alternate Stratton, noting activity on the rail corridor is likely to get positive attention. He added that he loves the idea of a limited proof-of-concept demonstration project, noting the proposers are accepting majority of risks.

Committee Member Adams expressed concern that our partner MST is strongly objects and questioned the overall timeline for this proposal. Director Hale noted that the terms will need to be worked out.

Committee Member Smith commented that he fully supports MST's busway project and wants nothing to get in the way, noting that this is clearly a short-term proposal and MST's busway project is long-term.

Committee Member LeBarre expressed his appreciation for the clarifications about the temporary nature of this demonstration project and acknowledgments of MST's concerns, but noted he would vote against this proposal.

5. LEGISLATIVE UPDATE & 2020 LEGISLATIVE PROGRAM

On a motion by Committee Member LeBarre seconded by Committee Member Smith, the committee voted 6 -0 to recommend TAMC Board of Directors adopt the 2020 legislative program. The Committee agreed to a terminology update from "support measures" to "sponsor legislation" for state item 4S. The Committee received an update on state and federal legislative issues.

Gus Khouri, Agency's Legislative Consultant reported that the California Transportation Commission is holding SB1 funding workshops. He stated that two Commissioners are leaving and that the Central Coast Coalition is seeking a local representative to nominate for those seats. He noted that the Coalition was planning a legislative day in Sacramento on February 19. He reported that the Governor is releasing his budget on January 10 and Mr. Khouri would provide an update on that draft budget at the TAMC Board meeting.

Christina Watson, Principal Transportation Planner, provided a federal legislative update and reported on changes to the 2020 Legislative Program as compared to the draft. She

noted that the program includes an item to seek legislation related to the State Route 156 project and the fully protected endangered species the Santa Cruz Long-Toed Salamander. The Committee agreed to a terminology update from “support measures” to “sponsor legislation” for that item. Mr. Khouri noted he was meeting with Senator Monning as a potential author.

6. TRANSPORTATION EXCELLENCE AWARDS FOR 2019

On a motion by Committee Member Smith seconded by Chair Huitt, the committee voted 6 -0 to receive the nominations for the eighteenth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County; and selected awards recipients for the eighteenth awards ceremony to be held during the January 2020 Transportation Agency Board meeting.

Theresa Wright, Community Outreach Coordinator, presented the nominations for the 2019 Excellence Awards. The Executive Committee approved the award recipients for the awards ceremony at the January 2020 TAMC Board meeting.

7. TAMC DRAFT AGENDA FOR JANUARY 22, 2019

Executive Director Hale reviewed the draft regular and consent agenda for the TAMC Board meeting of January 22, 2019. After Executive Committee discussion, the following items will be considered on the regular agenda:

- Election of Officers for 2020
- Employee of the Quarter presentation
- Transportation Excellence Awards 2019
- State and Federal Legislative Program update

On the consent agenda, the Board will consider actions related to:

- American with Disabilities Act: Best Practices
- Fiscal Year 2019/20 Measure X Sales Tax Receipts
- Summary of Environmental Document reviews conducted by TAMC in 2019
- Amendment to grant funds requested by the City of Marina for the Cardoza Avenue Corridor Improvement Project/Safe Streets Pilot Program
- Regional Development Impact Fee Joint Powers Agency’s Audit Report

8. ANNOUNCEMENTS

None this month.

9. ADJOURNMENT

Chair Huitt adjourned the meeting at 11:15 a.m.



Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 5, 2020
Subject: Legislative Update

RECOMMENDED ACTION:

RECEIVE update on legislative activities.

SUMMARY:

Staff will present an update on the draft state budget and other legislative activities.

FINANCIAL IMPACT:

The Governor's draft budget includes a five-year, \$53 billion infrastructure plan using \$43 billion in existing SB 1 funds and \$12 billion in new "climate resiliency" funding to support transitioning California to a carbon-neutral economy and to modify infrastructure in anticipation of sea level rise. This proposal could result in changes to funding available for highway and transit projects.

DISCUSSION:

On January 10, 2020, Governor Newsom presented his draft 2020-21 budget. **Attached** are write-ups from Agency legislative consultant Gus Khouri and the California Transit Association. Online as a **web attachment** is a link to the summary from the Governor's office.

Key issues for TAMC include a strong focus on climate resiliency, directing future SB 1 grant funding toward projects that reduce greenhouse gas emissions, such as transit and active transportation projects. The budget includes a new \$12 billion climate fund, proposing a bond measure for November 2020 that would raise \$4.75 billion for climate resiliency projects.

On January 17, 2020, House Speaker Nancy Pelosi announced that the House would release a transportation authorization bill by the end of the month. **Attached** is an article about the announcement.

Staff will present an update on the draft budget at the meeting.

ATTACHMENTS:

- ▣ Khouri state budget report
- ▣ California Transit Association state budget update
- ▣ Federal transportation legislation news

WEB ATTACHMENTS:

- [Draft 2020-21 State Budget](#)



January 10, 2020

TO: Board Members, Transportation Agency for Monterey County
FROM: Gus Khouri, Principal
Khoury Consulting

RE: STATE LEGISLATIVE UPDATE – Governor’s FY 2020-21 State Budget

On January 10, Governor Newsom released his proposed FY 2020-21 State Budget. The 2020-21 Budget, which contains \$153 billion in General Fund spending (up \$6 billion from last year) is projected to have a healthy one-time surplus of \$21 billion.

The Budget assumes an additional \$1.8 billion transfer in the budget year and an additional \$1.4 billion over the remainder of the forecast period, leaving a reserve of \$21 billion, bringing the Rainy Day Fund to \$18 billion in 2020-21 and \$19 billion by 2022-23. The state will continue to face uncertain times, given the volatility of personal income tax and capital gains, and the as yet unknown ramifications of the recently enacted federal tax bill.

2020 Five-Year Infrastructure Plan

The Governor proposes a 5-year \$53 billion 2020 Infrastructure Plan focused on how the state’s investment in infrastructure, which underpins economic activity, can be leveraged to create a sustainable and resilient California. The Plan uses SB 1 (\$41 billion) and a new \$12 billion Climate Resilience Plan and builds upon the Governor’s Executive Order issued last September (N-19-19) directing state agencies with primary responsibility over major state-owned or operated assets to align investments with the state’s climate goals. This Infrastructure Plan includes the state’s responsibility to reduce risks from climate change while transitioning to a carbon-neutral economy. Most of the proposed funding in the Plan is dedicated to the state’s transportation system, which makes up 40 percent of the state’s carbon emissions and is a central focus of the Administration’s Climate Budget.

Climate Resilience

The Budget proposes a comprehensive approach to California’s investments to protect the state’s environment, address the effects of climate change, and promote resiliency. The “Climate Budget” includes \$12 billion over the next five years. Three key areas of the Climate Budget are a proposed climate resilience bond, Cap and Trade expenditures to continue the transition to a carbon-neutral economy, and a new Climate Catalyst Fund to promote the deployment of new technologies, especially by small businesses and emerging industries.

The Climate Catalyst Fund will finance investments in low-carbon transportation, sustainable agriculture, and waste diversion. The Budget proposes to capitalize the Fund with \$1 billion General Fund over the next four years.

A priority of the Governor is decarbonization in the state's largest sector of emissions by providing clean vehicles, clean fuels, low-carbon transportation options, and transit-oriented development, with enhanced prioritization on short-term environmental and public health benefits in disadvantaged and vulnerable communities.

The Administration is proposing a \$4.75 billion climate resilience bond for the November 2020 ballot to support investments over the next five years to reduce specific climate risks across California through investment in natural and built infrastructure, especially in the state's most climate-vulnerable communities. The bond is structured based on climate risks, and approximately 80 percent of the funds are allocated to address immediate, near-term risks (floods, drought, and wildfires), while the remaining funds lay the groundwork for addressing long-term climate risk (sea level rise and extreme heat). The Climate Resilience Bond would dedicate funding as follows: \$2.925 billion for drinking water, flood, drought; \$750 million for wildfire prevention; \$500 million for sea level rise to address coastal wetland protection; \$325 million to combat extreme heat through using cooler materials and urban greening and forestry; and \$250 million for community resilience.

Transportation Funding

SB 1 generates about \$5.2 billion annually. Over the next five years, \$22 billion will be available for new state highway repair and rehabilitation projects in the State Highway Operations and Protection Program (SHOPP). As the state invests in ongoing road maintenance, it is critical that the state does so in a way that is resilient in the face of physical climate impacts like floods, fires, extreme heat, and sea level rise.

Over this same five-year period, \$3.3 billion will be available for the State Transportation Improvement Program (STIP), which provides funding for future multi-modal transportation improvements throughout California. This program supports the implementation of regional Sustainable Community Strategies, as well as interregional travel. This could curb investments made to expand highway projects on the state highways system. Public transportation is expected to receive \$5 billion over the five-year period, and \$1.1 billion for active transportation. \$1 billion for partnerships with local transportation agencies is also included.

Housing

Over the next five years, the state will invest approximately \$17 billion to continue to bolster housing production, including an estimated \$2 billion from Cap and Trade proceeds for affordable housing and sustainable communities as well as \$1.75 billion one-time General Fund from the 2019 Budget Act to promote the production of housing as follows:

- \$250 million for planning grants
- \$500 million for grants for infrastructure that support higher-density affordable and mixed-income infill housing
- \$500 million to provide loans for mixed-income developments
- \$500 million for state tax credits for new affordable housing

Christina Watson

From: gus@khouriconsult.com
Sent: Friday, January 10, 2020 1:29 PM
To: Debbie Hale; Christina Watson
Subject: Fwd: Funding Update - January 10, 2020

Please see below. CTA just shared DOF's chart which was just posted.

Begin forwarded message:

From: California Transit Association <info@caltransit.org>
Date: January 10, 2020 at 1:17:03 PM PST
To: "gus@khouriconsult.com" <gus@khouriconsult.com>
Subject: Funding Update - January 10, 2020
Reply-To: "California Transit Association" <info@caltransit.org>



Governor Newsom Releases Proposed Fiscal Year 2020-21 Budget

This morning, Governor Newsom [released his proposed Fiscal Year 2020-21 Budget](#). The Governor's Budget redoubles the Administration's efforts to address homelessness, combat the effects of climate change and expand access to health care services to undocumented people.

As in 2019-20, the Budget is light in specific discussion of public transit; however, it does reference his recent Executive Order on Climate Change, stating that the budget reflects his priorities to address both short- and long-term

climate risks, including “decarbonization in the state’s largest sector of emissions by providing clean vehicles, clean fuels, low-carbon transportation options, and transit-oriented development, with enhanced prioritization on short-term environmental and public health benefits in disadvantaged and vulnerable communities.”

To support public transit, the Budget estimates the State Transit Assistance (STA) Program would receive approximately \$804 million in 2020-21, an increase of \$37 million over current year. Intercity and Commuter Rail would receive an estimated \$269 million in the coming fiscal year. We estimate that Cap and Trade funding will provide an additional \$125 million to the Low-Carbon Transit Operations Program, which is distributed using the STA formula. Lastly, the Transit and Intercity Rail Capital Program will receive SB 1 funds and Cap and Trade revenues (approximately \$511 million in FY 2020-21). A breakdown of these revenue totals follows:

Estimated Transit Funding			
Source	2018-19	2019-20	2020-21
<i>STA</i>			
Base (2.375%)	\$216,984	\$214,941	\$225,281
Gas Tax Swap (1.75%)	\$149,694	\$148,024	\$155,684
SB 1 (3.5%)	\$299,387	\$296,048	\$311,288
STA SGR (TIF)	\$105,000	\$108,000	\$112,000
Total	\$771,065	\$767,013	\$804,253
<i>INTERCITY & COMMUTER RAIL</i>			
Base (2.375%)*	\$216,984	\$214,941	\$225,281
SB 1 (0.5%)	\$42,772	\$42,293	\$44,470
Total	\$259,755	\$257,233	\$269,751
<i>LCTOP</i>			
Cap & Trade (5.0%)	\$147,000	\$114,100	\$125,000
Total	\$147,000	\$114,100	\$125,000
<i>TIRCP**</i>			
Cap & Trade (10.0%)	\$282,500	\$228,200	\$250,000
SB 1 (TIF)	\$245,000	\$251,000	\$261,000
Total	\$527,500	\$479,200	\$511,000
* Funds also used for other Caltrans purposes			
**Funds Included as part of five-year programming cycle			

Highlighted cells represent Association staff’s funding estimates and will be revised following input from the Department of Finance.

The Governor’s Cap and Trade Expenditure Plan includes \$150 million for Clean Trucks, Buses, & Off-Road Freight Equipment. Historically, this line item has supported the California Air Resources Board’s Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (commonly referred to as HVIP). This is an \$8 million increase from the \$142 million directed to this purpose in the previous fiscal year. Additionally, the Cap and Trade Expenditure Plan includes \$33 million for workforce training to be overseen by the Workforce Development Board.




Separate from the Cap and Trade Expenditure Plan, the Budget includes a one-time appropriation of \$51 million for the California Energy Commission’s Alternative and Renewable Fuel and Vehicle Technology Fund. This fund aims to accelerate deployment of electric vehicle charging infrastructure for light-, medium- and heavy-duty vehicles and can be accessed by transit agencies to comply with the California Air Resources Board’s Innovative Clean Transit regulation.

Additionally, the Budget includes a \$1 billion General Fund investment (\$250 million in 2020-21, with additional funding in later years) for a Climate Catalyst Fund, to be administered by the state’s Infrastructure Economic Development Bank in consultation with the Strategic Growth Council and the Labor and Workforce Development Agency. This revolving loan fund will provide low-interest loans for a portfolio of climate-related projects, prioritized in areas that help meet the state’s climate and equity goals, and where technologies and infrastructure exist that could be deployed at much greater speed and scale but face barriers in the private market. The budget notes that this fund may be used to purchase zero-emission transit and rail equipment and electric charging and hydrogen refueling infrastructure.

Finally, the Budget references the [Executive Order](#) issued by the Governor earlier this week, committing to strike teams to assist local governments in addressing their homelessness challenges, and, leveraging state property to provide new assets to help address the state’s homelessness crisis. As outlined in our [January 8 Legislative Bulletin](#), the Executive Order requests all counties, cities, [public transit agencies](#), special districts, school districts, tribal governments, and non-governmental actors, including businesses, faith-based organizations, and other non-profit agencies, to examine their own ability to provide shelter and house homeless individuals on a short-term emergency basis and coordinate with local authorities to provide shelter and house individuals.

The Governor’s Budget Summary can be found [here](#).

If you have any questions or comments about this Funding Update
please contact Legislative Advocate Matt Robinson at 916-446-4656, ext. 1022 or matt@caltransit.org,
or Legislative and Regulatory Advocate Michael Pimentel at 916-446-4656 ext. 1034 or michael@caltransit.org.

Connect with us   

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CONGRESS. LEGISLATION. POLITICS.

INFRASTRUCTURE

Pelosi promises long-awaited highway bill this month

Maxine Joselow, E&E News reporter • Published: Friday, January 17, 2020



House Speaker Nancy Pelosi (D-Calif.) said yesterday that the House would take up infrastructure legislation after next week's recess. Francis Chung/E&E News

The House will release its long-awaited transportation and infrastructure legislation the week of Jan. 27, Speaker Nancy Pelosi (D-Calif.) said yesterday.

"When we come back that first week, we will be rolling out our infrastructure legislation, the work of more than one committee but led by [Transportation and Infrastructure Committee Chairman] Peter DeFazio," Pelosi said during a press conference.

"It's pretty exciting," she continued. "It's something we talked about during the campaign. It's something the president talked about as a priority during the campaign."

Pelosi was referring to the measure that would reauthorize the Fixing America's Surface Transportation (FAST) Act, which expires in October.

It's expected to include climate change provisions, similar to the \$287 billion highway bill that unanimously passed the Senate Environment and Public Works Committee over the summer ([Greenwire](#), July 30, 2019).

That measure, [S. 2302](#), contained the first-ever climate title aimed at reducing greenhouse gas emissions from transportation and boosting the resilience of projects.

DeFazio previously told E&E News that he hoped to release the companion bill in February.

"I hope to be able to present my colleagues with some firm numbers and programs and policies, at least in substance, when we're back in January. And then we'll continue drafting and hopefully have a product in maybe February," the Oregon Democrat said in an interview last month ([E&E Daily](#), Dec. 20, 2019).

Pelosi's remarks appeared to indicate a slightly faster timeline for moving the bill. She appeared to be eyeing the week of Jan. 27, when the House returns from a recess following the week of Martin Luther King Jr. Day.

DeFazio's office didn't respond to a request for comment.

'Advance climate policies'

In a separate but related development, leaders of the House Sustainable Energy and Environment Coalition sent a [letter](#) to DeFazio and T&I Committee ranking member Sam Graves (R-Mo.) this week urging them to prioritize climate change in the highway bill.

"We urge you to use this bill as a vital legislative opportunity to advance climate policies that will protect Americans now and for generations to come," they wrote.

"A forward thinking, climate-focused highway bill will reduce greenhouse gas (GHG) emissions and localized air pollution while spurring American economic growth, job creation and competitiveness in the clean economy of the next century," they said.

The coalition leaders added, "A status quo highway bill will no longer serve the needs of our country or our planet; instead, it would risk putting us at a competitive disadvantage while leaving us all more vulnerable to the dangers of climate change."

The letter was spearheaded by SEEC Co-Chairs Gerry Connolly (D-Va.), Paul Tonko (D-N.Y.) and Doris Matsui (D-Calif.).

DeFazio has already been vocal about the need to address electric vehicles in the highway bill, including through provisions aimed at building more charging infrastructure.

"I fully intend to have a very robust electrification title as part of the [bill]," he said last month.

To that end, the highway bill could offer a consolation prize of sorts to environmentalists, who were sorely disappointed when a tax extenders package in December failed to include any incentives for energy storage or electric vehicles.

Sierra Club Executive Director Michael Brune previously blasted Democrats for backing the spending deal and said his group "cannot accept failure when it comes to protecting our climate for our children and future generations."

Senate outlook

Senate Majority Leader Mitch McConnell (R-Ky.) has yet to schedule a floor vote on the highway bill, much to the chagrin of business groups and transportation advocates ([E&E News PM](#), Oct. 18, 2019).

Complicating matters is the impeachment trial of President Trump, which is expected to gain steam next week with opening arguments.

McConnell has vowed to follow rules that require the Senate to meet at 1 p.m. every day except Sunday until the trial is completed.

After the trial concludes, however, the highway bill talks could advance as members look to rally around bipartisan must-pass legislation ahead of the November elections.

Twitter: [@maxinejoselow](#) | Email: mjoselow@eenews.net

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Memorandum

To: Executive Committee
From: Rita Goel, Director of Finance & Administration
Meeting Date: February 5, 2020
Subject: Draft Overall Work Program and Budget

RECOMMENDED ACTION:

Draft Overall Work Program & Budget

1. **RECOMMEND** that the Board **AUTHORIZE** Executive Director to submit the draft fiscal year 20/21 budget and Overall Work Program to federal and state funding agencies for initial review; and
2. **RECOMMEND** that the Board **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 20/21 through 22/23, and the Overall Work Program for fiscal year 20/21; and
3. **RECOMMEND** that the Board **DIRECT** the Executive Director to bring the final three-year budget and one-year Overall Work Program back to the Board on May 27, 2020 for approval.

SUMMARY:

Authorization to submit the draft budget for fiscal year 20/21 is necessary to meet review deadlines of federal and state funding agencies. The Agency continues to control expenditures to stay within its current year budget, and maintains a prudent cash reserve. The annual Transportation Agency for Monterey County Overall Work Program describes the activities that the Agency will undertake during the next fiscal year, and provides the basis for the 2020/21 budget.

FINANCIAL IMPACT:

The Transportation Agency for Monterey County gets majority of its funding from state sources. The funding is usually specific to the project or program for which it is granted and cannot be used to cover expenditures of a different project or program -- e.g. the funding received for the call box program can only be used for motorist aid programs. The use of funding is approved by Caltrans in the annual Overall Work Program.

The Agency budget separates expenditures into two types: operating and direct programs. Operating expenditures include salaries and benefits, materials and supplies, and equipment. Direct program expenditures include outside consultants, contracts, and specific project delivery tasks such as the Rail Extension to Salinas, and the bicycle and pedestrian program.

Operating: The proposed fiscal year 2020-2021 operating expenditure budget is \$3,674,024, a net increase over fiscal year 2019-2020 of \$203,884. Direct Program: The proposed fiscal year current direct program expenditure budget is \$13,722,919 a net decrease over fiscal year 19/20 of \$6,695,068. This decrease is primarily due to the timing of the Rail to Salinas project.

DISCUSSION:

Three Year Budget:

Attachment 1 is the budget for the three-year period from July 1, 2020 to June 30, 2023. Staff proposed several assumptions for the operating budget, which were reviewed by the Executive Committee in November 2019.

Operating Revenues: The Agency receives regular state planning and related operating funds from three primary state sources: Rural Planning Assistance, Project, Programming and Management funds, and Local Transportation Funds. Since November 2016, 1% revenues for Measure X administration have also been budgeted. In addition, TAMC receives funding related to specific project and program administration from several sources, which are estimated conservatively: Service Authority for Freeways and Expressways program, state rail project grants, Measure X project/program funds and railroad leases. Staff will continue to budget staff time in new grants, such as the recently received Salinas Safe Routes to School. In FY 16/17 the Congestion Management Program assessment on cities and counties was changed to a Regional Transportation Planning Assessment; the contribution amounts will stay at the same dollar level as in prior years but monies will need to be paid from a local funding source. Staff time will be billed to all of these revenues, and expenditures will be tightly controlled.

The Transportation Agency continues to subsidize the activities of the Regional Impact Fee Agency. The budget is projecting the annual use of \$10,000 in fee revenue to pay for operating expenses, although the ongoing annual cost to the Transportation Agency for this activity is much higher. Expenditures on regional fee activities are being tracked with the expectation that this cost will be repaid to the Transportation Agency as more fees are collected in the future.

Potential revenue risks to the agency continue to include a reduction in federal and state planning funds and minimal new development and therefore reduced administration funds for the Regional Development Impact Fee Agency. No state funding other than Planning, Programming and Monitoring has been cut recently, but staff will keep the Board advised. Should major revenue reductions occur, the agency would have to reevaluate its revenues, costs and mission to determine essential vs. discretionary activities. Billing staff time to specific projects, when possible, will continue to be a priority.

Operating Expenses: A 3% cost of living allowance is proposed for fiscal year 20/21. Merit increases and promotions will continue to be available subject to performance.

In order to seek ways to restrain rising health care costs, while still providing and protecting quality care, the Agency revised its cafeteria health benefit allowance for its active employees in FY 2011/12. The changes eliminated several variables that existed, permitted the Agency to better forecast its obligation under the cafeteria plan, and reduced the liability for future premium increases. Employees have the flexibility to choose from several plans that are offered by CalPERS. No change to the allowance is proposed in FY 20/21. However, the cash-out allowance amount will be reduced to \$375 in order to be in compliance with statutory regulations.

The Agency contribution to CalPERS in FY 2020/21 is projected to be higher than last year due to an increase in CalPERS rates. The Agency paid off its side-fund liability in December of 2013 and made a sizeable payment towards its unfunded liability in June 2016. These two factors help in keeping contributions lower than they would have otherwise been. However, due to Caltrans requiring the Agency to book the expense of the unfunded liability over a 5 year period (\$110,168/year) in order to be reimbursed, the budget continues to reflect \$110,168 towards the pension contributions.

The Public Employees' Pension Reform Act of 2013 continues to help curtail the agency's costs in the future due to the establishment of a 2nd tier, 3-year averaging and required sharing of employee contributions with future new members. In addition, all Agency employees pay a total contribution of 3.5% towards their CalPERS. These contributions help cover increases in CalPERS retirement costs and have brought the member share by employees at the payment percentage recommended in the pension reform law.

Direct Program: Projects, programs and consultant work are funded out of the Direct Program budget. For example,

the traffic counts program is funded from the Regional Surface Transportation Program in the Direct Program budget. Caltrans audit repayment, Public Outreach, and State and Federal legislative costs are funded from the unassigned reserve. Funds are budgeted for consultant Federal legislative costs and will only be spent if this activity is needed. Regional Development Impact Fees have been designated by Board action to pay for project costs related to SR 156 improvements and the Highway 68 Monterey to Salinas Scenic Highway corridor.

As a result of good fiscal management, the agency has added to its reserve in past years. As designated in its GASB 54 fund balance policy, the agency will continue to maintain a minimum of a six-month operating budget balance in its undesignated reserve. Also, as requested by the Executive Committee, any excess over the six-month level is designated as a “contingency” fund to cover short-term revenue shortfalls or unanticipated expenses. A portion of the undesignated contingency fund is forecast to be used in each of the three budget years for Operating and Direct Program activities.

Annual Work Program:

The annual Agency Overall Work Program describes the activities to be accomplished during the fiscal year beginning July 1, and ending June 30. After the draft Overall Work Plan is approved by the Transportation Agency Board of Directors at their February meeting, the draft plan will be submitted to Caltrans, who reviews the document and provides comments on the state and federal funded activities in the plan. Agency staff then incorporates comments from Caltrans, as well as comments received from the Transportation Agency Board, into to a final proposed Overall Work Program to be presented to the Board of Directors in May for adoption in conjunction with the fiscal year 2020/21 budget.

Draft 2020/21 Overall Work Program Highlights, by Agency Goal:

Deliver Projects (and Programs)

Measure X administration and implementation including:

- Working with Caltrans on state highway projects:
 - Monterey to Salinas Highway 68 Corridor: environmental review and preliminary engineering;
 - Highway 156/Castroville Boulevard Interchange: final engineering design and acquisition of right-of-way; and,
 - US 101 Safety Improvements – South of Salinas: update Project Study Report and prepare for the environmental phase of the project.
- Imjin Road improvements: work with City of Marina to initiate construction.
- Highway 68 - Holman Highway: work with City of Pacific Grove and Caltrans on relinquishment and future bicycle and pedestrian safety improvements.
- Highway 1 SURF! busway on the Monterey Branch Rail Line: work with MST on environmental review; work with Caltrans, the Cities of Seaside and Sand City to design improvements to intersection at Fremont/California Avenues at Highway 1.
- SR 156-Blackie Road Extension: coordinate with County of Monterey to initiate environmental review and preliminary engineering.
- Fort Ord Regional Trail and Greenway: initiate the Right-of-Way and final engineering phase for the Del Rey Oaks/SR 218 segment and pursue grant funding for other Fort Ord Regional Trail and Greenway segments.
- Habitat Preservation/Advance Mitigation: continue the Resource Conservation Investment Strategy with

Caltrans and natural resources agencies.

- Safe Routes to School: continue implementing the Every Child and Salinas grants as part of a coordinated effort to advance the education, enforcement and engineering improvements to reduce collisions and encourage healthy alternatives to driving. Initiate the Safe Routes to Schools in Salinas program.
- Senior and Disabled Mobility program: oversee programs funded in the second round of funding.

Non-Measure X Projects:

- Salinas Rail Extension Project: Complete construction of the Lincoln Avenue extension and parking improvements and continue the right-of-way acquisition and final design for the remainder of the project.
- Wayfinding Signs: continue installing signs for routes identified in the Regional Bicycle Wayfinding Plan.

Administration of Ongoing Programs:

- Go831 traveler information program: continue to outreach to major employers to encourage carpooling, vanpooling, telecommuting, using the bus, biking and walking to work.
- Bicycle Secure Program: fund racks, lockers and related secure storage for bicycles, skateboards and scooters.

Maximize Funding

- Matching grants: work to secure SB 1 and other matching grants for priority projects.
- Planning grants: evaluate the need for future corridor studies and safe routes to school grants.
- Other agencies: assist Caltrans, Monterey-Salinas Transit and member agencies in securing funding and delivering transportation improvements.

Communicate Early and Often

- Continue high level of public interactions during project development and construction.
- Prepare Agency and Measure X annual report.
- Assist member agencies with public outreach.
- Continue ongoing agency media outreach, staff and Board member education.

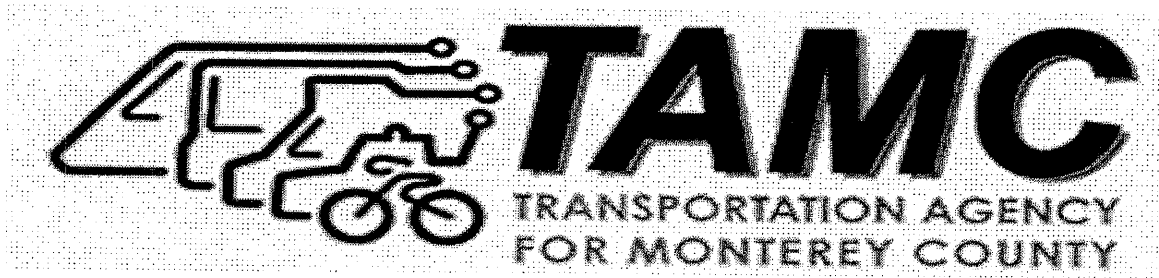
Prepare for the Future

- Continue developing the 2022 Regional Transportation Plan update.
- Complete streets: support local use of bicycle and pedestrian safety improvements as part of a “complete streets” policy.
- Intersection safety and roundabouts: continue to investigate and support the installation of new engineering designs for intersections to improve safety.
- SAFE Callbox Program: coordinate with CHP to initial removal of underutilized call boxes.
- Blue Zones: continue to coordinate on safety and active transportation with the Blue Zones health and longevity program as it expands countywide.

The next steps in the process are to present the draft budget and Overall Work Program to the Board of Directors in February and in May to bring the final budget and Overall Work Program to the Executive Committee for review and the Board of Directors for adoption.

ATTACHMENTS:

- ▣ TAMC 3-year budget
- ▣ Overall Work Program Summary



3 YEAR BUDGET

FISCAL YEARS

2020 - 2021

to

2022 - 2023

TAMC-3 YEAR BUDGET JULY 1, 2020 - JUNE 30, 2023

TOTAL REVENUE & EXPENDITURES - SUMMARY

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE
	FY 19/20 Approved	FY 20/21 Estimated	FY 21/22 Estimated	FY 22/23 Estimated	FY 20/21 BUDGET vs FY 19-20 APPROVED
Operating Revenue	\$3,470,140	\$3,674,024	\$3,631,331	\$3,652,668	5.9%
Direct Program Revenue	\$20,417,987	\$13,722,919	\$4,032,927	\$10,327,778	-32.8%
TOTAL REVENUE	\$23,888,127	\$17,396,943	\$7,664,258	\$13,980,446	-27.2%
Operating Expenditures	\$3,470,140	\$3,674,024	\$3,631,331	\$3,652,668	5.9%
Direct Program Expenditures	\$20,417,987	\$13,722,919	\$4,032,927	\$10,327,778	-32.8%
TOTAL EXPENDITURES	\$23,888,127	\$17,396,943	\$7,664,258	\$13,980,446	-27.2%
REVENUE MINUS EXPENDITURES	\$0	\$0	\$0	\$0	

TAMC-3 YEAR BUDGET JULY 1, 2020 - JUNE 30, 2023

TOTAL REVENUE BY SOURCE

SOURCE OF REVENUE	FY PLAN	FUTURE 3 YR BUDGET			4 Years Cumulative Impact	% CHANGE FY 20/21 BUDGET vs FY 19-20 APPROVED
	FY 19/20 Approved	FY 20/21 Estimated	FY 21/22 Estimated	FY 22/23 Estimated		
Federal Grants-Operating	\$40,000	\$0	\$0	\$0		-100.0%
Federal Grants-Direct	\$0	\$0	\$0	\$0		
State Grants-Operating	\$1,828,880	\$1,732,396	\$1,621,053	\$1,639,143		-5.3%
State Grants-Direct	\$19,394,548	\$13,463,390	\$3,830,948	\$10,119,295		-30.6%
RSTP-Direct	\$120,000	\$66,500	\$66,500	\$66,500		-44.6%
Local Funds-Operating	\$960,450	\$1,012,226	\$1,006,782	\$1,004,673		5.4%
Local Funds-Direct	\$646,130	\$400,510	\$344,402	\$303,348		-38.0%
Sub Total Revenue	\$22,990,008	\$16,675,022	\$6,869,685	\$13,132,959		-27.5%
FSP Reserve Surplus/(Usage)	\$0	\$0	\$0	\$0	\$0	
FSP Reserve Surplus/(Usage)-SB1	\$38,290	\$0	\$0	\$0	\$38,290	
SAFE Reserve Surplus/(Usage)	(\$210,813)	(\$215,333)	(\$215,891)	(\$220,449)	(\$862,486)	2.1%
Rail-Leases ROW-Reserve Surplus/(Usage)	(\$67,000)	(\$110,000)	(\$110,000)	(\$110,000)	(\$397,000)	64.2%
Undesig. Contingency Surplus/(Usage)-Oper.	(\$810)	(\$129,402)	(\$201,496)	(\$204,852)	(\$536,561)	15875.6%
Undesig. Contingency Surplus/(Usage)-Direct	(\$657,786)	(\$267,186)	(\$267,186)	(\$312,186)	(\$1,504,344)	-59.4%
Total Contingency Fund Surplus/ (Usage)	(\$898,119)	(\$721,921)	(\$794,573)	(\$847,487)	(\$3,262,101)	-19.6%
TOTAL REVENUE	\$23,888,127	\$17,396,943	\$7,664,258	\$13,980,446		-27.2%

TAMC-3 YEAR BUDGET JULY 1, 2020 - JUNE 30, 2023

OPERATING REVENUE

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
	FY 19/20 Approved	FY 20/21 Estimated	FY 21/22 Estimated	FY 22/23 Estimated	FY 20/21 BUDGET vs FY 19-20 APPROVED	FY 20/21 BUDGET vs FY 19-20 APPROVED
OPERATING REVENUE						
FEDERAL PLANNING GRANTS						
Federal Planning (AMBAG-FHWA PL)	\$0	\$0	\$0	\$0		\$0
SR156 West Proj. Mgmt. -EARMARK	\$40,000	\$0	\$0	\$0	-100.0%	-\$40,000
SUB TOTAL FEDERAL GRANTS	\$40,000	\$0	\$0	\$0	-100.0%	-\$40,000
STATE PLANNING GRANTS						
Local Transportation Fund (Current)- LTF	\$908,485	\$908,485	\$908,485	\$908,485	0.0%	\$0
Planning & Programming -PPM	\$234,000	\$201,000	\$201,000	\$201,000	-14.1%	-\$33,000
Rural Planning Assistance-RPA	\$422,000	\$392,000	\$392,000	\$422,000	-7.1%	-\$30,000
Complete Streets Project Implementation-RSTP	\$92,200	\$92,200	\$55,000	\$55,000	0.0%	\$0
Marina & Seaside SRTS Grant	\$6,670	\$0	\$0	\$0	-100.0%	-\$6,670
SRTS-ATP Cycle 4 Every Child	\$43,881	\$52,658	\$52,658	\$52,658	20.0%	\$8,777
Salinas Safe Routes to School SB1	\$0	\$35,731	\$11,910	\$0		\$35,731
Rail Network Integration Study	\$75,000	\$40,852	\$0	\$0	-45.5%	-\$34,148
Regional Conservation Investment Strategy	\$46,644	\$9,470	\$0	\$0	-79.7%	-\$37,174
SUB TOTAL STATE GRANTS	\$1,828,880	\$1,732,396	\$1,621,053	\$1,639,143	-5.3%	-\$96,484
LOCAL PLANNING CONTRIBUTIONS						
Regional Transportation Planning Assessment	\$243,076	\$243,076	\$243,076	\$243,076	0.0%	\$0
Impact Fee - Program Administration	\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
Sales Tax Authority Administration Fees	\$200,000	\$200,000	\$200,000	\$200,000	0.0%	\$0
Measure X Projects/Programs	\$500,000	\$550,000	\$550,000	\$550,000	10.0%	\$50,000
SRTS-ATP Cycle 4 Every Child-Measure X match	\$1,331	\$1,597	\$1,597	\$1,597	20.0%	\$266
Salinas Safe Routes to School -Measure X match	\$0	\$6,326	\$2,109	\$0		\$6,326
Regional Cons. Investment Strategy- Measure X match	\$6,043	\$1,227	\$0	\$0	-79.7%	-\$4,816
SUB TOTAL LOCAL FUNDS	\$960,450	\$1,012,226	\$1,006,782	\$1,004,673	5.4%	\$51,776
OTHER CONTRIBUTIONS						
FSP- Staff Support	\$40,000	\$50,000	\$52,000	\$54,000	25.0%	\$10,000
SAFE- Staff Support	\$40,000	\$40,000	\$40,000	\$40,000	0.0%	\$0
SAFE- Go831 Staff Support	\$200,000	\$200,000	\$200,000	\$200,000	0.0%	\$0
Rail-Rail Extension to Salinas-Staff Support	\$200,000	\$350,000	\$350,000	\$350,000	75.0%	\$150,000
Rail-Monterey Branch Line /Leases Staff Support	\$160,000	\$160,000	\$160,000	\$160,000	0.0%	\$0
SUB TOTAL STAFF SUPPORT	\$640,000	\$800,000	\$802,000	\$804,000	25.0%	\$160,000
Sub Total Operating Revenue	\$3,469,330	\$3,544,622	\$3,429,835	\$3,447,816	2.2%	\$75,292
Undesig. Contingency Res. Surplus/ (Usage)-Oper.	(\$810)	(\$129,402)	(\$201,496)	(\$204,852)	15875.6%	(\$128,592)
TOTAL OPERATING REVENUE	\$3,470,140	\$3,674,024	\$3,631,331	\$3,652,668	5.9%	\$203,884

**TAMC- OPERATING REVENUE CHANGES FY 2020-2021
FROM FY 2019-2020 APPROVED BUDGET**

<u>Operating Revenue</u>	FY 19-20 APPROVED BUDGET	FY 20-21 PROPOSED BUDGET	FY 20/21 BUDGET vs FY 19-20	
			\$ CHANGE	% CHNG
1 <u>FEDERAL PLANNING GRANTS</u>	\$40,000	\$0	-\$40,000	-100.0%
SR156 West Proj. Mgmt. -EARMARK	\$40,000	\$0	-\$40,000	-100.0%
2 <u>STATE PLANNING GRANTS</u>	\$1,828,880	\$1,732,396	-\$96,484	-5.3%
Planning & Programming -PPM	\$234,000	\$201,000	-\$33,000	-14.1%
Rural Planning Assistance-RPA	\$422,000	\$392,000	-\$30,000	-7.1%
Marina & Seaside SRTS Grant	\$6,670	\$0	-\$6,670	-100.0%
SRTS-ATP Cycle 4 Every Child	\$43,881	\$52,658	\$8,777	20.0%
Salinas Safe Routes to School SB1	\$0	\$35,731	\$35,731	
Rail Network Integration Study	\$75,000	\$40,852	-\$34,148	-45.5%
Regional Conservation Investment Strategy	\$46,644	\$9,470	-\$37,174	-79.7%
3 <u>LOCAL PLANNING FUNDS</u>	\$960,450	\$1,012,226	\$51,776	5.4%
Measure X Projects/Programs	\$500,000	\$550,000	\$50,000	10.0%
SRTS-ATP Cycle 4 Every Child-Measure X match	\$1,331	\$1,597	\$266	20.0%
Salinas Safe Routes to School -Measure X match	\$0	\$6,326	\$6,326	
Regional Cons. Investment Strategy- Measure X match	\$6,043	\$1,227	-\$4,816	-79.7%
4 <u>OTHER CONTRIBUTIONS</u>	\$640,000	\$800,000	\$160,000	25.0%
FSP- Staff Support	\$40,000	\$50,000	\$10,000	25.0%
Rail-Rail Extension to Salinas-Staff Support	\$200,000	\$350,000	\$150,000	75.0%
5 <u>UNDESIGNATED CONTINGENCY SURPLUS/ (USAGE)</u>	(\$810)	(\$129,402)	(\$128,592)	15875.6%
OPERATING REVENUE TOTAL	\$3,470,140	\$3,674,024	\$203,884	5.9%

TAMC-3 YEAR BUDGET JULY 1, 2020 - JUNE 30, 2023

OPERATING EXPENSES

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
	FY 19/20 Approved	FY 20/21 Estimated	FY 21/22 Estimated	FY 22/23 Estimated	FY 20/21 BUDGET vs FY 19-20 APPROVED	FY 20/21 BUDGET vs FY 19-20 APPROVED
<u>OPERATING EXPENSES</u>						
Salaries	\$2,012,170	\$2,143,403	\$2,176,687	\$2,199,659	6.5%	\$131,233
Fringe Benefits	\$913,700	\$969,958	\$880,589	\$885,460	6.2%	\$56,258
Material and Services	\$534,270	\$550,663	\$564,055	\$557,549	3.1%	\$16,393
Depreciation/ Amortization	\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
TOTAL OPERATING EXPENSES	\$3,470,140	\$3,674,024	\$3,631,331	\$3,652,668	5.9%	\$203,884

<u>CAPITAL OUTLAY</u>						
Equipment Replacements	\$10,000	\$5,000	\$5,000	\$5,000	-50.0%	-\$5,000
Vehicle Replacement	\$0	\$0	\$0	\$0		\$0
TOTAL CAPITAL OUTLAY	\$10,000	\$5,000	\$5,000	\$5,000	-50.0%	-\$5,000

**TAMC- OPERATING EXPENSE CHANGES
FY 20-21 BUDGET vs FY 19-20 APPROVED**

<u>Operating Expenses</u>	FY 19-20 APPROVED BUDGET	FY 20-21 PROPOSED BUDGET	FY 20/21 BUDGET vs FY 19-20	
			\$ CHANGE	% CHNG
1 Salaries Changes	\$2,012,170	\$2,143,403	\$131,233	6.5%
Cost of Living Adjustments @ 3.00%			\$56,480	
Step increases/Promotions			\$31,876	
Retired Annuitant Engineer -Addition			\$81,955	
Retired Annuitant Fort Ord Property- Partial Reduction			-\$39,078	
2 Fringe Benefit Changes	\$913,700	\$969,958	\$56,258	6.2%
PERS retirement contribution			\$24,852	
PERS unfunded liability contribution			\$13,966	
Other Fringes			\$13,431	
Retired Annuitant Engineer -Addition			\$7,985	
Retired Annuitant Fort Ord Property- Partial Reduction			-\$3,976	
3 Materials and Services Changes	\$534,270	\$550,663	\$16,393	3.1%
Accounting Service OPEB & Others			-\$10,000	
Computer Support Services			\$7,500	
TV Broadcast			\$10,000	
Dues & Subscription (non legislative)			\$2,000	
Insurance (Liability, Crime & Property)			\$1,500	
Rent			\$3,293	
Supplies Allowable (incl gis software/novus			\$2,100	
4 Depreciation/Amortization Changes	\$ 10,000	\$10,000	\$0	0.0%
OPERATING EXPENSE TOTAL	\$ 3,470,140	\$ 3,674,024	\$ 203,884	5.9%

TAMC-3 YEAR BUDGET JULY 1, 2020 - JUNE 30, 2023

CAPITAL OUTLAY

CAPITAL OUTLAY		FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
		FY 19/20 Approved	FY 20/21 Estimated	FY 21/22 Estimated	FY 22/23 Estimated	FY 20/21 BUDGET vs FY 19-20 APPROVED	FY 20/21 BUDGET vs FY 19-20 APPROVED
Equipment Replacements		\$10,000	\$5,000	\$5,000	\$5,000	-50.0%	-\$5,000
Vehicle Replacement		\$0	\$0	\$0	\$0		\$0
TOTAL CAPITAL OUTLAY		\$10,000	\$5,000	\$5,000	\$5,000	-50.0%	-\$5,000

CURRENT CAPITAL EQUIPMENT \$ 114,586
RESERVE BALANCE 6/30/2018

TAMC-3 YEAR BUDGET JULY 1, 2020 - JUNE 30, 2023										
Direct Program Revenue- Summary										
WE	Direct Program Description	Revenue Source	FY PLAN				FUTURE 3 YR BUDGET		FY 20/21 BUDGET vs FY 19-20	
			FY 19/20	FY 20/21	FY 21/22	FY 22/23	\$ CHANGE	% CHNG		
			Approved	Estimated	Estimated	Estimated				
0000	Caltrans audit repayment (fy 15-16 thru fy 24-25)	Local	Oper Resv	\$82,186	\$82,186	\$82,186	\$82,186	\$0	0%	
1000	Leadership Training	State	RPA	\$25,000	\$25,000	\$25,000	\$25,000	\$0	0%	
1020	Triennial Audit	Local	Oper Resv	\$40,000	\$0	\$0	\$45,000	-\$40,000		
1122	Legislative Advocates	Local	Oper Resv	\$115,000	\$115,000	\$115,000	\$115,000	\$0	0%	
1130	Public Outreach Program	Local	Oper Resv	\$81,000	\$70,000	\$70,000	\$70,000	-\$11,000	-14%	
1770	Freeway Service Patrol	State	FSP	\$200,000	\$188,329	\$190,477	\$208,625	-\$11,671	-6%	
1770	FSP-SAFE Match (25% FSP Grant)	State	FSP	\$50,000	\$47,082	\$47,619	\$52,156	-\$2,918	-6%	
1770	FSP- Staff Support	State	FSP	(\$40,000)	(\$50,000)	(\$52,000)	(\$54,000)	-\$10,000	25%	
1770	Freeway Service Patrol-SB1	State	FSP	\$198,427	\$208,175	\$208,259	\$208,343	\$9,748	5%	
1770	FSP-SAFE Match (25% FSP Grant)-SB1	State	FSP	\$49,606	\$52,044	\$52,065	\$52,086	\$2,438	5%	
1770	FSP-Reserve Surplus/(Usage)-SB1	State	FSP	\$38,290	\$0	\$0	\$0	-\$38,290	-100%	
1780	SAFE - FSP Match	State	SAFE	(\$50,000)	(\$47,082)	(\$47,619)	(\$52,156)	\$2,918	-6%	
1780	SAFE - FSP Match-SB1	State	SAFE	(\$49,606)	(\$52,044)	(\$52,065)	(\$52,086)	-\$2,438	5%	
1780	SAFE	State	SAFE	\$340,000	\$340,000	\$340,000	\$340,000	\$0	0%	
1780	SAFE- Staff Support	State	SAFE	(\$40,000)	(\$40,000)	(\$40,000)	(\$40,000)	\$0	0%	
1790	SAFE- Go831 Staff Support	State	SAFE	(\$200,000)	(\$200,000)	(\$200,000)	(\$200,000)	\$0	0%	
1780	SAFE- Reserve Surplus/(Usage)	reserve	SAFE	(\$210,813)	(\$215,333)	(\$215,891)	(\$220,449)	-\$4,520	2%	
2310	Traffic Counts/Bike & Ped	RSTP	RSTP	\$30,000	\$36,500	\$36,500	\$36,500	\$6,500	22%	
6148	Tri County Bike Week Campaign	Local	TDA	\$27,500	\$27,500	\$27,500	\$27,500	\$0	0%	
6220	RTP/EIR update shared	State	RPA	\$0	\$30,000	\$30,000	\$0	\$30,000		
6500	Project Development & Grant Implementation	Local	Oper Resv	\$50,000	\$0	\$0	\$0	-\$50,000	-100%	
6550	Complete Streets Project Implementation-Bike Secure	RSTP	RSTP	\$30,000	\$30,000	\$30,000	\$30,000	\$0	0%	
6550	Complete Streets Project Implementation-Way Finding	State	SB1-LPP	\$130,400	\$0	\$0	\$0	-\$130,400		
6550	Complete Streets Project Implementation-Way Finding	RSTP	RSTP	\$60,000	\$0	\$0	\$0	-\$60,000		
6550	Complete Streets Project Implementation-Way Finding	Local	Oper Resv	\$289,600	\$0	\$0	\$0	-\$289,600		
6728	Marina & Seaside SRTS Grant	State	State	\$64,284	\$0	\$0	\$0	-\$64,284	-100%	
6728	Marina & Seaside SRTS Grant	Local	Measure X	\$10,484	\$0	\$0	\$0	-\$10,484	-100%	
6729	Salinas Safe Routes to School SB1	State	SB1-Adapt.	\$0	\$441,520	\$147,174	\$0	\$441,520		
6729	Salinas Safe Routes to School -Measure X match	Local	Measure X	\$0	\$78,163	\$26,054	\$0	\$78,163		
6740	Regional Conservation Investment Strategy	State	SB1-Adapt.	\$160,887	\$27,179	\$0	\$0	-\$133,708		
6740	Regional Cons. Investment Strategy- Measure X match	Local	Measure X	\$20,845	\$3,521	\$0	\$0	-\$17,324		
6803	Rail-Rail Extension to Salinas- (STIP/PTA)	State	State	\$200,000	\$6,057,645	\$0	\$0	\$5,857,645	2929%	
6803	Rail-Rail Extension to Salinas- (STIP)	State	State	\$0	\$0	\$0	\$5,450,000	\$0		
6803	Rail-Rail Extension to Salinas- (TIRCP)	State	State	\$0	\$0	\$0	\$3,200,000	\$0		
6803	Rail-Rail Extension to Salinas- (TCRP 14)	State	State	\$1,614,231	\$144,980	\$0	\$0	-\$1,469,251	-91%	
6803	Rail-Rail Ext. to Salinas- (Prop. 116 Rail Bonds)	State	State	\$2,098,836	\$2,050,000	\$719,001	\$0	-\$48,836	-2%	
6803	Rail-Rail Extension to Salinas-TCRP 7.3+GILROY	State	State	\$13,234,106	\$3,100,000	\$1,483,710	\$0	-\$10,134,106	-77%	
6803	Rail-Rail Extension to Salinas-Staff Support	State	State	(\$200,000)	(\$350,000)	(\$350,000)	(\$350,000)	-\$150,000	75%	
6804	Rail-Leases ROW	Local	Leases	\$210,000	\$210,000	\$210,000	\$210,000	\$0	0%	
6804	Rail-Leases ROW-Staff Support	Local	Leases	(\$160,000)	(\$160,000)	(\$160,000)	(\$160,000)	\$0	0%	
6804	Rail-Leases ROW-Reserve Surplus/(Usage)	Local	Leases	(\$67,000)	(\$110,000)	(\$110,000)	(\$110,000)	-\$43,000	64%	
6807	Rail Leases-Salinas	Local	Leases	\$15,000	\$15,000	\$15,000	\$0	\$0		
6809	Rail Network Integration Study	State	TIRCP	\$200,000	\$147,463	\$0	\$0	-\$52,537		
7101	SRTS-ATP Cycle 4 Every Child	State	State	\$603,377	\$703,099	\$687,327	\$687,327	\$99,722		
7101	SRTS-ATP Cycle 4 Every Child-Measure X match	Local	Measure X	\$18,301	\$21,326	\$20,848	\$20,848	\$3,025		
7301	FORTAG-Environmental Phase	Local	TDA	\$325,000	\$0	\$0	\$0	-\$325,000		
7301	FORTAG-Environmental Phase	State	SB1-LPP	\$325,000	\$0	\$0	\$0	-\$325,000		
8010	Public Outreach Program -Measure X	Local	Measure X	\$9,000	\$40,000	\$40,000	\$40,000	\$31,000		
8010	Measure X - Materials & Services-Audits etc.	Local	Local	\$10,000	\$5,000	\$5,000	\$5,000	-\$5,000	-50%	
	Total Direct Program Revenue			\$20,417,987	\$13,722,919	\$4,032,927	\$10,327,778	-\$6,695,068	-32.8%	

TAMC-3 YEAR BUDGET JULY 1, 2020 - JUNE 30, 2023

Direct Program Expenses-Summary

WE	Direct Program Description	FY PLAN	FUTURE 3 YR BUDGET			FY 20/21 BUDGET	
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	vs FY 19-20	
		Approved	Estimated	Estimated	Estimated	\$ CHANGE	% CHNG
0000	Caltrans audit repayment (fy 15-16 thru fy 24-25)	\$82,186	\$82,186	\$82,186	\$82,186	\$0	0%
1000	Leadership Training	\$25,000	\$25,000	\$25,000	\$25,000	\$0	0%
1020	Triennial Audit	\$40,000	\$0	\$0	\$45,000	-\$40,000	-100%
1122	Legislative Advocates	\$115,000	\$115,000	\$115,000	\$115,000	\$0	0%
1130	Public Outreach Program	\$81,000	\$70,000	\$70,000	\$70,000	-\$11,000	-14%
1770	Freeway Service Patrol- Towing Contracts	\$210,000	\$207,800	\$220,000	\$230,000	-\$2,200	-1%
1770	Freeway Service Patrol- Towing Contracts -SB1	\$209,743	\$228,000	\$220,000	\$230,000	\$18,257	9%
1770	Freeway Service Patrol- Other Expenses	\$0	\$9,830	\$6,420	\$7,210	\$9,830	
1780	SAFE - Call Box contract costs	\$125,000	\$125,000	\$125,000	\$125,000	\$0	0%
1780	SAFE - ADA Compliance	\$42,207	\$42,207	\$42,207	\$42,207	\$0	0%
1790	SAFE- Go831-Mrktg & Printing Material	\$12,000	\$12,000	\$12,000	\$12,000	\$0	0%
1790	SAFE- Go831-Emergency Ride Home	\$2,000	\$2,000	\$2,000	\$2,000	\$0	0%
1790	SAFE- Go831-Monterey Bay Economic Partnership Dues	\$0	\$5,000	\$5,000	\$5,000	\$5,000	
1790	SAFE- Software/App. (TDM Platform)	\$30,000	\$30,000	\$30,000	\$30,000	\$0	0%
2310	Traffic Counts/Bike & Ped	\$30,000	\$36,500	\$36,500	\$36,500	\$6,500	22%
6148	Tri County Bike Week Campaign/Ciclovia etc	\$27,500	\$27,500	\$27,500	\$27,500	\$0	0%
6220	RTP/EIR update shared	\$0	\$30,000	\$30,000	\$0	\$30,000	
6500	Project Development & Grant Implementation	\$50,000	\$0	\$0	\$0	-\$50,000	-100%
6550	Complete Streets Project Implementation-Bike Secure	\$30,000	\$30,000	\$30,000	\$30,000	\$0	0%
6550	Complete Streets Project Implementation-Way Finding	\$480,000	\$0	\$0	\$0	-\$480,000	-100%
6728	Marina & Seaside SRTS Grant	\$74,768	\$0	\$0	\$0	-\$74,768	-100%
6729	Salinas Safe Routes to School	\$0	\$519,683	\$173,228	\$0	\$519,683	
6740	Regional Conservation Investment Strategy	\$181,732	\$30,700	\$0	\$0	-\$151,032	-83%
6803	Rail-Rail Extension to Salinas	\$16,947,173	\$11,002,625	\$1,852,711	\$8,300,000	-\$5,944,548	-35%
6804	Rail-Leases ROW-MBL Property Maint.	\$100,000	\$150,000	\$150,000	\$150,000	\$50,000	50%
6805	Rail-Leases ROW- FORA Annual Dues	\$7,000	\$0	\$0	\$0	-\$7,000	-100%
6805	Rail-Leases ROW- FORA Property Maint.	\$10,000	\$10,000	\$10,000	\$10,000	\$0	0%
6807	Rail Leases-Salinas	\$15,000	\$15,000	\$15,000	\$0	\$0	0%
6809	Rail Network Integration Study	\$200,000	\$147,463	\$0	\$0	-\$52,537	-26%
7101	SRTS-ATP Cycle 4 Every Child	\$621,678	\$724,425	\$708,175	\$708,175	\$102,747	17%
7301	FORTAG-Environmental Phase	\$650,000	\$0	\$0	\$0	-\$650,000	-100%
8010	Public Outreach Program -Measure X	\$9,000	\$40,000	\$40,000	\$40,000	\$31,000	344%
8010	Measure X - Material & Services-Audits etc.	\$10,000	\$5,000	\$5,000	\$5,000	-\$5,000	-50%
	TOTAL Direct Program Expenses	\$20,417,987	\$13,722,919	\$4,032,927	\$10,327,778	-\$6,695,068	-32.8%

**TAMC- DIRECT PROGRAM EXPENSE CHANGES
FY 20-21 BUDGET vs FY 19-20 APPROVED**

<u>Direct Program Expense Changes</u>				FY 20/21 BUDGET vs FY 19-20	
WE		Project	Reason for Change	\$ CHANGE	% CHNG
1020	Other	Triennial Audit	Audit required every 3 years	(\$40,000)	-100%
1130	Other	Public Outreach Program	Annual Report shared costs moved to WE 8010	(\$11,000)	-14%
1770	FSP	Freeway Service Patrol	SB 1 beats increased contract	\$25,887	6%
1790	SAFE	SAFE- Go831-Monterey Bay Economic Partnership Dues	New Dues	\$5,000	
2310	Other	Traffic & Bike & Ped Counts	Bike & Ped counts added	\$6,500	22%
6220	Other	RTP/EIR update shared	Agency contribution for activity	\$30,000	
6500	Other	Project Development & Grant Implementation	Costs charged to individual projects	-\$50,000	-100%
6550	Other	Complete Streets Project Implementation-Way Finding	Funds budgeted in FY 19/20	-\$480,000	-100%
6728	Other	Marina & Seaside SRTS Grant	Activity completed	-\$74,768	-100%
6729	Other	Salinas Safe Routes to School	New Grant	\$519,683	
6740	Other	Regional Conservation Investment Strategy	Activity nearing completion	-\$151,032	-83%
6803	Rail	Rail-Rail Extension to Salinas	Revised expenditure schedule for project	-\$5,944,548	-35%
6804	Rail	Rail-Leases ROW-MBL Property Maint.	Increase property Maintenance	\$50,000	50%
6805	Rail	Rail-Leases ROW- FORA Annual Dues	FORA dissolved	-\$7,000	-100%
6809	Rail	Rail Network Integration Study	Activity nearing completion	-\$52,537	-26%
7101	Other	SRTS-ATP Cycle 4 Every Child	Increased activity	\$102,747	17%
7301	Other	FORTAG-Environmental Phase	Activity completed	-\$650,000	-100%
8010	Other	Public Outreach Program	Annual report share for Measure X_Printing /Postage	\$31,000	344%
8010	Other	Measure X - Material & Services-Audits etc.	Budgeted to actual expenses in prior FY	-\$5,000	-50%
TOTAL DIRECT PROGRAM EXPENSE CHANGES				-\$6,695,068	-32.8%

**TAMC- STAFF POSITION LIST
FISCAL YEAR 2020-2023**

	FY 2019-2020 AUTHORIZED	FY 2020-2021 PROPOSED	CHANGE
<u>Management</u>			
Executive Director	1	1	0.0
Deputy Executive Director	1	1	0.0
Director of Finance & Administration	1	1	0.0
<u>Planning</u>			
Transportation Planners	7	7	0.0
Retired Annuitant	0.5	0.25	-0.25
<u>Engineering</u>			
Transportation Engineers	2	2	0.0
Retired Annuitant	0	0.5	0.5
<u>Support</u>			
Finance Officer/Analyst	1	1	0.0
Sr.Administrative Assistant	1	1	0.0
Administrative Assistant	1.5	1.5	0.0
Sub-total Regular Full-Time	16	16.25	0.25
<u>Support</u>			
Student Intern (Full Time Equivalent)	1	1	0.0
Sub-total Part-Time	1	1	0.0
TAMC TOTAL	17	17.25	0.25

**Transportation Agency for Monterey County
FY 2020-2021 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
1000	Statewide Leadership Training	\$ -	\$ 25,000	\$ 25,000	Provide administrative support for Rural Planning Assistance funded grant for staff from various rural Regional Transportation Planning Agencies to attend leadership training opportunities.
1010	Budget, Work Program	\$ 79,065	\$ -	\$ 79,065	Prepare billing and quarterly reports, develop and monitor Work Program and budget, oversee agency funding and activities
1020	Local Transportation Fund (LTF) Administration	\$ 54,642	\$ -	\$ 54,642	Conduct unmet needs process, allocate and manage Local Transportation Funds, conduct tri-annual audit
1120	Plans Coordination & Interagency Liaison	\$ 227,015	\$ -	\$ 227,015	Coordinate with partner and member agencies on short- and long-range transportation plans; conduct legislative monitoring
1122	Legislative Advocacy	\$ 46,534	\$ 115,000	\$ 161,534	Prepare legislative program; propose law changes as appropriate; support or oppose legislation or policies
1130	Public Involvement/ Education	\$ 265,608	\$ 70,000	\$ 335,608	Issue news releases, conduct public meetings, update website, annual report and awards program.
1770	Freeway Service Patrol (FSP)	\$ 64,657	\$ 445,630	\$ 510,287	Emergency tow truck services
1780	Service Authority for Freeway Emergencies (SAFE) Monterey County	\$ 56,287	\$ 167,207	\$ 223,494	Call-box and motorist aid program
1790	Go831 Traveler Information Programs	\$ 418,187	\$ 49,000	\$ 467,187	Traveler information programs such as ridesharing services, notices for construction related closures, and other activities that educate and improve mobility for Monterey County travelers
2310	Data Collect, Uniformity	\$ 15,949	\$ 36,500	\$ 52,449	Collect traffic data for regional model and planning uses
2510	Regional Transportation Model	\$ 4,248	\$ -	\$ 4,248	Participate in regional model task force, coordinate information retrieval with member agencies, review and provide input on model usage and updates
4110	Environmental Document Review	\$ 37,829	\$ -	\$ 37,829	Review development proposals for transportation impacts, Insure consistence with regional transportation system, propose mitigation measures such as Complete Street features
6140	Bicycle/Pedestrian Planning	\$ 62,132	\$ -	\$ 62,132	Hold bike committee meetings, review projects for consistency with the Regional Transportation Plan

**Transportation Agency for Monterey County
FY 2020-2021 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6148	Active Transportation Education Campaign	\$ 5,085	\$ 27,500	\$ 32,585	Conduct public outreach and education for active transportation during Bike Week and throughout the year
6220	Regional Transportation Plan	\$ 88,886	\$ 30,000	\$ 118,886	Develop content for the 2022 Monterey County Regional Transportation Plan including estimates of reasonable available funding and constrained project lists. Coordinate with other regional agencies on development of their respective 2022 Regional Transportation Plans.
6262	Regional Impact Fee - project programming, admin	\$ 29,291	\$ -	\$ 29,291	Collect fees and allocate funds to fee program projects.
6410	Regional Transportation Improvement Program (RTIP) - Programming	\$ 88,217	\$ -	\$ 88,217	Coordinate with Caltrans and other regional agencies on project programming.
6500	Project Development and Grant Implementation	\$ 117,242	\$ -	\$ 117,242	Participate in environmental review, right-of-way acquisition, engineering; apply for fund allocations, amendments or extensions, apply for grant funds, monitor fund sources and assist implementing agencies in utilizing funds
6550	Complete Streets Implementation	\$ 92,973	\$ 30,000	\$ 122,973	Conduct activities related to implementing "Complete Streets" projects. Activities include: purchasing bicycle racks and other security devices as part of the Bicycle Secure Program; design, manufacture and installation of bicycling wayfinding signs, and assist local agencies in incorporating Complete Street features in local road projects.
6710	Corridor Studies & Regional Roadway Planning	\$ 28,295	\$ -	\$ 28,295	Participate in pre-environmental review corridor planning.
6729	Salinas Safe Route to School Plan	\$ 105,751	\$ 519,683	\$ 625,434	This Plan will examine conditions at 44 schools in four districts. It will provide a comprehensive approach and tools to improve unsafe conditions around schools and reduce barriers to walking, biking, taking the bus and carpooling to school.

**Transportation Agency for Monterey County
FY 2020-2021 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6740	Resource Conservation Investment Strategy	\$ 69,124	\$ 30,700	\$ 99,824	Assess the vulnerability of species and habitat to climate change related stressors; develop conservation strategies to improve resiliency from the identified stressors; and define a framework to finance the implementation of these conservation strategies as compensatory mitigation from new transportation improvements.
6800	Rail Planning/Corridor Studies	\$ 57,973	\$ -	\$ 57,973	Staff TAMC Rail Policy Committee, Participate in Coast Rail Coordinating Council meetings, and freight facility planning
6803	Passenger Rail Extension to Monterey C	\$ 350,459	\$ 11,002,625	\$ 11,353,084	Prepare engineering for stations, layover facility, track improve.; acquire rights-of-way for stations, platforms and layover facility
6804	Monterey Branch Line Railroad Leases	\$ 17,721	\$ 150,000	\$ 167,721	Conduct maintenance and operational activities related to real property owned by TAMC; including negotiating new leases or easements for compatible uses
6805	Railroad Fort Ord property planning	\$ 142,707	\$ 10,000	\$ 152,707	Plan for mixed use facility on TAMC land on former Fort Ord base
6807	Salinas Rail Leases	\$ 2,777	\$ 15,000	\$ 17,777	Conduct activities related to real property owned by TAMC at the Salinas station and future train layover facility.
6809	Rail Network Integration Study	\$ 58,762	\$ 147,463	\$ 206,225	Lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area
6820	Unsolicited Proposals-Hand Cars	\$ 6,526	\$ -	\$ 6,526	
7000	Measure X Projects and Programs	\$ 866,392	\$ 724,425	\$ 1,590,817	Implementation of projects and programs in Measure X
8000	Measure X Administration	\$ 213,691	\$ 45,000	\$ 258,691	Administer Measure X implementation and operation
0000	Caltrans Repayment		\$ 82,186	\$ 82,186	Caltrans audit repayment (fy 15-16 thru fy 24-25)
Totals:		\$ 3,674,024	\$ 13,722,918	\$ 17,396,943	



Memorandum

To: Executive Committee
From: Debra L. Hale, Executive Director
Meeting Date: February 5, 2020
Subject: **Next Meeting March 4, 2020**

RECOMMENDED ACTION:

**Next Executive Committee meeting is:
Wednesday, March 4, 2020**

**There will be no Executive Committee meeting in December.
Please mark your calendars.**