

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

Meeting of August 26, 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. Transportation Investment Measure Public Outreach Plan Update - Wright

1. **RECEIVE** an update on the Transportation Improvement Measure outreach;
2. **APPOINT** an ad hoc Working Group to assist with public outreach for the Transportation Improvement Measure; and
3. **PROVIDE** input on and assistance with the Transportation Improvement Measure outreach activities.

On May 27, 2015, the Transportation Agency Board of Directors initiated work on the Transportation Improvement Measure Public Outreach Plan. The purpose of the Plan is to increase public awareness and understanding of Monterey County's transportation needs and funding challenges.

- 5.** **RECEIVE** report from Fred Watson and Scott Waltz on the Fort Ord Recreation Trail and Greenway proposal; and **DIRECT** staff to assist in finding funding sources for the project. - Murillo

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.

6. **Regional Bicycle and Pedestrian Wayfinding Plan** – Murillo

1. **RECEIVE** update on the Regional Bicycle and Pedestrian Wayfinding Plan, and
2. **PROVIDE** input on regional routes and the wayfinding sign theme.

The Regional Bicycle and Pedestrian Wayfinding Plan will provide standard guidelines for bicycle and pedestrian wayfinding signage 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.

7. **RECEIVE** report on the Pacific Grove SR 68 Corridor Study - Green

The Transportation Agency has launched an effort to study the State Route 68 Corridor in Pacific Grove and identify safety improvements for bicyclists and pedestrians.

8. Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law.

9. 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 September 23, 2015 Transportation Agency agenda to Senior Administrative Assistant Elouise Rodriguez by 12 noon, Thursday, September 10, 2015.

The Transportation Agency Agenda will be prepared by Transportation Agency staff and will close at noon Thursday, September 10, 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
September 23, 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 June 24, 2015. - Rodriguez

3.1.2 ACCEPT the list of checks written for June and July 2015 and credit card statements for the month of May and June 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 attend 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 RECEIVE** 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. - Goel

The Governmental Accounting Standards Board Statement No. 45 requires the valuation of Other Post-Employment Benefits liabilities for all U. S. public employers. Based on the size of the Agency's employee group (less than 200) and its Other Post-Employment Benefits funding approach (pay-as-you-go), the Agency is only required to perform this valuation once every 3 years. The last report was prepared as of July 1, 2012. The results of the July 1, 2015 valuation will be applied to determine the Transportation Agency for Monterey County's annual Other Post-Employment Benefits expense for fiscal years ending June 30, 2016, June 30, 2017 and June 30, 2018.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES

- 3.2.1 ADOPT** Resolution 2015-16 approving an additional \$182,694 Low Carbon Transit Operations Program 2014/2015 fiscal year funds for Monterey County. - Murillo

In order to preserve cap and trade funds for transit in the region, staff recommends supporting the Low Carbon Transit Operations Program funding transfer agreement between the Santa Cruz Metropolitan Transit District and the Monterey-Salinas Transit District.

- 3.2.2 APPROVE** Monterey-Salinas Transit's application for Transportation Development Act funds. - Murillo

TAMC oversees the approval process for the state Transportation Development Act funds devoted to local transit expenditures. Monterey-Salinas Transit submitted an application for fiscal year 2015/2016 funds totaling \$16,336,678 to support public transit operations.

- 3.2.3** **APPROVE** appointment of Jerry Ramos representing Supervisorial District 2 to the Bicycle and Pedestrian Facilities Advisory Committee. - Green

The Board appoints members of the public to the Committee on an as-needed basis to advise staff on bicycle and pedestrian transportation issues and make recommendations to the Board.

- 3.2.4** **AUTHORIZE** Executive Director to contribute \$3,000 in budgeted Bike Month/Bike Education funds to the Ciclovía Salinas event in 2015 - Green

Ciclovía Salinas is a youth-driven community event that promotes health and active transportation. Transportation Agency staff has participated in the past two events and found it a good opportunity to inform the community of Transportation Agency goals, objectives and projects.

PLANNING

- 3.3.1** **RECEIVE** state legislative update and **ADOPT** positions on the Transportation Special Session bills of interest to the Agency. - Watson

The Governor called a special session on transportation, and several bills were reintroduced under new numbers, while new bills were also introduced. The Executive Committee has reviewed the legislation and recommends support of several bills that would increase revenues for transportation and extend public-private partnership financing.

- 3.3.2** **RECEIVE** federal legislative update and **ADOPT** statewide Surface Transportation Reauthorization consensus principles. - Watson

On July 31, the President signed another extension to the transportation authorization that was set to expire on July 31. This extension is only for three months, so there will be further discussion on a long-term authorization (or another extension) in the near future. A number of long-term proposals have been discussed, although the funding for these bills remains the sticking point.

3.3.3 Monterey-Salinas Scenic Highway Plan: Travel Analysis and Transportation Improvements Request for Proposals – Leonard

1. **APPROVE** Monterey-Salinas Scenic Highway 68 Plan: Travel Analysis and Transportation Improvements Request for Proposals (RFP);
2. **AUTHORIZE** 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. **APPROVE** the use of funds budgeted to this purpose.

The Monterey-Salinas Scenic Highway 68 Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planning regional improvements serving the same commute market, and the potential for wildlife connectivity enhancements. This RFP is for consultant services for the travel analysis and transportation improvement concepts section of the plan.

3.3.4 Monterey-Salinas Scenic Highway 68 Plan: Wildlife Connectivity Analysis Request for Proposals – Leonard

1. **APPROVE** Monterey-Salinas Scenic Highway 68 Plan: Wildlife Connectivity Analysis Request for Proposals (RFP);
2. **AUTHORIZE** 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. **APPROVE** the use of funds budgeted to this purpose.

The Monterey-Salinas Scenic Highway 68 Plan will identify affordable mid-term operational and capacity improvements in the SR 68 corridor and the potential for wildlife connectivity enhancements. This RFP is for consultant services for the wildlife connectivity analysis section of the plan.

3.3.5 Central Coast Coalition Memorandum of Understanding – Hale

1. **APPROVE** 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. **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 purpose of the Central Coast Coalition is to increase the awareness of the transportation needs in the Central Coast, focusing on the US 101 corridor including the parallel rail lines and east-west connections. The proposed amendment will increase the dues from \$2,390 to \$5,200 per year, in recognition of the low level of dues initially charged and the high value that the Coalition activities have provided since the original agreement was adopted in September 2011.

PROJECT DELIVERY and PROGRAMMING

3.4.1 RECEIVE the fiscal year 2013-2014 Freeway Service Patrol Annual Report – Leonard

The fiscal year 2013-2014 Freeway Service Patrol Annual Report summarizes the program's performance in the last fiscal year and compares it with the previous two fiscal years. The overall benefit cost ratio was 4, indicating that the tow truck program provided an average benefit of \$4.00 for every dollar invested in the program. The program also provided an annual savings of 41,688 vehicle hours of delay, 71,662 gallons of fuel savings, and a decrease of 630,622 kilograms per year in carbon dioxide

RAIL PROGRAM

No items this month.

REGIONAL DEVELOPMENT IMPACT FEE

3.6.1 APPROVE the 2015 Strategic Expenditure Plan Update for the Regional Development Impact Fee program. – Zeller

In 2009, the 12 cities and the County of Monterey adopted a Joint Powers Agreement establishing a countywide Regional Development Impact fee to mitigate the impact of new development on, and fund improvements to, the regional transportation system. TAMC administers the fee program and prepares an annual Strategic Expenditure Plan that includes updated project cost estimates, revenue forecasts, other matching funds, and a draft timeline for project delivery.

COMMITTEE MINUTES

3.7.1 ACCEPT minutes from Transportation Agency committees

- Executive Committee – Draft August 5, 2015
- Bicycle & Pedestrian Facilities Advisory Committee – Draft August 5, 2015 (online at www.tamcmonterey.org)
- Rail Policy Committee – No Meeting
- Technical Advisory Committee – Draft August 6, 2015 (online at www.tamcmonterey.org)

END OF CONSENT AGENDA

CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS

Online at www.tamcmonterey.org

- [C1](#) June 16, 2015 letter to Senator Jim Beall, re: Support for SB 16 (Beall):
Transportation funding
- [C2](#) June 16, 2015 letter to Senator Jim Beall, re: Support for Support for SB 9
(Beall): Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital
Program
- [C3](#) June 16, 2015 letter to Senator Bob Huff, re: Support for SCA 7 (Huff):
Motor vehicle fees and taxes: restriction on expenditures
- [C4](#) June 16, 2015 letter to Assembly Member Kristin Olsen, re: Support for AB
323 (Olsen): California Environmental Quality Act: exemption: roadway
improvement
- [C5](#) June 19, 2015 letter to Ms. Teri Wissler Adam, City of Seaside, re:
Comments on the Draft Environmental Impact Report for the Monterey
Downs and Horse Park and Central Coast Veterans Cemetery Specific Plan
- [C6](#) June 19, 2015 letter to Jila Priebe, Program Director, Low Carbon Transit
Operations Program, re: Approval of the Fiscal Year 2014/15 Low Carbon
Transit Operations Program Transfer Allocation from Santa Cruz County to
Monterey County
- [C7](#) June 19, 2015 letter to Aileen K. Loe, Deputy District Director, Caltrans
District 5, re: Comments on the Draft District System Management Plan
(DSMP)
- [C8](#) June 22, 2015 letter to Christine G. Kemp, Noland, Hamerly, Etienne &
Hoss, re: Regional Development Impact Fees for Green Valley Farm Supply

- [C9](#) June 22, 2015 letter to Linda G. McIntyre, General Manager, Moss Landing Harbor District, re: Regional Development Impact Fees for Moss Landing Harbor District
- [C10](#) June 25, 2015 letter to Assembly Member Luis Alejo, re: Support for ABX 1-1 (Alejo): Transportation Funding
- [C11](#) June 29, 2015 letter to Senator Jim Beall, re: Support for SB X1-1 (Beall): Transportation funding
- [C12](#) June 29, 2015 letter to Senator Bob Huff, re: Support for SCA X1-1 (Huff): Motor vehicle fees and taxes: restriction on expenditures
- [C13](#) June 29, 2015 letter to Morgan Galli, Special Assistant and Katie Gross, Field Representative, U.S. Senator Dianne Feinstein, re: Rail Extension to Monterey County – Pajaro/Watsonville Multimodal Station site visit
- [C14](#) June 30, 2015 news release from the California State Transportation Agency (CalSTA), Transportation Agency Backs \$224 Million in Transit and Intercity Rail Grants
- [C15](#) July 10, 2015 letter to Wayne G. Short, HDR Engineering, Inc., re: Salinas Rail Extension Kick-Start Project Design Contract – Packaging Approach
- [C16](#) July 10, 2015 letter to Wayne G. Short, HDR Engineering, Inc., re: Salinas Rail Extension Kick-Start Project Design Contract – Notice to Proceed: Optional Task #1: Hazardous Materials Phase 2 Report
- [C17](#) July 21, 2015 letter to Assemblymember Henry Perea, re: Support for ABX1-2 (Perea): Transportation projects: comprehensive development lease agreements
- [C18](#) July 22, 2015 letter to SCCRTC Executive Director George Dondero, re: Santa Cruz Branch Line Passenger Rail Feasibility Study

- [C19](#) July 27, 2015 letter from the Central Coast Coalition to state legislators, re: Special Session for Transportation: Critical Need for STIP Funding

- [C20](#) July 27, 2015 letter from the Central Coast Coalition to Caltrans Director Malcolm Dougherty, re: Central Coast Coalition Comments on Draft MAP-21 Reauthorization Consensus Principles

- [C21](#) August 14, 2015 letter from Senator Barbara Boxer to USDOT Secretary Anthony Foxx, re: support for TAMC TIGER grant application.



Memorandum

To: Board of Directors
From: Theresa Wright
Community Outreach Coordinator/Associate Transportation Planner
Meeting Date: August 26, 2015
Subject: Transportation Improvement Measure Outreach Plan Update

RECOMMENDED ACTION

1. **RECEIVE** an update on the Transportation Improvement Measure outreach;
2. **APPOINT** an ad hoc Working Group to assist with public outreach for the Transportation Improvement Measure; and
3. **PROVIDE** input on and assistance with the Transportation Improvement Measure outreach activities.

SUMMARY

On May 27, 2015, the Transportation Agency Board of Directors initiated work on the Transportation Improvement Measure Public Outreach Plan. The purpose of the Plan is to increase public awareness and understanding of Monterey County's transportation needs and funding challenges.

FINANCIAL IMPACT

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

DISCUSSION

Many of Monterey County's key transportation networks are aging, underfunded and in need of repair and upgrading. Without a dedicated source of locally controlled dollars, the county struggles to compete for state and federal matching grants to make necessary improvements. At the same time, streets, roads, highways and transportation systems throughout Monterey County are in high demand. In order to meet this demand and future demands, the Agency is re-evaluating its plans and exploring all options.

On May 27, 2015, the Transportation Agency Board of Directors approved a contract with CliffordMoss as the Transportation Improvement Measure Public Outreach Plan consultant; and approved their selection of Moxxy Marketing as their identified local lead project sub-consultant.

Since that approval, the consultants have met with Agency staff and an informal working group to initiate the first phase of the Transportation Improvement Measure Outreach Plan. The focus of the first phase is to reach out to community leaders to get their input on transportation improvements needed throughout the County. This report provides an update on the development and implementation of the first phase of the plan and seeks input on the outreach plan.

An informal working group has been providing input to staff and working to reach out to community stakeholders. The informal group has included the following TAMC Board members: Chair Kimbley Craig, Jerry Edelen, Ed Smith, Ralph Rubio, John Phillips, John Huerta, and Jane Parker. Staff recommends that these individuals be appointed by the TAMC Board as an ad hoc working group. The ad hoc working group would continue to provide guidance and input, but frequent updates and all policy decisions will be brought to the TAMC Board of Directors.

In addition, the staff and consultant team is developing documents to be used by Agency Board members in their public outreach efforts. Finally, the team is working to create a “Keep Monterey County Moving” community stakeholders group in comprised of 20-30 community members representing the diverse geographic interests of Monterey County to provide input as the draft expenditure plan of projects is developed.

At this time, staff is seeking input and assistance from the Board in communicating transportation needs to key stakeholders and obtaining input from members of the public via the attached Transportation Investment Plan Input form.



Approved by: _____
Debra L. Hale, Executive Director

Date Signed: August 14, 2015

Regular Agenda

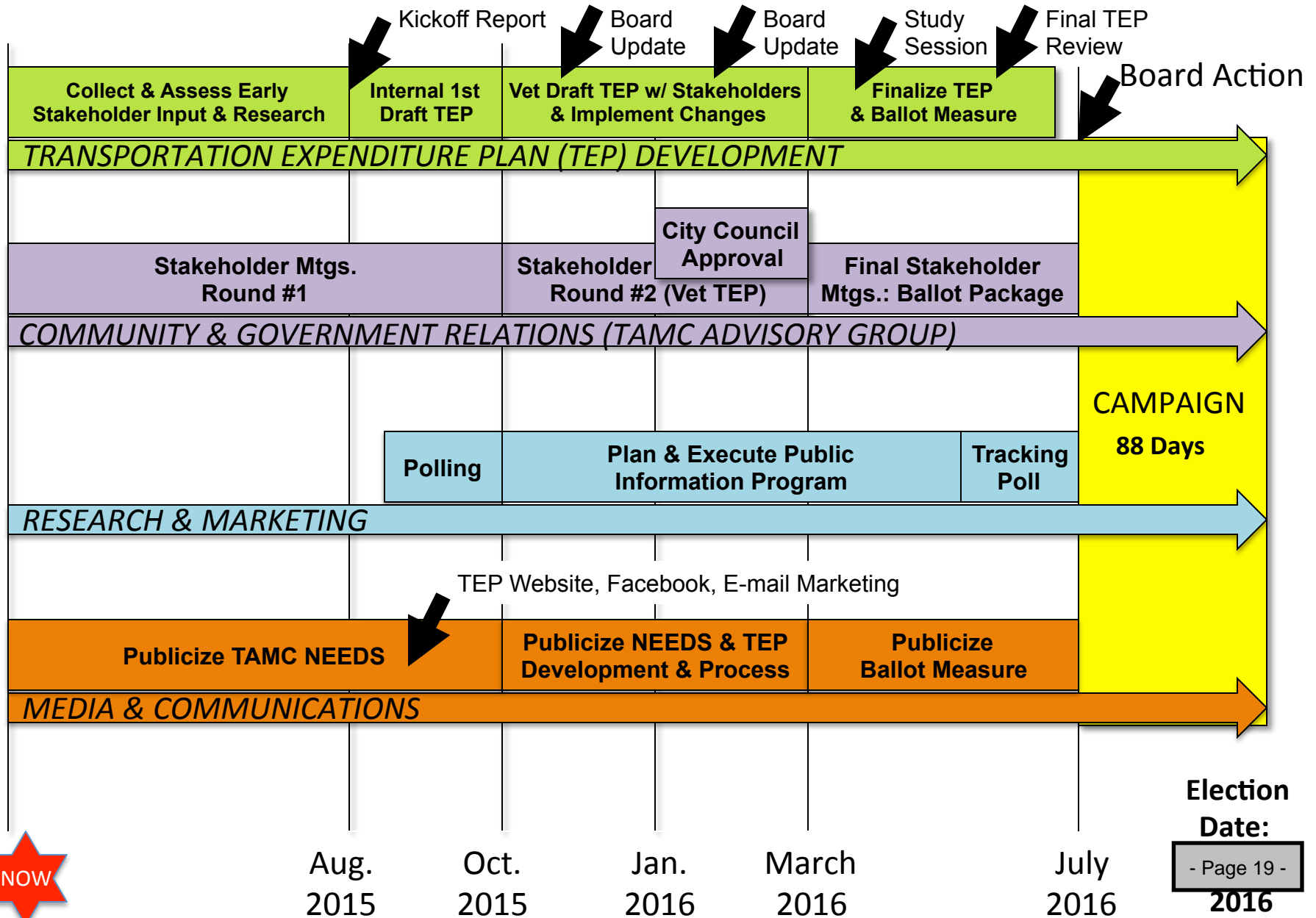
Counsel Approval: N/A

Finance Approval: N/A

Attachment:

1. Public Outreach Plan Timeline
2. Transportation Investment Plan Input form

TAMC Pre-Electoral Ballot Measure Prep Timeline





We're Planning for Monterey County's Future. We want YOUR input.

Please Rank the Following

(1 – Highest Need to 6 – Lowest Need)



- Local & Regional Road Repairs
- Safety Improvements
- More Bus Services to Schools, Work, & Healthcare
- Improve Walkability, Bicycle, and Clean Transportation Options
- Better Air Quality, & More Greenways, Wildlife Corridors, & Open Space
- Enhance Transportation for Youth, Seniors, Veterans & Persons with Disabilities

Other Transportation Needs: _____

YES! Sign me up to receive updates!

Name: _____ Address: _____
Email: _____ City/State/Zip: _____
Phone: _____ Most used mode of transport: _____

RETURN TO



TAMC
TRANSPORTATION AGENCY
FOR MONTEREY COUNTY

55-B PLAZA CIRCLE
SALINAS, CA 93901
(831) 775-0903

info@tamcmonterey.org

PLEASE DON'T HESITATE TO
CONTACT US WITH YOUR
QUESTIONS AND CO

TAMC Board Survey: Transportation Measure Public Outreach Plan

Board

Member: _____

Instructions

Please list the names of any individual or organization that you think should be contacted in our Transportation Investment Measure stakeholder and opinion leader outreach. Indicate whether you can help us spread the word by facilitating a meeting with any of your recommendations.

Part I: Recommendations

1) _____ **Name and Contact Information**

- a.
- b.
- c.

2) _____ **Name and Contact Information**

- a.
- b.
- c.

3) _____ **Name and Contact Information**

- a.
- b.
- c.

Part II: I agree to contact the following community leaders/stakeholders

1) _____ **Name of individual/organization**

- a.
- b.
- c.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Virginia Murillo, Assistant Transportation Planner
Meeting Date: August 26, 2015
Subject: Fort Ord Recreation Trail and Greenway

RECOMMENDED ACTION:

RECEIVE report from Fred Watson and Scott Waltz on the Fort Ord Recreation Trail and Greenway proposal; and **DIRECT** staff to assist in finding funding sources for the project.

SUMMARY:

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.

FINANCIAL IMPACT:

A cost estimate for the project has not yet been developed.

DISCUSSION:

Mr. Watson and Mr. Waltz developed the Fort Ord Recreation Trail and Greenway (FORTAG) to provide access to users of all ages and abilities in the area of the former Fort Ord, between urban areas and recreational opportunities such as parks, hiking/mountain biking trails, and the Monterey Bay Sanctuary Scenic Trail.

The concept includes is 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

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and other plan for infrastructure, including the Marina-Salinas Multimodal Corridor (see map, attached).

The purpose of the Fort Ord Recreational Trail and Greenway includes:

- Connecting people to open-space from their homes, workplaces, and hospitality bases,
- Linking core habitat areas,
- Facilitating social interaction between Fort Ord, Monterey Peninsula, and the Salinas Valley, and
- Serving as an artery from which to launch numerous other recreational activities.

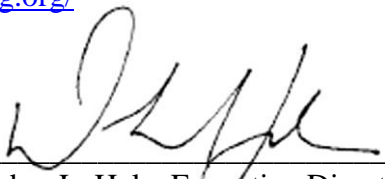
The paved trail is intended to be a pleasant and visually-obvious route that invites safe use by families with young children on bikes, and that can be jointly used by walkers, joggers, children in strollers, wheelchairs (in key segments), commuter cyclists, and recreational cyclists. Substantial portions of the greenway are intended to provide access to unpaved paths used by hikers, mountain bikers, equestrians, and naturalists. The conceptual design envisions approximately three underpasses and one overpass to reduce conflicts between pedestrians and bicyclists and motorized vehicles.

The proposal was developed through a grass-roots effort as a response to the designation of the Fort Ord National Monument in 2012 and the desire to improve access to and from the surrounding urban areas. The FORTAG is being presented to local agencies and is gaining local support. In November 2014, the Marina City Council adopted a motion to support the proposal and a process to further the concept. The proposal is consistent with the goals and policies in the Regional Transportation Plan and Bicycle & Pedestrian Master Plan to promote safer bicycling and walking facilities and to reduce greenhouse gas emissions.

Before the trails can be constructed, several steps must take place. First, the corridor alignments must be adopted by all underlying jurisdictions. Next, preliminary design and environmental review is required, after which final engineering/design and right-of-way acquisition must be completed.

TAMC staff seeks Board direction to assist in identifying potential funding sources for the FORTAG project including the California Active Transportation Program and the 2016 Transportation Improvement Measure.

For more information on the Fort Ord Recreation Trail and Greenway proposal visit: <http://www.fortag.org/>

Approved by: 
Debra L. Hale, Executive Director

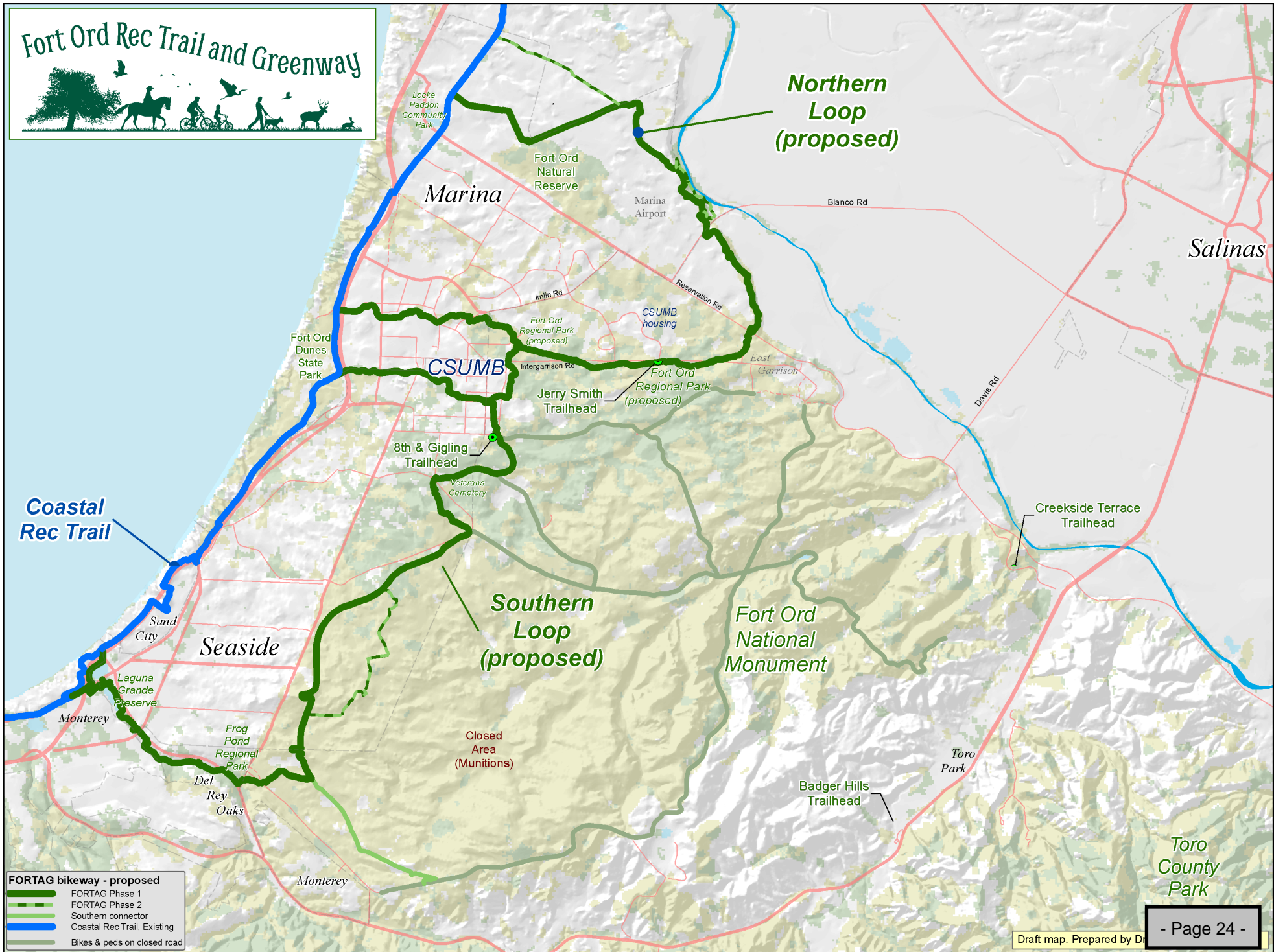
Date signed: August 11, 2015

Regular Agenda

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

Attachment: Conceptual Map – Fort Ord Recreational Trail and Greenway

Fort Ord Rec Trail and Greenway



Draft map. Prepared by D



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Virginia Murillo, Assistant Transportation Planner
Meeting Date: August 26, 2015
Subject: **Regional Bicycle and Pedestrian Wayfinding Plan**

RECOMMENDED ACTION:

1. **RECEIVE** update on the Regional Bicycle and Pedestrian Wayfinding Plan, and
2. **PROVIDE** input on regional routes and the wayfinding sign theme.

SUMMARY:

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.

FINANCIAL IMPACT:

Staff expenses and funding for a contract with Alta Planning + Design to design the wayfinding signs and update the Monterey County Bicycle Map is included in the Agency's adopted FY 2015-16 budget. The Transportation Agency has budgeted \$90,000 of Regional Surface Transportation Funds over three years to implement the Wayfinding Plan.

DISCUSSION:

A complete network of bicycle paths and lanes, secure bicycle storage, and ways to find comfortable routes to destinations are three key elements that encourage bicycling for transportation to help maximize the use of our existing road network and reduce greenhouse gas emissions. These elements can attract an estimated 60% of potential bicyclists who indicate that they would cycle more often if it were safer and easier to do so.

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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.

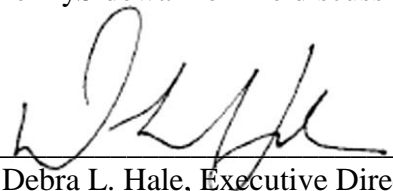
Staff is also working on updating the Monterey County Bicycle Map, which was last updated in 2008. The updated bicycle map will include the regional bike routes identified in the Wayfinding Plan.

To assist in these efforts, the Transportation Agency is working with the Wayfinding Plan Advisory Committee. It is an ad-hoc committee comprised of project stakeholders including representatives from the Transportation Agency's Bicycle and Pedestrian Facilities Advisory Committee, the County of Monterey, other local cities, the Monterey County Health Department, Building Healthy Communities, Fort Ord Re-use Authority, the Velo Club, Green Pedal Couriers, Fort Ord Recreation Trails Friends, Pebble Beach Company, and Monterey-Salinas Transit. The Wayfinding Plan Advisory Committee has met to establish Plan goals, identify regional bicycle and pedestrian routes, and provide input on wayfinding sign design themes.

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.

In the upcoming months, the Wayfinding Plan Advisory Committee will continue to help shape the content of Plan, provide input on the wayfinding sign design and will assist in developing implementation strategies for the Plan. The Wayfinding Plan Advisory Committee will also be refining the map of regional bicycle and pedestrian routes and destinations over the next few weeks. More information about the Wayfinding Plan may be found at: <http://bit.ly/bpwayfinding>

TAMC staff has been soliciting public input on the proposed routes and sign design using the mySidewalk page: <https://tamc.mysidewalk.com/> Board members are invited to participate in the mySidewalk online discussion.

Approved by: 
Debra L. Hale, Executive Director

Date signed: August 11, 2015

Regular Agenda

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Ariana Green, Associate Transportation Planner
Meeting Date: August 26, 2015
Subject: Pacific Grove SR 68 Corridor Study

RECOMMENDED ACTION:

RECEIVE report on the Pacific Grove SR 68 Corridor Study.

SUMMARY:

The Transportation Agency has launched an effort to study the State Route 68 Corridor in Pacific Grove and identify safety improvements for bicyclists and pedestrians.

FINANCIAL IMPACT:

The project budget is \$150,000, utilizing a \$120,000 Caltrans Partnership Planning for Sustainable Transportation grant and budgeted 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.

DISCUSSION:

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.

Following a competitive bidding process, approved by the Board at the March 2015 meeting, staff received four proposals. Three firms were interviewed by the review committee on June 10, 2015. The firm Eisen | Letunic, based in Berkeley, CA was selected as the most qualified based on the firm’s qualifications developing bicycle and pedestrian plans and corridor plans for

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other public agencies; their project approach emphasizing public engagement and implementation; and their overall cost proposal. Eisen | Letunic’s sub-consultants Fehr & Peers and Mark Thomas & Company have local experience including the West Broadway Urban Village in Seaside, Monterey Citywide Transportation and Parking Study and East Market Street Safe Routes to School in Salinas.


The consultant scope of work includes the following:

- Initial outreach to introduce the project to potential stakeholders and the broader public;
- Document existing conditions and plans governing development of the corridor;
- Identify pedestrian and bicycle safety needs and infrastructure gaps;
- Develop conceptual designs for improvements to address the needs and gaps identified;
- Develop an implementation strategy that includes prioritization, phasing and funding strategies, including a matrix matching proposed projects to potential funding sources;
- Produce a draft version of the study report and the final report; and
- Engage the community and stakeholders throughout the process using a variety of outreach tools and strategies.

The Pacific Grove SR 68 Corridor Study launched in mid-July 2015 with an internal kick-off meeting. The study is expected to take 12 months to complete, concluding in June 2016 with adoption or acceptance of the final project report by the Pacific Grove City Council and the Transportation Agency Board of Directors. Stakeholder and public outreach will occur primarily as part of the following three tasks:

- Project initiation, to introduce the project and begin engaging the community (July and August 2015);
- Needs assessment, to solicit public input on walking and biking needs and challenges along the corridor, as well as ideas and suggestions for improvements (September –October 2015); and
- Draft version of the study report, to receive public feedback on the conceptual designs for improvements and other recommendations (February–April 2016).

The more detailed project schedule and scope of work are attached.

Approved by: 

 Debra L. Hale, Executive Director

Date signed: August 14, 2015

Regular Agenda

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

Attachments:

1. Project Schedule
2. Project Scope of Work

Proposed approach

Project understanding

The Eisen|Letunic team proposes to conduct a corridor study for State Route 68 through Pacific Grove that addresses the needs, concerns and objectives of residents, the City, TAMC and agency partners related to walking and biking. Based on our understanding of the request for proposals, below are what we see as the key project and client objectives:

- A study that, at its heart, identifies a set of **prioritized projects** to make walking and biking in the corridor—including for school students and disabled individuals— safer, easier and more popular, as a way of advancing broader livability and sustainability goals.
- A **thorough planning process** that comprises an inventory of existing conditions; an assessment of needs, concerns, opportunities and constraints; conceptual design alternatives for focus areas along the roadway; and steps to facilitate implementation of improvements, namely cost estimates, prioritization of projects and phasing and funding strategies.
- A robust **outreach and participation process** that engages stakeholders and the broader public through a range of opportunities and channels, including meetings, hearings, workshops, online surveys and a project webpage.
- **Close coordination and cooperation, and shared credit and responsibility**, among the consultant team, TAMC staff and partner agencies, particularly the City of Pacific

Grove, with monthly meetings and conference calls to discuss the project’s progress and to plan upcoming tasks and activities.

- As the final project deliverable, a **concise, accessible and attractive document** that is easy to read, interpret and follow; and that serves as an effective advocacy document to inspire and engage the City’s residents and to attract outside grant funds.
- Longer-term, a project that the community is proud of and that serves as a **complete streets model** for other corridors in Monterey County and other Caltrans corridors.



Proposed work plan

Below is our team’s proposed task-by-task work plan for carrying out the State Route 68 Corridor Study. For each task, we describe our proposed approach and outline the deliverables to be provided. Our work plan includes all the services and activities required in the project RFP, though organized differently. The correspondence between the tasks in the RFP and our proposed tasks is explained in more detail near the end of this

document in the section on “Exceptions and Deviations” (page **Error! Bookmark not defined.**).

Task 1 | Project launch

This task constitutes the launch of the project with the consultant on board. It incorporates Task 2.1 from the RFP (“Consultant Kick-off Meeting”) and parts of RFP Tasks 1 and 3 related to the project’s start-up phase.

1.1 | Kick-off meeting

Key members of the consultant team will attend an initial project meeting with TAMC staff and invited representatives of partner agencies at TAMC’s offices. The purpose of the meeting will be three-fold: (i) discuss and confirm goals, objectives, expectations for the planning process, and also requirements; (ii) confirm or refine the project work plan, schedule and budget; and (iii) discuss in more detail the approach to the project’s launch-related outreach (Tasks 1.2 and 1.3).

Based on the meeting discussion, Eisen|Letunic will refine, add detail as necessary and produce a final version of the project work plan, schedule and budget contained in this proposal. We will also set up an FTP site or file-sharing folder on Dropbox or similar service for use by the project team.

Deliverable(s)

- D1.a Meeting-related materials (agenda, handouts, meeting summary notes)
 - D1.b Formal project work plan, schedule and budget
 - D1.c File-sharing folder or website
-

1.2 | First round of presentations to decision-making bodies and stakeholder groups

Eisen|Letunic will make our first round of presentations to four decision-making bodies—the Pacific Grove City Council, Planning Commission and Traffic Safety Commission, and the TAMC Board of Directors—and at least six stakeholder groups (to be identified by TAMC and the partner agencies, including those on the list on page 3 of the RFP). We will be primarily responsible for the scheduling of, and logistics for, the presentations to the stakeholder groups, with assistance from staff at the partner agencies as appropriate. The reverse will be true for the presentations to the decision-making bodies.

The presentations will have several purposes:

- Introduce the consultants;
- Introduce the project by laying out the upcoming planning process;
- Announce the upcoming round of public and stakeholder outreach;
- Solicit initial input, guidance and direction on the study; and
- Answer questions.

One important consideration is that decision-making bodies and other organizations tend to meet less frequently during the summer months, particularly in August. For this reason the presentations should be scheduled, to the extent possible, in June (or early July). Also, to reduce travel expenses, we will schedule presentations to stakeholder groups on as few different days as possible.

Deliverable(s)

- D1.d Presentation-related materials for all the hearings and meetings (handouts, slide show, boards, assistance to City

and TAMC staff in preparing staff reports)

1.3 | Other launch-related outreach

In this task, Eisen|Letunic will develop materials related to the project launch for purposes of public outreach, engagement and participation. In formulating the materials, we will take into account input from the decision-making bodies and stakeholder groups presented to earlier. Materials will include:

- Email distribution list for disseminating information, announcements and materials about the study stakeholder list. The email list will be compiled with the help of the agency partners and through a web-based form where the public can sign up.
- Content for the websites of TAMC, the City and other interested partner agencies. This includes a description of the project; outline of tasks; project timeline; announcements; public deliverables; contact information; and helpful links. Eisen|Letunic will update content as appropriate throughout the duration of the project.
- Mailer to property owners and residents along the corridor (using a list of addresses provided by the City).
- Article or press release for the local media.
- In addition, we will help TAMC staff set up and update the mySidewalk page for the project as necessary.

Deliverable(s)

- D1.e Simple web-based sign-up form and up-to-date email distribution list*
- D1.f Web content*
- D1.g Corridor-wide mailer*
- D1.h Article or press release for the local media.*
- D1.i Assistance, as necessary, in setting up and updating the project's mySidewalk page*

Task 2 | Existing conditions

This task expands RFP Task 2.2, and incorporates subtasks from RFP Task 3 ("Public Outreach") related to public and stakeholder review of the existing conditions analysis.

2.1 | Monthly project team meeting (July 2015)

Eisen|Letunic will organize a conference call for members of the consultant team, TAMC staff and interested representatives of partner agencies. The purpose of the meeting will be several-fold: (i) debrief on work to date; (ii) review the status of the project schedule and budget; and (iii) discuss the approach to the initial subtasks related to existing conditions (Tasks 2.2 to 2.4).

Deliverable(s)

- D2.a Meeting-related materials (agenda, handouts, meeting summary notes)*
-

2.2 | Analyze and summarize background data

Eisen|Letunic will assemble, review, analyze and summarize relevant background

materials and data for the State Route 68 corridor in Pacific Grove. (To help us assemble materials, we will submit a data request to TAMC, the City and the partner agencies for information that is most likely to reside with those agencies.) We will focus our review and analysis on the following areas:

- Recent traffic volumes, which we understand will be provided by Caltrans.
- Number and location of collisions, serious injuries and fatalities involving pedestrians and cyclists, using data from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS) and any other available sources.
- Existing and planned land use patterns, specifically activity centers and other key destinations for pedestrians and cyclists such as schools, parks, commercial areas, residential neighborhoods, civic buildings and other community facilities and places of assembly.
- Any locally available information on pedestrian and bicycle counts and mode split.
- Transit service.
- Programs and activities in place related to transportation demand management; traffic education and enforcement; and pedestrian and bicycling safety and encouragement.

No deliverables (the information gathered will be incorporated into the report on existing conditions)

2.3 | Review and summarize related plans

Eisen|Letunic will collect, review and summarize the planning documents listed on page 12 of the RFP as well as any additional relevant plans concerning land use and

transportation in the project area that are suggested by agency partners. In particular, we will pay attention to capital infrastructure improvements and land use developments proposed for the corridor, and also policies and design standards guiding the evolution of the corridor.

No deliverables (information will be incorporated into the report on existing conditions)

2.4 | Conduct walking field survey

Eisen|Letunic, with help from Fehr & Peers, will organize and conduct a day-long walking audit, or field survey, of the corridor for TAMC and City staff and representatives of partner agencies and stakeholder groups. (We could consider opening the field survey to a limited number of members of the public at large on a first-come-first-served registration basis.) The survey will cover the stretch of State Route 68 from the City limits north to Asilomar Boulevard, an approximately 1.8-mile segment.

We will convene in the morning at a set location. Participants will be briefed on the purpose of the survey and will be given maps of the corridor and a checklist of issues to look for during the walk; refreshments will be provided. The field survey will focus on the following areas:

- Roadway width and allocation of the right-of-way.
- Existence and condition of pedestrian and bicycle facilities.
- Traffic movements, patterns and behaviors.
- Gaps, obstacles and challenges to walking and biking.

- Areas and opportunities for improvement and constraints to making such improvements.

Participants will be encouraged to voice their observations and ideas. We will photograph conditions and write-up findings of the field survey for the administrative draft report on existing conditions (see Task 2.7)

Deliverable(s)

D2.b Materials for the survey participants: area map, checklist, supplies (clipboards, pens, name tags, refreshments, etc.)

2.5 | Monthly project team meeting (August 2015)

As in Task 2.1, Eisen | Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss in more detail the approach to preparing the report on existing conditions (Task 2.7).

Deliverable(s)

D2.c Call-related materials (agenda, advance handouts, meeting summary notes)

2.6 | Prepare corridor map

Fehr & Peers, assisted by Eisen | Letunic, will prepare an existing conditions map of the corridor, broken down into the three segments specific on pages 12–13 of the RFP. The map will show conditions gleaned from Tasks 2.2, 2.3 and 2.4, such as existing and planned land uses; key destinations and activity centers; collisions; physical gaps, obstacles and barriers; and opportunity areas.



No deliverable (the map will be incorporated into the report on existing conditions)

2.7 | Administrative draft report on existing conditions

Eisen | Letunic will prepare an administrative draft version of the existing conditions report. The report will compile the information developed in Tasks 2.2, 2.3 and 2.4 and the map prepared in Task 2.6. During this task TAMC and partner agency staff will have the opportunity to review the report and provide comments on it. We anticipate that TAMC staff will distribute the plan to the partner agencies and solicit their feedback; collect and compile any feedback provided; and offer direction on which comments to incorporate and how (especially in the case of conflicting comments).

Deliverable(s)

D2.d Administrative draft report on existing conditions

2.8 | Monthly project team meeting (September 2015)

We propose that this monthly team meeting be in person rather than over the phone, and that it be combined with one of the regular partner agency meetings convened by TAMC. The primary purpose of the meeting would be

to receive feedback on the administrative draft report on existing conditions.

Deliverable(s)

D2.e Meeting-related materials (agenda, handouts, meeting summary notes)

2.9 | Public draft report on existing conditions

Based on feedback from TAMC and partner agencies, Eisen|Letunic will revise the administrative draft report. The revised report will constitute the version to be made available to the public. The public draft will be distributed through the project email list and will be posted on the websites of TAMC and the City.

Deliverable(s)

D2.f Public draft report on existing conditions

2.10 | First round of community workshops

In this task, Eisen|Letunic will organize (in consultation with TAMC and City staff) and facilitate the first round of community workshops on the corridor study. Recognizing that there are different constituencies and interests along the corridor, there will be two workshops, one for the corridor’s commercial shopping center and the other geared toward students, parents and residents. We will begin the workshop by presenting key findings from the existing conditions inventory. We will then engage participants through a variety of tools and methods so as to elicit input on needs, concerns and opportunities that will inform the development of design alternatives. Tools will include a slide

presentation, a trade-offs exercise, large-scale maps and discussion stations. The workshop will be publicized through the project email list and agency websites. As part of this task we will also develop an online survey (using SurveyMonkey or a similar service) as an additional way of canvassing the public on both general and specific needs and concerns.

Deliverable(s)

D2.g Workshop-related materials and supplies (slide presentation, boards, large-scale maps, flipcharts, sign-in sheets, name tags, refreshments, meeting summary notes, etc.)

D2.h Online survey on design alternatives

Task 3 | Conceptual design alternatives

This task expands RFP Task 2.3, and incorporates subtasks from RFP Task 3 (“Public Outreach”) related to public and stakeholder review of the conceptual design alternatives.

3.1 | Monthly project team meeting (October 2015)

Eisen|Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss in more detail the approach to developing the conceptual design alternatives (Task 3.2).

Deliverable(s)

D3.a Call-related materials (agenda, advance handouts, meeting summary notes)

3.2 | Administrative draft report on conceptual design alternatives

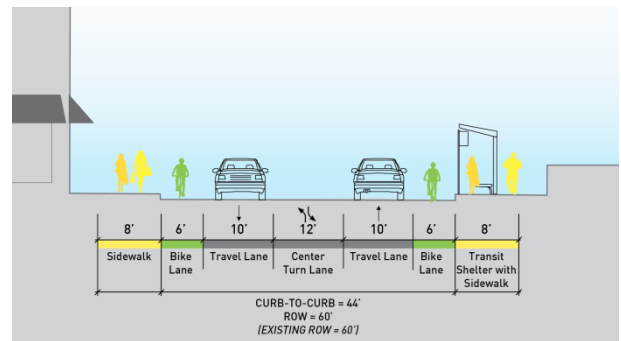
This task will be a team effort among the three firms on our team. Based on input received during Task 2 on the community’s needs and concerns, Fehr & Peers will prepare visuals showing three design alternatives for one focus area in each of the three study segments, for a total of nine visuals. The designs will explore ways to make walking and biking in the corridor safer and more convenient; to improve the aesthetics of the corridor; and to have the first stretch of the corridor serve as an attractive gateway into Pacific Grove. The designs will need to balance trade-offs and competing interests along the corridor. This will be especially true over the use of public right-of-way for such amenities as sidewalks, bike lanes, on-street parking and street trees and landscaping.

The format of the visuals—to be determined based on input from TAMC and partner agencies—will be plan views representing a typical block with a cross section; or renderings, photo simulations and visualizations of potential changes and improvements to the roadway.



The design alternatives will incorporate, as appropriate: sidewalks, bulb-outs and other intersection improvements for safer pedestrian crossings, disabled-access improvements, bike lanes and paths,

improved shoulders, signage, striping and markings, street furniture and improved lighting. In turn, Mark Thomas & Company will incorporate drainage and underground utility improvements, landscaping and, to the extent feasible, “green infrastructure” treatments and measures such as bioswales and permeable-pavement areas. Mark Thomas & Company will also prepare cost estimates for proposed improvements. As an optional task, Fehr & Peers can produce a detailed conceptual design layout for the full corridor based on the preferred alternative and a qualitative operations analysis using available data.



Eisen|Letunic, with assistance from our teammates, will develop a methodology for evaluating the alternatives and prioritizing specific projects within them. To help the public formulate their opinions, alternatives and projects will be compared on such criteria as the potential to improve safety, the potential to encourage a mode shift, technical feasibility and likelihood of attracting funding. Importantly, the methodology will be designed to position projects to compete well for outside funding, particularly under the State’s Active Transportation Program.

Lastly, Eisen|Letunic will compile the administrative draft report. The report, which will include the visuals, will document and compare how each design alternative addresses needs and takes advantage of

opportunities along the corridor to improve access and connectivity for pedestrians and cyclists.

Deliverable(s)

D3.b Administrative draft report on the conceptual design alternatives, including visuals

3.3 | Monthly project team meeting (November 2015)

We propose that this monthly team meeting be in person rather than over the phone, and that it be combined with one of the regular partner agency meetings convened by TAMC. The primary purpose of the meeting would be to receive feedback on the administrative draft report on the conceptual design alternatives.

Deliverable(s)

D3.c Meeting-related materials (agenda, handouts, meeting summary notes)

3.4 | Public draft report on conceptual design alternatives

Based on feedback from TAMC and partner agencies, Eisen|Letunic will revise the administrative draft report. The revised report will constitute the version to be made available to the public. The public draft will be distributed through the project email list and will be posted on the websites of TAMC and the City.

Deliverable(s)

D3.d Public draft report on the conceptual design alternatives

3.5 | Second round of stakeholder meetings

Eisen|Letunic will make a second round of presentations to at least six stakeholder groups (to be identified by TAMC and the partner agencies, including those on the list on page 3 of the RFP). The purpose will be to present and solicit feedback on the conceptual design alternatives developed in Task 3.2 and refined in Task 3.4. To help the stakeholders formulate their comments, we will focus on inherent trade-offs in the design alternatives, and the pluses and minuses of each one. We will be primarily responsible for the scheduling of, and logistics for, the presentations, with assistance from staff at the partner agencies as appropriate.

Deliverable(s)

D3.e Presentation-related materials for all the meetings (handouts, slide show, boards, etc.)

3.6 | Second round of community workshops

Eisen|Letunic will organize and facilitate the second round of two community workshops. The purpose of the workshops will be to present and solicit feedback on the conceptual design alternatives (see Task 2.10 for more detail on how the workshops would be and structured). As part of this task we will also develop an online survey (using SurveyMonkey or a similar service) as an additional way of canvassing the public on the design alternatives.



Deliverable(s)

D3.f Workshop-related materials and supplies (slide presentation, boards, large-scale maps, flipcharts, sign-in sheets, name tags, refreshments, meeting summary notes, etc.)

D3.g Online survey on design alternatives

Task 4 | Draft corridor study

This task expands RFP Task 2.4, and incorporates subtasks from RFP Task 3 related to review and comment of the administrative and draft versions of the corridor study.

4.1 | Monthly project team meeting (December 2015)

Eisen|Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss in more detail the approach to preparing the administrative draft of the corridor study (Task 4.2).

Deliverable(s)

D4.a Call-related materials (agenda, advance handouts, meeting notes)

4.2 | Administrative draft corridor study

Eisen|Letunic will prepare an administrative draft version of the corridor study. The study will compile the information developed in Task 2 (existing conditions) and Task 3 (conceptual design alternatives). The draft study will also include an implementation strategy, with a prioritized and phased list of recommended improvements, suggested “next steps” and a matrix of potential funding sources matched up to the recommended improvements eligible under each funding source. A key aim of the implementation strategy will be to facilitate the preparation of competitive grant-funding applications. The strategy will reflect the fact that implementation will be led by the City of Pacific Grove.

During this task TAMC and partner agency staff will have the opportunity to review the study and provide comments on it. Ideally, the draft study will be ready in time to advance projects for funding consideration by TAMC under grant opportunities in spring 2016. The study will also be used to inform the formulation of projects under Pacific Grove’s long-range sidewalk improvement program.

Deliverable(s)

D4.b Administrative draft corridor study

4.3 | Monthly project team meeting (February 2016)

Eisen|Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss in more detail the approach to preparing and submitting for review the public draft of the corridor study (Tasks 4.4 and 4.5).

Deliverable(s)

D4.c Call-related materials (agenda, advance handouts, meeting summary notes)

4.4 | Public draft corridor study

Based on feedback from TAMC and partner agencies, Eisen|Letunic will revise the administrative draft of the corridor study. The revised study will constitute the version to be made available to the public. The public draft will be distributed through the project email list and will be posted on the websites of TAMC and the City.

Deliverable(s)

D4.d Public draft corridor study

4.5 | Round 2 of presentations to decision-making bodies

Eisen|Letunic will make a second round of presentations to four decision-making bodies: the Pacific Grove Planning Commission and Traffic Safety Commission, the TAMC Board and, lastly, the Pacific Grove City Council. The purpose of the presentations will be to present and solicit feedback on the draft corridor study.

Deliverable(s)

D4.e Presentation-related materials for four hearings (handouts, slide show, boards, assistance to City and TAMC staff in preparing staff reports)

Task 5 | Final corridor study

This task expands RFP Task 2.5, and incorporates subtasks from RFP Task 3 related to approval and acceptance of the final draft corridor study.

5.1 | Monthly project team meeting (March 2016)

Eisen|Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss the approach to preparing the final corridor study and submitting it for approval and acceptance (Tasks 5.2 and 5.3).

Deliverable(s)

D5.a Call-related materials (agenda, advance handouts, meeting summary notes)

5.2 | Prepare final corridor study

Based on feedback received from the agencies, decision-making bodies, stakeholders and the public, Eisen|Letunic will revise the public draft of the corridor study. The revised study will constitute the final corridor study.

Deliverable(s)

D5.b Final corridor study

5.3 | Study approval and acceptance

The final corridor study prepared in Task 5.2 will be submitted to the Pacific Grove City Council for approval. If necessary, Eisen|Letunic will make a final presentation

on the project to the City Council. Lastly, the final corridor study will also be forwarded to the TAMC Board for acceptance as part of the Board's consent calendar.

Deliverable(s)

D5.c Presentation-related materials for City Council hearing, if necessary (handouts, slide show, boards, assistance to City staff in preparing staff reports)

5-4 | Revise final corridor study

Following approval of the corridor study, we will make any needed revisions to the final version to address any final comments by the City Council and to reflect final action taken on the document.

Deliverable(s)

D5.d Revised final corridor study



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR AUGUST 26, 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 AUGUST 26, 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.	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.
6.	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	All the ramps are now open. The remaining work is the final touches to the median of Highway 101 and the completion of Dunbarton Road. Roadway construction items should be completed in July of 2015. Plant Establishment is targeted to be completed by Summer 2016. Ribbon Cutting Ceremony scheduled for July 17, 2015.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR AUGUST 26, 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
7.	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 9/20/15—pending award and approval.
8.	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 June 24, 2015 TAMC Board Meeting

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

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

Chris Orman	North Monterey County Fire Chief	Leslie Llantero	City of Seaside
Dell Matt	101 Bypass Committee	Mark Reasons	Ocean Mist
Eric Petersen	Salinas resident	Roger Huff	Oak Hills resident
Alex Vasquez	Access Monterey Peninsula	Louise Iredell	
Mario Romo	Access Monterey Peninsula	Nancy Ausonio	
Sam Teel	Monterey Co Hospitality Assn.	Maury Vasquez	Intern, Supervisor District 4
MacGregor Eddy	Media	Ray Harrod	Monterey County resident

1. CALL TO ORDER

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

1.1 ADDITIONS OR CORRECTIONS TO THE AGENDA

Revised agenda items 3.1.9, adding to the action: Approve sole source procurement finding, and item 6, change action to: Adopt Resolution 2015-15 regarding prior CEQA review of the Marina-Salinas Multimodal Corridor Plan and approving the Plan.

2. PUBLIC COMMENTS

Jesus Esparza, expressed concern regarding the access to his property via Zavala Road from US 101 south of San Juan Road (1280 El Camino Real). He said it was a risky area, and asked that this location be looked at for a solution. TAMC staff referred Mr. Esparza to Caltrans.

3. CONSENT AGENDA

M/S/C Salinas/Rubio/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 May 27, 2015.
- 3.1.2** Accepted the list of checks written for May 2015 and credit card statements for the month of April 2015.
- 3.1.3** Received report on conferences attended by agency staff.
- 3.1.4** Approved updated Agency weighted vote table.
- 3.1.5** Adopted Resolution 2015-10 adopting the Agency's Title VI Program and Language Assistance Plan.

Board member Huerta commented that the Title 6 Plan numbers for limited English proficiency households for Greenfield appeared too low. Staff noted that the data source may be deficient.

- 3.1.6** Approved Resolution 2015-13 for Employer Paid Member Contributions, which requires full-time employees of the agency to pay a portion of their employee contributions towards retirement benefits.
- 3.1.7** Approved evaluation form, procedure, and timeline for completing annual evaluation for Executive Director and Counsel as recommended by the Executive Committee.
- 3.1.8** Approved closure of Transportation Agency for Monterey County offices on December 28, 29, 30, and 31, 2015.
- 3.1.9** Regarding Video Recording and Broadcasting of Board Meetings:
 - 1. Authorized the Executive Director to execute contract Amendment No.1 with Access Monterey Peninsula, to extend and amend the contract from the current expiration date, July 1, 2015 to October 1, 2015;
 - 2. Authorized the Executive Director to execute contract Amendment No. 1 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, July 1, 2015 to October 1, 2015;
 - 3. Authorized 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; and
 - 4. Authorized the use of \$3,450 from administration funds budgeted for these purposes.
- 3.1.10** Regarding Request for Proposals for Video recording, Production, and Distribution of Transportation Agency for Monterey County Board Meetings:
 - 1. Approved Request for Proposals (RFP) to provide video recording, and distribution services of Transportation Agency Board meetings;
 - 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 administration funds budgeted to this purpose.
- 3.1.11** Regarding Agreement for Audit Repayment between Caltrans & TAMC:
 - 1. Authorized the Executive Director to sign the Reimbursement Agreement between California Department of Transportation (Caltrans) and Transportation Agency for Monterey County for repayment of the Caltrans audit findings.
 - 2. Approved the use of \$82,185.89 per year for 10 years for a total of \$821,858.90 from the Agency's undesignated reserve funds for this agreement.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

- 3.2.1** Regarding Local Transportation Fund Allocation and Unmet Transit Needs:
1. Adopted Resolution 2015-11 finding that within Monterey County there are unmet transit needs, including unmet transit needs that are reasonable to meet; and
 2. Adopted Resolution 2015-12 allocating \$13,809,685 in Local Transportation Funds to Monterey-Salinas Transit for Fiscal Year 2015-16.

Board member Huerta expressed his concern that Ranch Cielo transit needs were not identified as reasonable to meet. Staff reported that the proposal did not meet the reasonableness criteria, but that does not mean it is not a worthy service.

- 3.2.2** Approved appointments of Dennis L. Johnson representing the Carmel-by-the-Sea and Brian Cook alternate representing California State University Monterey Bay to the Bicycle and Pedestrian Facilities Advisory Committee.
- 3.2.3** Adopted Resolution 2015-14 authorizing federal funding for Monterey-Salinas Transit under the Federal Transit Administration Section 5339 Bus Replacement Program through the California Department of Transportation.

PLANNING

- 3.3.1** Regarding Fort Ord Reuse Authority Fee Reallocation Update:
1. Approved Request for Proposals for the 2016 Fort Ord Reuse Authority Fee Reallocation Study Update;
 2. Authorized staff to publish the Request for Proposals, and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work;
 3. Approved the agreement between the Transportation Agency and the Fort Ord Reuse Authority, which obligates the Authority to fund the project; and
 4. Authorized the Executive Director to sign the agreement
 5. Authorized 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.
- 3.3.2** Regarding Expenditure Plan – Environmental Review:
1. Authorized the Executive Director to execute a contract with Rincon Consultants, Inc., in an amount not to exceed \$40,000, for the Transportation Improvement Measure Expenditure Plan Environmental Review, for the period ending December 2016;
 2. Approved the use of Public Outreach funds budgeted to this purpose; and
 3. Authorized 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.
- 3.3.3** Received state legislative update, and Adopted positions on bills of interest to the Agency.
- 3.3.4** Received federal legislative update.
- 3.3.5** Regarding Expenditure Plan – Project Cost updates:
1. Authorized the Executive Director to execute a contract with Wood Rodgers, pending Counsel approval, in an amount not to exceed \$25,000 for the Transportation Improvement Measure Expenditure Plan Project Cost Updates, for the period ending December 2016;
 2. Approved the use of Public Outreach funds budgeted to this purpose; and
 3. Authorized 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.

3.3.6 Regarding Pacific Grove SR68 Corridor Study Consultant:

1. Authorized the Executive Director to negotiate scope of work and execute an actual cost plus fixed fee agreement with Eisen|Letunic for the Pacific Grove State Route 68 Corridor Study in an amount not to exceed 4115,000 to provide professional services for the period ending December 31, 2016 subject to approval by Agency counsel;
2. Approved the use of Agency funds budgeted to this project; and
3. Authorized 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.

PROJECT DELIVERY and PROGRAMMING

3.4.1 Regarding Call Box Call Answering Center Service Contract Amendment:

1. Authorized the Executive Director to execute a contract Amendment not to exceed \$3,100 with Keolis America Inc. for one year of call box answering services, with an increased base rate from \$2.50 to \$2.62, and an increased bonus/penalty from \$0.07 to \$0.08;
2. Approved the use of \$3,100 in Service Authority for Freeways and Expressways funds for call box answering services; and
3. Authorized Executive to make administrative changes to the standard contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

3.4.2 Approved the Regional Surface Transportation Program Guidelines & Policies, revised per Caltrans Audits comments.

3.4.3 Approved the request by the City of Marina to allocate \$261,456.00 of its Regional Surface Transportation Program fair share funds to the resurfacing of the Reservation Road and the Imjin Parkway bike lane projects.

RAIL PROGRAM

3.5.1 Regarding Coast Daylight Project Environmental Review:

1. Approved Request for Proposals (RFP) for the federal environmental review of the Salinas-San Jose corridor in support of the Coast Daylight project;
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 State Transportation Improvement Program (STIP) funds budgeted to this purpose.

3.5.2 Received report on a federal grant application for \$23 million for the Pajaro/Watsonville multimodal station and on a contract with HDR Engineering, In an amount not to exceed \$4,999, to provide assistance with the application for the period ending June 30, 2015.

3.5.3 Approved the Transportation Agency's vote in favor of membership in the Salinas Community Benefit Assessment District.

REGIONAL DEVELOPMENT IMPACT FEE

3.6.1 None this month.

COMMITTEE MINUTES

3.7.1 Accepted minutes from Transportation Agency committees:

- Executive Committee – Draft June 3, 2015
- Bicycle & Pedestrian Facilities Advisory Committee – Draft June 3, 2015
- Rail Policy Committee – Draft June 1, 2015
- Technical Advisory Committee –Draft June 4, 2015

4. HIGHWAY 156 NEAR TERM IMPROVEMENTS

M/S/C Burnett/Markey/unanimous

The Board authorized the use of Transportation Agency undesignated reserve funding for County of Monterey to install radar feedback signs on State Route 156, and approved a revised Master Funding Agreement Exhibit A with County of Monterey incorporating the radar feedback sign project. The Board directed staff to work with Caltrans and explore the possibility of flashing light signs. Board member Phillips volunteered to participate in the discussion.

Todd Muck, Deputy Executive Director, reported as a near term improvement that Agency staff is seeking to utilize undesignated Transportation Agency reserve funding for County of Monterey to install radar feedback signs on State Route 156.

Public comment:

Louise Ardell, Oakhills resident reported that although a radar sign is a good idea, she prefers a flashing light sign, like the light on Castroville Boulevard. Mr. Muck replied that this issue has been discussed with Caltrans, but they have strict guidelines they have to follow. Aileen Loe noted that Caltrans takes safety very seriously, follows solid standards and noted it is important that Caltrans look at all safety equipment criteria.

5. SR 156 CORRIDOR PROJECT LEVEL 2 TRAFFIC AND REVENUE STUDY

M/S/C Armenta/Salinas/unanimous

The Board authorized the Executive Director to publish a Request for Proposals (RFP) for a Level 2 Traffic and Revenue Study for the SR 156 Corridor project, and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work and approved the use of federal earmark funds budgeted to this purpose. The Board also authorized the Executive Director to execute a contract with TJKM, pending Legal Counsel approval, for an amount not to exceed \$30,235, for the Highway 156 Traffic Data Collection project, for the period ending December 2016, approved the use of federal earmark funds budgeted to this purpose; and authorized 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.

Todd Muck, Deputy Executive Director, reported that the Agency is seeking to release a Request for Proposals for a Level 2 Traffic and Revenue study for the State Route 156 Corridor project. This study will provide a basis for an Environmental Impact Review and give answers to questions. Mr. Muck noted that the study will evaluate weekend and weekday, as well as seasonal traffic. He added that staff will be coordinating the flow of information with Caltrans to allow its use in the preparation of the Supplemental EIR as soon as data is available.

Board member Armenta commented that because the community is impacted by this, staff should provide a time for comments on the study before taking it to the full board for approval. Mr. Muck responded that was the intent.

Public comment:

Sam Teel, MCHA, commented that the information gathered in this study will keep this project moving forward.

Mark Reasons, Ocean Mist, commented that he is pleased to see this study move forward. He asked that the study look closely at diversionary routes such as Blackie Road and Castroville Boulevard, which are already congested with traffic.

Dell Matt, 101 Bypass Committee, expressed her concern with the merge from Route 156

US 101 asked that diversions to Prunedale North and South Roads be considered.

Board member Edelen commented that it is a fact tht no one will have to pay a toll because people will always have a choice to use the old Highway 156 as a free route. He added that the current 156 will be slower and safer under this scenario.

Board member Phillips commented that it is important to get facts as soon as possible, so we can know if it is feasible to move forward.

6. MARINA-SALINAS MULTIMODAL CORRIDOR PLAN

M/S/C Markey/Edelen/unanimous

The Board adopted Resolution 2015-15 approving the Marina-Salinas Multimodal Corridor Plan and making certain findings regarding prior CEQA review..

Ariana Green, Associate Transportation Planner, reported that the draft Marina-Salinas Multimodal Corridor Plan was developed with input from partner agencies, stakeholders and members of the community. The plan identifies a corridor connecting Salinas and Marina and proposes conceptual roadway design that will meet the needs of all roadway users.

Public comment:

Eric Petersen, Salinas resident, commented this plan is good, but noted his opinin that Class I bicycle paths are not as safe as Class II bike lanes. Board Alternate Kristi Markey thanked staff and the City of Salinas for their work on this plan.

7. REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDING FOR BIKE PROJECTS

M/S/C Armenta/Huerta/unanimous

The Board approved Regional Surface Transportation Program funding for County of Monterey to add bicycle lanes to Rio Road and for the City of Marina to repave and add bicycle lanes to Imjin Parkway.

Michael Zeller, Senior Transportation Planner, reported that Agency staff is seeking to utilize Regional Surface Transportation funds reserved for Complete Streets project implementation to install Class II bicycle lanes on two projects.

The first project is an addition to the County of Monterey's repaving of Rio Road. The requested \$55,000 will be used to install Class II Bike Lanes in conjunction with an existing asphalt concrete overlay scheduled for this summer. In addition, at the eastbound intersection of Highway 1 and Rio Road equipment will be installed to allow the traffic signal to more readily detect bicycles. The Transportation Agency Board has previously approved a set aside of \$1,410,000 from the Regional Surface Transportation Program FY 2014/15 – FY 2016/17. The requested funding to install bike lanes on the County's repaving project will be deducted from this amount.

The second project will repave and install bicycle lanes on Imjin Parkway, a major regional travel corridor. The project will extend from Imjin Road to Second Avenue, and would reduce the width of the travel lanes while adding bike lanes to each side. The proposal is to fund the project 50% by the City of Marina and 50% by TAMC, corresponding to the level of regional traffic on the roadway. The TAMC share of \$411,000 will be funded partially from the remaining balance of the set aside for Complete Streets project implementation (\$334,000) and the TAMC reserve set aside (\$77,000).

Board member Rubio commented that he supports the proposal but asked that TAMC look at the usage of these bike and pedestrian projects, and should develop cost-benefit metrics. Staff agree
this evaluation.

8. **VERBAL UPDATE ON THE CALTRANS AUDIT**

Executive Director Debbie Hale gave an update on the Caltrans Audit.

Director Hale reported that TAMC received the Caltrans 2014 Incurred Cost Audit and is developing a written manual detailing all policies and procedures governing the financial management system, procurement, contract management and construction management. Director Hale noted that staff is working closely with Agency Counsel, and expects to deliver all documents to Caltrans bring final versions to the Board for approval by the end of the year.

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

Board member Edelen reported that he and Director Hale attended the CalCOG meeting in Sacramento on June 18th. They talked with sister agencies and gave input to state legislators, including Senator Anthony Cannella, about proposed state legislation to address the pending fiscal cliff in transportation funding.

10. **REPORTS FROM TRANSPORTATION PROVIDERS**

Caltrans – Aileen Loe, Caltrans Director, reported that Caltrans added Safety and Health to their goals and objectives in their quarterly Mile Marker Report. She announced Caltrans is developing standards for Class IV Bikeways. Such bikeways are known as cycle tracks, and they add separation barriers between the cyclist and vehicles.

Monterey Regional Airport District – Bill Sabo encouraged the Board members to book your airfares early for a better rate at the Monterey Regional Airport. He announced that the Airport District hired a new Executive Director, name to be announced at a later date. He announced American Airlines is merging with U.S. Airways at the end of summer.

Monterey-Salinas Transit District – Carl Sedoryk reported that the new wirelessly-charged electric trolley with zero emissions has been in operation since Memorial Day weekend, and is working well. He reported MST is implementing a survey as part of developing Measure Q, noting, it is a 15-year plan, and needs input from the community on how the money should be spent. In conclusion, he announced that Monterey-Salinas Transit is proud to announce that Mariela Pizarro-Silva of Salinas was selected by the American Public Transportation Association to participate in the 2015 APTA Youth Summit to Advance Public Transportation being held in Washington, DC.

11. EXECUTIVE DIRECTOR'S REPORT

Director Hale announced the US 101 – San Juan Road Ribbon Cutting Ceremony will take place on July 17, 2015. She also announced that staff is conducting community outreach to get ideas for the proposed Transportation Investment Plan. Director Hale reported TAMC is working to go paperless, and asked the Board to call the office if they want to continue receiving a paper copy of the agenda packet.

12. ANNOUNCEMENTS AND/OR COMMENTS FROM TRANSPORTATION AGENCY MEMBERS

Board member Armenta requested that staff look into the issue raised by Jesus Esparza regarding the entrance to Zavala Road at 1280 El Camino Real. He asked that staff consider providing a Spanish translator at Board meetings and requested that staff bring forward to the Board an Equal Opportunity Plan.

Board member Huitt thanked Ariana Green for her excellent work on the Pacific Grove Corridor Study.

13. ADJOURNMENT

Chair Craig adjourned the meeting at 10:38 a.m.



Memorandum

To: Board of Directors

From: David Delfino, Finance Officer / Analyst

Meeting Date: August 26, 2015

Subject: TAMC payments for the months of June and July 2015

RECOMMENDED ACTION

ACCEPT the list of checks written for June and July 2015 and credit card statements for the months of May and June 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 \$5,121,069.47, which included checks written for June and July 2015 and payments of the May and June 2015 Platinum Plus Credit Card statements.

DISCUSSION

During the months of June and July 2015 normal operating checks were written, as well as:

- A check for \$4,386,404.00 to the Transportation Agency's Regional Surface Transportation Program (RSTP) County account 694 of RSTP Funds electronically transferred by the State of California to the Transportation Agency's checking account;
- Two checks totaling \$33,659.35 to Ernst and Young U.S. LLP for Hwy 156 Public Private Partnership Analysis;
- Two checks totaling \$87,225.97 to HDR Engineering Inc. for engineering services for Salinas Rail Extension Kick-Start Project;

- Two checks totaling \$520.00 to Meyers, Nave, Riback, Silver & Wilson, a check for \$2,600.00 to Hansen & Co. Inc. and two checks totaling \$7,268.75 to Overland, Pacific & Culter, Inc., for Right of Way work for the Salinas Rail Extension Kick-Start Project;
- A check for \$11,605.00 to Quality Traffic Data LLC for traffic counts;
- A check for \$6,419.20 to PMC – Pacific Municipal Consultants for website development services;
- Two checks totaling \$5,460.08 to Eric Gouldsberry Art Direction for graphic design for the annual report and for roundabout outreach;
- Two checks totaling \$5,727.01 to the Capitol Corridor Joint Powers Authority for Planning effort to bring Rail Service to the City of Salinas;
- Two checks totaling \$5,346.00 to Alta Planning + Design for services for the Wayfinding Plan for Monterey County;
- A check for \$24,000.00 to the U.S. Postal Service for postage for the Annual Report;
- A check for \$4,800.00 to AgendaPal Corp. for agenda software;
- A check for \$7,326.11 to Ecology Action for Bike Week services;
- A check for \$9,034.00 to TrueLook Inc. for Video equipment for the Hwy 68 Roundabout Public Outreach and
- A check for \$4,780.00 to Santa Barbara County Association of Governments for membership dues for the years 2013/14 and 2014/15 for the Central Coast Coalition.

Approved by:  Date signed: August 17, 2015
Debra L. Hale, Executive Director

Consent Agenda Counsel Review: N/A

Attachments: 1. List of checks written during the months of June and July 2015.
2. Platinum Plus credit card statements for May and June 2015.

Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 June 30, 2015

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
06/01/2015	EFT Ernst & Young U.S. LLP	21,233.35		Highway 156 Public Private Partnership Analysis
06/01/2015	EFT CalPers Health Benefits	7,811.32		Employee Benefit
06/01/2015	EFT Christina Watson	253.35		125 Plan and Travel Reimbursement for Rail Hearing
06/01/2015	EFT Debbie Hale	124.35		Travel Reimbursement for Rail and CALCOG Meeting
06/01/2015	EFT Dave Delfino	74.50		125 Plan Reimbursement
06/01/2015	EFT Virginia Murillo	30.21		Travel Reimbursement for Rail Summit
06/04/2015	16172 Alvarez Technology Group, Inc.	1,481.32		Computer Support and Telecommunication
06/04/2015	16173 AT&T Wireless Services	41.50		SAFE Call Box - Phone Service
06/04/2015	16174 California Towing and Transport	14,971.02		Freeway Service Patrol
06/04/2015	16175 Carlton's Fire Extinguisher Sales & Service	45.00		Office Expenses
06/04/2015	16176 De Lage Landen Financial Services	280.91		Office Copier Lease
06/04/2015	16177 Enterprise Rent-a-Car	57.21		Auto Rental
06/04/2015	16178 Quality Traffic Data LLC	11,605.00		Traffic Counts
06/04/2015	16179 Red Shift Internet Services	109.90		Internet Services
06/04/2015	16180 Verizon Wireless	146.06		Call Box-Phone Service
06/04/2015	16181 VSP	166.60		Employee Benefits
06/04/2015	DEP P&S R/E and Lithia		4,000.84	Railroad Right Way Rent
06/04/2015	DEP United States Treasury		9.46	Payroll Tax Refund
06/04/2015	DEP State of California		15,542.84	Prunedale Improvement Project Outreach Reimbursement
06/04/2015	DEP State of California		48,359.24	Prop 116 Funds for Commuter Rail
06/04/2015	DEP City of Monterey		10,925.75	HWY 68 Roundabout Public Outreach Reimbursement & RDIF Fees
06/05/2015	EFT Payroll	32,590.77		Payroll
06/05/2015	EFT Form 941	8,088.02		Payroll Taxes & Withholding
06/05/2015	EFT EDD	2,733.57		Payroll Taxes & Withholding
06/05/2015	EFT EDD	11.67		Payroll Taxes & Withholding
06/05/2015	EFT Pers Retirement	7,130.00		Employee Benefits
06/05/2015	EFT Pers Retirement PEPRA	812.69		Employee Benefits
06/05/2015	EFT CalPERS	5,579.34		Employee Benefits
06/05/2015	16182 United Way of Monterey County	65.00		Employee Deduction - Charitable
06/11/2015	16183 AT & T (Carol Stream, Il.)	362.89		Telecommunications, Call Box - Phone Service and Rideshare
06/11/2015	16184 Blue Heron Design Group	425.00		Bike Month Contractor
06/11/2015	16185 Capitol Corridor Joint Powers Authority	1,462.44		Planning Effort to bring Rail Service to the City of Salinas
06/11/2015	16186 Costco Wholesale	17.37		Office Supplies
06/11/2015	16187 Delta Dental	849.43		Employee Benefits
06/11/2015	16188 FedEx (Printing)	1,483.40		Printing
06/11/2015	16189 JEA & Associates	2,500.00		Legislative Consultants
06/11/2015	16190 Monterey County Office of Education	3,000.00		Broadcasting Services
06/11/2015	16191 Office of the County Counsel	7,583.32		Legal Services
06/11/2015	16192 Overland, Pacific & Cutler, Inc.	4,996.25		Right of Way Services for Commuter Rail Extension to Monterey County
06/11/2015	16193 Park a Bike Inc.	25,944.61		Bike Secure Program Purchases
06/11/2015	16194 Peninsula Messenger LLC	375.00		Courier Service
06/11/2015	16195 Pure Water	52.95		Water
06/11/2015	16196 Void	-		Void
06/11/2015	EFT Ernst & Young U.S. LLP	12,426.00		Highway 156 Public Private Partnership Analysis
06/11/2015	EFT Todd Muck	1,514.89		Travel Reimbursement for APA Conference
06/11/2015	EFT Ariana Green	456.23		Reimbursement for Bike Week Expenses
06/11/2015	EFT Mike Zeller	181.62		Travel Reimbursement for RTPA and CTC Meetings
06/12/2015	16197 Santa Barbara County Assoc. of Government	4,780.00		Dues for Central Coast Coalition 2013/14 and 2014/15
06/18/2015	16199 Business Card	3,368.31		Office and Meeting Supplies, Staff Travel & Professional Development
06/18/2015	16200 Case Systems Inc.	6,615.00		SAFE Call Box - Maintenance
06/18/2015	16201 CDS Net, LLC	230.35		Safe Call Boxes
06/18/2015	16202 Comcast	132.54		Telecommunications
06/18/2015	16203 County of Monterey RMA/Pub Works-Postage	2,078.07		Courier & Postage
06/18/2015	16204 Void	-		Void
06/18/2015	16205 Eric Gouldsberry Art Direction	3,660.08		Services for Annual Report

Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 June 30, 2015

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
06/18/2015	16206 Lincoln National Life Insurance Co.	588.28		Employee Benefits
06/18/2015	16207 Office Depot	113.10		Office Supplies
06/18/2015	16208 U.S. Postal Service S.J.	225.00		Bulk Mailing Permit
06/18/2015	16209 Dave Potter	510.51		Reimbursement for Travel Expenses to APTA and Senate Rail Committee
06/18/2015	DEP Jaguar, Cardinale, Newton, Wilson, Headrich, Graniterock, NPM Inc. and Saroyan		26,748.24	Railroad Right Way Rent
06/18/2015	DEP Portola Leasing and Marina Concrete		850.00	Railroad Right Way Rent
06/18/2015	DEP State of California		21,016.16	San Juan Rd. Public Outreach
06/19/2015	EFT Payroll	32,794.14		Payroll
06/19/2015	EFT Form 941	8,123.58		Payroll Taxes & Withholding
06/19/2015	EFT EDD	2,745.72		Payroll Taxes & Withholding
06/19/2015	EFT Pers Retirement	7,137.62		Employee Benefits
06/19/2015	EFT Pers Retirement PEPRA	812.69		Employee Benefits
06/19/2015	EFT CalPERS	5,579.34		Employee Benefits
06/19/2015	16198 United Way of Monterey County	65.00		Employee Deduction - Charitable
06/23/2015	DEP State of California		128,203.99	Planning, Programming and Monitoring (PPM) 3rd Quarter 14/15
06/23/2015	DEP State of California		125,912.99	Rural Planning Funds - 3rd Quarter 14/15
06/25/2015	EFT Union Bank	25.00		Bank Service Charges
06/25/2015	EFT Union Bank	15.00		Bank Service Charges
06/25/2015	EFT Union Bank	6.00		Bank Service Charges
06/26/2015	16210 Access Monterey Peninsula, Inc. (AMP)	1,410.00		TV Video Services
06/26/2015	16211 Alta Planning + Design	1,225.00		Services for Wayfinding Plan for Monterey County
06/26/2015	16212 Associated Building Maintenance	102.00		Office Repairs & Maintenance
06/26/2015	16213 AT&T Wireless Services	36.67		SAFE Call Box - Phone Service
06/26/2015	16214 Californian	120.23		Advertising for HWY 156 Services
06/26/2015	16215 Hansen & Co., Inc.	2,600.00		Appraisal Services for Commuter Rail Extension to Monterey County
06/26/2015	16216 Meyers, Nave, Riback, Silver & Wilson	325.00		Right of Way Services for Commuter Rail Extension to Monterey County
06/26/2015	16217 Oppidea, LLC	2,335.00		Accounting Services
06/26/2015	16218 Shell	41.27		Auto Expense - Gasoline
06/26/2015	16219 TrueLook, Inc.	9,034.00		Video Equipment for HWY 68 Roundabout Public Outreach
06/26/2015	16220 Valero Marketing and Supply	24.15		Auto Expense - Gasoline
06/30/2015	16221 Alejandro V Chavez	548.70		Board Stipend
06/30/2015	16222 Belinda T Hendrickson	182.90		Board Stipend
06/30/2015	16223 Bruce C Delgado	182.90		Board Stipend
06/30/2015	16224 Edwin D Smith	320.07		Board Stipend
06/30/2015	16225 Jerry B Edelen	320.07		Board Stipend
06/30/2015	16226 John P Huerta	274.35		Board Stipend
06/30/2015	16227 Kimbley J Craig	502.97		Board Stipend
06/30/2015	16228 Maria x Orozco	182.90		Board Stipend
06/30/2015	16229 Ralph S Rubio	411.52		Board Stipend
06/30/2015	16230 Robert E Huitt	502.97		Board Stipend
06/30/2015	EFT Pers Retirement	7,137.62		Employee Benefits
06/30/2015	EFT Pers Retirement PEPRA	812.69		Employee Benefits
06/30/2015	EFT CalPERS	5,579.34		Employee Benefits
TOTAL		292,891.71	381,569.51	

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

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
07/01/2015	EFT Ariana Green	789.90		Employee Reimbursements for Bike Month
07/01/2015	EFT Debbie Hale	153.00		Expense Reimbursement for CALCOG and CCJPA
07/01/2015	EFT Christina Watson	21.00		Employee Reimbursement CCJPA - Parking
07/02/2015	EFT Form 941	573.80		Payroll Taxes & Withholding
07/02/2015	EFT EDD	101.25		Payroll Taxes & Withholding
07/02/2015	EFT EDD	33.75		Payroll Taxes & Withholding
07/02/2015	EFT CalPers Health Benefits	7,811.32		Employee Benefit
07/02/2015	EFT Payroll	32,482.22		Payroll
07/02/2015	EFT Form 941	8,037.90		Payroll Taxes & Withholding
07/02/2015	EFT EDD	2,719.28		Payroll Taxes & Withholding
07/02/2015	16231 AgendaPal Corp.	4,800.00		Agenda Software
07/02/2015	16232 Alliant Insurance	3,110.28		Property Insurance
07/02/2015	16233 Alvarez Technology Group, Inc.	1,285.00		Computer Support
07/02/2015	16234 AMBAG	2,500.00		Cost Sharing Freight Plan
07/02/2015	16235 American Public Transportation Association	1,068.00		Association Dues
07/02/2015	16236 Belinda Hendrickson	207.00		Board Member Mileage
07/02/2015	16237 Dave Potter	74.18		Board Member Mileage
07/02/2015	16238 De Lage Landen Financial Services	280.91		Office Copier Lease
07/02/2015	16239 Ed Smith	97.57		Board Member Mileage
07/02/2015	16240 Enterprise Rent-a-Car	57.21		Auto Rental
07/02/2015	16241 Jerry B. Edelen	339.42		Board Member Mileage
07/02/2015	16242 Maria Orozco	71.30		Board Member Mileage
07/02/2015	16243 Plaza Circle, Ltd	7,793.80		Office Rent
07/02/2015	16244 Ralph Rubio	62.10		Board Member Mileage
07/02/2015	16245 Robert Huitt	171.12		Board Member Mileage
07/02/2015	16246 SDRMA-Workers Comp Program	7,719.41		Employee Benefits-Worker's Compensation
07/02/2015	16247 VSP	166.60		Employee Benefits
07/02/2015	16248 United Way of Monterey County	65.00		Employee Deduction - Charitable
07/02/2015	16249 Petty Cash	134.60		Miscellaneous Office Expenses
07/02/2015	DEP Haerich, Graniterock, P&S R/E and Lithia		9,995.84	Railroad Right Way Rent
07/02/2015	DEP All US Credit Union		4,932.00	Railroad Right Way Rent
07/02/2015	DEP Dave Potter		109.25	Reimbursement of Travel Expenses
07/02/2015	DEP City of Greenfield		5,885.00	CMA 2015/16
07/02/2015	DEP State of California		22,212.15	SR HWY 156 Funds
07/03/2015	EFT State of California		4,386,404.00	RSTP Exchange Funds 14/15
07/06/2015	16250 Monterey County Treasurer	4,386,404.00		Funds Transfer to County RSTP Acct. 694
07/10/2015	EFT CalPERS	23,177.00		Employee Benefits
07/17/2015	16251 United Way of Monterey County	65.00		Employee Deduction - Charitable
07/17/2015	16252 Access Monterey Peninsula, Inc. (AMP)	1,410.00		TV Video Services
07/17/2015	16253 Alvarez Technology Group, Inc.	1,481.32		Computer Support
07/17/2015	16254 AT & T (Carol Stream, Il.)	342.68		Telecommunications, Call Box - Phone Service and Rideshare
07/17/2015	16255 Business Card	3,437.89		Supplies, Staff Travel & Professional
07/17/2015	16256 California Highway Patrol	386.17		Freeway Service SAFE Call Box Program
07/17/2015	16257 California Towing and Transport	14,529.78		Freeway Service Patrol
07/17/2015	16258 Capitol Corridor Joint Powers Authority	4,264.57		Planning Effort to bring Rail Service to the City of Salinas
07/17/2015	16259 CDS Net, LLC	203.03		Safe Call Boxes
07/17/2015	16260 CDW-G	1,894.72		Computer Equipment
07/17/2015	16261 Comcast	132.54		Telecommunication
07/17/2015	16262 Costco Wholesale	265.30		Office and Meeting Supplies
07/17/2015	16263 Delta Dental	849.43		Employee Benefits
07/17/2015	16264 Derrick Smith	2,300.00		Maintenance Branch Line and Fort Ord
07/17/2015	16265 Ecology Action	7,326.11		Bike Month Services
07/17/2015	16266 Eric Gouldsberry Art Direction	1,800.00		Services for Roundabout Outreach

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

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
07/17/2015	16267 FedEx (Printing)	687.30		Printing
07/17/2015	16268 FOR A	7,000.00		Dues
07/17/2015	16269 HDR Engineering Inc.	83,095.97		Salinas Rail Extension Kick-Start Project
07/17/2015	16270 Moss, Levy & Hartzheim	3,000.00		Financial Audit
07/17/2015	16271 Office Depot	430.54		Supplies
07/17/2015	16272 Office of the County Counsel	5,641.00		Legal Services
07/17/2015	16273 Peninsula Messenger LLC	125.00		Courier Service
07/17/2015	16274 Plaza Circle, Ltd	280.35		Office Rent
07/17/2015	16275 PMC - Pacific Municipal Consultants	6,419.20		Website Services
07/17/2015	16276 Pure Water	71.70		Water
07/17/2015	16277 Red Shift Internet Services	109.90		Internet Services
07/17/2015	16278 Verizon Wireless	123.62		Call Box-Phone Service
07/17/2015	16279 U.S. Postal Service S.J.	24,000.00		Bulk Mailing / Postage - Annual Report
07/17/2015	EFT Payroll	33,569.95		Payroll
07/17/2015	EFT Form 941	8,315.66		Payroll Taxes & Withholding
07/17/2015	EFT EDD	2,800.85		Payroll Taxes & Withholding
07/17/2015	EFT EDD	6.24		Payroll Taxes & Withholding
07/17/2015	EFT Pers Retirement	6,152.69		Employee Benefits
07/17/2015	EFT Pers Retirement PEPPRA	835.27		Employee Benefits
07/17/2015	EFT CalPERS	5,684.52		Employee Benefits
07/20/2015	EFT Todd Muck	4,280.64		Employee Deduction - 125 Plan
07/20/2015	EFT Ariana Green	1,370.58		Employee Reimbursements for Bike Month
07/20/2015	EFT Rita Goel	848.37		Employee Deduction - 125 Plan
07/20/2015	EFT Debbie Hale	824.36		Employee Deduction - 125 Plan
07/20/2015	EFT Christina Watson	288.11		Employee Reimbursement for APTA Conference
07/20/2015	EFT Elouise Rodriguez	55.00		Reimbursement for Expense
07/20/2015	EFT Theresa Wright	52.66		Reimbursement for Expense
07/20/2015	DEP Cities of Del Rey Oaks, Pacific Grove, Seaside, Sand City, Gonzales, Soledad, Carmel and Salinas		82,414.00	CMA 2015/16
07/20/2015	DEP Wilson, Giustinaini and Jaguar		6,761.27	Railroad Right Way Rent
07/20/2015	DEP All US Credit Union, Portola Leasing and Marina Concrete		7,801.72	Railroad Right Way Rent
07/20/2015	DEP AMBAG		13,399.91	FHWA 3rd Qtr. FY14/15
07/24/2015	16280 Oppidea, LLC	2,335.00		Accounting Services
07/24/2015	16281 Alta Planning + Design	4,121.00		Services for Wayfinding Plan for Monterey County
07/24/2015	16282 Baillie Family Limited Partnership	100.00		Permit Fees
07/24/2015	16283 Case Systems Inc.	6,615.00		SAFE Call Box - Maintenance
07/24/2015	16284 HDR Engineering Inc.	4,130.00		Salinas Rail Extension Kick-Start Project
07/24/2015	16285 JEA & Associates	2,500.00		Legislative Consultants
07/24/2015	16286 Lincoln National Life Insurance Co.	588.28		Employee Benefits
07/24/2015	16287 Meyers, Nave, Riback, Silver & Wilson	195.00		Right of Way Services for Salinas Rail Extension Kick-Start Project
07/24/2015	16288 Office of the County Counsel	7,397.36		Legal Services
07/24/2015	16289 Overland, Pacific & Cutler, Inc.	2,272.50		Right of Way Services for Salinas Rail Extension Kick-Start Project
07/24/2015	16290 Plaza Circle, Ltd	7,793.80		Office Rent
07/24/2015	16291 Salinas Toyota	975.55		Vehicle Maintenance
07/24/2015	16292 Shell	57.85		Auto Expense - Gasoline
07/24/2015	16293 Tri-County Business Systems	696.44		Office Copier Expenses
07/24/2015	16294 Trucksis Ent. Inc.	244.41		TAMC Banner
07/24/2015	16295 Valero Marketing and Supply	32.57		Auto Expense - Gasoline
07/27/2015	EFT Union Bank	30.00		Bank Service Charges
07/27/2015	EFT Union Bank	25.00		Bank Service Charges
07/27/2015	EFT Union Bank	9.00		Bank Service Charges
07/27/2015	EFT Union Bank	0.10		Bank Service Charges
07/30/2015	DEP County of Monterey and City of King City		135,454.00	CMA 2015/16
07/30/2015	DEP Cardinale, Headrich, Monterey Fish Co., Saroyan and Sparolini		8,344.02	Railroad Right Way Rent

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

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
07/30/2015	DEP Mouny County Weekly		1.68	Other Income - Copies
07/30/2015	DEP Lyle Lemp		52.91	Reimbursed Expenses
07/31/2015	16296 United Way of Monterey County	65.00		Employee Deduction - Charitable
07/31/2015	EFT Payroll	34,630.74		Payroll
07/27/2015	EFT Form 941	8,682.58		Payroll Taxes & Withholding
07/27/2015	EFT EDD	2,851.33		Payroll Taxes & Withholding
07/27/2015	EFT EDD	18.70		Payroll Taxes & Withholding
07/31/2015	EFT Pers Retirement	6,233.71		Employee Benefits
07/31/2015	EFT Pers Retirement PEPRA	841.12		Employee Benefits
07/31/2015	EFT CalPERS	5,669.78		Employee Benefits
TOTAL		4,828,177.76	4,683,767.75	



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				25.00
				\$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

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	\$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



ELOUISE RODRIGUEZ

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		
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:
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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

\$

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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

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PURCHASES	17.99%	\$0.00	\$0.00
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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.

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*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: August 26, 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:

On June 21-24, Christina Watson and Board Chair Craig attended the American Public Transportation Association (APTA) Rail Conference in Salt Lake City, Utah. The conference allowed them to reinforce relationships with partner agencies as well as get useful information about the rail transportation funding and best practices in the industry. Christina’s report on the conference is attached.

On July 20-24, Virginia Murillo attended the Esri Geographic Information Systems (GIS) User Conference in San Diego. Approximately 16,000 GIS professionals from all around the nation and the world attended the Conference. Virginia attended sessions to improve her GIS skills and on topics relevant to her work at the Agency. Virginia’s report on the training is attached.

Approved by: 
 Debra L. Hale, Executive Director

Date signed: August 14, 2015

Consent Agenda

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

Attachments: 1) Summary Report for the APTA Rail Conference
 2) Summary Report for the Esri GIS User Conference



Memorandum

To: Todd Muck, Deputy Executive Director
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 26, 2015
Subject: American Public Transportation Association Rail Conference

On June 21-24, 2015, Board Chair Craig and I attended the American Public Transportation Association (APTA) Rail Conference in Salt Lake City, Utah. Key speakers included:

- Therese McMillan, Federal Transit Administration (FTA), emphasized the importance of an authorization bill to support long-term planning and investments in infrastructure. She discussed FTA's new focus on safety and state of good repair issues and how transit can be a catalyst for economic development.
- Sarah Feinberg, Federal Railroad Administration (FRA), said that the FRA's key goal is a safe, reliable, efficient and interconnected system. She spoke about the December 31, 2015 deadline for implementing Positive Train Control (PTC) nationwide and said, absent congressional action to extend that deadline, that the FRA would begin enforcement actions on noncompliant systems as of January 1.
- Doug Most, author of "The Race Underground: Boston, New York, and the Incredible Rivalry That Built America's First Subway", hosted a luncheon discussion of the history, current state, and future of the underground transit systems of Boston and New York City.

I attended the National Transit Institute (NTI) training on leading as a mid-manager in today's public transportation environment, with sessions on diversity, time management, leadership and emotional intelligence.

I also attended the Map 21 Capital Investment Grants Program Workshop, as the process for the program (also known as "New Starts") has changed. Some new information includes a new "warrants" program, a way of evaluating projects that cost under a certain threshold per ridership estimates. For example, projects costing less than \$50 million with a daily ridership of 3,000 or higher (formerly known as "Very Small Starts"), automatically gets a "medium" rating for several criteria and has a simplified evaluation process. To qualify for a warrant, the federal share must be either less than \$100 million or less than 50%. Staff will continue to investigate this program as potential funding for a Monterey Branch Line busway project.

Overall, the APTA Rail Conference is a good way to reinforce relationships with partner agencies as well as get useful information about the rail transportation funding and best practices in the industry.

The full conference agenda can be found online here, along with selected videos and photos from the conference: <http://www.apta.com/mc/rail/Pages/default.aspx>.



Memorandum

To: Todd Muck, Deputy Executive Director
From: Virginia Murillo, Assistant Transportation Planner
Meeting Date: August 26, 2015
Subject: Esri Geographic Information Systems User Conference

On July 20-24, I attended the Esri Geographic Information Systems (GIS) User Conference in San Diego. GIS blends together geography and statistics to help planning agencies model, map and analyze social, demographic and land use data, along with geographic constraints and opportunities analyses for project development and implementation. Approximately 16,000 GIS professionals from all around the nation and the world attended the Conference. Key speakers included:

- Jack Dangermond, Esri founder, discussed the importance of applying geography to solve world problems as diverse as sustainable urban development, natural resource management, and disaster planning, and the importance of applying GIS to communicate the stories of these problems. He described how governments around the nation and world are using new web-based GIS to maintain open source databases and create apps that improve the decision-making process.
- Maryland Governor Martin O'Malley described the societal impact of utilizing GIS to improve governance. Governor O'Malley noted that citizens now expect data-driven decision-making and government transparency. He mentioned how important GIS is for ensuring that resources, such as state transportation funds, are available for communities with the greatest needs. Governor O'Malley shared Maryland's open source data portal that has improved governance in the State: <http://www.statestat.maryland.gov/>

I attended several sessions that enhanced my GIS skills and gave me ideas that can be readily implemented for Transportation Agency projects. These sessions included:

- Street and Pavement Management: The City of Austin, TX and the City of Thousand Oaks, CA Story Maps online application used the Story Maps web application to alert residents of local pavement conditions and upcoming repaving. The web application allowed the cities to reach more residents than they would traditionally be able to reach through mailers and community meetings.

- Applying GIS Everywhere: Story Maps is an effective way to communicate with the community, and staff will look at ways of incorporating it into our public outreach efforts.
- Technical Workshops: I attended several technical workshops on editing GIS data, working with coordinate systems and datum transformations, mapping statistical data, and working with the network analyst extension and creating network datasets. These workshops sharpened my GIS skills, and I will use what I learned on the upcoming Monterey County bicycle map update and for future Agency mapping needs.
- Integrated Transportation Planning: The Southern California Association of Governments (SCAG) presented their new localized Regional Transportation Plan tool, which was developed to assist local jurisdictions in applying SCAG's population and employment projections to their local planning efforts. Kimley-Horn presented their GIS methodology for Washington DC's long-range transportation plan, which envisions a more active, multimodal transportation system. Wake Transit, in Wake County, North Carolina presented their new rail transit suitability map that was developed as a response to the Federal Transit Administration's denial of a Very Small Starts grant. This session provided a variety of emerging trends, and lessons learned that Agency staff could use for future project development, such as the Monterey Branch Line.
- Planning for Community Health and Physical Activity: The Metropolitan Washington DC Council of Governments presented their Bicycle and Pedestrian Plan online interactive map (<http://gis.mwcog.org/webmaps/tpb/bikepedplan/>), and noted that web maps are now an integral component of master planning efforts. The Razorback Regional Greenway in Northwest Arkansas, a project similar to the Fort Ord Trail and Greenway project, presented their 36-mile active transportation corridor, which was built with a TIGER II federal grant, and noted that having a consistent GIS database was key to its successful completion. The City of Seattle presented the methodology and GIS maps that were key in the development of recent Bicycle Plan update, noting that GIS analysis was key in developing project prioritization. Interestingly, the City of Seattle has phased out on-street bike routes (sharrows) in its Plan update, focusing instead on the prioritization of separated bike paths. Interactive web mapping is something that the Agency will have to explore for future planning documents, and is currently exploring for the Monterey County Bike Map.
- Transportation – Planning for Cars, Climate & Clogs: Fehr & Pers presented their GIS methodology for San Francisco's Walk First Project, which used a data-driven approach to identify pedestrian streetscape improvements. To facilitate project prioritization, the information from this project was assembled and presented to stakeholders in an infographic. Kern County Council of Governments presented their Regional Transportation Plan/Sustainable Communities Strategy methodology, and discussed their use of video simulations to visualize future transportation planning scenarios and educate stakeholders and policymakers so that they may make better policy decisions. These strategies can help Agency staff with public engagement.

Overall, the Esri User Conference is a good way to form new relationships with similar Agencies, and get useful information about innovative uses for GIS that can enhance civic engagement, and improve decision-making.

The full conference agenda can be found online here, along with selected videos and photos from the conference: <http://www.esri.com/events/user-conference>



Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: August 26, 2015
Subject: Report on the Agency's Other Post-Employment Benefits

RECOMMENDED ACTION

RECEIVE 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.

SUMMARY

The Governmental Accounting Standards Board Statement No. 45 requires the valuation of Other Post-Employment Benefits liabilities for all U. S. public employers. Based on the size of the Agency's employee group (less than 200) and its Other Post-Employment Benefits funding approach (pay-as-you-go), the Agency is only required to perform this valuation once every 3 years. The last report was prepared as of July 1, 2012. The results of the July 1, 2015 valuation will be applied to determine the Transportation Agency for Monterey County's annual Other Post-Employment Benefits expense for fiscal years ending June 30, 2016, June 30, 2017 and June 30, 2018.

FINANCIAL IMPACT

For accounting purposes, the actuary has calculated the Agency's Annual Required Contributions to be \$41,715 for the fiscal year ending 6/30/2016. In order to get more accurate projections, the Annual Required Contributions for fiscal years ending 6/30/2017 and 6/30/2018 will be calculated at the end of those fiscal years respectively. Actual Agency contributions are expected to be on a "pay-as-you-go" basis, i.e., only the amounts required to be contributed for retirees in each of those 3 years.

Actual payments for retirees are projected to be \$5,923, \$6,819 and \$7,530 for the fiscal years ending 2016, 2017 and 2018 respectively. The shortfall between the Annual Required Contributions and actual retiree payments each year accumulates on the balance sheet and is referred to as the net Other Post-Employment Benefits Obligation. Governmental Accounting Standards Board Statement No. 45 does not require a state or local government to fund the Other Post-Employment Benefits but the cumulative difference between the pay-as-you-go costs and the annual required contribution must be reported and disclosed on the financial statements.

DISCUSSION

The purpose of this valuation was to assess the Other Post-Employment Benefits liabilities and provide disclosure information as required by Statement No. 45 of the Governmental Accounting Standards Board.

The Governmental Accounting Standards Board decided to require that the financial reports of U.S. public employers should provide financial information about all retirement benefits not just pension benefits. Other Post-Employment Benefits are defined as medical, prescription drug, dental, vision, hearing, life insurance, long term care and long term disability benefits.

The Agency provides its retirees with the minimum medical benefit required by Public Employees' Medical and Hospital Care Act for agencies participating in the CalPERS medical plan. The minimum employer contribution for health insurance required by CalPERS is \$122.00 per month in 2015 for each retiree who purchases health insurance through CalPERS. This amount is adjusted annually based upon the medical care component of the Consumer Price Index – Urban.

In order to accomplish the requirements of GASB 45, the Agency contracted with the actuarial firm of Bickmore Risk Services & Consulting in 2009. As a result of the valuation, staff recommended a combination of "pay-as-you-go" basis for current retirees.

The Agency contracted with Demsey, Filliger & Associates to perform the 2015 valuation. Demsey, Filliger & Associates took Agency-provided employee census data as of June 30, 2015 and applied actuarial methods and assumptions to arrive at the Agency's valuations. As of July 1, 2015, the Agency's unfunded accrued liability for Agency-paid retiree benefits was calculated as \$278,385. This represents the present value of all benefits earned to date assuming that an employee earns retiree healthcare benefits ratably over his or her career. This figure will be adjusted periodically when new valuations are required.

The results of the July 1, 2015 valuation were reviewed with the Agency's audit firm and will be applied to determine TAMC's annual Other Post-Employment Benefits expense for fiscal years ending June 30, 2016, June 30, 2017 and June 30, 2018.

Currently the Agency is required to perform this valuation once every 3 years. The frequency is determined based in part on the size of the employee group (less than 200 eligible members) and in part on the Agency's funding policy, i.e., the "pay-as-you-go" basis currently selected. However, new Governmental Accounting Standards may require the valuation to be done every 2 years. Hence, the next valuation will be most likely done in July 2017.



Approved by: _____
Debra L. Hale, Executive Director

Date: 7/5/2015

Consent Agenda

Counsel Review: N/A



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Virginia Murillo, Assistant Transportation Planner
Meeting Date: August 26, 2015
Subject: Revised Allocation for Transit Cap and Trade Funds

RECOMMENDED ACTION:

ADOPT Resolution 2015-16 approving an additional \$182,694 in Low Carbon Transit Operations Program fiscal year 2014/2015 funds for Monterey-Salinas Transit.

SUMMARY:

In order to preserve cap and trade funds for transit in the region, staff recommends supporting the Low Carbon Transit Operations Program funding transfer agreement between the Santa Cruz Metropolitan Transit District and the Monterey-Salinas Transit District.

FINANCIAL IMPACT:

Monterey-Salinas Transit (MST) originally received \$162,869 in 2014/2015 fiscal year Low Carbon Transportation Program funding. With the funding transfer agreement to receive an additional \$182,694, MST will have a total 2014/2015 fiscal year Program allocation of \$345,563 for the Transit Service in East Salinas project. MST will repay Santa Cruz Metropolitan Transit District \$182,694 in the next cycle of the Low Carbon Transit Operations Program.

DISCUSSION:

The Low Carbon Transit Operations Program is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862 (also known as the “cap and trade bill”). Distributed by statewide formula, the Program funds may be used to provide operating and capital assistance for transit projects that reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Eligible projects include

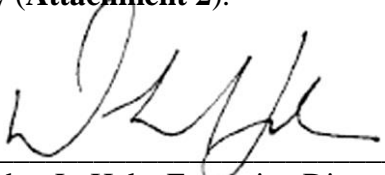
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those that support new or expanded bus or rail transit services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs of operating those services or facilities. For agencies whose service area includes disadvantaged communities, such as MST, at least fifty percent of the total allocation received must be expended on projects that will benefit disadvantaged communities. Caltrans administers this program in coordination with the California Air Resources Board and the State Controller’s Office.

A total of \$25 million in Low Carbon Transit Operations Program funds were available statewide for the 2014/2015 fiscal year. Under the Fiscal Year 2014/2015 Program, eligible agencies had a small window of time to present a project to Caltrans and the Air Resources Board in order for the program funds to be allocated by the legislative deadline of June 30, 2015. Any funds not allocated to an approved project were to be rolled back into the State’s general Cap and Trade Account with no guarantee as to which part of California would get those funds in the future. MST requested the Monterey County total of \$162,869, comprised of the Transportation Agency’s \$138,729 allocation and MST’s \$24,140 allocation, for the Transit Service in East Salinas project. Caltrans and the Air Resources Board approved MST’s project.

The Santa Cruz Metropolitan Transit District (Santa Cruz Metro) submitted an allocation request to Caltrans, but the Air Resources Board deemed the project ineligible. In an effort to avoid losing their FY 14/15 allocation, Santa Cruz Metro requested the transfer of its \$182,694 allocation to MST to be added to the approved Transit Service in East Salinas project (**Attachment 1**). Caltrans forwarded this request to the State Controller’s Office, and permitted the redirection of funds. Therefore, MST’s approved Transit Service in East Salinas project will be receiving a total amount \$345,563. In return, TAMC and MST will agree to transfer \$182,694 of future Program funds to Santa Cruz Metro’s eligible future project.

The transfer of funds was found to be the only feasible solution to ensure that \$182,694 in FY 14/15 funds remain within the Monterey Bay Area. In order to complete the transfer, staff recommends that the Board adopt Resolution 2015-16 approving an additional \$182,694 Low Carbon Transit Operations Program 2014/2015 fiscal year funds for Monterey County (**Attachment 2**).

Approved by: 
Debra L. Hale, Executive Director

Date signed: August 12, 2015

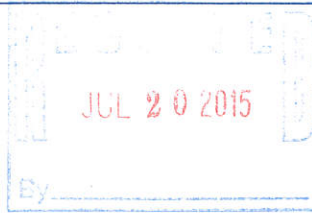
Consent Agenda

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

Attachments:

1. Correspondence from Santa Cruz Metro regarding Cap and Trade Funds Transfer
2. Resolution 2015-16

July 15, 2015



*Santa Cruz Metropolitan
Transit District*



Ms. Debbie Hale
Transportation Agency for Monterey County
55-B Plaza Circle
Salinas, CA 93901

Dear Ms. Hale:

I would like to personally thank you for your assistance to preserve \$182,694 in FY15 LCTOP funding within Santa Cruz and Monterey Counties. The actions of the California Air Resources Board and Caltrans to deny METRO's allocation request and return the LCTOP funds to the statewide Cap and Trade Program caught all of us by surprise. It was incredibly fortunate that your staff was available to reach an agreement with Santa Cruz METRO, Monterey-Salinas Transit and the Santa Cruz County Regional Transportation Commission to transfer the LCTOP FY15 funds to MST's approved east Salinas transit service project.

While the loss of funding to renovate and add customer service at the Watsonville Transit Center is disappointing, METRO anticipates that the FY16 LCTOP allocation will be sufficient to transfer a like amount from MST and TAMC to METRO and the RTC next year for an approved project

Once again, thank you for the expedient support of you and your staff to reach an acceptable solution in the very short time allowed to preserve this funding.

Sincerely,

Alex Clifford
CEO/General Manager

**RESOLUTION NO. 2015-16
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

***AUTHORIZATION TO ALLOW ADDITIONAL \$138,729 OF LOW CARBON TRANSIT
OPERATIONS PROGRAM (LCTOP) FUNDS TO THE MONTEREY-SALINAS TRANSIT
DISTRICT***

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

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

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

WHEREAS, LCTOP funds must be applied to a project approved by both the California Department of Transportation and the California Air Resources Board (ARB); and

WHEREAS, TAMC elected to act as a contributing sponsor and transferred its share of Fiscal Year 2014/2015 funds to MST for the new approved Transit Service in East Salinas project; and

WHEREAS, the Santa Cruz Metropolitan Transit District (SCMTD), an eligible project sponsor, was allocated \$88,497 under PUC 99313 and \$94,197 under PUC 99314 for a total Fiscal Year 2014/2015 allocation of \$182,694; and

WHEREAS, the ARB was unable to approve the project submitted by SCMTD by the June 30, 2015 legislative deadline; and

WHEREAS, SCMTD is transferring its Fiscal Year 2014/2015 allocation of \$182,694 to MST's approved Transit Service in East Salinas project for a total Fiscal Year 2014/2015 allocation of \$345,563; and

WHEREAS, TAMC and MST will agree to transfer \$182,694 of future LCTOP funds to SCMTD's eligible future project.

NOW, THEREFORE, BE IT RESOLVED THAT: The Executive Director is authorized to sign and execute on behalf of the Transportation Agency for Monterey County all grant-related documents of the LCTOP program and any associated amendments with the California Department of Transportation.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 26th day of August, 2015, by the following vote:

AYES:

NOES:

ABSENT:

**FERNANDO ARMENTA, 1st VICE CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

ATTEST:

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Virginia Murillo, Assistant Transportation Planner
Meeting Date: August 26, 2015
Subject: **Transportation Development Act Funds for Transit**

RECOMMENDED ACTION:

APPROVE Monterey-Salinas Transit's application for Transportation Development Act funds.

SUMMARY:

TAMC oversees the approval process for the state Transportation Development Act funds devoted to local transit expenditures. Monterey-Salinas Transit submitted an application for fiscal year 2015/2016 funds totaling \$16,336,678 to support public transit operations.

FINANCIAL IMPACT:

There is no financial impact to the Transportation Agency budget associated with this action. The Transportation Agency allocates all available Transportation Development Act funds to Monterey-Salinas Transit for public transit service. A Fiscal Year 2015-16 total of \$16,336,678, comprised of \$13,809,685 of Local Transportation Funds, and \$2,526,993 of State Transit Assistance funds, will be allocated to MST.

DISCUSSION:

The California Legislature enacted the Transportation Development Act (TDA) of 1971 to improve existing public transportation services and encourage regional transportation coordination. Caltrans administers the Act through each county's regional transportation planning agency. As the regional transportation planning agency for Monterey County, the Transportation Agency is responsible for administering the county's TDA funds, which includes authorizing funding to local transportation agencies for the purposes outlined in the TDA, and conducting an annual unmet transit needs assessment.

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The Transportation Development Act provides two major sources for funding of public transportation in California. The first, the Local Transportation Fund is derived from a ¼ cent of the general sales tax collected statewide. The second, the State Transit Assistance (STA) fund is derived from the statewide sales tax on diesel fuel.

Each February, the Agency prepares an estimate of the Local Transportation funds it expects to be available in the coming fiscal year and apportions funds to eligible priority uses pursuant to state law in the following order:

- 1) Transportation Agency Administration and Planning (Article 3, PUC Section 99233.1);
- 2) Bicycle & pedestrian projects via the TDA 2% program (Article 3, PUC Section 99233.3);
- 3) Public transit by jurisdiction, based on population as reported by the Department of Finance (Article 4, PUC Sections 99260(a)-(c)); and,
- 4) Construction and maintenance of local streets and roads (Article 8, PUC Section 99400).

There are no prescribed priorities for STA funds. Transit operations and capital replacement are equally eligible for funding.

In April, the Transportation Agency adopted updated TDA guidelines that established a TDA claims process. In June, MST submitted its complete application for TDA funds (**Web Attachment**). Staff recommends that the Board approve this application.

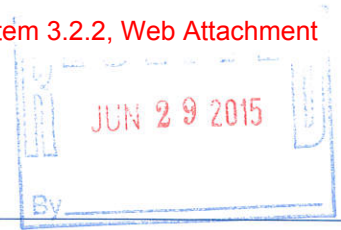
Approved by: 
Debra L. Hale, Executive Director

Date signed: August 11, 2015

Regular Agenda

Counsel Approval: N/A
Finance Approval: Yes

Web Attachment: MST's Fiscal Year 2015-16 Application for TDA Funds



TRANSIT DISTRICT MEMBERS:

*City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Gonzales • City of Greenfield
City of King • City of Marina • City of Monterey • City of Pacific Grove • City of Salinas
City of Sand City • City of Seaside • City of Soledad • County of Monterey*

June 25, 2015

Transportation Agency for Monterey County
Virginia Murillo
55-B Plaza Circle
Salinas, CA 93901-2902

Hi Virginia,

Enclosed please find the completed claim application, standard assurances, claim for payment, and the required attachments as requested.

If you have any questions or need further information please feel free to contact me.

As always, it is a pleasure working with you.

Sincerely,

Andrea Williams

Andrea Williams
Accounting/Budget Manager
(831) 393-8125
Awilliams@mst.org

**TRANSPORTATION AGENCY FOR
MONTEREY COUNTY (TAMC)
CLAIM FOR PAYMENT**
55-B Plaza Circle
Salinas, CA 93901-2902
831-775-0903 Tel
831-775-0897 FAX

Name and Address of Claimant
Monterey-Salinas Transit
1 Ryan Ranch Road
Monterey, CA 93940

Claim For _____ Funds
From Fund _____

Dept.'s Control No.									
Page					of				
Vendor Code									
PV Number									
MW Number									

Description of Project or Purposes of Expenditures: <i>Support for transit operations /capital</i>	Check one to indicate use of funds:									
	<input type="checkbox"/>	Street and Road Purposes								
	<input checked="" type="checkbox"/>	Public Transit - Operating								
	<input type="checkbox"/>	Public Transit - Capital								
	<input type="checkbox"/>	2% Bicycle and Pedestrian Account Purposes								
▪ IS THIS THE FINAL CLAIM? <input type="checkbox"/> yes <input type="checkbox"/> no										

Expended to date on this project:	FUND	ACCOUNT	AMOUNT
Less amount claimed to date on this project:			
Amount of this claim:			
<i>Local Transportation Funds</i>			<i>13,809,685</i>
<i>State Transit Assistance</i>			<i>2,526,993</i>
If this is the final claim for this project, please submit a project completion certification and report with this invoice.	TOTAL CLAIM \$		<i>16,336,678</i>

SIGNATURE OF CLAIMANT

APPROVAL OF DEPARTMENT

APPROVAL OF AUDITOR

I certify that this claim is in accordance with applicable federal and state laws:

[Signature] _____
Signature, title of claimant Date *6/25/15*

This claim is based on TAMC approved application and there are adequate funds available in claimant's account:

TAMC Executive Director Approved as stated hereon: Date

I certify that I have received all required documents for this claim and that the computations on the documentation and Claim are correct. This claim is approved for payment.

TAMC Administrative Services Manager Date

Mike Miller, AUDITOR – CONTROLLER, By Deputy Auditor Date

Appendix A—Transportation Development Act Transit Claim Application

TRANSPORTATION AGENCY FOR MONTEREY COUNTY APPLICATION FOR TRANSPORTATION DEVELOPMENT ACT FUNDS

Please mail the completed application to: Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA 93901-2902, or email it to: virginia@tamcmonterey.org

Claimant Information

Fiscal Year:	2016	Date:	June 25, 2015
Agency Name:	Monterey-Salinas Transit	Contact Person:	Hunter Harvath
Address:	1 Ryan Ranch Road Monterey CA 93940	Fax:	(831) 899-3954
Phone:	(831) 393-8129	Email:	HHarvath@mst.org

Amount of Claim

<u>CATEGORY</u>	<u>DOLLAR AMOUNT</u>	<u>Purpose</u>
Local Transportation Fund	\$ <u>13,809,685</u>	<input checked="" type="checkbox"/> Support for transit operations <input checked="" type="checkbox"/> Support for transit capital <input type="checkbox"/> Research and demonstration project
State Transit Assistance	\$ <u>2,526,993</u>	<input checked="" type="checkbox"/> Support for transit operations <input checked="" type="checkbox"/> Support for transit capital
TOTAL CLAIM:	\$ <u>16,336,678</u>	

Required Attachments

- VM Claimant's most recent comprehensive annual financial report
- VM Claimant's current fiscal year transit budget with all capital/operating costs and revenues identified separately
- VM California Highway Patrol Certifications, pursuant to PUC 99251
- Claimant's governing body resolution or minute action making application for the LTF funds
- VM Claimants monthly performance statistics, including farebox recovery ratio

Appendix B—Standard Assurances for Transit Applicants

STANDARD ASSURANCES FOR TRANSIT APPLICANTS

CLAIMANT ASSURANCES: (initial sections which apply)

- CS A. Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with required certification statement, to the RTPA and to the State Controller, pursuant to PUC 99245 and CCR Section 6664 for the prior fiscal year. Claimant assures that this audit requirement will be completed for the current fiscal year.
- CS B. Claimant certifies that it has submitted a State Controller Report, in conformance with the uniform system of accounts and records, to the RTPA, and to the State Controller, pursuant to PUC 99243, for the prior year (project year minus two). Claimant assures that this report will be audited by an independent CPA. Claimant assures that this report will be completed for the current fiscal year (project year minus one).
- CS C. Claimant certifies in accordance with PUC Section 99314.5(b) that it is not precluded by any contract entered into on or after June 28, 1979, from employing part-time drivers or contracting with common carriers of persons operating under a franchise or license. Claimant further certifies that no person who was a full-time employee on June 28, 1979, shall have his or her employment terminated or his or her regular hours of employment, excluding overtime, reduced by the operator as a result of it employing part-time drivers or contracting with such common carriers.
- CS D. Claimant filing claim pursuant to PUC Section 99260 certifies that (check one):
1. the current cost of its retirement system is fully funded with respect to the officers and employees of its public transportation system (PUC Section 99271a); or
 2. the operator is implementing a plan approved by the transportation planning agency which will fully fund the retirement system for its employees within 40 years (PUC Section 99271a); or
 3. the operator has a private pension plan which sets aside and invests on a current basis funds sufficient to provide for the payment of future pension benefits and which is fully compliant with the requirements stated in PUC Sections 99272 and 99273.
- CS E. Claimant certifies that it is in compliance with PUC Section 99264 that it does not routinely staff, with two or more persons, a vehicle for public transportation purposes designed to be operated by one person.
- CS F. Claimant certifies that it is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended in accordance with Section 6754(a)(3).
- CS G. Claimant certifies that it is in compliance with PUC Section 99155 that if it offers reduced fares to seniors, the same reduced rate is offered to disabled persons, handicapped persons, and disabled veterans and it honors the federal Medicare card for identification

to receive reduced fares.

AS

H. Claimant certifies that it is in compliance with PUC Section 99155.5 regarding dial-a-ride and paratransit services being accessible to handicapped persons and that the service is provided to persons without regard to vehicle ownership and place of residence.

AS

I. Claimant has been issued a certification by the California Highway Patrol (CHP) verifying that the operator is in compliance with sections 1808.1 and 34501 of the California Vehicle Code, in compliance with PUC 99251.

AS

J. Claimant has made a reasonable effort to implement the productivity improvements recommended in its triennial performance audit as verified by the TAMC Executive Director, in compliance with PUC 99244 and 99247(a)-(j)). Claimant has submitted a letter that details its plan for productivity improvements recommended in its triennial performance audit.

AS

K. Claimant certifies that the proposed expenditures are in conformity with the Regional Transportation Plan, pursuant to CCR 6754(a)(1).

AS

L. Claimant certifies that it meets the minimum farebox recovery ratio of 15%, as defined by the Transportation Agency's resolution 2004-19 pursuant to CCR Section 6633.2(d).

AS

M. Claimant certifies that its allocation does not exceed the amount the claimant is eligible to receive during the fiscal year, pursuant to CCR Section 6754(a)(4).

AS

O. Claimant will not claim TDA funds to cover obligations and expenditures covered by other sources.

The undersigned hereby certifies that the above statements are true and correct.

Signature Carl G. Sedoryk

Name CARL G. SEDORYK

Title GENERAL MANAGER / CEO

Date 6/25/15

Monterey - Salinas Transit

Final Budget
FY15

	FY14 TOTAL BUDGET	FY15 TOTAL YEAR FIXED ROUTE	FY15 TOTAL YEAR RIDES	FY15 TOTAL YEAR COMBINED	VARIANCE OVER/ (UNDER)
REVENUE					
CASH REVENUE					
PASSENGER FARES	(5,385,000)	(4,637,813)	(314,937)	(4,952,750)	(432,250)
TROLLEY	(245,000)	(250,000)		(250,000)	5,000
OTHER LOCAL, SC, REVENUE - DOD	(3,389,400)	(2,502,720)		(2,502,720)	(886,680)
SPECIAL FARES - OTHER	(400,000)	(352,834)		(352,834)	(47,166)
ADVERTISING	(360,000)	(320,000)		(320,000)	(40,000)
OTHER AUXILIARY REVENUE	(1,350)	(2,000)		(2,000)	650
INVESTMENT INCOME	(17,500)	(40,000)		(40,000)	22,500
TAXI LEASE REVENUE		(12,000)		(12,000)	12,000
OTHER NON-TRANSPORTATION		-		-	-
TOTAL REVENUE	(9,798,250)	(8,117,367)	(314,937)	(8,432,304)	(1,365,946)
LTF OPERATING FUNDS	(12,143,685)	(13,221,684)		(13,221,684)	1,077,999
LTF/RSTP SWAP FUNDS	-			-	-
APCD FUNDS	-			-	-
OTHER LOCAL FUNDS	-			-	-
STATE OPERATING FUNDS	(2,556,492)	-	(2,834,431)	(2,834,431)	277,939
FEDERAL 5307 FORMULA FUNDS	(6,150,000)	(6,818,950)		(6,818,950)	668,950
FEDERAL 5311 RURAL FUNDS	(715,993)	(732,179)		(732,179)	16,186
FEDERAL 5311F INTERCITY FUNDS	(550,000)	(600,000)		(600,000)	50,000
FEDERAL 5316 JARC FUNDS	(1,800,000)	(1,304,185)		(1,304,185)	(495,815)
FEDERAL 5303 FUNDS	-			-	-
FEDERAL 5313B FUNDS	-			-	-
FEDERAL 5317 FUNDS - NF	(700,000)	(493,635)		(493,635)	(206,365)
OTHER FEDERAL FUNDS	-	(30,000)		(30,000)	30,000
RIDES SET ASIDE					
CASH GRANTS & REIMBURSEMENT	(24,616,170)	(23,200,633)	(2,834,431)	(26,035,064)	1,418,894
TOTAL REVENUE	(34,414,420)	(31,318,000)	(3,149,368)	(34,467,368)	52,948

original FY15

Monterey - Salinas Transit

Final Budget
FY15

	FY14 TOTAL BUDGET	FY15 TOTAL YEAR FIXED ROUTE	FY15 TOTAL YEAR RIDES	FY15 TOTAL YEAR COMBINED	VARIANCE OVER/ (UNDER)
EXPENSES					
LABOR					
COACH OPERATORS WAGES	5,299,393	5,788,714		5,788,714	489,321
COACH OPERATOR OVERTIME	475,000	677,129		677,129	202,129
OTHER WAGES	5,789,185	5,387,782	47,024	5,434,806	(354,379)
OTHER OVERTIME	52,920	173,955		173,955	121,035
TOTAL LABOR	11,616,498	12,027,581	47,024	12,074,604	458,106
BENEFITS					
PERS	1,773,664	1,194,348	4,310	1,198,657	(575,007)
INSURANCE	3,064,153	2,887,336	12,664	2,900,000	(164,153)
IN LIEU INSURANCE	151,200	142,800		142,800	(8,400)
OTHER FRINGE BENEFIT-SUI MCARE	233,380	276,085	1,131	277,216	43,836
WORKERS COMPENSATION EXPENSE	1,000,000	997,336	2,664	1,000,000	-
HOLIDAYS	492,566	668,806	2,741	671,547	178,981
PERSONAL LEAVE	1,000,000	1,455,194	5,057	1,460,251	460,251
UNIFORMS	50,000	51,375		51,375	1,375
AUTO ALLOWANCE	9,600	14,400		14,400	4,800
TUITION REIMBURSEMENT		2,400		2,400	2,400
SAFETY AWARD & EE RECOGNITION	8,600	33,300		33,300	24,700
TOTAL BENEFITS	7,783,163	7,723,381	28,567	7,751,947	(31,216)
ADVERTISING & MARKETING					
MARKETING SERVICES	162,500	120,000	-	120,000	(42,500)
TOTAL ADVERTISING & MARKETING	162,500	120,000	-	120,000	(42,500)
PROFESSIONAL & TECHNICAL					
PHYSICAL EXAMS	10,000	10,000		10,000	-
BANK SERVICES	45,000	60,000		60,000	15,000
AUDITORS	31,500	30,000		30,000	(1,500)
ARMORED CAR	70,000	75,000		75,000	5,000
LEGAL SERVICES	35,000	50,000		50,000	15,000
CONTRACT NEGOTIATION	3,000	15,000		15,000	12,000
DIRECTORS FEES	15,600	15,600		15,600	-
BROCHURE DELIVERY	1,200	1,200		1,200	-
GRANT FUNDED CONSULTING	31,085			-	(31,085)
CONSULTING	275,000	130,000	2,000	132,000	(143,000)
RECRUITING SERVICES	1,200	5,000		5,000	3,800
INSPECTION	5,000	-		-	(5,000)
DRUG TESTING	4,000	4,500		4,500	500
OTHER PROFESSIONAL	-	10,000		10,000	10,000
TOTAL PROFESSIONAL & TECHNICAL	527,585	406,300	2,000	408,300	(119,285)

Monterey - Salinas Transit

Final Budget
FY15

	FY14 TOTAL BUDGET	FY15 TOTAL YEAR FIXED ROUTE	FY15 TOTAL YEAR RIDES	FY15 TOTAL YEAR COMBINED	VARIANCE OVER/ (UNDER)
OUTSIDE LABOR					
CUSTODIAL SERVICES	97,000	113,400		113,400	16,400
SECURITY SERVICES	120,000	130,000		130,000	10,000
BUS PAINTING	3,500	6,250		6,250	2,750
HAZARDOUS WASTE DISPOSAL	34,600	30,000		30,000	(4,600)
LAUNDRY	52,896	53,295		53,295	399
SHOP EQUIPMENT REPAIR	2,800	8,450		8,450	5,650
SUPPORT VEHICLES REPAIR	20,000	22,500		22,500	2,500
TOWING	7,200	7,800		7,800	600
BUS WASHER MAINTENANCE	2,500	4,000		4,000	1,500
ELECTRICAL, PLUMBING , ROOFING	23,600	21,000		21,000	(2,600)
COPIER & OFFICE EQUIP REPAIR	10,000	10,500		10,500	500
COMPUTER MAINTENANCE	347,182	365,020	51,500	416,520	69,338
SEAT REPAIRS	2,200	6,500		6,500	4,300
BUILDING AND EQUIPMENT MAINT	62,000	74,500		74,500	12,500
TELEPHONE EQUIPMENT REPAIR	1,000	1,000		1,000	-
PARTS CLEANING	9,200	9,200		9,200	-
RADIO REPAIRS	20,000	30,000		30,000	10,000
OTHER OUTSIDE LABOR	37,400	45,000		45,000	7,600
MAINTENANCE SHOP	9,400	9,000		9,000	(400)
GROUNDS MAINTENANCE	25,000	36,000		36,000	11,000
PEST CONTROL	4,000	12,000		12,000	8,000
TEST UNDERGROUND TANKS	3,900	3,000		3,000	(900)
FIRE EXTINGUISHER SERVICE	1,900	3,500		3,500	1,600
TOTAL OUTSIDE LABOR	897,278	1,001,915	51,500	1,053,415	156,137
FUEL, GAS AND TIRES					
DIESEL - REVENUE	2,705,703	2,555,703		2,555,703	(150,000)
LUBRICANTS - REVENUE	121,000	130,000		130,000	9,000
GAS	74,598	59,800		59,800	(14,798)
FUEL PURCHASES - MV	1,240,453	650,588	475,000	1,125,588	(114,865)
TIRES & TUBES	195,000	198,000		198,000	3,000
TOTAL FUEL & LUBRICANTS	4,336,754	3,594,091	475,000	4,069,091	(267,663)

Monterey - Salinas Transit

Final Budget
FY15

	FY14 TOTAL BUDGET	FY15 TOTAL YEAR FIXED ROUTE	FY15 TOTAL YEAR RIDES	FY15 TOTAL YEAR COMBINED	VARIANCE OVER/ (UNDER)
MATERIALS AND SUPPLIES					
MARKETING SUPPLIES	30,000	15,000		15,000	(15,000)
BUS ADVERTISING EXPENSE		15,000		15,000	15,000
PRINTING	12,255	3,250	3,500	6,750	(5,505)
RIDERS GUIDES	35,000	35,000		35,000	-
MAPS	10,000	12,000		12,000	2,000
TICKETS	4,000	3,000	3,000	6,000	2,000
PASSES	25,000	25,000		25,000	-
BROCHURES	20,000	16,000		16,000	(4,000)
TRANSFERS	-	-		-	-
MISC MARKETING	50,000	30,000		30,000	(20,000)
HAZARDOUS MATERIAL CONTAINMENT	5,000	5,000		5,000	-
COMPUTER SUPPLIES	56,000	80,000		80,000	24,000
SAFETY & PROTECTIVE SUPPLIES	13,500	18,500		18,500	5,000
TROLLEY SUPPLIES	-	-		-	-
BUILDING CLEANING SUPPLIES	51,700	51,000		51,000	(700)
TRANSIT CENTER/PLAZA SUPPLIES	11,000	11,000		11,000	-
SHELTER & BUS STOP SUPPLIES	67,000	64,000		64,000	(3,000)
OTHER SUPPLIES	7,200	9,675		9,675	2,475
SHOP SUPPLIES	43,500	57,338		57,338	13,838
OFFICE SUPPLIES	16,500	30,000	1,000	31,000	14,500
POSTAGE & EXPRESS SERVICE	16,000	15,000	3,000	18,000	2,000
COPY MACHINE PAPER	3,000	3,000		3,000	-
REVENUE VEHICLE PARTS	640,000	693,000	12,000	705,000	65,000
SUPPORT VEHICLE PARTS	6,000	6,000		6,000	-
FAREBOX PARTS	2,750	9,800		9,800	7,050
BUS WASHER SUPPLIES	4,500	3,000		3,000	(1,500)
WARRANTY LABOR & PARTS	-	-		-	-
FUEL IS./DISPENSER PARTS	900	4,000		4,000	3,100
TOTAL MATERIALS AND SUPPLIES	1,130,805	1,214,563	22,500	1,237,063	106,258
UTILITIES					
WATER & FIRE PROTECTION	20,800	18,500		18,500	(2,300)
TELEPHONE LINE SERVICE	73,160	130,000		130,000	56,840
PG&E	132,000	155,480		155,480	23,480
ALARM SERVICE	5,000	8,000		8,000	3,000
DISPOSAL & SEWER	28,000	33,527		33,527	5,527
CELLULAR PHONES/PAGERS	29,050	30,000	-	30,000	950
TOTAL UTILITIES	288,010	375,507	-	375,507	87,497

Monterey - Salinas Transit

Final Budget
FY15

	FY14 TOTAL BUDGET	FY15 TOTAL YEAR FIXED ROUTE	FY15 TOTAL YEAR RIDES	FY15 TOTAL YEAR COMBINED	VARIANCE OVER/ (UNDER)
INSURANCE					
PHYSICAL DAMAGE EXPENSE	42,837	57,500		57,500	14,663
RECOVERIES PHYSICAL DAMAGES	(5,000)	(5,000)		(5,000)	-
LIABILITY EXPENSE	278,110	288,000		288,000	9,890
OTHER INSURANCE PREMIUMS	60,000	46,525		46,525	(13,475)
TOTAL INSURANCE	375,947	387,025	-	387,025	11,078
TAXES					
PROPERTY TAX	1,800	1,800		1,800	-
VEHICLE LICENSE & REGISTRATION	-	145		145	145
DIESEL SALES TAX	216,456	212,398		212,398	(4,058)
DIESEL FUEL USE TAX	-	8,000		8,000	8,000
GASOLINE TAX	2,238	1,500		1,500	(738)
OTHER TAXES	17,500	17,000		17,000	(500)
TOTAL TAXES	237,994	240,843	-	240,843	2,849
PURCHASED TRANSPORTATION					
PURCHASED TRANSPORTATION	5,679,634	3,811,007	2,518,777	6,329,784	650,150
TOTAL PURCHASED TRANSPORTATION	5,679,634	3,811,007	2,518,777	6,329,784	650,150
MISCELLANEOUS EXPENSES					
SUBSCRIPTIONS	2,000	2,000		2,000	-
APTA DUES	26,000	34,500		34,500	8,500
CTA DUES	15,000	13,000		13,000	(2,000)
CHAMBER AND OTHER DUES	15,000	25,378		25,378	10,378
CAL ACT DUES	1,000	1,000		1,000	-
STAFF TRAVEL	31,000	56,000	2,000	58,000	27,000
STAFF TRAINING	13,000	18,000	2,000	20,000	7,000
BOARD TRAVEL	5,000	15,000		15,000	10,000
AD & PROMOTION MEDIA	25,000	50,000		50,000	25,000
LEGAL ANNOUNCEMENTS	12,000	12,000		12,000	-
AD MEDIA RECRUITING	5,000	5,000		5,000	-
PERMITS	500	4,500		4,500	4,000
OTHER MISC. EXPENSE	5,000	7,560		7,560	2,560
TOTAL MISCELLANEOUS EXPENSES	155,500	243,938	4,000	247,938	92,438

Monterey - Salinas Transit

Final Budget
FY15

	FY14 TOTAL BUDGET	FY15 TOTAL YEAR FIXED ROUTE	FY15 TOTAL YEAR RIDES	FY15 TOTAL YEAR COMBINED	VARIANCE OVER/ (UNDER)
INTEREST EXPENSE					
INTEREST EXPENSE	-	26,000		26,000	26,000
TOTAL INTEREST EXPENSE	-	26,000	-	26,000	26,000
LEASES & RENTALS					
ANTENNA/ SATELLITE RENTAL	6,000	22,500		22,500	16,500
RESTROOM - MONTEREY	1,200	3,000		3,000	1,800
EQUIPMENT RENTALS	3,000	14,950		14,950	11,950
POSTAGE METER RENTAL	3,000	5,400		5,400	2,400
BUILDING RENT	55,824	100,000		100,000	44,176
TOTAL LEASES & RENTALS	69,024	145,850	-	145,850	76,826
TOTAL OPERATING EXPENSES	33,260,691	31,318,000	3,149,368	34,467,368	1,206,676
OPERATING (SURPLUS) DEFICIT	(1,153,729)	0	0	(0)	1,153,729
UNRESTRICTED ASSETS AS OF 30-JUN-12 AUDIT					
LESS CAPITAL GRANT FUNDS		4,879,989			
		<u>(2,196,912)</u>			
		2,683,077			
FY13 OPERATING SURPLUS (DEFICIT) AS OF 30-JUN-13 AUDIT					
		3,076,828			
RESERVE AS OF 30-JUN-13					
		<u>5,759,905</u>			
FY13 OPERATING EXPENSES AS OF 30-JUN-13 AUDIT					
		33,303,059			
RESERVE AS % OF AUDITED FY13 OPERATING EXPENSES					
		17.3%			
RESERVE AS % OF BUDGETED FY15 OPERATING EXPENSES					
		16.7%			

FY15 CAPITAL BUDGET

	BSRS1A - VEHICLE - REVENUE				BSRS1B - VEHICLE - NON REVENUE				BSRS1C - REHAB/REBUILD				A		B		C		D	
	Prop 1B PTMISEA	5311(f)	5317	5339	MST Finance: Bank Loan	JARC	RSTP	FORA	AB2766	PTB CalEMA Home Land Security	Total Grant & Loan Funded	MST Capital Budget	Total Grant & MST Funded	Unfunded						
1	Medium Bus: Replace 15 buses & 1 expansion bus						\$1,410,000	\$100,000			\$1,510,000	\$0	\$1,510,000	\$0						
2	@ Electric Plug-in Vehicle (1)							\$27,000			\$27,000	\$8,000	\$35,000	\$0						
3	Additional Salinas Senior Shuttle bus										\$0	\$0	\$0	\$100,000						
4	Support vehicles: 2 Fleet replacement trucks										\$0	\$0	\$0	\$60,000						
5	Total Rolling Stock:	\$0	\$0	\$0	\$0	\$0	\$1,410,000	\$100,000	\$27,000	\$0	\$1,537,000	\$8,000	\$1,545,000	\$160,000						
	Contingent on Grant Award																			
6																				
7	BSEF4A - DESIGN & ENGINEERING	BSEF4C - CONSTRUCT				BSEF4D - REHAB/RENOVATE				A		B		C		D				
8	BUS SUPPORT EQUIP. & FACILITIES/ITS	Prop 1B PTMISEA	5311(f)	5317	5339	MST Finance: Bank Loan	JARC	TAMC RSTP	FORA	AB2766	PTB CalEMA Home Land Security	Total Grant & Loan Funded	MST Capital Budget	Total Grant & MST Funded	Unfunded					
9	Hastus Upgrade	\$700,000										\$700,000	\$0	\$700,000	\$0					
10	New Admin. building renovation & fixtures	\$60,000										\$60,000	\$10,000	\$70,000	\$0					
11	Facilities: Purchase, repair or replace (e.g.: HVAC/dryer, bus washer, roof, yard, CJW tire storage, etc) CJW & TDA											\$0	\$25,000	\$25,000	\$95,000					
12	MST "Systems" Data Collection/Summary reporting software package	\$100,000										\$100,000	\$0	\$100,000	\$0					
13	Fleet Equipment: Purchase, repair or replace (e.g.: tire equip: steam cleaner, CJW parts washer, etc)											\$0	\$15,000	\$15,000	\$70,000					
14	Portable hoist & jack stands (CJW)											\$0	\$0	\$0	\$58,000					
15	ITS - Off-Board Fare Payment	\$110,000										\$110,000	\$0	\$110,000	\$0					
16	ITS - Hardware/Software: Purchase, repair or replace (e.g.: servers etc)											\$0	\$40,000	\$40,000	\$10,000					
17	Records & Information Management Compliance Software (RIMSCEE)	\$20,000										\$20,000	\$0	\$20,000	\$0					
18	Total Bus Support & Equip:	\$990,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$990,000	\$90,000	\$1,080,000	\$233,000					
19																				
20	COMM5A - DESIGN & ENGINEERING	COMM5C - CONSTRUCT				COMM5D - REHAB/RENOVATE				A		B		C		D				
21	UNICOMSRADIO EQUIPMENT	Prop 1B PTMISEA	5311(f)	5317	5339	MST Finance: Bank Loan	JARC	TAMC RSTP	FORA	AB2766	PTB CalEMA Home Land Security	Total Grant & Loan Funded	MST Capital Budget	Total Grant & MST Funded	Unfunded					
22	ment hand-held radios (4)											\$0	\$0	\$0	\$0					
23	perations Laptops (4)											\$0	\$6,000	\$6,000	\$0					
24	Total Comm. & Radio Equip:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$6,000	\$0					

Agenda Item 3.2.2, Web Attachment

Monterey - Salinas Transit

Budget Revision
FY15

	FY15 FIXED ROUTE ADOPTED	FY15 FIXED ROUTE REVISED	VARIANCE OVER/ (UNDER)
REVENUE			
CASH REVENUE			
PASSENGER FARES	(4,637,813)	(4,471,832)	(165,981)
TROLLEY	(250,000)	(250,000)	-
OTHER LOCAL, SC, REVENUE - DOD	(2,502,720)	(1,405,119)	(1,097,601)
SPECIAL FARES - OTHER	(352,834)	(944,785)	591,951
ADVERTISING	(320,000)	(254,949)	(65,051)
OTHER AUXILIARY REVENUE	(2,000)	(1,885)	(115)
INVESTMENT INCOME	(40,000)	(49,052)	9,052
TAXI LEASE REVENUE	(12,000)	(14,213)	2,213
OTHER NON-TRANSPORTATION	-	(27,293)	27,293
TOTAL REVENUE	(8,117,367)	(7,419,127)	(698,240)
LTF OPERATING FUNDS	(13,221,684)	(14,200,203)	978,519
LTF/RSTP SWAP FUNDS			-
APCD FUNDS		(185,000)	185,000
OTHER LOCAL FUNDS			-
SALES TAX REVENUE		(965,067)	965,067
STATE OPERATING FUNDS	-	(451,212)	451,212
FEDERAL 5307 FORMULA FUNDS	(6,818,950)	(6,500,000)	(318,950)
FEDERAL 5311 RURAL FUNDS	(732,179)	(613,248)	(118,931)
FEDERAL 5311F INTERCITY FUNDS	(600,000)	(741,565)	141,565
FEDERAL 5316 JARC FUNDS	(1,304,185)	(1,404,159)	99,974
FEDERAL 5303 FUNDS			-
FEDERAL 5313B FUNDS			-
FEDERAL 5317 FUNDS - NF	(493,635)	(547,132)	53,497
OTHER FEDERAL FUNDS	(30,000)	(1,005,693)	975,693
RIDES SET ASIDE			
CASH GRANTS & REIMBURSEMENT	(23,200,633)	(26,613,279)	3,412,646
TOTAL REVENUE	(31,318,000)	(34,032,406)	2,714,406

Revised FY15 R =

Monterey - Salinas Transit

Budget Revision
FY15

	FY15 FIXED ROUTE ADOPTED	FY15 FIXED ROUTE REVISED	VARIANCE OVER/ (UNDER)
EXPENSES			
LABOR			
COACH OPERATORS WAGES	5,788,714	5,636,715	(151,999)
COACH OPERATOR OVERTIME	677,129	1,151,968	474,839
OTHER WAGES	5,387,782	5,766,351	378,569
OTHER OVERTIME	173,955	224,272	50,317
TOTAL LABOR	12,027,581	12,779,306	751,725
BENEFITS			
PERS	1,194,348	1,114,871	(79,477)
INSURANCE	2,887,336	2,886,745	(591)
IN LIEU INSURANCE	142,800	142,350	(450)
OTHER FRINGE BENEFIT-SUI MCARE	276,085	301,409	25,324
WORKERS COMPENSATION EXPENSE	997,336	997,000	(336)
HOLIDAYS	668,806	589,060	(79,746)
PERSONAL LEAVE	1,455,194	1,491,120	35,926
UNIFORMS	51,375	60,270	8,895
AUTO ALLOWANCE	14,400	18,368	3,968
TUITION REIMBURSEMENT	2,400	3,013	613
SAFETY AWARD & EE RECOGNITION	33,300	47,297	13,997
TOTAL BENEFITS	7,723,381	7,651,503	(71,877)
ADVERTISING & MARKETING			
MARKETING SERVICES	120,000	76,080	(43,920)
TROLLEY MARKETING		12,375	12,375
TOTAL ADVERTISING & MARKETING	120,000	88,455	(31,545)
PROFESSIONAL & TECHNICAL			
PHYSICAL EXAMS	10,000	11,267	1,267
BANK SERVICES	60,000	108,230	48,230
AUDITORS	30,000	30,500	500
ARMORED CAR	75,000	42,623	(32,377)
LEGAL SERVICES	50,000	59,111	9,111
CONTRACT NEGOTIATION	15,000	15,000	-
DIRECTORS FEES	15,600	12,800	(2,800)
BROCHURE DELIVERY	1,200	1,200	-
GRANT FUNDED CONSULTING			-
CONSULTING	130,000	161,835	31,835
RECRUITING SERVICES	5,000	8,647	3,647
INSPECTION	-		-
DRUG TESTING	4,500	8,160	3,660
OTHER PROFESSIONAL	10,000	7,140	(2,860)
ADMIN COST RECOVERY		(15,800)	(15,800)
TOTAL PROFESSIONAL & TECHNICAL	406,300	450,712	44,412

Monterey - Salinas Transit

Budget Revision
FY15

	FY15 FIXED ROUTE ADOPTED	FY15 FIXED ROUTE REVISED	VARIANCE OVER/ (UNDER)
OUTSIDE LABOR			
CUSTODIAL SERVICES	113,400	105,600	(7,800)
SECURITY SERVICES	130,000	130,000	(0)
BUS PAINTING	6,250	6,250	(0)
HAZARDOUS WASTE DISPOSAL	30,000	66,837	36,837
LAUNDRY	53,295	72,714	19,419
SHOP EQUIPMENT REPAIR	8,450	8,451	1
SUPPORT VEHICLES REPAIR	22,500	25,683	3,183
TOWING	7,800	7,800	-
BUS WASHER MAINTENANCE	4,000	4,669	669
ELECTRICAL, PLUMBING , ROOFING	21,000	28,672	7,672
COPIER & OFFICE EQUIP REPAIR	10,500	10,500	-
COMPUTER MAINTENANCE	365,020	365,021	1
SEAT REPAIRS	6,500	6,100	(400)
BUILDING AND EQUIPMENT MAINT	74,500	92,449	17,949
TELEPHONE EQUIPMENT REPAIR	1,000	1,000	(0)
PARTS CLEANING	9,200	14,094	4,894
RADIO REPAIRS	30,000	30,000	(0)
OTHER OUTSIDE LABOR	45,000	45,000	(0)
MAINTENANCE SHOP	9,000	12,311	3,311
GROUNDS MAINTENANCE	36,000	40,176	4,176
PEST CONTROL	12,000	8,855	(3,145)
TEST UNDERGROUND TANKS	3,000	2,658	(343)
FIRE EXTINGUISHER SERVICE	3,500	3,500	0
TOTAL OUTSIDE LABOR	1,001,915	1,088,337	86,422
FUEL, GAS AND TIRES			
DIESEL - REVENUE	2,555,703	2,468,110	(87,593)
LUBRICANTS - REVENUE	130,000	139,511	9,511
GAS	59,800	56,503	(3,297)
FUEL PURCHASES - MV	650,588	550,001	(100,587)
TIRES & TUBES	198,000	208,817	10,817
TOTAL FUEL & LUBRICANTS	3,594,091	3,422,943	(171,148)

Monterey - Salinas Transit

Budget Revision
FY15

	FY15 FIXED ROUTE ADOPTED	FY15 FIXED ROUTE REVISED	VARIANCE OVER/ (UNDER)
MATERIALS AND SUPPLIES			
MARKETING SUPPLIES	15,000	15,000	0
BUS ADVERTISING EXPENSE	15,000	15,000	-
PRINTING	3,250	19,328	16,078
RIDERS GUIDES	35,000	42,902	7,902
MAPS	12,000	12,000	-
TICKETS	3,000	-	(3,000)
PASSES	25,000	5,617	(19,383)
BROCHURES	16,000	12,100	(3,900)
TRANSFERS	-	-	-
MISC MARKETING	30,000	15,637	(14,363)
HAZARDOUS MATERIAL CONTAINMENT	5,000	5,000	(0)
COMPUTER SUPPLIES	80,000	80,000	(0)
SAFETY & PROTECTIVE SUPPLIES	18,500	11,347	(7,153)
TROLLEY SUPPLIES	-	148	148
BUILDING CLEANING SUPPLIES	51,000	57,584	6,584
TRANSIT CENTER/PLAZA SUPPLIES	11,000	11,000	0
SHELTER & BUS STOP SUPPLIES	64,000	64,000	0
OTHER SUPPLIES	9,675	6,880	(2,795)
SHOP SUPPLIES	57,338	79,418	22,080
OFFICE SUPPLIES	30,000	57,406	27,406
POSTAGE & EXPRESS SERVICE	15,000	15,000	0
COPY MACHINE PAPER	3,000	3,000	-
REVENUE VEHICLE PARTS	693,000	785,142	92,142
SUPPORT VEHICLE PARTS	6,000	6,053	53
FAREBOX PARTS	9,800	24,535	14,735
BUS WASHER SUPPLIES	3,000	7,187	4,187
WARRANTY LABOR & PARTS	-	(360)	(360)
FUEL IS./DISPENSER PARTS	4,000	2,000	(2,000)
TOTAL MATERIALS AND SUPPLIES	1,214,563	1,352,926	138,363
UTILITIES			
WATER & FIRE PROTECTION	18,500	30,821	12,321
TELEPHONE LINE SERVICE	130,000	130,000	(0)
PG&E	155,480	156,654	1,174
ALARM SERVICE	8,000	6,791	(1,209)
DISPOSAL & SEWER	33,527	34,634	1,107
CELLULAR PHONES/PAGERS	30,000	35,180	5,180
TOTAL UTILITIES	375,507	394,080	18,573

Monterey - Salinas Transit

Budget Revision
FY15

	FY15 FIXED ROUTE ADOPTED	FY15 FIXED ROUTE REVISED	VARIANCE OVER/ (UNDER)
INSURANCE			
PHYSICAL DAMAGE EXPENSE	57,500	55,151	(2,349)
RECOVERIES PHYSICAL DAMAGES	(5,000)	(4,620)	380
LIABILITY EXPENSE	288,000	295,007	7,007
OTHER INSURANCE PREMIUMS	46,525	51,373	4,848
TOTAL INSURANCE	387,025	396,911	9,886
TAXES			
PROPERTY TAX	1,800	1,923	123
VEHICLE LICENSE & REGISTRATION	145	158	13
DIESEL SALES TAX	212,398	151,722	(60,676)
DIESEL FUEL USE TAX	8,000	7,589	(411)
GASOLINE TAX	1,500	1,360	(140)
OTHER TAXES	17,000	10,759	(6,241)
TOTAL TAXES	240,843	173,511	(67,332)
PURCHASED TRANSPORTATION			
PURCHASED TRANSPORTATION	3,811,007	4,843,955	1,032,947
TOTAL PURCHASED TRANSPORTATION	3,811,007	4,843,955	1,032,947
MISCELLANEOUS EXPENSES			
SUBSCRIPTIONS	2,000	7,873	5,873
APTA DUES	34,500	34,510	10
CTA DUES	13,000	12,145	(855)
CHAMBER AND OTHER DUES	25,378	43,273	17,895
CAL ACT DUES	1,000	1,450	450
STAFF TRAVEL	56,000	58,319	2,319
STAFF TRAINING	18,000	18,000	(0)
BOARD TRAVEL	15,000	15,000	-
AD & PROMOTION MEDIA	50,000	78,779	28,779
LEGAL ANNOUNCEMENTS	12,000	2,277	(9,723)
AD MEDIA RECRUITING	5,000	5,000	-
PERMITS	4,500	4,500	-
SALES TAX EXPENSE		14,563	14,563
OTHER MISC. EXPENSE	7,560	(22,350)	(29,910)
TOTAL MISCELLANEOUS EXPENSES	243,938	273,340	29,402

Monterey - Salinas Transit

Budget Revision
FY15

	FY15 FIXED ROUTE ADOPTED	FY15 FIXED ROUTE REVISED	VARIANCE OVER/ (UNDER)
OTHER AGENCY EXPENSE			
PASS THROUGH/BEHALF OF OTHERS		944,313	944,313
TOTAL INTEREST EXPENSE	-	944,313	944,313
INTEREST EXPENSE			
INTEREST EXPENSE	26,000	26,000	0
TOTAL INTEREST EXPENSE	26,000	26,000	0
LEASES & RENTALS			
ANTENNA/ SATELLITE RENTAL	22,500	22,500	(0)
RESTROOM - MONTEREY	3,000	3,000	-
EQUIPMENT RENTALS	14,950	15,000	50
POSTAGE METER RENTAL	5,400	5,400	-
BUILDING RENT	100,000	100,214	214
TOTAL LEASES & RENTALS	145,850	146,114	264
TOTAL OPERATING EXPENSES	31,318,000	34,032,406	2,714,406
OPERATING (SURPLUS) DEFICIT	0	-	(0)

Monterey - Salinas Transit

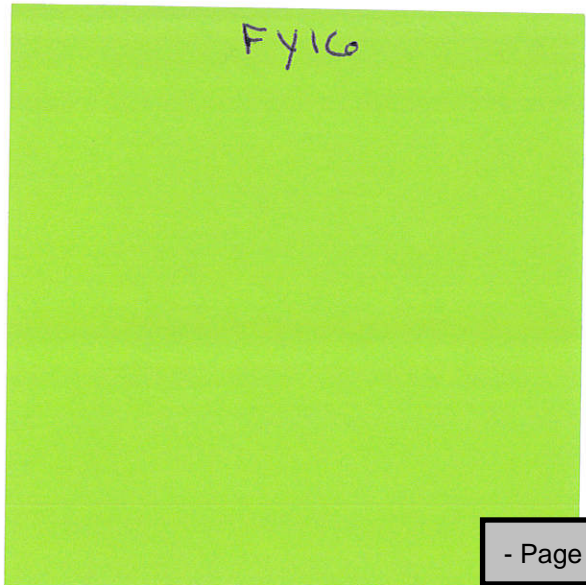
Budget Revision
FY15

	FY15 RIDES ADOPTED	FY15 RIDES REVISED	VARIANCE OVER/ (UNDER)
REVENUE			
CASH REVENUE			
PASSENGER FARES	(314,937)	(463,265)	148,328
TOTAL REVENUE	(314,937)	(463,265)	148,328
SALES TAX REVENUE	-	(784,933)	784,933
STATE OPERATING FUNDS	(2,834,431)	(1,935,222)	(899,209)
CASH GRANTS & REIMBURSEMENT	(2,834,431)	(2,720,155)	(114,276)
TOTAL REVENUE	(3,149,368)	(3,183,420)	34,052
EXPENSES			
LABOR			
OTHER WAGES	47,024	49,231	2,208
TOTAL LABOR	47,024	49,231	2,208
BENEFITS			
PERS	4,310	4,869	560
INSURANCE	12,664	13,255	591
OTHER FRINGE BENEFIT-SUI MCARE	1,131	1,332	201
WORKERS COMPENSATION EXPENSE	2,664	3,000	336
HOLIDAYS	2,741	3,408	667
PERSONAL LEAVE	5,057	5,627	570
UNIFORMS		25	25
TOTAL BENEFITS	28,567	31,516	2,950
PROFESSIONAL & TECHNICAL			
CONSULTING	2,000	-	(2,000)
TOTAL PROFESSIONAL & TECHNICAL	2,000	-	(2,000)
OUTSIDE LABOR			
COMPUTER MAINTENANCE	51,500	51,500	(0)
TOTAL OUTSIDE LABOR	51,500	51,500	(0)
FUEL, GAS AND TIRES			
FUEL PURCHASES - MV	475,000	414,605	(60,395)
TOTAL FUEL & LUBRICANTS	475,000	414,605	(60,395)
MATERIALS AND SUPPLIES			
PRINTING	3,500	3,500	-
TICKETS	3,000	3,000	-
OFFICE SUPPLIES	1,000	1,000	-
POSTAGE & EXPRESS SERVICE	3,000	2,140	(860)
REVENUE VEHICLE PARTS	12,000	-	(12,000)
TOTAL MATERIALS AND SUPPLIES	22,500	9,640	(12,860)
PURCHASED TRANSPORTATION			
PURCHASED TRANSPORTATION	2,518,777	2,610,677	91,900
TOTAL PURCHASED TRANSPORTATION	2,518,777	2,610,677	91,900
MISCELLANEOUS EXPENSES			
STAFF TRAVEL	2,000	2,000	-
STAFF TRAINING	2,000	2,000	-
SALES TAX EXPENSE		12,250	12,250
TOTAL MISCELLANEOUS EXPENSES	4,000	16,250	12,250
TOTAL OPERATING EXPENSES	3,149,368	3,183,420	34,052
OPERATING (SURPLUS) DEFICIT	(0)	(0)	(0)

Monterey - Salinas Transit

Draft Budget
FY2016

	FY2015R TOTAL BUDGET	FY2016 TOTAL YEAR FIXED ROUTE	FY2016 TOTAL YEAR RIDES	FY2016 TOTAL YEAR COMBINED	VARIANCE OVER/ (UNDER)
VEHICLE REVENUE HOURS (PROJECTED)	326,555	276,606	52,936	329,542	2,987
REVENUE					
CASH REVENUE					
PASSENGER FARES	(4,935,097)	(4,416,072)	(466,908)	(4,882,980)	(52,117)
TROLLEY	(250,000)	(312,504)	-	(312,504)	62,504
OTHER LOCAL, SC, REVENUE - DOD	(1,405,119)	(1,454,184)	-	(1,454,184)	49,065
SPECIAL FARES - OTHER	(944,785)	(879,996)	-	(879,996)	(64,789)
ADVERTISING	(254,949)	(270,000)	-	(270,000)	15,051
OTHER AUXILIARY REVENUE	(1,885)	(1,884)	-	(1,884)	(1)
INVESTMENT INCOME	(49,052)	(49,764)	-	(49,764)	712
TAXI LEASE REVENUE	(14,213)	(17,436)	-	(17,436)	3,223
OTHER NON-TRANSPORTATION	(27,293)	(3,492)	-	(3,492)	(23,801)
TOTAL REVENUE	(7,882,392)	(7,405,332)	(466,908)	(7,872,240)	(10,152)
LTF OPERATING FUNDS	(14,200,203)	(13,809,684)	-	(13,809,684)	(390,519)
LTF/RSTP SWAP FUNDS	-	-	-	-	-
APCD FUNDS	(185,000)	(131,244)	-	(131,244)	(53,756)
CAP AND TRADE	-	(162,864)	-	(162,864)	162,864
SALES TAX	(1,750,000)	(4,215,744)	(3,284,256)	(7,500,000)	5,750,000
OTHER LOCAL FUNDS	-	-	-	-	-
STATE OPERATING FUNDS	(2,386,434)	(2,526,984)	-	(2,526,984)	140,550
FEDERAL 5307 FORMULA FUNDS	(6,500,000)	(6,800,004)	-	(6,800,004)	300,004
FEDERAL 5311 RURAL FUNDS	(613,248)	(630,276)	-	(630,276)	17,028
FEDERAL 5311F INTERCITY FUNDS	(741,565)	(922,944)	-	(922,944)	181,379
FEDERAL 5316 JARC FUNDS	(1,404,159)	(386,688)	-	(386,688)	(1,017,471)
FEDERAL 5303 FUNDS	-	-	-	-	-
FEDERAL 5313B FUNDS	-	-	-	-	-
FEDERAL 5317 FUNDS - NF	(547,132)	(41,724)	-	(41,724)	(505,408)
OTHER FEDERAL FUNDS	(1,005,693)	(32,004)	-	(32,004)	(973,689)
CASH GRANTS & REIMBURSEMENT	(29,333,434)	(29,660,160)	(3,284,256)	(32,944,416)	3,610,982
TOTAL REVENUE	(37,215,826)	(37,065,492)	(3,751,164)	(40,816,656)	3,600,830



Monterey - Salinas Transit

Draft Budget
FY2016

	FY2015R TOTAL BUDGET	FY2016 TOTAL YEAR FIXED ROUTE	FY2016 TOTAL YEAR RIDES	FY2016 TOTAL YEAR COMBINED	VARIANCE OVER/ (UNDER)
EXPENSES					
LABOR					
COACH OPERATORS WAGES	5,636,715	6,551,712	-	6,551,712	914,997
COACH OPERATOR OVERTIME	1,151,968	1,151,964	-	1,151,964	(4)
OTHER WAGES	5,815,582	6,274,464	55,992	6,330,456	514,874
OTHER OVERTIME	224,272	224,268	-	224,268	(4)
TOTAL LABOR	12,828,537	14,202,408	55,992	14,258,400	1,429,863
BENEFITS					
PERS	1,119,740	1,466,520	6,408	1,472,928	353,188
INSURANCE	2,900,000	3,233,148	14,844	3,247,992	347,992
IN LIEU INSURANCE	142,350	145,200	-	145,200	2,850
PAYROLL TAXES	302,741	343,848	1,512	345,360	42,619
WORKERS COMPENSATION EXPENSE	1,000,000	1,046,844	3,144	1,049,988	49,988
HOLIDAYS	592,468	669,468	4,068	673,536	81,068
PERSONAL LEAVE	1,496,747	1,500,900	5,988	1,506,888	10,141
UNIFORMS	60,295	70,332	-	70,332	10,037
AUTO ALLOWANCE	18,368	19,200	-	19,200	832
TUITION REIMBURSEMENT	3,013	3,012	-	3,012	(1)
SAFETY AWARD & EE RECOGNITION	47,297	50,004	-	50,004	2,707
TOTAL BENEFITS	7,683,020	8,548,476	35,964	8,584,440	901,420
ADVERTISING & MARKETING					
MARKETING SERVICES	76,080	260,004	-	260,004	183,924
TROLLEY MARKETING	12,375	-	-	-	(12,375)
TOTAL ADVERTISING & MARKETING	88,455	260,004	-	260,004	171,549
PROFESSIONAL & TECHNICAL					
PHYSICAL EXAMS	11,267	12,504	-	12,504	1,237
BANK SERVICES	108,230	111,468	-	111,468	3,238
AUDITORS	30,500	32,004	-	32,004	1,504
ARMORED CAR	42,623	43,896	-	43,896	1,273
LEGAL SERVICES	59,111	60,876	-	60,876	1,765
CONTRACT NEGOTIATION	15,000	15,000	-	15,000	-
DIRECTORS FEES	12,800	14,304	-	14,304	1,504
BROCHURE DELIVERY	1,200	3,012	-	3,012	1,812
GRANT FUNDED CONSULTING	-	-	-	-	-
CONSULTING	161,835	317,508	-	317,508	155,673
RECRUITING SERVICES	8,647	9,168	-	9,168	521
INSPECTION	-	10,008	-	10,008	10,008
DRUG TESTING	8,160	9,000	-	9,000	840
OTHER PROFESSIONAL	(8,660)	7,500	-	7,500	16,160
TOTAL PROFESSIONAL & TECHNICAL	450,712	646,248	-	646,248	195,536

Mor.terey - Salinas Transit

Draft Budget
FY2016

	FY2015R TOTAL BUDGET	FY2016 TOTAL YEAR FIXED ROUTE	FY2016 TOTAL YEAR RIDES	FY2016 TOTAL YEAR COMBINED	VARIANCE OVER/ (UNDER)
OUTSIDE LABOR					
CUSTODIAL SERVICES	105,600	124,800	-	124,800	19,200
SECURITY SERVICES	130,000	133,908	-	133,908	3,908
BUS PAINTING	6,250	7,500	-	7,500	1,250
HAZARDOUS WASTE DISPOSAL	66,837	60,000	-	60,000	(6,837)
LAUNDRY	72,714	74,904	-	74,904	2,190
SHOP EQUIPMENT REPAIR	8,451	6,000	-	6,000	(2,451)
SUPPORT VEHICLES REPAIR	25,683	24,504	-	24,504	(1,179)
TOWING	7,800	7,800	-	7,800	-
BUS WASHER MAINTENANCE	4,669	4,512	-	4,512	(157)
ELECTRICAL, PLUMBING , ROOFING	28,672	25,008	-	25,008	(3,664)
COPIER & OFFICE EQUIP REPAIR	10,500	10,824	-	10,824	324
COMPUTER MAINTENANCE	416,521	444,000	67,008	511,008	94,487
SEAT REPAIRS	6,100	3,504	-	3,504	(2,596)
BUILDING AND EQUIPMENT MAINT	92,449	92,508	-	92,508	59
TELEPHONE EQUIPMENT REPAIR	1,000	1,008	-	1,008	8
PARTS CLEANING	14,094	14,112	-	14,112	18
RADIO REPAIRS	30,000	30,000	-	30,000	0
OTHER C/TSIDE LABOR	45,000	45,012	-	45,012	12
MAINTENANCE SHOP	12,311	12,300	-	12,300	(11)
GROUNDS MAINTENANCE	40,176	38,004	-	38,004	(2,172)
PEST CONTROL	8,855	8,856	-	8,856	1
TEST UNDERGROUND TANKS	2,658	3,000	-	3,000	343
FIRE EXTINGUISHER SERVICE	3,500	2,508	-	2,508	(992)
TOTAL OUTSIDE LABOR	1,139,837	1,174,572	67,008	1,241,580	101,743
FUEL, GAS AND TIRES					
DIESEL - REVENUE	2,468,110	2,701,344	-	2,701,344	233,234
LUBRICANTS - REVENUE	139,511	143,004	-	143,004	3,493
GAS	56,503	61,056	-	61,056	4,553
FUEL PURCHASES - MV	964,606	722,028	455,100	1,177,128	212,522
TIRES & TUBES	208,817	215,508	-	215,508	6,691
TOTAL FUEL & LUBRICANTS	3,837,548	3,842,940	455,100	4,298,040	460,492

Monterey - Salinas Transit

Draft Budget
FY2016

	FY2015R TOTAL BUDGET	FY2016 TOTAL YEAR FIXED ROUTE	FY2016 TOTAL YEAR RIDES	FY2016 TOTAL YEAR COMBINED	VARIANCE OVER/ (UNDER)
MATERIALS AND SUPPLIES					
MARKETING SUPPLIES	15,000	30,000	-	30,000	15,000
BUS ADVERTISING EXPENSE	15,000	36,000	-	36,000	21,000
PRINTING	22,828	23,004	8,004	31,008	8,180
RIDERS CUIDES	42,902	45,012	-	45,012	2,110
MAPS	12,000	13,008	-	13,008	1,008
TICKETS	3,000	-	6,000	6,000	3,000
PASSES	5,617	25,008	-	25,008	19,391
BROCHURES	12,100	15,000	5,004	20,004	7,904
TRANSFERS	-	-	-	-	-
MISC MARKETING	15,637	15,000	-	15,000	(637)
HAZARDOUS MATERIAL CONTAINMENT	5,000	5,004	-	5,004	4
COMPUTER SUPPLIES	80,000	80,004	-	80,004	4
SAFETY & PROTECTIVE SUPPLIES	11,347	21,408	-	21,408	10,061
TROLLEY SUPPLIES	148	-	-	-	(148)
BUILDING CLEANING SUPPLIES	57,584	62,508	-	62,508	4,924
TRANSIT CENTER/PLAZA SUPPLIES	11,000	17,508	-	17,508	6,508
SHELTER & BUS STOP SUPPLIES	64,000	64,008	-	64,008	8
OTHER SUPPLIES	6,880	7,404	-	7,404	524
SHOP SUPPLIES	79,418	79,500	-	79,500	82
OFFICE SUPPLIES	58,406	59,136	1,008	60,144	1,738
POSTAGE & EXPRESS SERVICE	17,140	16,008	3,504	19,512	2,372
COPY MACHINE PAPER	3,000	3,096	-	3,096	96
REVENUE VEHICLE PARTS	785,142	767,136	-	767,136	(18,006)
SUPPORT VEHICLE PARTS	6,053	6,000	-	6,000	(53)
FAREBOX PARTS	24,535	25,500	-	25,500	965
BUS WASHER SUPPLIES	7,187	6,000	-	6,000	(1,187)
WARRANTY LABOR & PARTS	(360)	-	-	-	360
FUEL IS./DISPENSER PARTS	2,000	2,508	-	2,508	508
TOTAL MATERIALS AND SUPPLIES	1,362,566	1,424,760	23,520	1,448,280	85,714
UTILITIES					
WATER & FIRE PROTECTION	30,821	33,504	-	33,504	2,683
TELEPHONE LINE SERVICE	130,000	162,996	-	162,996	32,996
PG&E	156,654	165,000	-	165,000	8,346
ALARM SERVICE	6,791	9,504	-	9,504	2,713
DISPOSAL & SEWER	34,634	39,504	-	39,504	4,870
CELLULAR PHONES/PAGERS	35,180	38,004	-	38,004	2,824
TOTAL UTILITIES	394,080	448,512	-	448,512	54,432

Monterey - Salinas Transit

Draft Budget
FY2016

	FY2015R TOTAL BUDGET	FY2016 TOTAL YEAR FIXED ROUTE	FY2016 TOTAL YEAR RIDES	FY2016 TOTAL YEAR COMBINED	VARIANCE OVER/ (UNDER)
INSURANCE					
PHYSICAL DAMAGE EXPENSE	55,151	57,912	-	57,912	2,761
RECOVERIES PHYSICAL DAMAGES	(4,620)	-	-	-	4,620
LIABILITY EXPENSE	295,007	339,588	-	339,588	44,581
OTHER INSURANCE PREMIUMS	51,373	57,540	-	57,540	6,167
TOTAL INSURANCE	396,911	455,040	-	455,040	58,129
TAXES					
PROPERTY TAX	1,923	2,004	-	2,004	81
VEHICLE LICENSE & REGISTRATION	158	168	-	168	10
DIESEL SALES TAX	151,722	175,008	-	175,008	23,286
DIESEL FUEL USE TAX	7,589	7,608	-	7,608	19
GASOLINE TAX	1,360	1,404	-	1,404	44
OTHER TAXES	10,759	14,508	-	14,508	3,748
TOTAL TAXES	173,511	200,700	-	200,700	27,189
PURCHASED TRANSPORTATION					
PURCHASED TRANSPORTATION	7,454,632	4,307,088	2,853,864	7,160,952	(293,680)
TAXI VOUCHERS	-	300,000	200,005	500,004	500,004
TOTAL PURCHASED TRANSPORTATION	7,454,632	4,607,088	3,053,869	7,660,956	206,324
MISCELLANEOUS EXPENSES					
SUBSCRIPTIONS	7,873	7,992	-	7,992	119
APTA DUES	34,510	41,412	-	41,412	6,902
CTA DUES	12,145	14,568	-	14,568	2,423
CHAMBER AND OTHER DUES	43,273	45,000	-	45,000	1,727
CAL ACT DUES	1,450	1,740	-	1,740	290
STAFF TRAVEL	60,319	75,300	2,004	77,304	16,985
STAFF TRAINING	20,000	25,008	3,504	28,512	8,512
BOARD TRAVEL	15,000	15,000	-	15,000	-
AD & PROMOTION MEDIA	78,779	75,000	-	75,000	(3,779)
LEGAL ANNOUNCEMENTS	2,277	2,508	-	2,508	231
AD MEDIA RECRUITING	5,000	5,004	-	5,004	4
PERMITS	4,500	4,500	-	4,500	-
SALES TAX REVENUE EXPENSE	-	69,552	54,204	123,756	123,756
OTHER MISC. EXPENSE	4,463	5,004	-	5,004	541
TOTAL MISCELLANEOUS EXPENSES	289,589	387,588	59,712	447,300	157,711

Monterey - Salinas Transit

Draft Budget
FY2016

	FY2015R TOTAL BUDGET	FY2016 TOTAL YEAR FIXED ROUTE	FY2016 TOTAL YEAR RIDES	FY2016 TOTAL YEAR COMBINED	VARIANCE OVER/ (UNDER)
OTHER AGENCY EXPENSES					
PASS THROUGH/BEHALF OF OTHERS	944,314	-	-	-	(944,314)
TOTAL OTHER AGENCY EXPENSES	944,314	-	-	-	(944,314)
INTEREST EXPENSE					
INTEREST EXPENSE	26,000	26,004	-	26,004	4
TOTAL INTEREST EXPENSE	26,000	26,004	-	26,004	4
LEASES & RENTALS					
ANTENNA/ SATELLITE RENTAL	22,500	22,500	-	22,500	0
RESTROOM - MONTEREY	3,000	-	-	-	(3,000)
EQUIPMENT RENTALS	15,000	16,800	-	16,800	1,800
POSTAGE METER RENTAL	5,400	5,808	-	5,808	408
BUILDING RENT	100,215	150,012	-	150,012	49,797
TOTAL LEASES & RENTALS	146,116	195,120	-	195,120	49,005
TOTAL OPERATING EXPENSES	37,215,826	36,419,459	3,751,164	40,170,623	2,954,796
OPERATING (SURPLUS) DEFICIT	(0)	(646,033)	(0)	(646,033)	(646,033)
RESERVES AS % OF OPERATING EXPENSES					
UNRESTRICTED ASSETS AS OF 30-JUN-12 AUDIT		4,879,989			
LESS CAPITAL GRANT FUNDS		(2,196,912)			
		<u>2,683,077</u>			
FY13 OPERATING SURPLUS (DEFICIT) AS OF 30-JUN-13 AUDIT		3,076,828			
FY14 OPERATING SURPLUS (DEFICIT) AS OF 30-JUN-14 AUDIT		1,268,555			
RESERVE AS OF 30-JUN-14		<u>7,028,460</u>			
FY14 OPERATING EXPENSES AS OF 30-JUN-14 AUDIT		33,070,463			
RESERVE AS % OF AUDITED FY14 OPERATING EXPENSE		21.3%			
RESERVE AS % OF BUDGETED FY16 OPERATING EXPENSE		17.5%			

	COMM5A - DESIGN & ENGINEERING				COMM5B - ACQUIRE				COMM5C - CONSTRUCT				COMM5D - REHAB/RENOVATE			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
	Total Grant & Loan Funded	MST Capital Budget	Total Grant & Loan Funded	MST Capital Budget	Total Grant & Loan Funded	MST Capital Budget	Total Grant & Loan Funded	MST Capital Budget	Total Grant & Loan Funded	MST Capital Budget	Total Grant & Loan Funded	MST Capital Budget	Total Grant & Loan Funded	MST Capital Budget	Total Grant & Loan Funded	MST Capital Budget
20																
21	COMMUNICATIONS/RADIO EQUIPMENT				Prop 1B PTMISEA	5311(f)	5339	MST Finance: Bank Loan	5310 / 5317	AB2766 / CDBG	P1B CalOES Security (Formerly CalEMA)					
22	Replacement hand-held radios (5); batteries & chargers													\$6,900	\$6,900	
23	Fleet & Operations Laptops (5)													\$6,000	\$6,000	
24	Total Comm. & Radio Equip:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,900	\$12,900	\$0
25	SASE 7A-DESIGN & ENGINEER.															
26	SAFETY & SECURITY				Prop 1B PTMISEA	5311(f)	5339	MST Finance: Bank Loan	5310 / 5317	AB2766 / CDBG	P1B CalOES Security (Formerly CalEMA)					
27	Security equip: cameras, card readers, fences, vehicle voice annunciators, mobile operating vehicle etc (total \$402,615 - project components below)													\$0	\$287,615	\$287,615
28	Server-Virtualization Terminal, Giro				\$50,000									\$0	\$50,000	\$50,000
29	Server - Radio Tower													\$0	\$10,000	\$10,000
30	Radio base station - North MRY County													\$0	\$55,000	\$55,000
31	Trapeze - Real-time interface													\$0	\$50,000	\$50,000
32	Security gate, wall fence - TDA													\$0	\$402,615	\$402,615
33	Bus Driving/Training Simulator (estimated)													\$0	\$0	\$130,000
34	Total Safety & Security:	\$50,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$805,230	\$855,230	\$0	\$0	\$855,230	\$130,000
35	PRYM6A - DESIGN & ENGINEER															
36	PREVENTIVE MAINTENANCE				Prop 1B PTMISEA	5311(f)	5339	MST Finance: Bank Loan	5310 / 5317	AB2766 / CDBG	P1B CalOES Security (Formerly CalEMA)					
37	MST fleet - Major Components													\$90,000	\$90,000	
38	Shop tools/equipment													\$15,000	\$15,000	
39	Total Preventative Maint:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$105,000	\$105,000	\$0

	BSST3B - ACQUIRE					BSST3C - CONSTRUCT		BSST3D - REHAB/RENOVATE		A	B	C	D
	Prop 1B PTMISEA	5311(f)	5339	MST Finance: Bank Loan	5310 / 5317	AB2766 / CDBG	P1B CalOES Security (Formerly CalEMA)	Total Grant & Loan Funded	MST Capital Budget				
42	BSST3A - DESIGN & ENGINEERING												
43	BUS STATION/STOPS												
44	Transit Pass Vending Machines	\$250,000									\$250,000	\$0	\$250,000
45	Bus Shelters	\$250,000			\$44,000						\$294,000	\$0	\$294,000
46	Bus Station Repairs/Improvements										\$25,000	\$25,000	\$25,000
47	Bus stop improvements										\$25,000	\$25,000	\$25,000
48	Total Bus Stations/Stops:	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$544,000	\$50,000	\$594,000	\$0
49													
50	MAJOR FACILITIES EXPANSION/REHAB	Prop 1B PTMISEA	5311(f)	5339	MST Finance: Bank Loan	5310 / 5317	AB2766 / CDBG	P1B CalOES Security (Formerly CalEMA)	Total Grant & Loan Funded	MST Capital Budget	Total Grant & MST Funded	Unfunded	
51	Facilities Expansion/Renovation	\$3,123,389			TBD				\$3,123,389	\$0	\$3,123,389	\$0	
52	MST Admin. Building Purchase				TBD				\$0	\$0	\$0	TBD	
53	Misc. Office Space, Rehab/Renovations								\$0	\$100,000	\$100,000	\$0	
54	Total Major Facilities:	\$3,123,389	\$0	\$0	\$0	\$0	\$0	\$0	\$3,123,389	\$100,000	\$3,223,389	\$0	
55													
56	Total Grants & MST Capital Budget:	Prop 1B PTMISEA	5311(f)	5339	MST Finance: Bank Loan	5310 / 5317	AB2766 / CDBG	P1B CalOES Security (Formerly CalEMA)	Total Grant & Loan Funded	MST Capital Budget	Total Grant & MST Funded	Unfunded	
57		\$3,907,399	\$258,000	\$646,055	TBD	\$310,000	\$87,000	\$805,230	\$6,013,684	\$636,900	\$6,650,584	\$301,000	

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
TRANSIT OPERATOR COMPLIANCE CERTIFICATE
CHP 339 (Rev 7-90) OPI 062

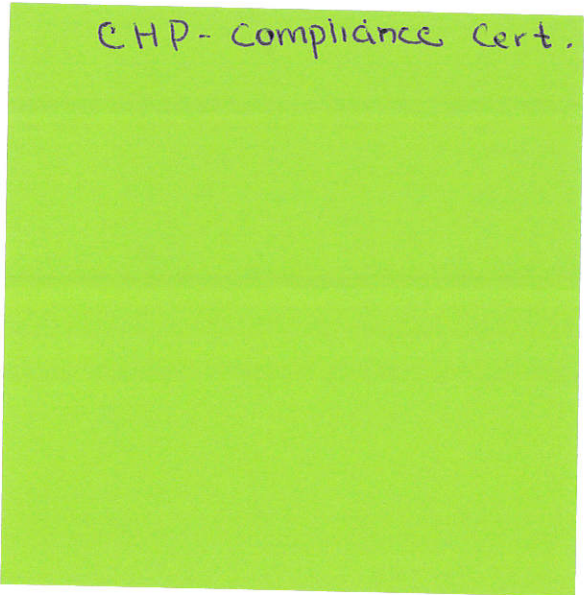
TRANSIT OPERATOR NAME

MONTEREY - SALINAS TRANSIT		
ADDRESS ONE RYAN RANCH RD		TELEPHONE NUMBER 831 559-2558
CITY MONTEREY	ZIP CODE 93940	COUNTY MONTEREY

This is to certify that the above named transit operator was inspected on this date and found to be in compliance with California Vehicle Code Section 1808.1, regarding participation in the Department of Motor Vehicles Pull Notice Program, and with Section 12804.6, regarding transit bus operator certificates.

ISSUED BY P. MORRIS	I.D. NUMBER A11283	DATE 4-30-15
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Destroy previous editions.



MST BOARD OF DIRECTORS
Monterey Bay Unified Air Pollution Control District
24580 Silver Cloud Ct., Monterey

Minutes
June 8, 2015

1. CALL TO ORDER

- 1-1. Roll call.
- 1-2. Pledge of Allegiance.

Chair Downey called the meeting to order at 10:00 a.m., and roll call was taken. Director LeBarre led the pledge of allegiance.

- 1-3. Review Highlights of the agenda.

Mr. Sedoryk reviewed the highlights of the agenda.

Present:	Fernando Armenta	County of Monterey
	Tony Barrera	City of Salinas
	Victoria Beach	City of Carmel-by-the-Sea
	Robert Bonincontri	City of Gonzales
	Kristin Clark	City of Del Rey Oaks
	Libby Downey	City of Monterey
	Mike LeBarre	City of King
	Dan Miller	City of Pacific Grove
	Frank O'Connell	City of Marina
	David Pacheco	City of Seaside
	David Pendergrass	City of Sand City
	Leah Santibañez	City of Greenfield
	Patricia Stephens	City of Soledad

Absent: None

Staff:	Carl Sedoryk	General Manager/CEO
	Hunter Harvath	Asst. GM/Finance & Administration
	Michael Hernandez	Asst. GM/COO
	Kelly Halcon	Director of HR & Risk Management
	Robert Weber	Director of Transportation Services
	Lisa Rheinheimer	Director of Planning and Development
	Andrea Williams	General Accounting & Budget Manager
	Mark Eccles	Director of Information Technology
	Tom Hicks	CTSA Manager
	Carl Wulf	Facilities Manager
	Deanna Smith	Executive Assistant/Clerk to the Board
	Alex Lorca	De Lay & Laredo
	Sally Cota	MST Customer Service Representative

Public:	Robert Jaques	MST Customer
	MacGregor Eddy	Salinas Californian
	Dale Carson	Complete Coach Works
	Brad Carson	Complete Coach Works
	Ryne Shetterly	Complete Coach Works
	Richard Sullivan	Complete Coach Works
	Celeste Casas	Complete Coach Works
	Leona Peacher	MV Transportation
	Julia Luczau	MST Customer
	Sherna Stewart	MST Customer
	Percy Bryant	MST
	Christina Watson	TAMC
	Ariana Green	TAMC
	Heather Adamson	AMBAG

Apology is made for any misspelling of a name.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

MacGregor Eddy announced that June 18 was Dump the Pump day and asked why the event was not mentioned on the agenda. She thanked Directors Barrera and Beach who have both committed to observing the day.

Robert Jaques stated that this is the second time he has commented on problems with the routing on Line 3 serving CHOMP-Monterey, specifically some of the stops at Del Monte Center, which have still not been addressed. He also thinks the routing on Line 2 serving Carmel could be improved. MST staff will contact Mr. Jaques.

Julia Luczau stated that she is happy that the MST buses are still operating. She has been a long time rider and is a former HOPE Services employee.

Sherna Stewart would like to see the Monterey trolley provide a better visitor's experience by taking a more scenic route and avoiding truck and commuter routes. She provided staff with a handout of suggested route options.

3. CLOSED SESSION

4. RETURN TO OPEN SESSION

5. CONSENT AGENDA

- 5-1. Adopt Resolution 2015-36 recognizing David Bielsker, Transit Scheduler, as Employee of the Month for June 2015.
- 5-2. Minutes of the regular meeting of May 11, 2015
- 5-3. Financial Report – April 2015.
- 5-4. Disposal of Property left aboard buses.

- 5-5. Adopt Resolution of Appreciation 2015-37 recognizing U.S. Congressman the Honorable Sam Farr.
- 5-6. Receive update on TAMC multimodal corridor.
- 5-7. Authorize the purchase of one bus engine.
- 5-8. Receive update on the Rail Extension to Monterey County and adopt Resolution 2015-38 reaffirming support for the project.

Chair Downey pulled agenda item 5-8 and requested a brief summary of the Rail Extension project. Director of Planning & Development, Lisa Rheinheimer, introduced Christina Watson of TAMC who handed out a Capitol Corridor Extension brochure and summarized the key benefits of the project.

Director Armenta asked that this item be placed on a future agenda for further discussion.

Public Comment – none.

Director Armenta made a motion to approve the Consent Agenda and was seconded by Director LeBarre. The motion passed unanimously.

6. COMMITTEE REPORTS

- 6-1. Minutes of the Finance Committee – May 11, 2015.

Public Comment – none.

7. MAJOR PROCUREMENTS

8. PUBLIC HEARINGS

9. UNFINISHED BUSINESS

- 9-1. Approve payment of \$338,054.34 to Monterey County Elections Department for Measure Q charges for November 4, 2014, General Election.

Hunter Harvath stated that the Monterey County Election Department has invoiced MST for the cost of putting Measure Q on the November, 2014, ballot. MST is allowed by law to pay for the cost of the sales tax measure out of Measure Q funds.

Public Comment – none.

Director LeBarre made a motion to approve the payment of \$338,054.34 to the Monterey County Elections Department and was seconded by Director Stephens. The motion passed unanimously.

10. NEW BUSINESS

- 10-1. Receive and adopt proposed FY 2016 Operating & Capital Budget, Action Plan, and Staffing Levels, and authorize grant applications and funding requests.

Hunter Harvath reviewed the Fiscal Year 2016 proposed budget. The addition of Measure Q revenue impacted both operating revenue and expenses. RIDES expenses have increased in response to an increase in demand which, by law, must be met. In response to increased demand, the RIDES capital budget has increased to allow for the purchase of four new buses. Overall staffing levels have increased by three positions.

Director Barrera asked what MST staff is doing to keep coach operators informed about the ongoing concern over the Amalgamated Transit Union/Department of Labor (ATU/DOL) dispute with the State of California over public pension reform (PEPRA). Director Beach agreed with the need to get ahead of another possible reduction of service and labor in FY 2016 through extensive communication with MST employees who are represented by the union.

Mr. Sedoryk and Kelly Halcon agreed to make a concerted effort to keep staff and labor informed, and explained some of the legal constraints surrounding certain communication with union members.

Chairperson Downey recognized Congressman Farr and invited him to say a few words about PEPRA.

Congressman Farr explained that the threat of grant funding being withheld has only been averted for FY 2015. Since the issue is between the State of California, ATU, and the DOL the same scenario will likely be faced again in FY 2016. An even larger threat is the lack of congressional action to fund transportation at the federal level. The Highway Trust Fund runs out of money in July of 2015, and there seems to be no will in Congress to raise the gas tax or identify other long term sources of revenue for public transportation.

Public Comment – none.

Director Armenta made a motion to approve the FY 2016 Operating and Capital Budget, Action Plan, and Staffing Levels; approve Resolution 2015-39; and authorize staff to apply to TAMC for Transportation Development Act Local Transportation Funds and State Transit Assistance. The motion was seconded by Director LeBarre and passed unanimously.

11. REPORTS & INFORMATION ITEMS

- 11-1. General Manager/CEO Report – April 2015.
- 11-2. Washington D. C. Lobbyist Report – May 2015.
- 11-3. State Legislative Advocacy Update – May 2015.

11-4. Staff Trip Reports.

11-5. Correspondence.

11-6. Staff Announcements.

Public Comment – none.

12. SPECIAL PRESENTATIONS

12-1. June Employee of the Month – David Bielsker.

Lisa Rheinheimer recognized David Bielsker, transit scheduler, for his positive contribution to MST and to the entire community.

12-2. Certificate of Achievement for Excellence in Financial Reporting – Hunter Harvath.

Carl Sedoryk recognized Hunter Harvath for receiving the Government Finance Officers Association's Certificate of Achievement for Excellence in Financial Reporting for Fiscal Year 2014. Hunter Harvath recognized Andrea Williams, general accounting & budget manager, and Angela Dawson, accountant, for their support.

12-3. Resolution of Appreciation – U.S. Congressman, the Honorable Sam Farr.

Carl Sedoryk recognized U.S. Congressman Sam Farr for his continued assistance in securing over \$22 million in federal transit funds for MST, and for his support and influence during the dispute between the U.S. Department of Labor and the State of California which threatened over \$6 million in federal grant funds.

Congressman Farr expressed his appreciation for public transit and the service provided in Monterey County.

12-4. MST Electric Trolley dedication ceremony.

Carl Sedoryk announced the schedule and transportation options for those attending the Electric Trolley dedication ceremony at 201 Pearl St. Transportation was provided to members of the public as well as legislators and MST staff.

13. COMMENTS BY BOARD MEMBERS

13-1. Reports on meetings attended by board members at MST expense (AB1234).

13-2. Board member Comments and Announcements

Director LeBarre requested transit assistance from MST for the Department of Education's summer free lunch program. Mr. Sedoryk will provide information on MST's

Summer Youth Pass which provides individuals 18 years and under unlimited rides on all of MST's routes from June 1 through August 31 for only \$38.

Director Barrera passed out copies of the March 2015 APTA Passenger Transport magazine, noting an article on page 6 written by MST General Manager/CEO, Carl Sedoryk.

13-3. Board member Referrals for future agendas.

Director Armenta requested that a presentation on the TAMC Rail Extension to Monterey County be placed on a future agenda.

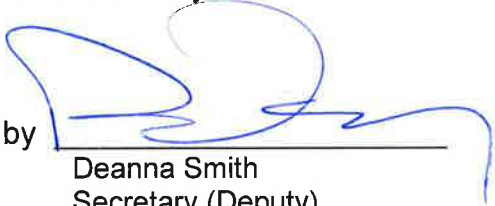
14. ATTACHMENTS

14-1. Detailed monthly Performance Statistics and Disbursement Journal, April 2015. *(This item is located online within the GM Report at: <http://www.mst.org/about-mst/board-of-directors/board-meetings/>)*

15. ADJOURN

There being no further business, Chair Downey adjourned the meeting at 11:22 a.m. and invited everyone to attend the Electric Trolley Dedication Ceremony at 201 Pearl Street in Monterey.

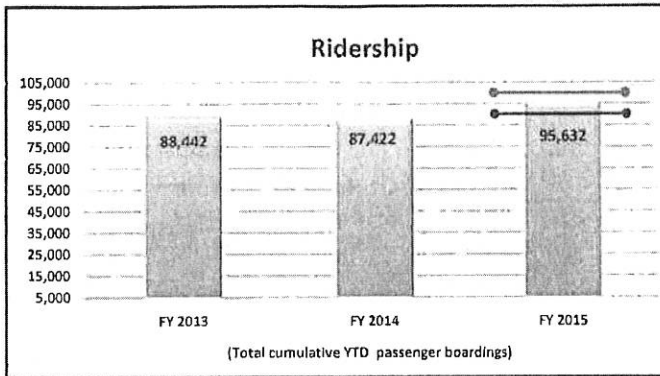
Prepared by



Deanna Smith
Secretary (Deputy)

MST RIDES

YTD Dashboard Performance Comparative Statistics Months of July - April Fiscal Years 2013-2015

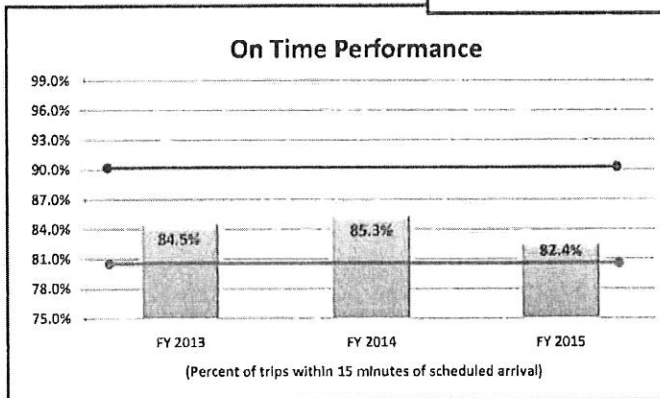
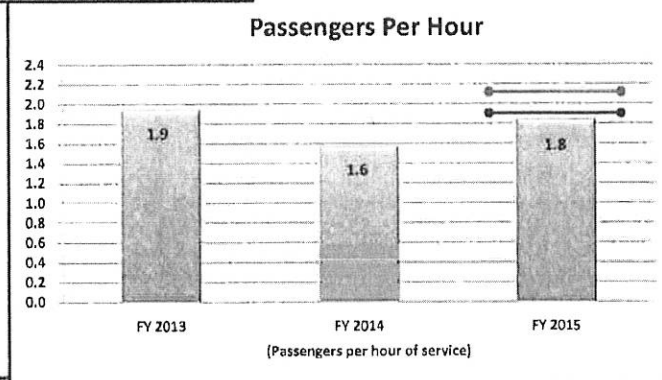


Goal = 90,488 passengers

Maximum = 99,537 passengers

Goal = 1.87 passengers p/h

Maximum = 2.06 passengers p/h

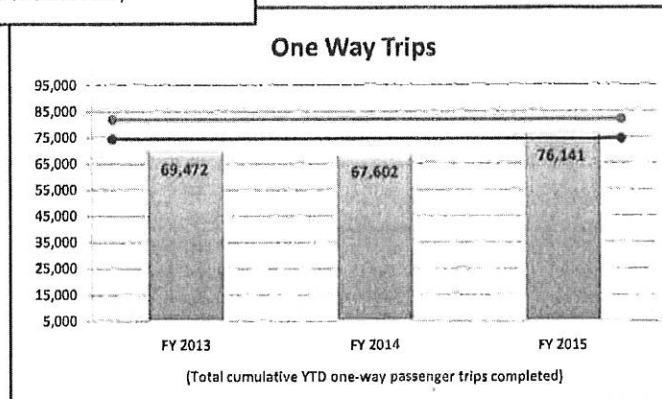


Goal = 90% on time

Minimum = 80% on time

Maximum = 82,225 one-way trips

Goal = 74,750 one-way trips

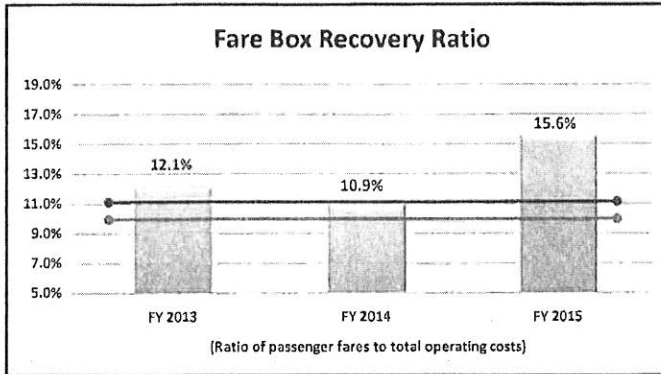


MST RIDES

YTD Dashboard Performance Comparative Statistics

Months of July - April

Fiscal Years 2013-2015

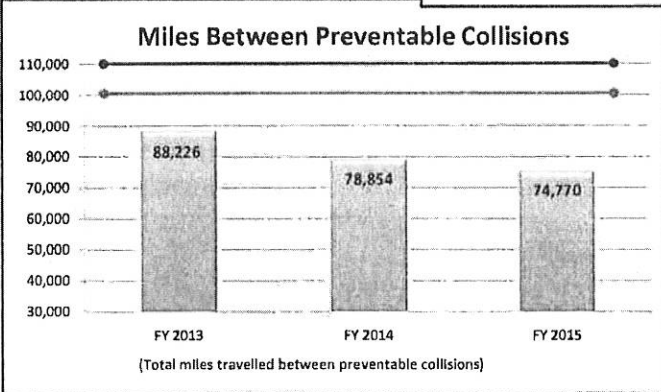
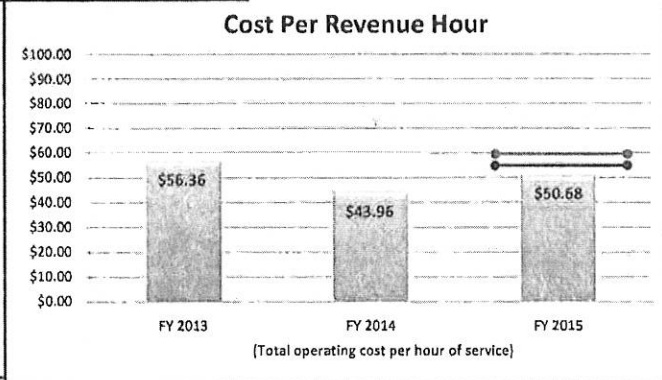


Goal = 11%

Minimum = 10%

Goal = \$54.24

Maximum = \$59.66

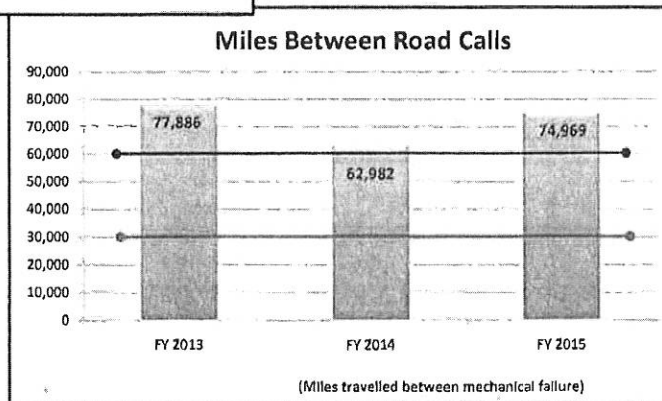


Goal = 110K Miles

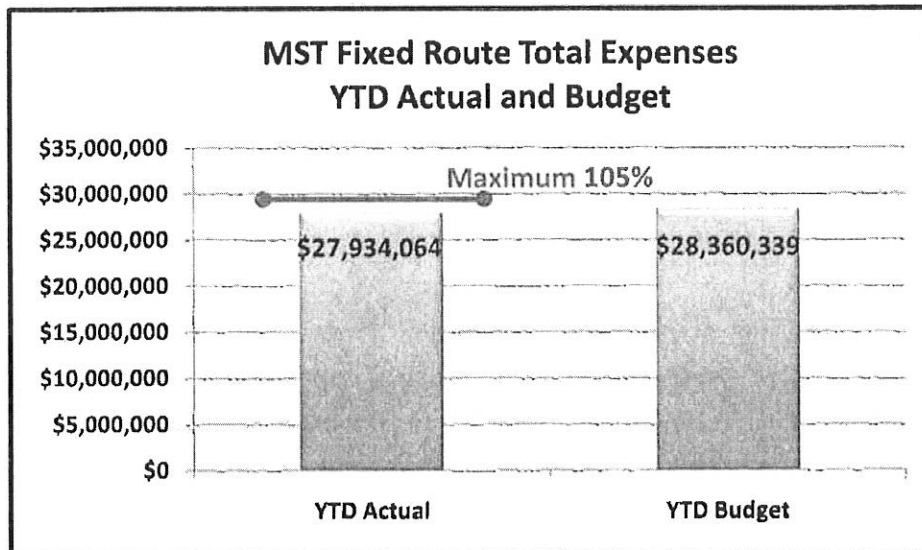
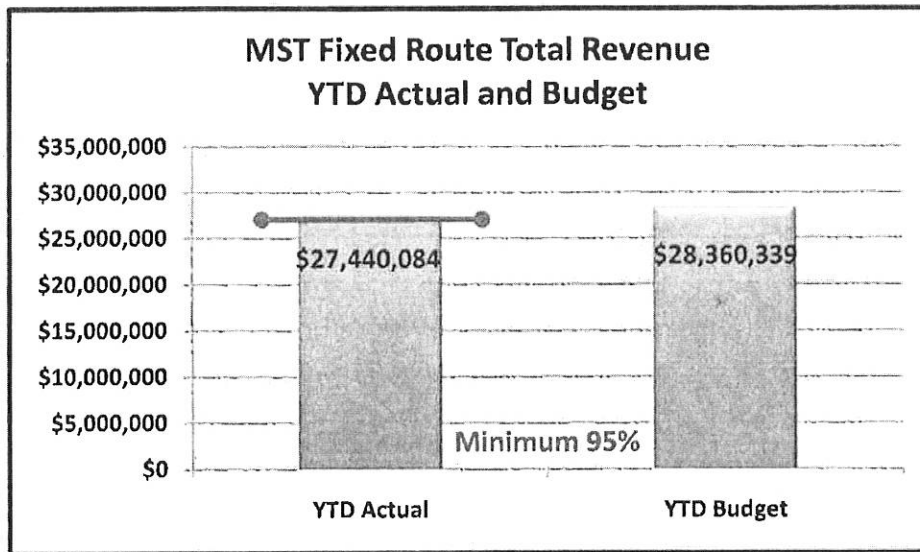
Minimum = 100K Miles

Goal = 60,000 miles

Minimum = 30,000 miles



MST Fixed Route Financial Performance Comparative Statistics July through April Fiscal Year 2015

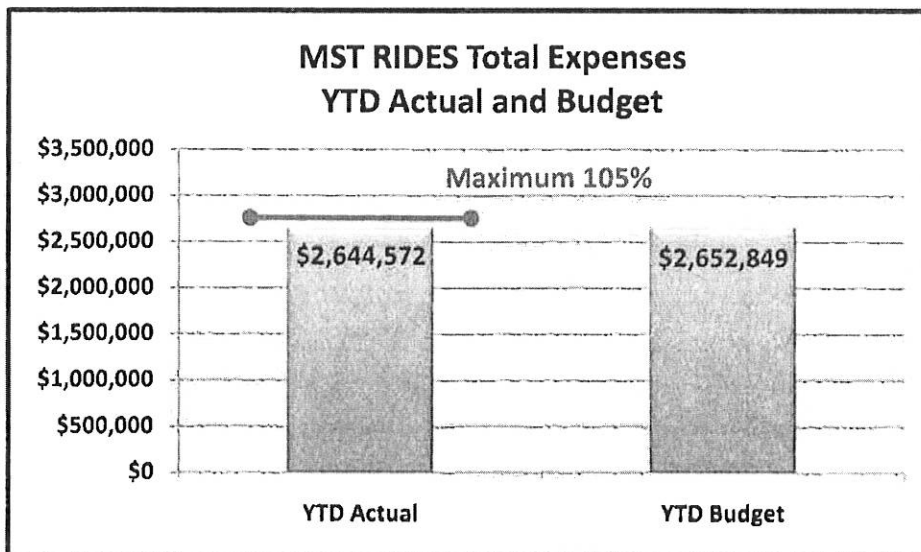
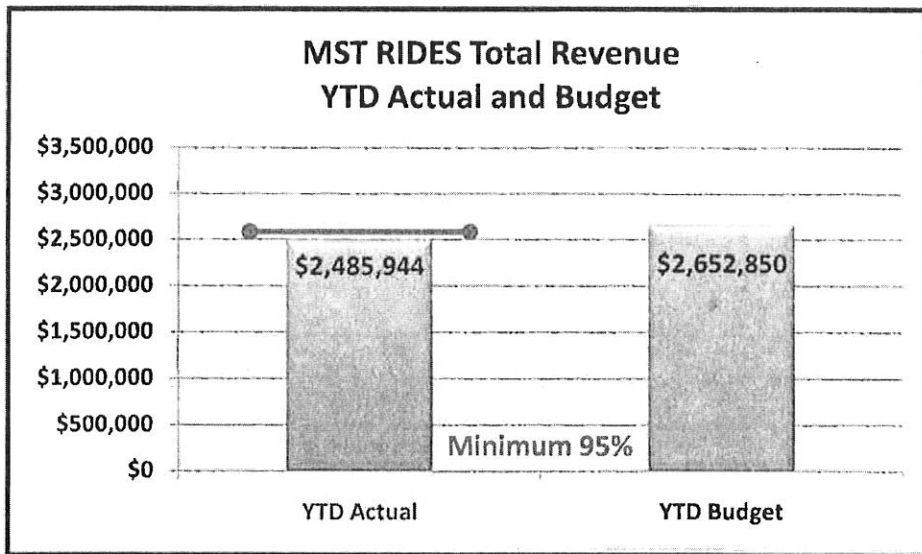


MST RIDES

Financial Performance Comparative Statistics

July through April

Fiscal Year 2015



98



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Ariana Green, Transportation Planner
Meeting Date: August 26, 2015
Subject: Bicycle and Pedestrian Facilities Advisory Committee Appointment

RECOMMENDED ACTION:

APPROVE appointment of Jerry Ramos representing Supervisorial District 2 to the Bicycle and Pedestrian Facilities Advisory Committee.

SUMMARY:

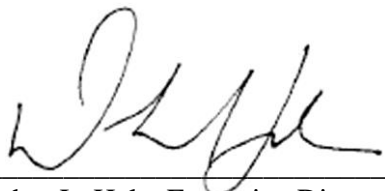
The Board appoints members of the public to the Committee on an as-needed basis to advise staff on bicycle and pedestrian transportation issues and make recommendations to the Board.

FINANCIAL IMPACT:

This item has no financial impact on the Transportation Agency budget.

DISCUSSION:

Staff received an application from Jerry Ramos to serve on the Bicycle and Pedestrian Facilities Advisory Committee representing Supervisorial District 2. Mr. Ramos is a Castroville resident, has experience volunteering for the HER Helmet Thursdays Project, is bilingual and excited at the prospect of giving back to his community. Mr. Ramos has been nominated for appointment to fill this vacancy by Supervisor Phillips (see Attachments). Committee vacancies remain for Monterey County District 3, and the cities Sand City, Greenfield, Gonzales, King City and Soledad. Staff requests that Board members in these areas recruit interested individuals and refer them to staff for more information.

Approved by: 
 Debra L. Hale, Executive Director

Date signed: August 11, 2015

Consent Agenda
 Attachments:

Counsel Review: N/A

1. Nomination Letter – Jerry Ramos
2. Application for Appointment– Jerry Ramos

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**Application for Appointment
 Transportation Agency for Monterey County
 Bicycle and Pedestrian Facilities Advisory Committee**

Name of Applicant RAMOS, Gerardo Ramos (Jerry)	
Residence Street Address 10763 Axtell Street, Castroville, CA 95012	
Email: cvillen32@gmail.com	
Telephone: Home (cell) 831-498-3345	Work: NA
Are you a full-time paid officer or employee of local, state or federal government? No <input checked="" type="checkbox"/> Yes ___ If yes employer Not applicable position NA	
Education: GED. Now attending Hartnell College.	
Present Occupation: Full-time student.	
Please describe why you are interested in serving on this committee:	
<p>Not too many people ride bikes anymore, and I want to help bring that back into the community.</p> <p>If there are better places to bike, and more bike programs and activities, it gives kids something to do instead of going out and getting into negativity. Biking also provides them a more affordable and environmentally friendly form of transportation.</p> <p>I would bring a fresh, youth perspective to the advisory committee. I am fluently bilingual Spanish-English. And I would bring to the table some leadership qualities and my desire to build additional positive traits and ideals.</p>	
Please describe other community activities that you have been involved in:	
<p>Bicycling Monterey's HER Helmet Thursdays Project. I serve as a volunteer providing oral translation. Using my Spanish skills, I have succeeded in getting new businesses to sign up and give discounts on Thursdays to people who bike. Having my help with outreach to Spanish speakers results in a more diverse mix of Monterey County locals and visitors being encouraged to bike.</p> <p>Society for the Prevention of Cruelty to Animals (SPCA) Take the Lead program. I have helped train dogs, so they will be well-mannered and can be successfully adopted.</p> <p>Thank you for considering my application to serve on the Bicycle and Pedestrian Advisory Committee.</p>	
Please sign <u><i>Gerardo Ramos</i></u>	Date <u>2/4/15</u>

June 16, 2015

Board of Directors
Transportation Agency of Monterey County
55 Plaza Circle
Salinas, CA 93901

To the Board of Directors:

I am writing this letter to recommend your approval of the application of Gerardo Ramos to serve as a volunteer on the Transportation Agency for Monterey County's Bicycle and Pedestrian Facilities Advisory Committee.

Jerry is a native of Monterey County who lives with his family in Castroville. As you know, North County includes predominantly Latino communities; Castroville, for example, is about 88% Latino. Since many residents are not bilingual, Jerry's fluency in both Spanish and English allow him to better represent that minority majority population. In related volunteer work, Jerry has already used his language skills to provide translation that made it possible to enroll new businesses in the countywide HER Helmet Thursdays project. Among the North County communities with new participants as a result of Jerry's volunteerism is Pajaro. Previously Pajaro had no participants, which means he has already broken new ground as an active transportation advocate.

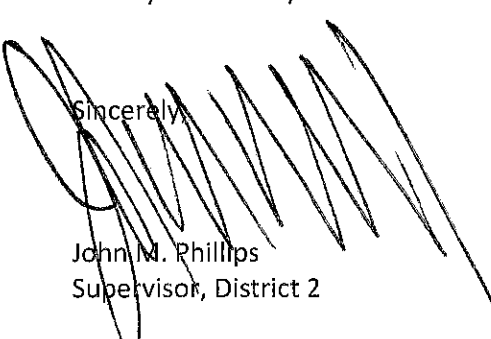
During the school year, Jerry is a full-time student at Hartnell College. As a young adult, he wants to help bring more bicycling into community life, to fellow students and others. He knows that making it easier and safer for people to bike has many benefits, with one of these being to help more youth gravitate to healthy activities.

This spring, Jerry completed a bicycling road skills training offered at CSUMB. He also completed the related online course, and having met that requirement as well, he earned a League of American Bicyclists certification in Smart Cycling (formerly known as Traffic Skills 101). Jerry taking the initiative to be one of the very first individuals to acquire this certification at a Monterey County location is more evidence of his commitment to developing skills that will allow him to more effectively serve our county.

Jerry is ready to apply his knowledge and abilities to help strengthen the effectiveness of the committee. He is also eager to learn from the veteran committee members and to develop new skills through this volunteer role.

For all these reasons and more, please join me supporting this young man in his desire to represent North County on the Bicycle and Pedestrian Facilities Advisory Committee.

Sincerely,


John M. Phillips
Supervisor, District 2



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors

From: Ariana Green, Transportation Planner

Meeting Date: August 26, 2015

Subject: **Ciclovía Salinas Sponsorship**

RECOMMENDED ACTION:

AUTHORIZE the use of \$3,000 in budgeted Bike Month/Bike Education funds for a sponsorship of the Ciclovía Salinas event taking place in October 2015.

SUMMARY:

Ciclovía Salinas is a youth-driven community event that promotes health and active transportation. Transportation Agency staff has participated in the past two events and found it a good opportunity to inform the community of Transportation Agency goals, objectives and projects.

FINANCIAL IMPACT:

Staff recommends allocating \$3,000 from the \$27,500 budgeted in FY 15/16 to support bicycle education activities and bicycling events to Ciclovía Salinas. The budget is supported entirely by Transportation Development Act 2% funds for bicycle and pedestrian activities.

DISCUSSION:

Ciclovía Salinas is an annual youth-organized community event focused on promoting health and active living. During the event, E. Alisal Street is closed to motorized vehicle traffic so that the roadway can be used for activities such as bicycling, walking, jogging, skate boarding, roller blading, dancing, Zumba and educational/community resource booths. Last year's event drew a crowd of 3,000 people despite a rain storm. This year, event organizers hope to double the number of participants. The tentative date for this year's event is Sunday, October 25, 2015.

Ciclovía Salinas offers various levels of sponsorship (See attachment 1). Staff recommends a \$3,000 Ciclovía Salinas Health Advocate sponsorship. At that level, the benefits are:

- TAMC's name mentioned on social media
- TAMC's and logo on advertisement flyers, shirts and social media
- TAMC's name announced three times during the event
- Free booth for TAMC to conduct public outreach
- TAMC's banner displayed at the event

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- TAMC's logo on the back of the Ciclovía Salinas t-shirt

Ciclovía Salinas is an opportunity for Transportation Agency staff to connect with and educate young people and Latino families - a hard to reach population on transportation projects and resources.



Approved by: _____
Debra L. Hale, Executive Director

Date signed: August 11, 2015

Consent Agenda

Counsel Review: N/A

Finance Review: pending

Attachment: Ciclovía Salinas Contribution Levels

Ciclovia Salinas



Where the Streets are Yours! ¡Donde las Calles son Suyas!

Ciclovia Salinas thanks you in advance for your consideration and hopeful support. Please review the following contribution levels and complete the attached sponsorship application indicating your selected partnership.

Ciclovia Salinas Champion: \$5,000+ (Deadline for logo is September 25th)

Free Ciclovia merchandise

Company name and logo mentioned on social media

Company name announced throughout the event on October 25th

-Mentioned at every break throughout the event (minimum 6 times)

Your company banner displayed at event main stage

Free booth for company to promote your organization

Company logo on shirts (Logo will be larger than other logos)

Company name and logo on social media (hashtag for at least 3 posts a week)

Logo will be displayed on lower area of advertisement flyers

Company name mentioned on all TV and Media promotion as a presenting sponsor

*Fitness activity will be named to promote your company

-Example: *Healthy Lifestyles Inc. Soccer Tournament*

Ciclovia Salinas Health Advocate: \$3,000+

Free Ciclovia merchandise

Company name mentioned on social media and logo displayed at least once a week on social media

Company name announced three times during the event on October 25th

Your company banner displayed at event

Free booth for company to promote your organization/business

Company logo on the back of the shirt

Company name & logo on social media displayed at least once a week

Company name and logo on advertisement flyers, shirts & social media

Logo displayed on lower area of advertisement flyer

Deadline for logo is Friday, September 25th

Ciclovia Salinas Wellness Coach: \$1,000+

Free Ciclovia merchandise

Company name mentioned and logo placed on social media once

Company name announced once during the event on October 25th

Ciclovia Salinas Fitness Fan: \$500+

Free Ciclovia merchandise

Company name mentioned once on social media

Ciclovia Salinas Community Supporter: \$100+

Free Ciclovia merchandise



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 26, 2015
Subject: State Legislative Update

RECOMMENDED ACTION

RECEIVE state legislative update and **ADOPT** positions on the Transportation Special Session bills of interest to the Agency.

SUMMARY

The Governor called a special session on transportation, and several bills were reintroduced under new numbers, while new bills were also introduced. The Executive Committee has reviewed the legislation and recommends support of several bills that would increase revenues for transportation and extend public-private partnership financing.

FINANCIAL IMPACT

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

DISCUSSION

The Governor called a special session on transportation funding after the state budget was adopted. Several of the bills introduced in the regular session were reintroduced in the special session and some new legislation was also introduced. The bills address issues of interest to the Transportation Agency including:

- Allocation of cap and trade funding;
- New revenues for various transportation improvements (maintenance, transit, state highways or a combination thereof);
- Returning truck weight fees to transportation;
- Early repayment of past transportation loans and prohibitions against future loans; and
- Removing the public-private partnership legislation's January 2017 expiration date.

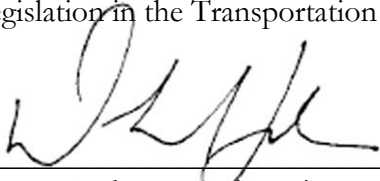
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The Monterey Bay region is fortunate that two of our legislators – Assembly Member Alejo and Senator Cannella – are taking a leading role in the special session and have introduced legislation to support transportation funding. **Attachment 1** is the recommendations for TAMC Positions on Special Session Bills, approved by the Executive Committee on August 5, 2015. Some bills were very similar to existing regular session bills so staff inserted the same recommendation and has already sent support letters.

Attachment 2 is the California Association of Councils of Governments (CalCOG) analysis of the revisions to SB 16 (Senator Beall) as embodied in SB X1-1 (Beall), as well as the list of all the legislation introduced in the Transportation Special Session. The Beall bill would provide substantial new revenues to the cities and County as well as Caltrans, for roadway maintenance, and would provide a small incentive matching program for new self-help counties. The overall ongoing revenues raised by the Beall bill are estimated at \$4.3 billion to \$4.6 billion per year, and with no expiration date.

The legislature went on recess on July 17 and is out until August 17, and so any activity on any of these bills will have to happen in the last month of the full session, which concludes on September 11. Executive Director Hale and TAMC Legislative Advisor John Arriaga were in Sacramento to provide input to our delegation on these measures, based on the Executive Committee action. The TAMC-Adopted Stare Legislative Program is included as a Web Attachment.

The Executive Committee and TAMC staff recommend adoption of the listed SUPPORT positions on state legislation in the Transportation Special Session.

Approved by: 
Debra L. Hale, Executive Director

Date signed: August 11, 2015

Consent Agenda

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

Attachment

1. Recommendations for TAMC Positions on Special Session Bills
2. CalCOG Comparison of SB 16 (Beall) and SB X1-1 (Beall) provisions, and List of all Special Transportation Legislative Session Bills

Web Attachment:

Final TAMC Legislative Program, adopted January 28, 2015

Recommendations for TAMC Positions on Special Session Bills
Updated August 5, 2015

Assembly Bills (Author)	Topic	Executive Committee Recommended Position
ABX1 1 (Alejo)	Requires that loans from specific transportation funds to the state General Fund be repaid by December 31, 2018. The effect would be to reduce expected reductions in state funding, removing potential delays to TAMC's regional projects. This bill would also remove the January 2017 sunset of the Public-Private Partnership legislation, which benefits the Highway 156 improvement project. (Reintroduction of AB 227 - which TAMC supported - in special session)	SUPPORT (Letter sent 6/25)
ABX1-2 (Perea)	Extends Caltrans' authorization to enter into Public-Private Partnerships by removing the January, 2017 expiration date. This measure would increase financing options for improvements to the Highway 156 corridor and allow time to address local issues prior to the expiration of the current P3 authority. (Similar to SBX1-14 (Cannella)) (Reintroduction of AB 1265 – which TAMC supported - in special session)	SUPPORT (Letter sent 7/17)
ABX1-6 (Hernandez)	Requires 20% of moneys available for allocation under the Affordable Housing and Sustainable Communities Cap and Trade Program to be allocated to eligible projects in rural areas. This bill would help allow rural areas, including Monterey County, to be better able to receive cap and trade funds for bike/pedestrian/transit and affordable housing projects. In the first cycle, no project in the Monterey Bay Area received funding.	SUPPORT
ABX1-7 (Nazarian)	Appropriates 20% of Greenhouse Gas Reduction Fund (Cap and Trade) annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program. This represents a doubling of the current funding level for bus and rail transit from current levels, and comes from the currently "unallocated" share. (Similar to SBX1-8 (Hill))	SUPPORT
ABX1-8 (Chiu)	Increases the sales and use tax on diesel fuel from 1.75% to 5.25% and allocates the money by formula to public transit agencies, such as Monterey-Salinas Transit. (Similar to SBX1-7 (Allen))	SUPPORT

Senate Bills (Author)	Topic	Executive Committee Recommended Position
SBX1-1 (Beall)	<p>Raises several different funding sources to generate an estimated \$4.3 billion to \$4.6 billion per year, indefinitely, for road maintenance. Allocates 50% to State Highway maintenance (to the Caltrans SHOPP) and 50% to Local Road maintenance (directly to the Cities and the County). Takes 5% off the top for new self-help counties that adopt a transportation sales tax measure on or after July 1, 2015. Eliminates the variable gas tax rate that is resulting in a drop in transportation revenues and replaces it with a 17.5 cent fuel tax that is indexed annually by the California Consumer Price Index.</p> <p>(Reintroduction of SB 16 in special session, with some modifications)</p>	SUPPORT
SBX1-7 (Allen)	<p>Increases the sales and use tax on diesel fuel from 1.75% to 5.25% and allocates the money by formula to public transit agencies, such as Monterey-Salinas Transit.</p> <p>(Similar to ABX1-8 (Chiu))</p>	SUPPORT
SBX1-8 (Hill)	<p>Appropriates 20% of Greenhouse Gas Reduction Fund (Cap and Trade) annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program. This represents a doubling of the current funding level for bus and rail transit from current levels, and comes from the currently “unallocated” share. (Similar to SBX1-7 (Nazarian))</p>	SUPPORT
SBX1-11 (Berryhill)	<p>CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons. This bill would extend the exemption until January 1, 2025, and expand the exemption to projects in all cities and counties, regardless of population. This legislation is consistent with the TAMC policies of reducing project costs and streamlining delivery when there are no or limited environmental impacts.</p>	SUPPORT
SBX1-12 (Runner)	<p>Removes the California Transportation Commission from the State Transportation Agency, reestablishes it as an independent entity in state government, and allows it to again act in an independent oversight role. TAMC has had effective relationships in the past with the CTC as an independent entity; this measure would return it to that status, as opposed to now when the agency reports to the Governor’s Administration.</p>	SUPPORT

Senate Bills (Author)	Topic	Executive Committee Recommended Position
SBX1-14 (Cannella)	Extends Caltrans' authorization to enter into Public-Private Partnerships by removing the January, 2017 expiration date. This measure would increase financing options for improvements to the Highway 156 corridor and allow time to address local issues prior to the expiration of the current P3 authority. (Similar to ABX1-2 (Perea))	SUPPORT
SCA X1-1 (Huff)	Prohibits the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles revenues other than as specifically permitted by Article XIX (for transportation purposes). The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness. (Reintroduction of SCA 7 – which TAMC supported - in special session)	SUPPORT (Letter sent 6/29)



I. SB 16 and SBX1-1 (Beall) Transportation Funding

Senator Beall introduced SB 16 earlier this year. CALCOG took a “support” position on the version in print on April 15. Then, SB 16 was re-introduced in the Extraordinary Session as SB 1X-1. Significant new amendments went into print on July 14. See below.

SB 16—SB X1-1 COMPARISON TABLE		
Key Element	SB 16 (June 1)	SBX1-1 (July 14)
Effective Term	5 years	Unlimited
Revenue	\$3.4 to \$3.9 Billion/Yr.	\$4.3 to \$4.6 Billion/Yr.
Sources	<ul style="list-style-type: none"> • 10¢/gal. tax increase on gasoline • 12¢/gal increase on diesel fuel • \$35 vehicle registration fee • \$100 zero emission vehicle fee • Loan repayments over 3 years • .65% vehicle license fee increase 	<ul style="list-style-type: none"> • 12¢/gal. tax increase on gasoline • 22¢/gal. Increase on diesel fuel • \$35 vehicle registration fee • \$100 zero emission vehicle fee • Loan repayments over 3 years • \$35 road access fee
Truck Weight Fees	Transferred and backfilled with VLF	Not affected
Goods Movement (TCIF)	2¢/gal. on diesel to TCIF (approx. \$50 million/yr.)	12¢/gal. on diesel to TCIF (approx. \$300 million/yr.)
Self Help Incentive	5% off-the top allocation	5% of the top allocation-ongoing
Distribution of Remainder	<ul style="list-style-type: none"> • 50% to SHOPP • 50% to Local Streets & Roads 	<ul style="list-style-type: none"> • 50% to SHOPP • 50% to Local Streets & Roads
Inflation Adjustment (CPI)	N/A	Excise tax adjusted every three years beginning 2019
Local Streets and Road Fund Flexibility	N/A	“Other transportation priorities” allowed if PMI exceeds 85
STIP	N/A	<ul style="list-style-type: none"> • Excise tax reset to 17.3 ¢/gal. • CPI applies to all excise tax
Active Transportation Eligibility	N/A	Pedestrian and bike safety in conjunction with other projects
Caltrans Accountability	CTC allocation required for SHOPP; Department plan to improve efficiency by 30%	CTC allocation required for SHOPP; Department plan to improve efficiency by 30%
Local Street and Roads Accountability	CTC estimates fund amount, develop performance criteria	CTC develops performance criteria

II. Other Key Bills In the First Extraordinary Session

Assembly Bills:

- **AB X1-1 (Alejo). Weight fees.** Returns weight fees to the State Highway Fund; repays outstanding transportation loans over three years
- **AB X1-2 (Perea) Public Private Partnerships.** Extends P3 authority indefinitely; includes Santa Clara VTA in definition of regional agency.
- **AB X1-3 and ABX1-4 (Frazier, Atkins) Spot language.** Spot bills to establish permanent, sustainable sources of funding for highways, local roads, bridges, etc.
- **AB X1-6 (Hernandez) AHSC program.** Creates a 20% rural set aside in AHSC Program.
- **AB X1-7 (Nazarian). Public transit funding.** Doubles cap and trade appropriation for Transit and Intercity Rail Program (to 20%) and Local Carbon Transit Program (to 10%).
- **AB X1-8 (Chiu & Bloom) Diesel sales tax.** Increases sales and use tax on diesel from 1.75% to 5.25%. These revenues are appropriated by formula to public transit agencies.

Senate Bills:

- **SB X1-1 (Beall) Transportation Funding.** See previous page.
- **SB X1-2 (Huff) GHG reduction fund.** Dedicates cap and trade taxes paid from gasoline production to improving infrastructure, including streets and roads.
- **SB X1-3 (Vidak) HSR Bonds.** Amends HSR bond funding initiative (and requires a general vote) to redirect HSR Bone funds to repair or construct highways and local streets and roads.
- **SB X1-6 (Runner) GHG reduction fund; transportation.** Prohibits use of cap and trade proceeds on HSR and redirects funds to highways, local street and roads, and public transit.
- **SB X1-7 (Allen) Diesel sales tax.** Increases sales and use tax on diesel from 1.75% to 5.25%. These revenues are appropriated by formula to public transit agencies.
- **SB X1-8 (Hill) Public transit funding.** Doubles cap and trade appropriation for Transit and Intercity Rail Program (to 20%) and Local Carbon Transit Program (to 10%).
- **SB X1 9 (Moorlach) Department of Transportation.** Prohibits Caltrans from using temporary funding (e.g., bonds) to support permanent positions; encourages contracting.
- **SB X1 10 (Bates) Regional Capital Improvements.** Converts STIP to block grants based on county shares; eliminates CTC retains some oversight, but programming role discontinued
- **SB X1 11 (Berryhill) CEQA exemption, road improvements.** Exempts road repair and maintenance on existing rights of way from CEQA, including for areas over 100,000.
- **SB X1-12 (Runner) Transportation Commission.** Makes the CTC independent and authorizes CTC to approve the Department's individual repair and maintenance projects.
- **SB X1-13 (Vidak) Inspector General.** Creates an Inspector to assure that Caltrans and HSRA operates efficiently, effectively, and in compliance with federal and state laws.
- **SB X1 14 (Canella) Public Private Partnerships.** Eliminates the sunset provision that allowed RTPAs and Caltrans to enter into PPPs.

Senate Constitutional Amendments:

- **SCA X1-1 (Huff).** Guarantees that transportation taxes are used for transportation purposes.



FINAL 2015 Legislative Program: State Issues

- 1S. **Preserve funding and delivery schedule of priority transportation projects.**
- 2S. **Seek state funding for the Agency's high priority projects, in priority order:**
 - 1. State Route 156 improvements
 - 2. Rail Extension to Salinas
 - 3. MST Bus Replacements
 - 4. US 101 South County Frontage Roads
 - 5. Monterey Peninsula light rail transit and bus rapid transit
 - 6. Local streets and roads projects
 - 7. Coast Daylight train
- 3S. **Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.**
- 4S. **Support the California Passenger Rail Program Guiding Principles** and the formation and/or continuation of California State Legislative Passenger Rail Select Committees.
- 5S. **Support efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects.**
- 6S. **Monitor and comment on Greenhouse Gas Reduction Fund (i.e., "cap and trade") grant program guidelines, and seek regional transportation funding from the program.**
- 7S. **Encourage the state to stabilize and increase transportation funding** and support the constitutional protection of all transportation funding resources.
- 8S. **Oppose efforts to shift transportation funding away from regions** and oppose unfunded mandates for transportation agencies and local governments in providing transportation improvements and services.
- 9S. **Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.**
- 10S. **Support efforts to improve the ability of agencies to plan and deliver transportation projects in a timely and cost effective manner, including updates to storm water runoff requirements.**
- 11S. **Support and seek funding for Monterey County rail connections to the California High-Speed Rail project.**
- 12S. **Seek funding for transit-oriented development, complete streets, and active transportation projects.**
- 13S. **Support transparency and access to information on rail transport of hazardous materials.**
- 14S. **Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities that they are consistent with Transportation Agency for Monterey County priorities.**



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 26, 2015
Subject: Federal Legislative Update

RECOMMENDED ACTION

RECEIVE federal legislative update and **ADOPT** statewide Surface Transportation Reauthorization consensus principles.

SUMMARY

On July 31, the President signed another extension to the transportation authorization that was set to expire on July 31. This extension is only for three months, so there will be further discussion on a long-term authorization (or another extension) in the near future. A number of long-term proposals have been discussed, although the funding for these bills remains the sticking point.

FINANCIAL IMPACT

Without a short-term extension, Caltrans estimated that projects currently under construction could have been supported for a few months, but no new federally-funded transportation activities would have been authorized. Under the three-month extension, new projects, programs or plans will be authorized until the measure expires on October 31, 2015. In addition, if subsequent extensions occur rather than a long-term bill, federal transportation dollars will be frozen at prior year levels and revenues will fall increasingly short of growing transportation needs.

DISCUSSION

On July 29, the House passed, and on July 30, the Senate passed the “Surface Transportation and Veterans Health Care Choice Improvement Act of 2015” (H.R. 3236). The bill is the 34th extension of the transportation authorization bill adopted in 2009. This latest extension continues funding at fiscal year 2014 levels through October 28, 2015 for the Highway Trust Fund and Mass Transit Account, via \$8 billion transferred from the General Fund.

The Senate also approved the “Developing a Reliable and Innovative Vision for the Economy Act” (the DRIVE Act, S. 1647), which would spend \$278 billion over the next six years on highway programs. On July 21, the Senate unveiled a three-year funding title that uses funds from: interest rate changes, sales of reserved oil, customs fees, TSA fees, extended guarantees on mortgage-backed securities, and tax compliance measures. The DRIVE Act incorporated a safety reform bill, the “Comprehensive Transportation and Consumer Protection Act of 2015” (S. 1732), which extends the December 2015 deadline for Positive Train Control implementation to 2018. **Web Attachment 1** is a summary of the DRIVE Act from the California Councils of Governments (CALCOG). **Web Attachment 2** is an article in *The Hill* about the DRIVE Act. **Web Attachment 3** is an opinion piece in the *Washington Post* supporting raising the gas tax. **Web Attachment 4** is a letter from various national organizations urging the Senate to pass a six-year bill.

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The 18.4-cents-per-gallon federal gas tax has been the main source of transportation funding for decades, but the tax has not been increased since 1993, and more fuel-efficient cars and inflation have sapped its buying power by 50%. The federal government typically spends about \$50 billion per year on transportation projects, but the gas tax only brings in approximately \$34 billion annually. Transportation advocates have pushed for a gas tax increase to pay for a long-term transportation bill, but Republican leaders have ruled out a tax hike. Some of the long-term transportation funding ideas that have been discussed include:

- “Building and Renewing Infrastructure for Development and Growth in Employment Act” (BRIDGE, S. 1589) proposes the establishment of an Infrastructure Financing Authority.
- “Update, Promote, and Develop America’s Transportation Essentials Act” (UPDATE, H.R. 680) would phase in a 15 cent per gallon tax increase over three years on gasoline and diesel to provide \$210 billion in the next decade.
- “Road Usage Charge Pilot Program Act” (H.R. 679) would study mileage-based fee systems.

The Senate “Railroad Reform, Enhancement, and Efficiency Act” (S.1626) reauthorizes Federal support for passenger rail programs to improve safety and streamline rail project delivery, among other purposes. The legislation authorizes Amtrak for the next four years at an average \$1.65 billion a year. Additionally, \$570 million in grant funding is authorized every year, highlighted by a grant program that consolidates previous separate, siloed authorizations into a streamlined, competitive program. These competitive grants would go toward programs related to capital improvements, alleviating rail congestion, improving grade crossings, implementing Positive Train Control, and funding other safety and infrastructure projects. **Web Attachment 5** is an article from *The Hill* on this proposal.

Caltrans is leading the effort to develop statewide Surface Transportation Reauthorization consensus principles (**Attachment 1**). Agency staff participated in a conference call on the topic and the Executive Committee recommended that the Board adopt these principles.

The long-term “authorization” bill authorizes the expenditure of funds from the federal budget. It may specify how much money, from what sources, should be spent on a program, but it does not actually set aside the money. The “appropriations” bill states the amount of money that will be spent during the next fiscal year. The annual transportation appropriations bill for the fiscal year that ends September 30, 2016, the “Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016” (H.R. 2577), passed the House on June 9, and the Senate Appropriations Committee marked up their version of the bill on June 25. It goes to the Senate floor next. The Senate Appropriations Committee’s proposed bill decreases funding for the Federal Transit Administration’s New Starts program from \$2.1 billion in 2015 down to \$1.6 billion in 2016. The highway obligation limitation is consistent with the 2015 amount at \$40.3 billion.

Approved by:  _____
Debra L. Hale, Executive Director

Date signed: August 12, 2015

Consent Agenda

Counsel Approval: N/A

Finance Approval: N/A

Attachment: California Statewide Consensus Principles

Web Attachments:

1. DRIVE Act summary from CALCOG
2. June 23, 2015 article in *The Hill*, “Senators file \$275 billion highway bill”
3. July 12, 2015 opinion in *The Washington Post*, “Congress faces a highway funding cliff. But there’s a simple solution.”
4. July 20, 2015 letter to Senators, re: six-year reauthorization of the federal surface transportation program
5. June 18, 2015 article in *The Hill*, “Senators introduce \$9B Amtrak bill after deadly cra

California Statewide Federal Surface Transportation Reauthorization Consensus Principles

Long-Term Reauthorization Bill

The State of California receives over \$3.5 billion annually in Federal transportation funding, which creates or sustains 81,000 jobs and leverages additional State, local and private investment. In recent years, California has also made significant investments in transportation and infrastructure, and is eager to partner with the Federal government to advance important transportation projects, many of which are significant both for California and the entire nation.

However, according to the Congressional Budget Office, Federal Highway Trust Fund outlays will exceed revenues by an average of almost \$15 billion per year, or roughly \$85 to \$90 billion over a six-year period. Revenues must be increased to better align with the demand for a safe, reliable transportation system that moves both goods and people efficiently.

- California supports a multi-year Surface Transportation Reauthorization (four to six years) that will provide stability and certainty, and allow for more deliberate investment.
- Congress must consider user-based, pay-as-you-go funding options like increasing and indexing to inflation the excise taxes on motor fuels.
- The Federal government should also explore innovative transportation revenue mechanisms, such as a road user charge or other user-based revenues, and provide financial support to states willing to research or pilot innovative revenue programs.

Fix-It-First and Safety

More than 40 percent of California's highway lanes are either in distressed condition or in need of preventative maintenance; more than one in four culverts necessary to manage storm water runoff are in need of repair; and more than 30 percent of the technical equipment (e.g., ramp meters, vehicle detectors, and video cameras) used to operate the highway system are not in working condition.

At the same time, most California counties experience average local road conditions in an "at risk" classification, with up to 25 percent of roads projected to be in "failed" condition by 2022. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

Further, poor roadway conditions affect the safety of all road users, including bicyclists and pedestrians. Rehabilitation projects can also be a good opportunity to improve safety and convenience for bicyclists and pedestrians more cost effectively than standalone or retrofit active transportation projects. Californians recognize that the preservation and maintenance of the State's existing system of roadways and bridges is a priority.

California also recognizes that traffic safety involves saving lives and reducing injuries. Congress must provide robust funding that can be applied to safety projects aimed at reducing fatalities, including rural areas where fatality rates are the highest.

- Congress should increase funding for all of MAP-21's core highway formula programs, and in particular the Federal Highway Administration's National Highway Performance Program, Surface Transportation Program, and Highway Safety Improvement Program. These programs support California's

Highway Operations Protection Program, the preservation of local roads and bridges, and needed safety improvements for all road users throughout the State.

Freight/Goods Movement

California is the nation's international trade leader, in terms of value and quantity of goods handled by its seaports, airports, railroads and roadways; and California's commitment to improving its freight system is unmatched in the U.S. California strongly urges Congress to invest more in the national freight transportation system, which is of critical importance to the national economy. Additionally, impacts to local and regional economies, the environment, and communities must be mitigated simultaneously when making freight system improvements.

- Congress should authorize dedicated, sustainable funding for a multi-modal freight program. These funds should be derived from revenue sources across all modes of freight transportation.
- Congress should restore the National Cooperative Freight Research program. The program should retain its multi-modal focus on efficiency, reliability, safety and security of the nation's freight transportation system, and it should span all modes to ensure multi-modal technological and innovative improvement. In addition, sustainability and network performance should be included in the program's focus.
- Congress should provide funding for technology innovation, development and deployment; and for support of Intelligent Transportation Systems research to generate and accelerate improvement in freight efficiencies.
- Congress should permanently authorize the Transportation Investment Generating Economic Recovery grant program and the application process should be streamlined. Congress should also authorize a major projects contract authority program that funds large-scale projects (including multi-modal freight projects) with significant national and regional economic impacts.
- The U.S. Department of Transportation (U.S. DOT) must complete the National Freight Strategic Plan required by MAP-21 and it should be consistent with state freight plans. Implementation of a National Freight Strategic Plan should be supported by a minimum \$2 billion per year contract authority grant program, possibly allocated through both competitive and formula-based criteria.
- The National Primary Freight Network should be extended beyond the existing 27,000 mile limit, consistent with the recommendations of the California Freight Advisory Committee, to include additional miles as needed to create a fully integrated network; it should provide connectivity between large and small metropolitan areas and markets and be expanded to include additional corridors that are increasingly impacted by truck and rail traffic.
- A freight grant program must focus on the freight system as a whole, and it must include support for major urban trade gateways and corridors; highways and local roads that make up the 'first-and-last mile' connections to seaports, rail, airports, cargo facilities, intermodal yards, and commercial ports of entry; and also the rural and local freight networks that enable the transport of agricultural and natural resources. In addition, projects to reduce freight impacts to communities and the environment must be eligible for funding.

Sustainability and Climate Preparedness

California supports policies that take into consideration the effect of current and future climate impacts and conditions when planning for and making transportation infrastructure investment decisions. Additionally, California is committed to improving the quality of life for all Californians by supporting multi-modal investment and increasing accessibility to all modes of transportation. The 2012 California Household Travel Survey revealed that nearly 23 percent of household trips were taken by walking, biking, or using public transportation, compared with 11 percent in 2000. Further, the California Department of Transportation (Caltrans) recently set strategic targets to dramatically increase walking, biking, and public transportation trips by 2020.

Additionally, California's landmark "California Sustainable Communities and Climate Protection Act of 2008" (SB 375) requires that California Metropolitan Planning Organizations (MPOs) develop and implement Sustainable Communities Strategies that generally promote compact, mixed-use commercial and residential development that will be walkable, bikeable, close to public transportation, jobs, schools, and recreation.

California is also a leader of technological innovation, including environmentally-friendly "green" technologies. As such, California has adopted a policy of encouraging the use of zero-emission vehicles, and promoting private sector investment in zero-emission vehicle infrastructure (Executive Order B-16-2012). California also allows High-Occupancy Vehicle (HOV) lane access to low emission and energy-efficient vehicles to incentivize their use and promote the State's sustainability and climate preparedness objectives.

- California supports an overall increase in Federal transportation spending, including a proportional increase in funding for the Congestion Mitigation and Air Quality Improvement Program to reduce congestion, improve air quality and meet the requirements of the Clean Air Act.
- There is a strong Federal interest in promoting sustainability and multi-modal investment, so Federal policy should reward states like California that have made significant multi-modal investments to advance sustainability strategies.
- Congress should authorize an incentive grant program that rewards states, tribal governments, and MPOs that have already adopted "Best Practices" to reduce greenhouse gas emissions and integrate transportation planning and investment decisions with other land-use and economic development decisions, and also provide financial incentives for rural sustainability initiatives.
- Congress should provide assistance for data collection, and determining and quantifying greenhouse gas emissions, and other important data for addressing climate change through the analysis of various transportation plan alternatives in long-range transportation plans done in coordination with local land use plans.
- California encourages Federal policies that incentivize or provide support for the inclusion of environmental issues and deficiencies in transportation plans and project design. For system safety, resilience and sustainability, transportation facilities should be designed, constructed, and retrofitted to address environmental issues and deficiencies, such as adaptation and resilience to changing climate conditions, fish passage, and habitat connectivity.

- California urges Congress to amend current Federal regulatory restrictions to encourage private investment and provide Federal start-funding for zero-emission vehicle infrastructure and facilitate its successful deployment along Interstate and Federal-aid highways.
- California urges Congress to revise the current HOV degradation standard (45 mph 90 percent of the time), and provide more flexibility for state and local agencies to comply and continue allowing HOV lane access to low emission and energy efficient vehicles.

Funding and Finance

Public-private partnership (P3) procurement methods are not a substitute for robust direct Federal transportation investment nor a solution for Federal infrastructure funding challenges. Rather, the financing element of P3 projects, in some instances, may leverage private sector resources in addition to mitigating design, construction, maintenance, and operations risks for the public sector. These arrangements often involve a project-related revenue stream, such as vehicle tolling and/or federal credit assistance programs.

- Congress must provide an overall increase in Federal funding for transportation programs.
- Congress should allow tolling for Interstate System reconstruction, and also the conversion of any existing toll-free highway lanes (including on the Interstate System) to toll facilities that manage demand through variable tolling. Further, Congress should allow toll revenues to be used for public transportation services that contribute to the improved operation of the toll facility or highway, or to mitigate toll facility related adverse impacts identified under the National Environmental Policy Act process.
- Congress should maximize the use and flexibility of Federal funds by eliminating requirements for non-Federal matches.
- Congress should provide robust funding for Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides Federal credit assistance to states, local governments, toll authorities and P3s. Additionally, Congress should consider creating a limited pilot program that would make TIFIA requirements more accessible to bike and pedestrian project sponsors.
- Congress should create a US. DOT clearinghouse to provide technical assistance and share P3 best practices with State, local, and tribal governments.
- Congress should review tax-exempt Private Activity Bond eligibility and consider raising the cap on qualified surface transportation projects. Additionally, Congress should consider creating a new “America Fast Forward” qualified tax credit bond.

Public Transportation

In recent years, California has also made significant investments in public transportation to address sustainability, economic (e.g., access to employment) and social (e.g., providing a safety net for those that cannot drive) policy objectives, and Caltrans is seeking to double transit ridership by 2020 as a strategic sustainability target. At the same time, the California Transportation Commission’s *Statewide Transportation System Needs Assessment* and *California Unmet Transit Funding FY 2011–FY 2020 Needs* report identified a

10-year unmet operating and maintenance gap \$22.2 billion and a capital gap of \$42.1 billion for California transit.

- The U.S. DOT's GROW AMERICA Act includes a 70 percent increase in Federal funding for transit programs. California urges Congress to significantly increase Federal investment in transit programs, including operations and capital funding, to maintain the current system in a state of good repair and help the State meet its sustainability, economic and social objectives.
- Traditionally, about 80 percent of the funding for the Federal public transportation program has come from the mass transit account of the Highway Trust Fund, and Congress must continue funding public transportation from the Highway Trust Fund.
- Congress should restore funding for Bus and Bus Facilities (49 U.S.C. § 5339) program to pre-MAP-21 levels and include a transparent and efficient discretionary element as recommended by American Public Transportation Association (APTA). To alleviate unnecessary workload for regional and state agencies, Congress should amend the Bus and Bus Facilities program to clarify that small and large urban transit operators may be the direct recipients of Bus and Bus Facility funds, just as they are for other Federal Transit Administration (FTA) programs.
- California urges Congress to increase funding of the Federal transit program for Non-Emergency Medical Transportation for the Elderly and Disabled (49 U.S. § 5310) to address the growing transportation needs for the target populations.
- California urges Congress to increase funding to Rural Transportation (49 U.S.C. § 5311). If funding for the Bus and Bus Facilities program were increased, Congress should ensure an equitable portion is distributed to states for rural transit; any new rural Bus and Bus Facility program funds should be rolled into the § 5311 program to ensure administrative efficiency and program effectiveness.
- Congress should also continue and increase funding for New Starts and Small Starts (49 U.S.C § 5309) and also the Small Transit Intensive City set-aside.
- Congress should amend current law to remove disincentives to states that build new high-occupancy toll (HOT) lanes or convert their existing HOV lanes to HOT lanes. Express bus service operating on HOT lanes should be treated no differently than express bus service operating on HOV lanes for the purpose of calculating an area's FTA State of Good Repair (49 U.S.C § 5337) funding allocation.
- Congress should amend current law to allow states to relinquish Park and Ride lots located on Federal-aid highways to local agencies who seek to invest, improve, and integrate them into regional transit systems.

Rail Reauthorization

California has also invested in expanding high-capacity and high-performance intercity and commuter passenger rail services for many years, which is a critical component of a long-term, sustainable, multi-modal transportation strategy.

- Congress should reauthorize both the Rail Safety Improvement Act of 2008 (RSIA, P.L. 110-432) and the Passenger Rail Investment and Improvement Act (PRIIA, P.L. 110-432).

- California supports Congressional efforts to increase funding intercity rail capital investment grants (chapter 244 of Title 49); all funding for this program must be made available for eligible projects in every state.
- California supports APTA's call for a dedicated and indexed revenue source, other than the motor fuel taxes that support the Highway Trust Fund, for planning, design and construction of High-Speed and Intercity Passenger Rail; and also the GROW AMERICA Act proposal to create trust funded programs for current passenger rail services (e.g., Amtrak) and rail service improvements (e.g., construction of new high-performance passenger rail networks).
- California also supports Congressional efforts to reform the Railroad Rehabilitation and Improvement Financing program to make it more accessible to borrowers.
- California also supports Congressional efforts to provide Federal grant funding for implementation and operation of PTC by both Amtrak and commuter railroads. Congress must also increase the Federal commitment for highway-rail grade crossing safety.
- California supports Congressional efforts to require Amtrak to provide timely information and greater transparency into revenues and costs related to state supported rail corridors so that states can effectively manage services and verify proper implementation of PRIIA Section 209 requirements.
- Congress must also provide adequate funding of Amtrak's long distance train service, which provides an important transportation alternative in and between rural communities often not served by other intercity transportation options.

Transportation Alternatives Program

The Federal Transportation Alternatives Program (TAP) provides funding for important programs and projects, including, but not limited to, on-road and off-road pedestrian and bicycle facilities, recreational trail program projects, and safe routes to school projects. Caltrans recently set a strategic sustainability target of doubling pedestrian and tripling bicycle trips by 2020. TAP funding supports California's consolidated Active Transportation Program, which furthers the State's sustainability and climate preparedness objectives and improves the quality of life and public health of Californians.

- California supports an overall increase in Federal transportation spending, including a proportional increase in funding for TAP. Additionally, TAP should continue to be funded from the Highway Trust Fund.

Performance Management

MAP-21 directs the U.S. DOT to establish performance measures related to statutory goals for safety, infrastructure condition, freight movement, environmental sustainability and other areas. States and other Federal-aid highway grantees (e.g., MPOs) are expected to set and maintain targets based on the U.S. DOT performance measures, collect data, and report their progress in meeting these targets. While performance-based decision making may guide more efficient and cost-effective investment in the long-term, a recent U.S. Government Accountability Office report revealed nationwide concerns regarding the costs and challenges associated with Federal performance management data collection and implementation; Federal funding must increase to match new Federal requirements and responsibilities.

- California urges Congress to provide additional funding for training, tools, and data collection related to performance management implementation.
- Congress should allow performance management rulemakings to run their course, and avoid enacting new policies that will delay the implementation of these rules or undermine the work that has been already done.

Regional Planning

California recognizes that regional planning and programming is an essential feature of an innovative, successful national transportation system. Therefore, California urges Congress to retain the current designation of MPOs at 50,000 and to recognize and fund a Regional Transportation Planning Organization designation for rural counties with populations under 50,000. California created a similar designation in 1971 for Regional Transportation Planning Agencies, which have been successfully operating as the regional transportation planning entity for rural communities since their inception.

Streamlining Planning, Programs and Project Delivery

California supports continued efforts to streamline surface transportation project delivery. This can be achieved by further opportunities for state stewardship through delegation programs, increasing states' flexibility for using alternative project delivery methods, and integrating planning, project development, review, permitting, and environmental processes to reduce delay.

Moreover, environmental mitigation is a component of many transportation projects. "Advance mitigation" is a compensatory environmental investment that takes place prior to the environmental review and permitting of one or more transportation projects. Advance mitigation allows for more efficient project approvals than project-by-project mitigation, where mitigation options are often sought near the end of the environmental review process.

- California supports streamlining of Federal regulations to facilitate more expeditious project delivery.
- California supports efforts to increase transparency and accountability in the Federal environmental review and permitting process such as establishing an Internet-based reporting process to provide the status of Federal reviews, approvals and permits.
- To expedite project delivery, Congress should give local agencies the ability to incur project expenses at their own risk in advance of receiving a formal authorization to proceed through the Federal funding obligation process. This would enable project sponsors to accelerate various phases of the project, including preliminary engineering, right-of-way, advertising, and construction, thereby providing an opportunity to provide benefits to the public sooner and at lower cost. To ensure no actions are taken that pre-judge the outcome of the environmental process, advertising, right-of-way, and construction phases would not be allowed to commence until the National Environmental Policy Act process is complete.
- California supports increasing the Transportation Improvement Program and the Statewide Transportation Improvement Program coverage periods from the current four years to five or six years, updated a minimum of once every four years, which will allow the State to manage these programming documents more efficiently and expedite project selection for implementation.

- Federal policy should encourage and incentivize advance mitigation opportunities for transportation infrastructure projects because they accelerate project delivery and increase the quality of mitigation efforts.
- California supports an overall increase in Federal transportation spending, including funding for planning and implementation of programmatic mitigation plans and advanced mitigation for transportation projects. Further, Congress should authorize a Federal interagency effort to provide technical assistance and identify funding opportunities, or innovative financing techniques, for large-scale advance mitigation programs.

Tribal Transportation

California supports the underlying principles represented in the Tribal Transportation Unity Act, which include easing the transfer of Federal aid funds for tribal transportation projects, improving Bureau of Indian Affairs Right of Way management, and improving the speed and efficiency in getting emergency relief funding to tribes.

- California supports an overall increase in Federal transportation spending, including an increase in funding for the Tribal Transportation Program.
- California supports restoring Highway Trust Fund support for the Tribal High Priority Projects program as proposed by the GROW AMERICA Act.
- California supports establishing a Tribal Self-Governance program at U.S. DOT that will streamline grant funding and administration between the Federal and tribal governments.

CALCOG Surface Transportation Reauthorization Update

In recent weeks, Congress has taken major steps toward reauthorizing the nation's surface transportation program. Congress is currently on summer recess, but both houses took major actions on reauthorization prior to the break. The current state of affairs is that MAP-21 is extended through October 29, 2015 after passage of H.R. 3236 on July 31. The Senate also passed a 6-year bill, with only 3 years of funding, and it is now awaiting action by the U.S. House of Representatives.

On June 24, 2015, the Senate Environment and Public Works Committee (EPW) unanimously approved \$278 billion Developing a Reliable and Innovative Vision for the Economy Act, or "DRIVE" Act (formerly S. 1647, now H.R. 22). The bill is a six-year reauthorization, through fiscal year 2021, of surface transportation programs and a roughly 3%, or \$90 billion, increase over current funding levels. The DRIVE Act retains the overall structure of MAP-21, with some program and funding changes important to regions. The bill contains the EPW title (highways), Commerce title (highway safety and rail), Banking title (transit), and finance offsets. After much procedural wrangling and the inclusion of non-germane legislation (e.g., reauthorization of the Export-Import Bank), the DRIVE Act was approved by the Senate on July 30. No relevant transportation amendments were allowed for floor consideration – a rarity for major legislation and unheard of for consideration of a surface transportation bill.

The **DRIVE Act** includes:

- **Surface Transportation Program (STP).** DRIVE Act increases the suballocation amount of STP from 50% to 55%, a top CALCOG priority. However, due to other provisions included the actual amount is less. Specifically, the current set aside requirement for 15% of the "state portion" of STP be spent on off-system bridges is expanded and would be taken "off the top" of the entire STP program. Additionally, the bridge funding is expanded to apply to "off-NHS bridges" (National Highway System), which includes non-NHS on-system and off-system bridges (50% would be required to be spent on off-system bridges). The bottom line is that the suballocated amount of STP actually decreases as it is now calculated as 55% of 85% of the program, which is roughly 47%– less than the current 50% in MAP-21.
- **Freight.** DRIVE Act creates a national freight program, a CALCOG priority, funded at \$2 billion per year and rising to \$2.5 billion in 2021. States will receive shares for the freight program based on their shares of overall highway apportionments. State can use up to 10% of freight dollars for multimodal freight projects. The freight program is the same basic structure as the program established in MAP-21, but the bill increases the mileage on the Primary Highway Freight Network and allows designation of critical urban corridors. The bill includes expanded definitions of what types of projects are eligible for funding.
- **Transportation Alternatives Program (TAP).** The bill fulfills another CALCOG priority by suballocating 100% of the TAP, or Active Transportation Program (ATP) in California, by population. The bill funds TAP at a flat rate of \$850 million per year versus the current 2% set aside. The means that TAP will receive an increase over current funding levels, roughly \$819 million, but will not see any increases over the life of the bill.

- **Assistance for Major Projects (AMP).** The bill creates a new program, called AMP, funded at \$300 up to \$450 million per year in contract authority for a new TIGER-like discretionary grant program to fund high cost projects. The AMP program could fund any projects eligible under title 23 or chapter 53 of title 49. State, local governments, tribal governments, transit agencies, public authorities, federal land management agencies, and port authorities are eligible to apply. Projects must be a minimum of \$50 million, but there is a 20% set aside for rural projects. Unlike TIGER, FHWA will submit the applicants to congressional committees and they will have the opportunity to make the grant decisions.
- **Metropolitan Planning.** The bill includes language to give flexibility to Metropolitan Transportation Organizations (MPOs) to implement the MAP-21 requirement to include a representative of transit on their boards, another CALCOG priority issue. The bill allows representatives of public transit agencies to also represent a local municipality, essentially allowing a representative to wear “two hats.” The bill also clarifies that the required governance change is intended to take place within the existing state enabling statute or MPO by-laws. Additionally, the bill requires MPOs incorporate resiliency as a consideration in their plans. The bill also deletes the congestion mitigation planning process requires for transportation management areas (TMAs).
- **Innovative Financing.** The bill cuts funding to the Transportation Infrastructure Finance and Innovation Act (TIFIA) from \$1 billion to \$675 million per year, but expands eligibility to include transit-oriented development as an eligible project cost. The bill would also allow unlimited tolling for new Interstate lanes and would expand the existing Interstate tolling pilot program.
- **Rail and Rail Safety.** The Commerce Committee title includes the Railroad Reform, Enhancement, and Efficiency Act (S. 1626), which was approved by the Committee on June 25, 2015. Specifically, the bill authorizes \$6.6 billion in funding for Amtrak through 2019 and \$2.28 billion for grants to rail agencies. The bill would modify the Railroad Rehabilitation and Improvement Financing (RRIF) program to prioritize applications that support the implementation of Positive Train Control (PTC). The bill includes a number of rail safety provisions as well as mandates for speed limit and grade crossing action plans and requires all passenger railroads to install inward and outward facing cameras in all controlling locomotive cabs and cab car operating compartments. The bill extends the deadline for PTC implementation to December 31, 2018.
- **Transportation Investments Generating Economic Recovery (TIGER).** The Commerce title does not include previous language that would have repealed the TIGER grant program, which was opposed by Transportation for America (T4A), replacing it with a grant program to fund freight infrastructure projects at a level of \$500 million. The bill leaves the TIGER program unauthorized and therefore it would continue to be subject to annual appropriations.
- **Transit.** Transit receives a modest increase in funding, roughly \$75 billion total or from \$11.8 billion in 2016 rising to \$13.3 billion in 2021. Most programs remain the same, but the bus and bus facilities program receives a major increase in funding, up to \$815 million by 2021.

Although the DRIVE Act authorizes six years of spending, the funding only covers three years. The Senate proposed funding is made up of a variety of tax measures unrelated to surface transportation, including tax compliance changes, selling oil from the Strategic Petroleum Reserve, indexing customs user fees, and others.



Senators file \$275 billion highway bill



By Keith Laing - 06/23/15 12:44 PM EDT

A bipartisan group of senators has introduced legislation that would spend \$275 billion over the next six years on the nation's roads, as lawmakers scramble to prevent an interruption in federal infrastructure spending next month.

The measure, known as the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act, calls for appropriating nearly \$43 billion per year to the federal government's highway program. The spending would be contingent upon lawmakers coming up with a way to pay for it.

The federal government's transportation spending is typically funded by a combination the gas tax and transfers from other areas of the budget. Lawmakers face a **July 31 deadline** for the expiration of the current infrastructure measure but are deadlocked on how to pay for an extension.

The sponsors of the Senate bill said it is time for Congress to find a long-term solution to the problem.

"Our nation's roads and highways have suffered under too many short-term extensions, which have led to higher costs, more waste, and less capability to prioritize major modernization projects to address growing demands on our interstates," said Sen. James Inhofe (R-Okla.), who is chairman of the Senate Environment and Public Works Committee.

"The DRIVE Act will provide states and local communities with the certainty they deserve to plan and construct infrastructure projects efficiently," he added.

Democrats who are co-sponsoring the multiyear transportation funding bill offered similar praise but also sought to put pressure on Republican appropriators to come up with a way to pay for the measure.

"One of the most important things we do as members of Congress is to help provide Americans with a transportation system that is worthy of this country," Sen. Tom Carper (D-Del.) said in a statement.

"Our work, however, is not finished," Carper continued. "In order to make the DRIVE Act a reality, we must provide full funding so that city, state and local governments have the certainty they need to make the investments we've outlined in this bill."

Lawmakers have grappled for the better part of a decade with a gap in transportation funding that is estimated to be about \$16 billion per year.

The federal gas tax, which is currently 18.4 cents per gallon, has been the traditional source of transportation funding since its inception in the 1930s. But the tax has not been increased since 1993, and improvements in auto fuel efficiency have sapped its purchasing power.

The federal government typically spends about \$50 billion per year on transportation projects, but the gas tax only brings in approximately \$34 billion annually.

As a result of the shortfall, Congress has not passed a transportation bill that last longer than two years since 2005.

The Congressional Budget Office has estimated it will take about **\$100 billion** in addition to the gas tax revenue to close the gap long enough to pay for a six-year transportation funding bill, such as the measure offered in the Senate.

Transportation supporters have pushed for a **gas tax increase** to pay for a long-term transportation bill, but Republican lawmakers have **ruled out such a hike**.

Lawmakers have turned to other areas of the federal budget to close the transportation funding gap in recent years, resulting in temporary fixes, such as a two-month patch that was approved by lawmakers last month.

Transportation advocates have complained that temporary extensions prevent state and local governments from completing badly needed long-term infrastructure projects.

The sponsors of the long-term bill that was introduced on Tuesday have said they are deferring to appropriators in the Senate on how the multiyear transportation bill should be financed.

Democrats on the Public Works Committee said the introduction of a multiyear policy proposal should put pressure on appropriators in the Senate to come up with a road funding fix.

"The clock is ticking, and action in the EPW Committee is a major first step — the other committees also need to act," said Sen. Barbara Boxer (D-Calif.), who is the top ranking Democrat on the Public Works panel.

The DRIVE Act calls for spending \$42.9 billion per year on the Federal-Aid Highway Program.

The measure also includes \$675 million per year for the popular Transportation Infrastructure Finance and Innovation Act program, which allows states to apply for federally backed, low-interest loans to help pay for large construction programs.

The measure also includes approximately \$240 million per year for the National Park Service and about \$1.3 billion per year for federal lands and tribal transportation programs.

Inhofe, Boxer, Carper and Sen. David Vitter (R-La.) are sponsoring the bill.

The full text of the bill can be read **here**.

TAGS: Jim Inhofe, Tom Carper, Barbara Boxer, Highway bill, Gas Tax, Highway Trust Fund, MAP-21 Reauthorization, DRIVE Act

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The Post's view

Congress faces a highway funding cliff. But there's a simple solution.

By Editorial Board July 12

THE HIGHWAY Trust Fund, which pays for the country's roads and rails, is nearly out of money. Unless Congress does something, it will stop paying out on Aug. 1. What that something would be, though, remains worryingly unclear.

Some lawmakers are looking at scraping together some money to keep things going for another handful of years — a plan that holds appeal for Republicans calculating that a GOP president will be in office when the extension ends. Others in Congress want to negotiate a more ambitious, [six-year, bipartisan transportation deal](#) based on a complicated tax reform. A few lawmakers, meanwhile, still cling to the hope that Congress will do the most rational thing and increase the federal gasoline tax.

The best approach would be to increase the gas tax. The tax-reform scheme is a second-best approach. Merely extending the status quo for another few years without significant new revenue is the worst idea out there, and President Obama should make clear he won't accept it.

There's little doubt about the need for federal infrastructure spending. Even though they don't know how to pay the price tag yet, Senate leaders in both parties have worked out a framework to spend almost [\\$300 billion over six years](#) on various transportation projects. That's significantly less than a [six-year, \\$478 billion transportation proposal](#) Mr. Obama offered in March. But the Senate's spending framework nevertheless represents a realistic compromise, and it would allow transportation officials to plan further out than a couple of years.

It is, of course, easier to plan to spend money than it is to find the necessary revenue, and Congress needs to find an awful lot to get any six-year transportation plan out the door: some [\\$100 billion more](#) than what the existing gas tax will bring in, according to the Congressional Budget Office. Congress's recent habit of finding small, temporary funding patches won't work. One alternative, to shift the way the federal government taxes the fore - Page 152 - U.S. corporations, was [hashed out](#) by Sen. Rob Portman (R-Ohio) and Sen. Charles E. Schumer (D-N.Y.), with buy-

in from Rep. Paul Ryan (R-Wis.). The new system would result in a large, one-time tax windfall that Congress could invest in infrastructure. Policy-savvy Republicans and Mr. Obama favor this idea, making it the most politically realistic plan on the table.

Alas, the tax repatriation scheme still would not be the best policy. Though it would provide a lot of money for medium-term spending, the foreign tax reform windfall eventually would run out. That's why the best solution is for Congress to raise the federal gas tax, which paid for the nation's infrastructure for decades, until lawmakers neglected it; the [18.4 cent-per-gallon tax hasn't increased since 1993](#).

If Congress would admit the simple logic of the gas tax, which raises money from drivers to pay for the roads they use, it could fix the country's immediate transportation mess and go a long way to putting the nation's infrastructure budget on sound long-term footing. Some lawmakers, including Republicans such as Sen. Bob Corker (R-Tenn.), are willing to say this publicly. It's time for others to speak up.

Read more about this topic:

[The Post's View: With oil prices low, now's the perfect time for Congress to raise the gas tax](#)

[The Post's View: President Obama flinches from an easy decision on the gas tax](#)

[Charles Krauthammer: Raise the gas tax. A lot.](#)

July 20, 2015

Dear Senator:

The undersigned organizations representing every sector of the U.S. economy urge all members of the Senate to pass a six-year reauthorization of the federal surface transportation program in 2015 that increases investment in highway and public transportation improvements.

America's transportation infrastructure network is the foundation on which the nation's economy functions. American manufacturers, industries and businesses depend on this complex system to move people, products and services every day of the year. It is also a direct contributor to enhanced personal mobility and quality of life for all Americans.

With unanimous approval of S. 1647, "Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act" on June 24, the Senate Environment & Public Works Committee demonstrated a bill with common sense policy reforms and robust investments can achieve broad bipartisan support and enthusiasm. The DRIVE Act should serve as a vehicle to complete a comprehensive reauthorization process this year.

The U.S. economy and all Americans require a surface transportation infrastructure network that can keep pace with growing demands. A six-year federal commitment to prioritize and invest in our aging infrastructure and safety needs is essential to achieve this goal.

Temporary program extensions and eight years of recurring Highway Trust Fund revenue crises do not provide a path to future economic growth, jobs and increased competitiveness. We urge you to end this cycle of uncertainty by advocating and voting for a six-year surface transportation program reauthorization bill during 2015.

Sincerely,

National Association of Manufacturers
U.S. Chamber of Commerce
American Road and Transportation Builders Association
Associated General Contractors of America
U.S. Travel Association
National Retail Federation
American Farm Bureau Federation
American Trucking Associations
AAA
American Public Transportation Association (APTA)
Association of Equipment Manufacturers

International Union of Operating Engineers
 Laborers International Union of North America
 United Brotherhood of Carpenters
 American Association of State Highway and Transportation Officials
 American Society of Civil Engineers
 American Association of Port Authorities
 North America's Building Trades Unions
 MADD
 Airports Council International - North America
 American Highway Users Alliance
 American Public Works Association (APWA)
 National Association of Development Organizations (NADO)
 American Council of Engineering Companies
 The National Industrial Transportation League
 National Stone, Sand & Gravel Association
 Energy Equipment and Infrastructure Alliance
 Commercial Vehicle Safety Alliance
 National Railroad Construction & Maintenance Association
 Construction & Demolition Recycling Association
 International Bridge, Tunnel and Turnpike Association
 American Concrete Pavement Association
 The Association of Union Constructors (TAUC)
 National Electrical Contractors Association
 American Rental Association
 American Supply Association
 National Precast Concrete Association
 United Motorcoach Association
 National Tank Truck Carriers, Inc.
 NAIOP, the Commercial Real Estate Development Association
 National Utility Contractors Association
 Associated Equipment Distributors
 Precast/Prestressed Concrete Institute
 National Recreation and Park Association
 National Electrical Manufacturers Association (NEMA)
 American Iron and Steel Institute
 Coalition for America's Gateways & Trade Corridors
 Concrete Reinforcing Steel Institute
 National Safety Council
 Industrial Minerals Association - North America
 Specialized Carriers & Rigging Association
 American Institute of Steel Construction (AISC)
 National Steel Bridge Alliance (NSBA)
 North American Equipment Dealers Association (NAEDA)

National Asphalt Pavement Association
American Concrete Pipe Association
Corn Refiners Association
American Traffic Safety Services Association
National Association of Truck Stop Operators
American Society of Landscape Architects
Farm Equipment Manufacturers Association
Governors Highway Safety Association
Institute of Makers of Explosives
Metropolitan Planning Council of Chicago
Asphalt Emulsion Manufacturers Association
Asphalt Recycling & Reclaiming Association
International Slurry Surfacing Association
National Ready Mixed Concrete Association (NRMCA)



Senators introduce \$9B Amtrak bill after deadly crash



By Keith Laing - 06/18/15 05:34 PM EDT

WTVD-11

Two senators are introducing legislation to spend nearly \$9 billion on Amtrak after a deadly crash last month reignited a debate in Washington about the company's federal funding.

The measure, which is sponsored by Sens. Roger Wicker (R-Miss.) and Cory Booker (D-N.J.), calls for spending approximately \$1.65 billion annually over the next four years on the rail service, as well as \$570 million per year on rail grants.

The introduction of the "Railroad Reform, Enhancement, and Efficiency Act" comes one month after an Amtrak train **derailed** near Philadelphia in a crash that killed eight passengers.

Wicker and Booker said it was important to give Amtrak funding to make safety improvements, especially on its heavily traveled tracks in the Northeast Corridor.

"The nation's passenger rail system serves as an integral part of our overall transportation structure and our economy," Wicker said in a statement.

"The tragic accident in Pennsylvania last month was a heartbreaking reminder that the system is far from perfect," he continued. "This bipartisan measure would make robust improvements to safety programs, improve existing infrastructure, and empower state and local officials. The bill also leverages private sector investment, cuts red tape, and increases transparency to make our critical infrastructure dollars go further."

Booker agreed, saying lawmakers need to invest in Amtrak not only because of safety but to help the flow of U.S. business.

"To help the United States compete globally, we must invest in a safe and reliable passenger rail system that Americans can depend on. But too often our rail system falls short due to a lack of adequate infrastructure investment," he said.

"Our bipartisan bill takes important steps to improve rail safety in the wake of last month's tragic derailment, modernize our aging passenger rail network, and maximize investments in infrastructure through improved financing and grant programs," Booker continued. "The legislation allows Amtrak to reinvest Northeast Corridor profits back into improving Northeast Corridor infrastructure, including throughout New Jersey."

Lawmakers in the House moved last month to **cut Amtrak's funding** by about \$300 million a day after the Philadelphia derailment, a move that was heavily criticized by Democrats and safety groups in Washington.

The lower chamber had previously passed a **\$7.8 billion bill** for Amtrak that was known as the Passenger Rail Reform and Investment Act.

The Senate's version of the measure would give Amtrak a slight increase from the present level of funding. The rail service's last appropriations bill in 2008 provided about \$1.3 billion to the company for a combination of operations, construction and debt service.

By comparison, the House's earlier Amtrak measure provides about \$982 million per year for Amtrak's national network and another \$470 million annually for its popular Northeast U.S. routes.

The bill, which would expire in 2019, appropriates another \$300 million per year for construction on Amtrak routes in the rest of country and about \$24 million per year for the company's inspector general.

Rail supporters said they greatly prefer the Senate's version of the Amtrak funding measure because it does not cut the federal government's spending on the company.

"Unlike the Passenger Rail Reform and Investment Act recently passed by the House, this is a forward looking bill," Richard Harnish, Executive Director of the Midwest High Speed Rail Association (MHSRA), said in a statement.

"It creates the structure for a growing passenger rail network throughout the country," he continued. "We are happy with the increase in funding, but much more is required to meet the goals of the bill."

Harnish said the Senate rail bill would allow Amtrak to make improvement to all of its services, not just in the popular Northeast Corridor.

"Most importantly this bill would reorganize Amtrak's board of directors to ensure regional representation, giving more voice to regions outside the NE Corridor," he said. "It would also begin to address the issues surrounding running faster, more frequent and more dependable trains on freight railroads. This bill is a win for passenger rail advocates across the country."

Since its inception in 1971, Amtrak has historically received about \$1 billion per year from the government for operations and construction projects. The funding has become controversial in recent years, however, as some Republicans have pushed to eliminate the subsidies and **privatize** Amtrak's most profitable routes.

-This story was last updated with new information at June 19 at 9:33 a.m.

TAGS: Roger Wicker, Cory Booker, Amtrak bill, PRRIA, Railroad Reform, Enhancement, and Efficiency Act, Amtrak Northeast Corridor

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Grant Leonard, Assistant Transportation Planner
Meeting Date: August 26, 2015
Subject: **Monterey-Salinas Scenic Highway 68 Plan: Travel Analysis and Transportation Improvements Request for Proposals**

RECOMMENDED ACTION:

1. **APPROVE** Monterey-Salinas Scenic Highway 68 Plan: Travel Analysis and Transportation Improvements Request for Proposals (RFP);
2. **AUTHORIZE** 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. **APPROVE** the use of funds budgeted to this purpose.

SUMMARY:

The Monterey-Salinas Scenic Highway 68 Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planning regional improvements serving the same commute market, and the potential for wildlife connectivity enhancements. This RFP is for consultant services for the travel analysis and transportation improvement concepts section of the plan.

FINANCIAL IMPACT:

The total cost for this plan is estimated to be \$432,908. The amount allocated to this contract, based on our independent cost estimate, shall not exceed \$250,000. The Agency has secured a Caltrans Sustainable Transportation Planning Grant of \$270,970, with a local match of \$31,938, for a total secured amount of \$302,908. The Agency has also requested \$130,000 in federal planning funds from the Association of Monterey Bay Area Governments to support enhanced travel modeling; however, those funds are unsecured at this time. Alternative funding will be pursued if the AMBAG funding is not allocated.

DISCUSSION:

Highway 68 from Salinas to Monterey is a designated scenic route that connects Monterey Peninsula to US Highway 101 and the Salinas Valley. Highway 68 is a key route that facilitates commute travel between Salinas and Monterey for 25,000 to 30,000 vehicles each day, as well as tourism and special event traffic.

The Monterey-Salinas Scenic Highway 68 Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the Highway 68 corridor in context to other regional improvements serving the same commute market, and the potential for wildlife connectivity enhancements. The Transportation Agency will actively engage the public and partner agencies in the plan with a program of public meetings and online outreach efforts. The plan will provide the data, analysis, and public deliberation necessary to make informed decisions to identify capacity, operational, affordable, and sustainable projects that can be implemented over the next twenty years in the scenic Highway 68 corridor.

The Agency will coordinate the development of the Monterey-Salinas Scenic Highway 68 Plan, including public engagement and management consultant services. The Agency is releasing two RFPs for this plan, one for wildlife connectivity analysis, and one for travel analysis and concepts for improving travel through the corridor. The RFP for wildlife connectivity analysis is Agenda item 3.3.4.

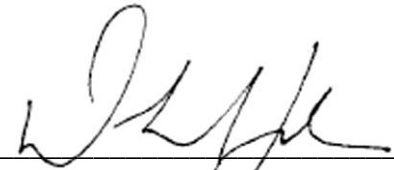
For this RFP, key aspects of the Scope of Work include (**see attachment**):

- Modeling of existing conditions and traffic volumes
- Concepts and cost estimates for short-term and mid-term projects
- Creating travel simulations to evaluate potential projects
- Producing a plan that includes an implementation strategy for selected projects

Based on review of the received proposals and interviews with the most qualified candidates, Agency staff will meet with the most qualified consultant or consultant team and negotiate a final Scope of Work and a Fee schedule for the project. Upon completion of negotiations, the consultants or consultant teams will be recommended to the Transportation Agency Board for final selection and contract approval.

The proposed schedule for the Request for Proposals is as follows:

August 27, 2015	Distribute RFP
September, 24, 2015	Deadline for requests for clarification or exceptions
October, 1, 2015	Proposals due
October 1- 8, 2015	Review and rank proposals
October 12 – October 16, 2015	Interviews (if necessary)
October 19- October 30, 2015	Select top ranked consultant, negotiate contract
December 2, 2015	Present consultant contract to TAMC Board for approval

Approved by: 
Debra L. Hale, Executive Director

Date signed: August 14, 2015

Consent Agenda

Counsel Approval: Yes
Admin/Finance Approval: Yes

Attachment: Scope of Work – attachment to the Request for Proposals
Web Attachment: Request for Proposals

Monterey-Salinas Scenic Highway 68 Plan

ATTACHMENT A

SCOPE OF WORK

Purpose:

The Monterey-Salinas Scenic Highway 68 Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the Highway 68 corridor in context to other regional improvements serving the same commute market, and the potential for wildlife connectivity enhancements.

Goals:

The plan will provide the data, analysis, and public deliberation necessary to make informed decisions to identify capacity, operational, affordable, and sustainable projects that can be implemented over the next twenty years in the scenic Highway 68 corridor.

Timeline:

Consultant services for the Monterey-Salinas Scenic Highway 68 Plan are anticipated to last approximately from December of 2015 through January of 2018.

Tasks:

Task 1: Community Workshops

- Provide information materials for, and participate in, two community workshops to be held over the course of the project.
- Provide summary notes of community workshops.

Task 2: Corridor Travel Analysis

2.1: Existing Conditions and Traffic Volumes, Travel Forecast Modeling

- Analyze current regional and sub-regional travel patterns between Salinas and the Monterey Peninsula along the following routes:
 - SR 68
 - SR 1
 - SR 218
 - Reservation Road
 - Blanco Road
 - Imjin Parkway
 - General Jim Moore Boulevard
 - Del Monte Boulevard
- Analyze the impact of congestion along SR 1, Imjin Parkway, Reservation Road, and Blanco Road on SR 68.

- Develop mesoscopic travel demand model with a localized level microsimulation model for SR 68 and a macrosimulation model for SR 1, SR 218, General Jim Moore Boulevard, Del Monte Avenue, Imjin Parkway, Reservation Road, and Blanco Road.
- Collect intersection turning movement counts for the following locations:
 - Josselyn Canyon Road / SR 68
 - Olmsted Road / SR 68
 - SR 218 / SR 68
 - Ragsdale Drive / SR 68
 - York School Road / SR 68
 - Boots Road/Pasadera Drive / SR 68
 - Laureles Grade Road / SR 68
 - Corral De Tierra Road / SR 68
 - San Benancio Road / SR 68
 - Torero Drive / SR 68
 - Blanco Road / SR 68
 - Blanco Road / South Davis Road
- Calibrate and validate the microsimulation baseline/existing conditions model in accordance with FHWA’s Traffic Analysis Tools Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software.
- Identify travel time impacts from planned development along the corridor.
- Identify air quality impacts from planned development along the corridor.
- Identify potential for improvements from planned development along the corridor.

2.2: Short-Term and Mid-Term Project Concepts and Layouts

- Conduct intersection control evaluations for each signalized intersection along the corridor.
- Analyze impacts/benefits from of planned projects not on SR 68 serving travel between Salinas and the Monterey Peninsula, such as the Marina-Salinas Multimodal Corridor, Imjin Parkway widening, SR 1 widening in Seaside/Sand City, and the Eastside Parkway
- Develop alternative project concepts along the corridor for evaluation.

2.3: Corridor Travel Simulation

- Develop corridor traffic simulation evaluating alternative project concepts.

2.4: Short-Term and Mid-Term Project Cost Estimates

- Develop cost estimates for the alternative project concepts.

Task 3: SR 68 Bypass Analysis

3.1: Update Cost, Timeline, and Location

- Update estimated cost for a bypass.
- Establish timeframe for when a bypass could be funded.
- Establish bypass alignment and existing right of way.
- Evaluate potential impacts and required mitigations of a bypass.

3.2: Evaluate the Cost/Benefit of Short and Mid-Term Improvements Relative to a Bypass

- Determine effect of improvements on SR 68 to the need for a bypass.
- Compare the utility of short and mid-term projects to the costs and benefits of a potential bypass.

Task 4: Monterey-Salinas Scenic Highway Plan

4.1: Administrative Draft Plan

- Compile outcomes of public workshops, presentations, and outreach efforts.
- Review with TAMC staff the proposed conclusions and recommendations for the plan.
- Prepare the draft plan including:
 - Executive summary
 - Summary of the public outreach process
 - Graphics and photos
 - Recommendations for short and mid-term transportation improvements
 - Findings and recommendations from the wildlife connectivity assessment; and,
 - Implementation strategy to fund and sequence priority projects.
- Deliver the administrative draft plan to staff for review.

4.2: Draft Plan

- Incorporate staff comments and revise the administrative draft for public release.

4.3: Final Plan

- Finalize draft plan, responding to public comments and incorporating staff and TAMC Board feedback.

Deliverables:

Task 1: Presentation materials, workshop, and post-workshop summary notes.

Task 2:

- 2.1: Regional and sub-regional travel analysis with graphic representations of congestion, draft existing conditions chapter, travel time impact analysis, air quality impact analysis, draft development Impact chapter.
- 2.1: Intersection control evaluations, impact/benefit analysis of regional improvements
- 2.2: Draft short-term and mid-term solutions chapter, including:
 - a. Development of alternative project concepts in the corridor.
 - b. Corridor traffic simulation evaluating alternative project concepts.
 - c. Cost estimates for alternative project concepts.

Task 3:

- 3.1 Map of bypass alignment and right of way, updated cost and timeframe estimates, analysis of potential impacts from a bypass.
- 3.2 Analysis of short and mid-term projects on the bypass, draft SR 68 bypass chapter.

Task 4:

- 4.1 Administrative draft Monterey-Salinas Scenic Highway Plan

- 4.2 Draft Monterey-Salinas Scenic Highway Plan
- 4.3 Final Monterey-Salinas Scenic Highway Plan
- 4.4 Executive Summary of findings.

Coordination:

The Transportation Agency will coordinate the development of the Monterey-Salinas Scenic Highway 68 Plan, including public engagement and management of consultant services. The Agency is releasing two RFPs for this plan, one for wildlife connectivity analysis, and one for travel analysis and concepts for improving travel through the corridor. The consultant team for the travel analysis and transportation improvement concepts must be willing and able to work closely with both the Agency and the wildlife connectivity consultant. Coordination includes, but is not limited to, prompt responses to phone calls and emails, sharing of draft materials, and participation in coordination meetings. The findings of the wildlife connectivity analysis, the travel analysis, and transportation improvement concepts will be used to produce one final Monterey-Salinas Scenic Highway 68 Plan.



REQUEST FOR PROPOSALS

*THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
INVITES CONSULTANTS TO SUBMIT THEIR PROPOSALS FOR THE:*

MONTEREY-SALINAS SCENIC HIGHWAY 68 PLAN: TRAVEL ANALYSIS AND TRANSPORTATION IMPROVEMENT CONCEPTS

You are invited to submit your proposal for the services to complete the above project. Proposals are due in the office of the Executive Director of the Transportation Agency for Monterey County, 55 B Plaza Circle, Salinas, CA 93901-2901 by **12:00 noon on PST on Thursday, October 1, 2015.**

Copies of the RFP and the detailed information regarding the submission of the proposal are available at the TAMC offices and may be obtained upon request. This RFP is available at the TAMC website (www.tamcmonterey.org) in Adobe Acrobat (PDF) format. You may call Grant Leonard, Assistant Transportation Planner, at (831) 775-0903 to obtain a copy and for further information.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

DATE: August 26, 2015

TO: Interested Consultants

FROM: Debra L. Hale, Executive Director

SUBJECT: Monterey-Salinas Scenic Highway 68 Plan: Travel Analysis and Transportation Improvement Concepts

INVITATION

You are invited to submit a Proposal for the referenced services together with a Fee Schedule that includes an estimate of costs per task to complete the project. Please include your estimate of other direct costs charged to this project. Please submit five (5) paper copies and one (1) digital copy of your Proposal.

Your Proposal is due in the office of the Transportation Agency for Monterey County (TAMC), **55 B Plaza Circle, Salinas, CA, 93901**, by **12:00 noon on Thursday, October 1, 2015**. Proposals received after the date and time specified above will not be considered.

Proposals shall be considered firm offers to enter into a contract, as described in this RFP for a period of ninety (90) days from the time of submittal.

Proposals and inquiries relating to this Request for Proposals shall be submitted to:

Grant Leonard, Assistant Transportation Planner
Transportation Agency for Monterey County
55 B Plaza Circle, Salinas, CA 93901-2901
831-775-0903 ~ grant@tamcmonterey.org

Email inquiries relating to this Request for Proposals should include “Monterey-Salinas Scenic Highway 68 Plan: Travel Analysis and Transportation Improvement Concepts” in the subject header.

BACKGROUND

The Transportation Agency for Monterey County (TAMC) is a state-designated public agency with regional transportation planning responsibilities that cross city-county boundaries. The Transportation Agency is committed to planning, funding and delivering transportation projects for the region. The Agency is also committed to providing information to the public about its projects, plans and activities, ensuring public participation and fostering public understanding of its functions.

TAMC's Board of Directors includes twenty-three members who consist of local officials from each of its twelve incorporated cities and five county supervisorial districts, and ex-officio members from six public agencies.

The mission of the Transportation Agency for Monterey County is to proactively fund and plan a transportation system that enhances mobility, safety, access, environmental quality and economic activities by investing in regional transportation projects for Monterey County residents, businesses and visitors.

State Route 68 is a designated scenic route that connects the world renowned Monterey Peninsula to US Highway 101 and the Salinas Valley. SR 68 is a key route for bicycle, transit, and auto traffic that facilitates commute travel between Salinas and Monterey for 25,000 to 30,000 vehicles each day, as well as tourism and special event traffic. SR 68 also aids freight and agricultural transport between the city of Salinas and River Road, as well as transport of goods to the Monterey Peninsula. Therefore, SR 68 is a vital link in the local, regional, and inter-regional transportation network that helps support a \$2.3 billion annual local tourism industry (2013 Dean Runyan Associates), and a \$4.38 billion annual local agriculture industry (Monterey County Agriculture Commissioner).

The Monterey-Salinas Scenic Highway 68 Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planning regional improvements serving the same commute market, and the potential for wildlife connectivity enhancements. The Transportation Agency will actively engage the public and partner agencies in the plan with a program of public meetings and online outreach efforts. The transportation Agency for Monterey County will use the plan to determine affordable strategies that contribute to the long-range sustainability of SR 68.

The plan will provide the data, analysis, and public deliberation necessary to make informed decisions to identify capacity, operational, sustainable, and affordable projects that can be implemented over the next twenty years in the SR 68 corridor. Historically, a SR 68 corridor study from the mid-1990s was used to successfully plan and implement a series of operational improvements along the corridor, the last of which is in the final planning stages. The 1990s, Caltrans corridor study provided specific recommendations for operational improvements. In 2012, Caltrans completed a Transportation Concept Report (TCR) for SR 68 that recommended additional study to determine needed improvements for the SR 68 Corridor between Salinas and Monterey. The 2014 Monterey County Regional Transportation Plan (RTP) identifies some

needed improvements for the corridor, including a planned upgrade to the Corral de Tierra intersection that was recommended in the 1990s Caltrans corridor study.

With the final recommendations from the 1990s corridor study being implemented, a new corridor analysis is needed to allow the Transportation Agency for Monterey County to plan for the continued sustainability of the SR 68 corridor. Building off the success of the 1990's corridor study, the project will solicit public feedback will to assist with determining what transportation needs must be met to ensure the corridor's sustainability. The Agency will use an interactive online project forum to solicit participation and input from citizens who wouldn't typically participate in traditional public outreach activities. Additionally, the project will pursue the TCR's recommendation to identify projects that improve traffic operations in the corridor.

PROJECT DESCRIPTION

The Transportation Agency for Monterey County is looking for proposals from qualified consultants to complete the Monterey-Salinas Scenic Highway 68 Plan: Travel Analysis and Transportation Improvement Concepts in accordance with the proposed Scope of Work (Attachment A). This work will consist of:

- Collecting the data needed to effectively analyze and model congestion, speed, time delay, reliability, air quality, and safety.
- Identifying travel time trends, key locations, and traffic volumes to analyze how traffic in this key transportation corridor impacts safety, operations, maintenance, planning, funding, and project prioritization.
- Collaborating with local residents and regional partners, including Caltrans, Monterey County, the City of Monterey, and the City of Del Rey Oaks to address interregional and regional travel and related impacts to SR 68.
- Evaluating operational and capacity increasing projects that improve travel through the corridor and are affordable within forecasted revenues.
- Evaluating the feasibility of a potential SR 68 by-pass.
- Incorporating findings from the SR 68 wildlife connectivity analysis.

A final Scope of Work will be made a part of the professional services agreement between TAMC and the consultant. A copy of the template agreement anticipated to be used by TAMC is included in Attachment B. The applicable requirements for TAMC contracts utilizing State funding are listed in Attachment C. A single document will be prepared between the Consultant and TAMC consistent with the provisions of these attachments.

It is important that the consultant have the capability to work closely with the Transportation Agency staff. The consultant or consultant team must be prepared to undertake whatever liaison and meetings are required to satisfy this requirement.

SELECTION PROCESS

The Transportation Agency will establish a committee to review the proposals. This review may be followed by an oral interview between a review committee and the firm(s) that responds best to the RFP. Based on the recommendations of the review committee, Transportation Agency staff will meet with the most qualified consultant or consultant team and will attempt to negotiate a final Scope of Work and a Fee Schedule for the project. The final Scopes of Work will include a full description of each task, a description of deliverable products, and a schedule of the due dates for the deliverable products and other important milestones. Upon successful completion of negotiations the consultants or consultant teams will be recommended to the TAMC Board for final selection and contract approval.

Should the most qualified consultant or consultant team and TAMC fail to successfully negotiate a final scope of work and a mutually agreed upon Fee Schedule for these consulting services, then TAMC reserves the right to enter negotiations with the next most qualified candidate for performance of the work.

Further, the Agency may, or may not, also negotiate contract terms with selected proposers prior to award, and expressly reserves the right to negotiate with several proposers simultaneously and, thereafter, to award a contract to the proposer offering the most favorable terms to the Agency. Proposals submitted, therefore, should contain the proposers' most favorable terms and conditions, because the selection and award may be made without further discussion with any proposer. The Agency will submit the proposal considered to be the most responsive and competitive to the Board of Directors for consideration and selection. The Agency reserves the right to accept or reject any and all submitted proposals, to waive minor irregularities, and to request additional information or revisions to offers, and to negotiate with any or all proposers at any stage of the evaluation.

Factors to be considered in selecting the consultant(s) are indicated below:

- | | |
|--|-----------|
| 1) Experience in the field of highway corridor studies, travel modeling, intersection control evaluations, and community engagement. | 40 points |
| 2) Previous experience with producing regional and sub-regional corridor plans | 30 points |
| 3) Knowledge of Monterey County transportation and related issues; | 20 points |
| 4) References; and | 5 points |
| 5) Approach. | 5 points |

QUESTION & ANSWERS, REQUESTS FOR CLARIFICATION OR EXCEPTIONS, ADDENDA

This Request for Proposals and any addenda will be posted on the Transportation Agency's website (www.tamcmonterey.org). Questions and answers regarding the request for proposals will also be posted on the website. All potential bidders are responsible for checking the website for any addenda to the bid documents. To receive email notifications of addendums to this Request for Proposals, prospective proposers must submit an email request to the Project Manager.

Any requests for clarification or exceptions to requirements in this Request for Proposals must be received by the Agency no later than **12 noon, Pacific Standard Time, on Thursday, September 24, 2015**, to guarantee response or consideration. Responses to questions concerning this Request for Proposals posed before this deadline will be posted on the Agency's website (www.tamcmonterey.org).

SUBMITTAL REQUIREMENTS/PROPOSAL FORMAT

All interested firms are required to submit five (5) hard copies and one (1) digital copy of their Proposal to perform the requested consulting services. The Proposal must include the names and qualifications of all personnel to be employed on the project. The Proposal should provide a short description of the firm's experience with projects that relate to this Scope of Work. A list of relevant past clients should be included.

A. Project Team

The Proposal shall clearly identify a Project Manager and include the names and qualifications of all personnel of the proposed team to be assigned to the contract and a chart representing the proposed organizational structure of the team. The Proposal shall demonstrate that the key personnel have the time available to work on the project. The Proposal shall include the estimated number of hours individual personnel will dedicate to the project.

B. Demonstrated Knowledge

The Proposal shall include the assigned project team's demonstrated knowledge of, expertise and experience with providing similar services and completing similar types of contracts.

C. Work Plan

The Proposal shall include the consultant's proposed approach to the development and implementation of the scope of work, broken out by tasks which demonstrate the consultant's knowledge and understanding of the project and the constraints and challenges associated with performing the tasks outlined in the scope of work.

D. Cost Proposal

The Proposal must include a cost proposal. The total not-to-exceed budget for the project is TWO HUNDRED FIFTY THOUSAND Dollars (\$250,000). The Proposal must contain an overall cost for the project as well as cost by task. An estimate of hours by task is also required.

E. Proposed Schedule of Work and Deadlines

The Proposal must include availability of the Project Team to conduct work within the anticipated timeframes.

F. References

The Proposal shall include at least three (3) recent references from past clients for similar types of work.

All Proposals must be submitted to the office of Grant Leonard, Assistant Transportation Planner, Transportation Agency for Monterey County, 55 B Plaza Circle, Salinas, CA 93901-2901 **by 12:00 noon on Thursday, October 1, 2015.**

PROPOSED SCHEDULE

Date/ Timeframe	Task
August 27, 2015	Distribute RFP
September, 24, 2015	Deadline for requests for clarification or exceptions
October, 1, 2015	Proposals due
October 1- 8, 2015	Review and rank proposals
October 12 – October 16, 2015	Interviews (if necessary)
October 19- October 30, 2015	Select top ranked consultant, negotiate contract
December 2, 2015	Present consultant contract to TAMC Board for approval

MISCELLANEOUS

A. Modification or Withdrawal of Submittals

Any Proposals received prior to the date and time specified above for receipt may be withdrawn or modified by written request of the proposer. To be considered, however, the modified Proposal must be received by the time and date specified above.

B. Property Rights

Any Proposals received within the prescribed deadline become the property of TAMC and all rights to the contents therein become those of TAMC.

C. Confidentiality

Before award of the contract, all Proposals will be designated confidential to the extent permitted by the California Public Records Act. After award of the contract (or if not awarded, after rejection of all Proposal), all responses will be regarded as public records and will be subjected to review by the public. Any language purporting to render all or portions of the Proposal confidential will be regarded as non-effective and will be disregarded.

D. Amendments to Request for Qualifications

TAMC reserves the right to amend the Request for Proposals by addendum before the final Proposal submittal date.

E. Non-Commitment of TAMC

This Request for Proposals does not commit TAMC to award a contract, to pay any costs incurred in the preparation of a Proposal for this request, or to procure or contract for services.

All products used or developed in the execution of any contract resulting from this Request for Proposals will remain in the public domain at the completion of the contract.

F. Conflict of Interest

The prospective consultant shall disclose any financial, business or other relationship with TAMC that may have an impact upon the outcome of this contract or TAMC construction project. The prospective consultant shall also list current clients who may

have a financial interest in the outcome of this contract or TAMC projects that will follow. In particular, the prospective consultant shall disclose any financial interest or relationship with any construction company that might submit a bid on TAMC projects.

G. Nondiscrimination

The prospective consultant must certify compliance with nondiscrimination requirements of TAMC pertaining to the development, implementation and maintenance of a nondiscrimination program. The prospective consultant's signature affixed to and dated on the cover letters shall constitute a certification under penalty of perjury under the laws of the State of California that the proposer has, unless exempted, complied with the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Code of Regulations, Section 8103.

H. Final Selection and Protests

The RFP process is considered concluded when a letter is sent to all participating consultants indicating which consultant will be recommended for Board approval. The firm recommended is not a final selection and no contract is certain until approved by TAMC Board of Directors.

Protestants shall submit a detailed written statement of protest to:

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

no later than five (5) days prior to the Board meeting to enable proper consideration by the Board.

QUESTIONS

If you need assistance or have any questions, please call Grant Leonard, Assistant Transportation Planner, at (831) 775-0903.

Attachments:

- A. Scope of Work
- B. Sample TAMC Standard Agreement for Professional Services
- C. Requirements for Contracts Using Federal Funds
- D. Sample of Cost Proposal

ATTACHMENT A

SCOPE OF WORK

Purpose:

The Monterey-Salinas Scenic Highway 68 Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the Highway 68 corridor in context to other regional improvements serving the same commute market, and the potential for wildlife connectivity enhancements.

Goals:

The plan will provide the data, analysis, and public deliberation necessary to make informed decisions to identify capacity, operational, affordable, and sustainable projects that can be implemented over the next twenty years in the scenic Highway 68 corridor.

Timeline:

Consultant services for the Monterey-Salinas Scenic Highway 68 Plan are anticipated to last approximately from December of 2015 through January of 2018.

Tasks:

Task 1: Community Workshops

- Provide information materials for, and participate in, two community workshops to be held over the course of the project.
- Provide summary notes of community workshops.

Task 2: Corridor Travel Analysis

2.1: Existing Conditions and Traffic Volumes, Travel Forecast Modeling

- Analyze current regional and sub-regional travel patterns between Salinas and the Monterey Peninsula along the following routes:
 - SR 68
 - SR 1
 - SR 218
 - Reservation Road
 - Blanco Road
 - Imjin Parkway
 - General Jim Moore Boulevard
 - Del Monte Boulevard
- Analyze the impact of congestion along SR 1, Imjin Parkway, Reservation Road, and Blanco Road on SR 68.
- Develop mesoscopic travel demand model with a localized level microsimulation model for SR 68 and a macrosimulation model for SR 1, SR 218, General Jim Moore Boulevard, Del Monte Avenue, Imjin Parkway, Reservation Road, and Blanco Road.

- Collect intersection turning movement counts for the following locations:
 - Josselyn Canyon Road / SR 68
 - Olmsted Road / SR 68
 - SR 218 / SR 68
 - Ragsdale Drive / SR 68
 - York School Road / SR 68
 - Boots Road/Pasadera Drive / SR 68
 - Laureles Grade Road / SR 68
 - Corral De Tierra Road / SR 68
 - San Benancio Road / SR 68
 - Torero Drive / SR 68
 - Blanco Road / SR 68
 - Blanco Road / South Davis Road
- Calibrate and validate the microsimulation baseline/existing conditions model in accordance with FHWA's Traffic Analysis Tools Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software.
- Identify travel time impacts from planned development along the corridor.
- Identify air quality impacts from planned development along the corridor.
- Identify potential for improvements from planned development along the corridor.

2.2: Short-Term and Mid-Term Project Concepts and Layouts

- Conduct intersection control evaluations for each signalized intersection along the corridor.
- Analyze impacts/benefits from of planned projects not on SR 68 serving travel between Salinas and the Monterey Peninsula, such as the Marina-Salinas Multimodal Corridor, Imjin Parkway widening, SR 1 widening in Seaside/Sand City, and the Eastside Parkway
- Develop alternative project concepts along the corridor for evaluation.

2.3: Corridor Travel Simulation

- Develop corridor traffic simulation evaluating alternative project concepts.

2.4: Short-Term and Mid-Term Project Cost Estimates

- Develop cost estimates for the alternative project concepts.

Task 3: SR 68 Bypass Analysis

3.1: Update Cost, Timeline, and Location

- Update estimated cost for a bypass.
- Establish timeframe for when a bypass could be funded.
- Establish bypass alignment and existing right of way.
- Evaluate potential impacts and required mitigations of a bypass.

3.2: Evaluate the Cost/Benefit of Short and Mid-Term Improvements Relative to a Bypass

- Determine effect of improvements on SR 68 to the need for a bypass.

- Compare the utility of short and mid-term projects to the costs and benefits of a potential bypass.

Task 4: Monterey-Salinas Scenic Highway Plan

4.1: Administrative Draft Plan

- Compile outcomes of public workshops, presentations, and outreach efforts.
- Review with TAMC staff the proposed conclusions and recommendations for the plan.
- Prepare the draft plan including:
 - Executive summary
 - Summary of the public outreach process
 - Graphics and photos
 - Recommendations for short and mid-term transportation improvements
 - Findings and recommendations from the wildlife connectivity assessment; and,
 - Implementation strategy to fund and sequence priority projects.
- Deliver the administrative draft plan to staff for review.

4.2: Draft Plan

- Incorporate staff comments and revise the administrative draft for public release.

4.3: Final Plan

- Finalize draft plan, responding to public comments and incorporating staff and TAMC Board feedback.

Deliverables:

Task 1: Presentation materials, workshop, and post-workshop summary notes.

Task 2:

- 2.1: Regional and sub-regional travel analysis with graphic representations of congestion, draft existing conditions chapter, travel time impact analysis, air quality impact analysis, draft development Impact chapter.
- 2.1: Intersection control evaluations, impact/benefit analysis of regional improvements
- 2.2: Draft short-term and mid-term solutions chapter, including:
 - a. Development of alternative project concepts in the corridor.
 - b. Corridor traffic simulation evaluating alternative project concepts.
 - c. Cost estimates for alternative project concepts.

Task 3:

- 3.1 Map of bypass alignment and right of way, updated cost and timeframe estimates, analysis of potential impacts from a bypass.
- 3.2 Analysis of short and mid-term projects on the bypass, draft SR 68 bypass chapter.

Task 4:

- 4.1 Administrative draft Monterey-Salinas Scenic Highway Plan
- 4.2 Draft Monterey-Salinas Scenic Highway Plan

- 4.3 Final Monterey-Salinas Scenic Highway Plan
- 4.4 Executive Summary of findings.

Coordination:

The Transportation Agency will coordinate the development of the Monterey-Salinas Scenic Highway 68 Plan, including public engagement and management of consultant services. The Agency is releasing two RFPs for this plan, one for wildlife connectivity analysis, and one for travel analysis and concepts for improving travel through the corridor. The consultant team for the travel analysis and transportation improvement concepts must be willing and able to work closely with both the Agency and the wildlife connectivity consultant. Coordination includes, but is not limited to, prompt responses to phone calls and emails, sharing of draft materials, and participation in coordination meetings. The findings of the wildlife connectivity analysis, the travel analysis, and transportation improvement concepts will be used to produce one final Monterey-Salinas Scenic Highway 68 Plan.

ATTACHMENT B

TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND (CONSULTANT'S NAME)

AGREEMENT FOR PROFESSIONAL SERVICES APPROVED BY THE TAMC BOARD ON:

[Actual Cost Plus Fixed-Fee]

This is an agreement between the Transportation Agency for Monterey County, hereinafter called "TAMC," and [consultant's name], a [indicate legal status of entity, e.g., a California corporation, an individual dba ..., a California partnership, etc.], [consultant's address], hereinafter called "Consultant."

The parties agree as follows:

1. Employment of Consultant. TAMC hereby engages Consultant and Consultant hereby agrees to perform the services set forth in Exhibit A, in conformity with the terms of this Agreement. Consultant will complete all work in accordance with the work schedule set forth in Exhibit A.
 - (a) The work is generally described as follows:

[INSERT BRIEF DESCRIPTION]
 - (b) 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.
 - (c) 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. Consultant shall ensure for itself and for any subcontractors under this Agreement that the applicable requirements of Labor Code section 1725.5, concerning the registration of contractors for public works, shall be in force and maintained for the term of this Agreement.
 - (d) 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.
 - (e) Consultant's project manager shall be the person specified in Exhibit A. If Consultant desires to change the project manager, Consultant shall get written approval from TAMC of the new project manager.

2. Term of Agreement. The term of this Agreement shall begin upon _____, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC's Project Manager specified in Section 31. Unless earlier terminated as provided herein, this Agreement shall remain in force until _____. Consultant acknowledges that this Agreement is not binding until it is fully executed by TAMC.
3. Payments to Consultant; maximum liability. Subject to the limitations set forth herein, TAMC shall pay to Consultant the amounts provided in Exhibit B: Budget, upon receipt and acceptance of deliverables listed therein. Each payment by TAMC shall be for a specific deliverable outlined in Exhibit A: Scope of Work and Schedule. The maximum amount payable to the Consultant under this Agreement is set forth in Exhibit B: Budget and shall not exceed the amount of _____ Dollars (\$XXXX). If there is any conflict between the terms of this Agreement and the terms of either Exhibit A (Scope of Work) or Exhibit B (Budget), the terms of this Agreement shall prevail. TAMC does not guarantee any minimum amount of dollars to be spent under this Agreement.
4. Cost Principles.
 - (a) Consultant agrees that the contract Cost Principles and Procedures, 48 Code of Federal Regulations (CFR), Chapter 1, Part 31.000 *et seq.*, Federal Acquisition Regulations System, shall be used to determine the cost allowability of individual items.
 - (b) Consultant also agrees to comply with federal procedures in accordance with 49 CFR, Part 1201, Uniform System of Accounts, List of Instructions and Accounts, Regulations Prescribed.
 - (c) Any costs for which payment has been made to Consultant under this Agreement that are determined by subsequent audit to be unallowable under 49 CFR Part 1201 and 48 CFR Part 31, are subject to repayment by Consultant to TAMC.
5. Method of Payment; Monthly Invoices by Consultant.
 - (a) The method of payment for this Agreement will be based on actual cost plus a fixed fee as specified in the Budget. TAMC shall reimburse Consultant for actual costs (including labor costs, employee benefits, travel, equipment rental costs, overhead and other direct costs) incurred by Consultant for the work. Consultant will not be reimbursed for actual costs that exceed estimated wage rates, employee benefits, travel, equipment rental, overhead, and other estimated costs set forth in the Budget, unless additional reimbursement is provided for by written amendment of this Agreement. In addition to the allowable incurred costs above, TAMC will pay Consultant a fixed fee of \$_____. This fee is not adjustable during the term of the Agreement. The total price paid to Consultant will include compensation for all work and deliverables, including travel and equipment and any costs described in Exhibit A, Statement of Work, for this Agreement. No additional compensation will be paid to Consultant, unless there is

a change in the Scope of Work, as negotiated and finally approved by TAMC and Consultant through a written amendment.

- (b) Consultant shall submit to TAMC Project Manager an invoice for progress payments, in arrears for work performed and, in a format approved by TAMC, setting forth the amounts claimed by Consultant, the deliverables for which payment is requested, together with an itemized basis for such amounts, and setting forth such other pertinent information TAMC may require. Consultant shall submit such invoice monthly or as agreed by TAMC, but in no event shall such invoice be submitted later than Thirty (30) days after completion of the Consultant's work hereunder. It is understood and agreed that Consultant shall complete all work described in Exhibit A notwithstanding Consultant's submission of periodic invoices.
 - (c) TAMC shall review all requests for payment, and the deliverables upon which they are based, promptly to certify satisfaction with performance and the amount(s) requested, and shall make payment of either the requested amount or the amount approved by TAMC within Thirty (30) days of such certification.
 - (d) If, as of the date of execution of this Agreement, Consultant has already received payment from TAMC for work which is the subject of this Agreement, such amounts shall be deemed to have been paid under this Agreement and shall be credited toward TAMC's maximum liability set forth above.
 - (e) Consultant shall be reimbursed for travel expenses not to exceed the State of California approved travel reimbursement rates, which are to be included as part of the maximum contract amount listed in section 3 of this Agreement.
6. Indemnification. To the fullest extent permitted by law, including California Civil Code sections 2782 and 2782.6 Consultant shall defend (with legal counsel reasonably acceptable to TAMC), indemnify and hold harmless TAMC, its officers, agents, and employees, from and against any and all claims, losses, costs, damages, injuries (including injury to or death of an employee of Consultant or its subcontractors), expenses and liabilities of every kind, nature and description (including incidental and consequential damages, court costs, attorneys' fees, litigation expenses and fees of expert consultants or expert witnesses incurred in connection therewith and costs of investigation) that arise out of, pertain to, or relate to, directly or indirectly, in whole or in part, the negligence, recklessness, or willful misconduct of Consultant, any subcontractor, anyone directly or indirectly employed by them, or anyone that they control (collectively "Liabilities"). Such obligations to defend, hold harmless and indemnify TAMC, its officers, agents, and employees, shall not apply to the extent that such Liabilities are caused in part by the sole negligence, active negligence, or willful misconduct of TAMC, its officers, agents, and employees. To the extent there is an obligation to indemnify under this Paragraph, Consultant shall be responsible for incidental and consequential damages resulting directly or indirectly, in whole or in part, from Consultant's negligence, recklessness, or willful misconduct. Notwithstanding any other provision of this Agreement, Consultant's obligation to defend, indemnify and hold harmless TAMC shall

survive the termination or expiration of the Agreement for a term to include the applicable statute of limitations related to the Consultant's performance pursuant to the Agreement.

7. Insurance.

- (a) Without limiting Consultant's duty to indemnify as set forth in this Agreement, Consultant shall maintain, at no additional cost to TAMC, throughout the term of this Agreement a policy or policies of insurance with the following coverage and minimum limits of liability (check if applicable):
- Commercial general liability insurance, including but not limited to premises, personal injury, products, and completed operations, with a combined single limit of One Million Dollars (\$1,000,000) per occurrence.
 - Professional liability insurance in the amount of not less than One Million Dollars (\$1,000,000) per claim and Three Million Dollars (\$3,000,000) in the aggregate, to cover liability for malpractice or errors or omissions made in the course of rendering professional services. If professional liability insurance is written on a "claims made" basis rather than an "occurrence" basis, Consultant shall, upon the expiration or termination of this Agreement, obtain extended reporting coverage ("tail coverage") with the same liability limits. Any such tail coverage shall continue for at least three years following the surviving term of Consultant's obligation to defend, indemnify and hold harmless TAMC as set for in Paragraph 6.
 - Comprehensive automobile insurance covering all motor vehicles, including owned, leased, hired and non-owned vehicles used in providing services under this Agreement, with a combined single limit of not less than One Million Dollars (\$1,000,000) per occurrence.
- (b) All insurance required under this Agreement shall be with a company acceptable to TAMC and authorized by law to transact insurance business in the State of California. Unless otherwise provided in this Agreement, all such insurance shall be written on an occurrence basis; or, if any policy cannot be written on an occurrence basis, such policy shall continue in effect for a period of two years following the date of Consultant's completion of performance hereunder.
- (c) Each policy of insurance required under this Agreement shall provide that TAMC shall be given written notice at least thirty days in advance of any change, cancellation or non-renewal thereof. Each policy shall provide identical coverage for each subcontractor performing work under this Agreement, or be accompanied by a certificate of insurance for each subcontractor showing identical insurance coverage.
- (d) Commercial general liability and automobile liability policies shall provide an endorsement naming TAMC, its officers, agents, and employees, as additional

insureds and shall further provide that such insurance is primary to any insurance or self-insurance maintained by TAMC, and that no insurance of any additional insured shall be called upon to contribute to a loss covered by Consultant's insurance.

8. Workers' Compensation Insurance. If during the performance of this contract, Consultant employs one or more employees, then Consultant shall maintain a workers' compensation plan covering all of its employees as required by Labor Code Sec. 3700, either (a) through workers' compensation insurance issued by an insurance company, with coverage meeting the statutory limits and with a minimum of One Million Dollars (\$1,000,000) per occurrence for employer's liability, or (b) through a plan of self-insurance certified by the State Director of Industrial Relations, with equivalent coverage. If Consultant elects to be self-insured, the certificate of insurance otherwise required by this Agreement shall be replaced with consent to self-insure issued by the State Director of Industrial Relations. The provisions of this paragraph apply to any subcontractor employing one or more employees, and Consultant shall be responsible for all subcontractors' compliance herewith.

9. Safety Provisions.
 - (a) Consultant shall comply with Division of Occupational Safety and Health (CAL-OSHA) regulations applicable to Consultant regarding necessary safety equipment or procedures. Consultant shall comply with safety instructions issued by TAMC Safety Officer and other TAMC representatives. Consultant personnel shall wear hard hats and safety vests at all times while working on a construction project site.

 - (b) If applicable to work to be performed by Consultant identified in the Scope of Work (Exhibit A), and pursuant to the authority contained in Section 591 of the Vehicle Code, TAMC has determined that such areas are within the limits of the project and are open to public traffic. Consultant shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. Consultant shall take all reasonably necessary precautions for safe operation of its vehicles and the protection of the traveling public from injury and damage from such vehicles.

 - (c) Any subcontract entered into as a result of this Agreement, shall contain all of the provisions of this Section.

 - (d) Consultant must have a CAL-OSHA permit(s), as outlined in California Labor Code Sections 6500 and 6705, prior to the initiation of any practices, work, method, operation, or process related to the construction or excavation of trenches which are five feet or deeper.

10. Certificate of Insurance and Taxpayer Identification. Prior to the execution of this Agreement by TAMC, Consultant shall submit a completed federal W-9 form, Request for Taxpayer Identification Number and Certification, and file certificates of insurance with TAMC's

contract administrator evidencing that Consultant has in effect the insurance required by this Agreement. Consultant shall file a new or amended certificate promptly after any change is made in any insurance policy, which would alter the information on the certificate then on file. Acceptance or approval of insurance shall in no way modify any indemnification provision of this Agreement.

11. Maintenance of Records. Consultant shall prepare, maintain and preserve all reports and records that may be required by federal, State, and local rules and regulations relating to services performed under this Agreement. Consultant shall retain all such records for at least five years from the date of final payment, or until any litigation relating to this Agreement is concluded, whichever is later. The State, State Auditor, TAMC or any duly authorized representative of the Federal Government, as applicable based upon funding sources, shall have access to any books, records and documents of Consultant that are pertinent to this Agreement for audit, examinations, excepts and transactions, and copies thereof shall be furnished if requested.

12. Audits.

- (a) TAMC officials, as well as Caltrans, and/or State or Federal officials, as applicable based upon funding sources for this Agreement, shall have the right, at any time during regular working hours and on reasonable advance notice, to examine, monitor and audit all work performed and all records, documents, conditions, activities and procedures of Consultant or its subcontractors relating to this Agreement. This Agreement also incorporates the provisions Government Code Section 8546.7 which provides that an audit by the State Auditor General may be performed up to three years after the final payment under any contract or subcontract involving the expenditure of public funds in excess of Ten Thousand Dollars (\$10,000).
- (b) Consultant and subcontractors' contracts, including cost proposals and indirect cost rates (ICR) are subject to audits or reviews such as, but not limited to, a Contract Audit; an Incurred Cost Audit; an Indirect Cost Rates Audit, or a certified public accountant (CPA) IRC Audit Workpaper Review. If selected for audit or review, the Agreement, cost proposal and ICR and related workpapers, if applicable, will be reviewed to verify compliance with 48 CFR Part 31, and other related laws and regulations. In the instances of a CPA ICR Audit Workpaper Review, it is Consultant's responsibility to ensure Federal, State, or local government officials are allowed full access to the CPA's Workpapers. The Agreement, cost proposal, and ICR shall be adjusted by Consultant and approved by the TAMC Contract Administrator to conform to the audit or review recommendations. Consultant agrees that individual terms of costs identified in the audit report shall be incorporated into the Agreement by this reference if directed by TAMC and TAMC's sole discretion. Refusal by Consultant to incorporate audit or review recommendations, or to ensure that Federal, State, or local governments have access to CPA workpapers, will be considered a breach of

contract and good cause for termination of the Agreement and disallowance of prior reimbursed costs.

13. Confidentiality; Return of Records. Consultant and its officers, employees, agents, and subcontractors shall comply with all federal, State and local laws providing for the confidentiality of records and other information. Consultant shall not disclose any confidential information received from TAMC or prepared in connection with the performance of this Agreement without the express permission of TAMC. Consultant shall promptly transmit to TAMC all requests for disclosure of any such confidential information. Consultant shall not use any confidential information gained through the performance of this Agreement except for the purpose of carrying out Consultant's obligations hereunder. When this Agreement expires or terminates, Consultant shall return to TAMC all records, which Consultant utilized or received from TAMC to perform services under this Agreement.

14. Termination.

- (a) TAMC may terminate this Agreement by giving written notice of termination to Consultant at least thirty (30) days prior to the effective date of termination, which date shall be specified in any such notice. In the event of such termination, the amount payable hereunder shall be reduced in proportion of the services provided prior to the effective date of termination.
- (b) TAMC may also terminate this Agreement at any time for good cause effective immediately upon written notice to Consultant. "Good cause" includes, without limitation, the failure of Consultant to perform the required services at the time and in the manner provided herein, as well as failure to comply with the provisions of Section 12 [Audits], subsection (b), above. If TAMC terminates this Agreement for good cause, TAMC may be relieved of the payment of any consideration to Consultant, and TAMC may proceed with the work in any manner, which it deems proper. Costs incurred by TAMC thereby shall be deducted from any sum otherwise due Consultant.
- (c) It is also mutually understood between TAMC and Consultant that this Agreement may have been written before ascertaining the availability of funds, or appropriation of funds, for the mutual benefit of both parties, in order to avoid program and fiscal delays that would occur if the Agreement were executed after that determination was made. This Agreement is valid and enforceable only if sufficient funds are made available to TAMC for the purpose of this Agreement. It is mutually agreed that if sufficient funds are not appropriated, this Agreement may be amended to reflect any reduction in funds. TAMC retains the right to direct Consultant immediately to stop work and to terminate this Agreement for convenience, pursuant to Section 14(a) above, in order to address any reduction of funds.
- (d) Termination of this Agreement shall not terminate Consultant's duty to defend, indemnify and hold harmless TAMC, as provided in Paragraph 6.

15. Amendments and Modifications. No modification or amendment of this Agreement shall be valid unless it is set forth in writing and executed by the parties hereto.
16. Non-discrimination. Throughout the performance of this Agreement, Consultant will not unlawfully discriminate, harass or allow harassment, against any person because of sex, race, color, religious creed, sex, national origin, ancestry, physical disability (including HIV and AIDS), mental disability, medical condition, marital status, age (over 40), denial of family and medical care leave, denial of pregnancy disability leave, or sexual orientation, either in Consultant's employment practices or in the furnishing of services to recipients. Consultant shall ensure that the evaluation and treatment of its employees and applicants for employment and all persons receiving and requesting services are free of such discrimination. Consultant shall comply fully with all federal, State and local laws and regulations which prohibit discrimination. The provision of services primarily or exclusively to any target population designated herein shall not be deemed prohibited discrimination.
17. Harassment. TAMC maintains a strict policy prohibiting unlawful harassment, including sexual harassment, in any form, including verbal, physical and visual harassment by any employee, supervisor, manager, officer or Board member, or agent of the employer. Vendors, contractors, and consultants shall not engage in conduct that has an effect of unreasonably interfering with a TAMC employee's work performance or creates an intimidating, hostile or offensive work environment.
18. Disadvantaged Business Enterprises (DBE) Participation. TAMC has established ___% goal for the participation of DBE for this Agreement. As applicable, the Consultant shall be fully informed of DBE requirements in Caltrans Local Assistance Procedures Manual Exhibit 10-I and Caltrans Local Assistance Procedures Manual Exhibit 10-J.
19. Independent Contractor. In its performance under this Agreement, Consultant is at all times acting and performing as an independent contractor and not as an employee of TAMC or any of its member jurisdictions. No offer or obligation of employment is intended in any manner, and Consultant shall not become entitled by virtue of this Agreement to receive any form of benefits accorded to employees including without limitation leave time, health insurance, workers' compensation coverage, disability benefits, and retirement contributions. Consultant shall be solely liable for and obligated to pay directly all applicable taxes, including without limitation federal and State income taxes and social security arising out of Consultant's performance of this Agreement. In connection therewith, Consultant shall defend, indemnify, and hold harmless TAMC from any and all liability, which TAMC may incur because of Consultant's failure to make such payments.
20. Delegation of Duties; Subcontracting. Consultant is engaged by TAMC for its unique qualifications and abilities. Consultant may not, therefore, delegate any of its basic duties under this Agreement, except to the extent that delegation to Consultant's employees is contemplated herein through the Scope of Work and Budget. No work shall be subcontracted without the written consent of TAMC, except as provided in this Agreement or its attachments. Any subcontract in excess of Twenty-Five Thousand Dollars (\$25,000) shall

contain the same provisions as found in Paragraphs 4 and 5(b)–(e), inclusive.

Notwithstanding any subcontract, Consultant shall continue to be liable to TAMC for the performance of all work hereunder. Any work performed by a subcontractor shall be done in conformance with this Agreement, and TAMC shall pay Consultant for the work but not any markup, including subcontract management, supervision, administrative and other expenses, or reimbursable costs. Consultant shall not assign, sell, mortgage or otherwise transfer its interest or obligations in this Agreement without TAMC’s prior written consent.

21. Agency’s Rights to Work Product. All original materials prepared by Consultant in connection with its work hereunder – including but not limited to computer codes, customized computer routines developed using proprietary or commercial software packages, reports, documents, maps, graphs, charts, photographs and photographic negatives shall be the property of TAMC and shall be delivered to TAMC prior to final payment. Consultant may utilize any existing materials developed by Consultant prior to commencement of work under this Agreement, which materials shall remain the property of Consultant.
22. Compliance with Terms of Federal or State Grant. If any part of this Agreement has been or will be funded pursuant to a grant from the federal or State government in which TAMC is the grantee, Consultant shall comply with all provisions of such grant applicable to Consultant’s work hereunder, and said provisions shall be deemed a part of this Agreement as though fully set forth herein.
23. Prevailing Wages. Consultant shall comply with the all prevailing wage requirements, including California Labor Code section 1770, et seq., and any Federal or local laws or ordinances, that may be applicable to the work to be performed pursuant to this Agreement.
24. Equipment, Supplies or Consultant Services Purchases.
 - (a) Prior authorization in writing by TAMC’s Contract Administrator shall be required before Consultant enters into any unbudgeted purchase order, or subcontract exceeding Five Thousand Dollars (\$5,000) for supplies, equipment, or unbudgeted Consultant services. Consultant shall provide an evaluation of desirability of incurring such costs.
 - (b) For purchase of any items, service or consulting work not covered in Consultant’s Cost Proposal and exceeding Five Thousand Dollars (\$5,000), prior authorization is required by TAMC’s Contract Administrator; three competitive quotations must be submitted with the request, or the absence of bidding must be adequately justified.

- (c) Any equipment purchased as a result of this Agreement is subject to the following:
 - i. Consultant shall maintain an inventory of all nonexpendable property. Nonexpendable property is defined as having a useful life of at least two years and an acquisition cost of Five Thousand Dollars (\$5,000) or more. If the purchased equipment needs replacement and is sold or traded in, TAMC shall receive a proper refund or credit for such equipment at the conclusion of the Agreement, or if the Agreement is terminated, Consultant may either keep the equipment and credit TAMC in an amount equal to its fair market value, or sell such equipment at the best price obtainable at a public or private sale, in accordance with established TAMC procedures for such sales and then credit TAMC in an amount equal to that sales price. If Consultant elects to keep the equipment, fair market value shall be determined at Consultant's expense, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from and appraiser mutually acceptable to TAMC and Consultant; if it is determined to sell the equipment, the terms and conditions of such sale must be approved in advance by TAMC.
 - ii. Consultant acknowledges that, if federal funds are used in this Agreement, 49 CFR, Part 1201 requires a credit to Federal funds when participating equipment with a fair market value greater than Five Thousand Dollars (\$5,000) is credited to the project for which this Agreement was entered into.
- (d) Consultant shall include these provisions into any subcontract in excess of Twenty-Five Thousand Dollars (\$25,000).

25. Conflict of Interest. Consultant warrants that it presently has no interest and shall not acquire any interest during the term of this Agreement, which would directly or indirectly conflict in any manner or to any degree with its full and complete performance of all services under this Agreement.

26. Governing Laws. This Agreement shall be construed and enforced according to the laws of the State of California, and the parties hereby agree that the County of Monterey shall be the proper venue for any dispute arising hereunder.

27. Construction of Agreement. The parties agree that each party has fully participated in the review and revision of this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any exhibit or amendment. To that end, it is understood and agreed that this Agreement has been arrived at through negotiation, and that neither party is to be deemed the party which prepared this Agreement within the meaning of Civil Code Section 1654. Section and paragraph headings appearing herein are for convenience only and shall not be used to interpret the terms of this Agreement.

28. Waiver. Any waiver of any term or condition hereof must be in writing. No such waiver shall be construed as a waiver of any other term or condition herein.
29. Successors and Assigns. This Agreement and all rights, privileges, duties and obligations hereunder, to the extent assignable or delegable, shall be binding upon and inure to the benefit of the parties and their respective successors, permitted assigns and heirs.
30. Time is of the Essence. The parties mutually acknowledge and agree that time is of the essence with respect to every provision hereof in which time is an element. No extension of time for performance of any obligation or act shall be deemed an extension of time for performance of any other obligation or act, nor shall any such extension create a precedent for any further or future extension.
31. Contract Administrators. Consultant's designated principal responsible for administering Consultant's work under this Agreement shall be [NAME and TITLE]; TAMC's designated administrator of this Agreement shall be [NAME and TITLE]. TAMC's Project Manager under this Agreement shall be [NAME and TITLE].
32. Notices. Notices required under this Agreement shall be delivered personally or by electronic facsimile, or by first class or certified mail with postage prepaid. Notice shall be deemed effective upon personal delivery or facsimile transmission, or on the third day after deposit with the U.S. Postal Service. Consultant shall give TAMC prompt notice of any change of address. Unless otherwise changed according to these notice provisions, notices shall be addressed as follows:

To TAMC:

To Consultant:

Tel:

Tel:

Fax:

Fax:

Email:

Email:

33. Non-exclusive Agreement. This Agreement is non-exclusive and both parties reserve the right to contract with other entities for the same or similar services.
34. Execution of Agreement. Any individual executing this Agreement on behalf of an entity represents and warrants that he or she has the requisite authority to enter into this Agreement on behalf of such entity and to bind the entity to the terms and conditions hereof. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.
35. Debarment and Suspension Certification. Consultant's signature affixed below shall constitute a certification under penalty of perjury under the laws of the State of California that the Consultant has complied with CFR Title 49, Part 29, Debarment and Suspension Certificate which certifies that Consultant or any person associated with Consultant in the

capacity of owner, partner, director, officer, or manager is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by an federal agency within the past three (3) years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years. Any exceptions to this certification must be disclosed to the TAMC.

36. Rebates, Kickbacks or Other Unlawful Consideration Prohibited. Consultant warrants that this Agreement was not obtained or secured through rebates, kickbacks or other unlawful consideration, either promised or paid to any TAMC employee. TAMC shall have the right, in its sole and absolute discretion to do any of the following for breach or violation of this warranty: terminate the Agreement without liability; pay for the value of the work actually performed; or to deduct from the compensation to be paid under this Agreement (or otherwise recover) the full amount of any such rebate, kickback or unlawful consideration.

37. Prohibition of Expending Local Agency, State or Federal Funds for Lobbying.

- (a) Consultant certifies to the best of his, her or its knowledge and belief that:
- i. No State, Federal or local agency appropriated funds have been paid, or will be paid, by or on behalf of Consultant to any person for influencing or attempting to influence an officer or employee of any state or federal agency; a member of the State Legislature or United States Congress; an officer or employee of the State Legislature or United States Congress; or any employee of a Member of the Legislature or Congress, in connection with the awarding of any State or Federal contract; in connection with the making of any State or Federal grant; in connection with the making of any State or Federal loan; in connection with the entering into of any cooperative agreement, and in connection with the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan or cooperative agreement.
 - ii. If any funds other than Federal appropriated funds have been paid, or will be paid, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress; or an employee of a Member of Congress, in connection with this contract, grant, loan or cooperative agreement, then Consultant shall complete and submit a Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (b) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Consultant acknowledges that any person who fails to file the required certification shall be subject to a civil penalty of not

less than Ten Thousand Dollars (\$10,000) and not more than One Hundred Thousand Dollars (\$100,000) for such failure.

- (c) By signing this Agreement, Consultant also agrees that Consultant will require that the language of this certification will be included in all lower-tier subcontracts which exceed One Hundred Thousand Dollars (\$100,000), and that all recipients of such subcontracts shall certify and disclose accordingly.

38. Exhibits. The following Exhibits are attached hereto and incorporated by reference:

Exhibit A – Scope of Work and Work Schedule

Exhibit B – Budget

39. Entire Agreement. This document, including all exhibits hereto, constitutes the entire agreement between the parties, and supersedes any and all prior written or oral negotiations and representations between the parties concerning all matters relating to the subject of this Agreement.

IN WITNESS WHEREOF, TAMC and Consultant execute this agreement as follows:

TAMC

CONSULTANT

Consultant's Business Name*

By _____
Debra L. Hale
Executive Director

By: _____
Name:
Title:

Dated: _____

Dated: _____

By: _____
Name:
Title:

Dated: _____

INSTRUCTIONS: If Consultant is a corporation (including limited liability and nonprofit corporations), the full legal name of the corporation shall be set forth together with the signatures of two specified officers. If Consultant is a partnership, the name of the partnership shall be set forth together with the signature of a partner with authority to execute this Agreement on behalf of the partnership. If Consultant is contracting in an individual capacity, the individual shall set forth the name of his or her business, if any, and shall personally sign the Agreement.

Approved as to form:

TAMC Counsel

Dated: _____

For TAMC internal use:

Work Element number to be used for the contract: _____

ATTACHMENT C

Requirements for Contracts using Federal Funds

Some or all of the following provisions shall be included in all TAMC contracts utilizing Federal funding:

A. INTRODUCTION

The introduction includes the following information:

1. DATE OF AGREEMENT

2. NAMES, ADDRESSES AND OTHER DATA IDENTIFYING AGREEING PARTIES

State the complete name and address of each party to the agreement, together with information with respect to whether the party is an individual, an agency of government, a partnership or a corporation. If a corporation is one of the parties, show the State of incorporation. Show the location of the office where the consultant's work will be available for inspection by local agency and State representatives. For the sake of brevity, a suitable short title, such as "State," "County," "Engineer" or "Consultant," is designated and defined for each of the parties and used throughout the remainder of the agreement.

3. LOCATION AND DESCRIPTION OF THE PROJECT.

State the location and description of the project as precisely and as briefly as possible. Give the name of the project if one exists. If major structures are to be included, their approximate locations, lengths and types, if known, are to be shown.

4. NAME OF CONTRACT ADMINISTRATOR

B. AGREEMENT

1. DESCRIPTION OF WORK TO BE DONE

a) Consultant Services

Detail based on the services to be furnished by the consultant. Nature and extent verified in the negotiations to make precise statements to eliminate subsequent uncertainties and misunderstandings. Describe acceptance criteria. Environmental documents are not considered complete until final FHWA approval. A signed Categorical Exclusion, Finding of No Significant Impact, or published Record of Decision is to be approved or completed by FHWA (see Chapter 6, "Environmental Procedures" of this manual).

b) Right of Way

State whether Right of Way requirements are to be determined and shown by the consultant; whether land surveys and computations with metes and bounds descriptions are to be made; and whether Right of Way plots are to be furnished.

c) Subsurface Investigations

State specifically whether or not the consultant has responsibility for making subsurface investigations. If borings or other specialized services are to be made by others under the supervision of the consultant, appropriate provisions are to be incorporated.

Archaeological testing and data recovery guidance can be found in Chapter 8 of Caltrans' *Environmental Handbook*.

d) Local Agency Obligations

All data applicable to the project and in possession of the local agency or another agency or government that are to be made available to the consultant are referred to in the agreement. Any other assistance or services to be furnished to the consultant are to be stated clearly.

e) Conferences, Visits to Site, Inspection of Work

The agreement provides for conferences as needed, visits to the site and inspection of the work by representatives of the State or FHWA. Costs incurred by consultants for meetings subsequent to the initial meeting shall be included in the fee.

f) Checking Shop Drawings

For agreements requiring the preparation of construction drawings, make provision for checking shop drawings. Payment for checking shop drawings by the consultant may be included in the contract fee or provision may be made for separate payment.

g) Consultant's Services During Construction

The extent, if any, of the consultant's services during the course of construction is specified in the agreement, together with the method of payment for such services.

h) Number of Copies

The number of copies of papers or documents to be furnished, such as reports, brochures, sets of plans, specifications or Right of Way plots is specified. Provision may be made for payment for additional copies.

2. TIME OF BEGINNING AND COMPLETION

A time must be set for beginning work under the agreement. Usually this is a given number of days after a letter of notification has been sent to the consultant. The time allowed for performing the work is specified; it should be reasonable for the kind and amount of services contemplated; and it is written into the agreement. It is desirable that Critical Path Method (CPM) networks be prepared and incorporated into the contract by reference.

3. PAYMENTS

State the basis of payment for the services to be furnished. The services may be considered as a whole or by units. The agreement establishes a method of payment as the work progresses or as each unit is completed, and for final settlement after all work is delivered, accepted, and approved. The agreement sets a maximum limit on the total amount payable.

4. RECORD RETENTION

The agreement states the period of time that the consultant's records shall be retained for inspection by the State, FHWA, or their duly authorized representatives. This time period must be at least three years after final payment to the consultant.

5. COST PRINCIPLES

The agreement must state that the Federal Acquisition Regulations in Title 48, CFR 31 are the governing factors regarding allowable elements of cost.

6. MISCELLANEOUS PROVISIONS

a) Covenant Against Contingent Fees

All Agreements for consultant services in which Federal funds are to participate shall contain the following clause:

“The Consultant warrants that he/she has not employed or retained any company or person, other than a bona fide employee working for the consultant, to solicit or secure this agreement, and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or formation of this agreement. For breach or violation of this warranty, the Local Agency shall have the right to annul this agreement without liability, or at its discretion to deduct from the agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.”

b) Design Standards

The Agreement includes reference to the appropriate standards for design or other standards for work performance stipulated in the consultant agreement.

c) Documentation

Agreements, where appropriate, shall provide that the consultant document the results of the work to the satisfaction of the local agency and if applicable, the State & FHWA. This may include preparation of progress and final reports, plans, specifications and estimates, or similar evidence of attainment of the agreement objectives.

d) Ownership of Documents

The agreement provides that tracings, plans, specifications, and maps prepared or obtained under the terms of the agreement be delivered to and become the property of the local agency, and that basic survey notes and sketches, charts, computations, and other data prepared or obtained under such agreement shall be made available, upon request, to the local agency without restriction or limitation on their use.

When an agreement is for preliminary plans only, no commitment should be stated or implied that would constitute a limitation of the subsequent use of the plans or ideas incorporated therein for preparation of construction plans.

e) Patent Rights

Applicable patent rights provisions described in 41 CFR 1-9.1 regarding rights to inventions shall be included in Agreements as appropriate.

f) Copyrights

The local agency may permit copyrighting reports or other agreement products. If copyrights are permitted, the agreement shall provide that the FHWA shall have the royalty-free non-exclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use, the work for government purposes.

g) Changes in Work

The agreement contains provisions that permit mutually acceptable changes in the scope, character, or complexity of the work if such changes become desirable or necessary as the work progresses. A method should be established for making adjustments to the basis of payment and to the time for performance of the work.

Provision are made for special cases where it is essential that the extra work be performed immediately with execution of a supplemental agreement covering the changes as soon as possible.

h) Delays and Extensions

The agreement provides for an appropriate extension of time in case of unavoidable delays and for consideration of corresponding warranted adjustments in payment.

i) Termination or Abandonment

A procedure covering, among other things, the ownership of work completed or partially completed, including the basis of payment, is established in the event of termination of the agreement prior to completion of the work. Conditions for termination due to default and circumstances beyond the control of the contractor are included.

j) Remedies

Provision(s) are included allowing administrative, contractual, or legal remedies for violation or breach of contract terms, citing appropriate sanctions and penalties.

k) Disputes

The agreement provides for a procedure to resolve any dispute concerning a question of fact in connection with the work not settled by agreement between the parties. Such procedures should conform to the practice followed by the local agency in resolving disputes in other contractual matters.

l) Responsibility for Claims and Liability

The consultant should be required to save harmless the local agency or other agency of government from all claims and liability due to his/her negligent acts or the negligent acts of his/her subcontractors, agents or employees.

m) General Compliance with Laws and Wage Rates

The consultant shall be required to comply with all Federal, State and local laws and ordinances applicable to the work. This includes compliance with prevailing wage rates and their payment in accordance with California Labor Code, Section 1775.

n) Subcontractors, Assignment and Transfer

Consultant services are considered to be a personal relationship between client and principal; therefore, agreements in which participating Federal funds are furnished shall contain a clause expressly prohibiting the subcontracting, assignment or transfer of any of the work except as otherwise provided for in the executed agreement. All contracts shall provide that subcontracts exceeding \$25,000 in cost shall contain all required provisions of the prime contract.

o) Consultant's Endorsement on PS&E/Other Data

The responsible consultant/engineer shall sign all plans, specifications, estimates (PS&E) and engineering data furnished by him/her and where appropriate, indicate his/her registration number.

p) Disadvantaged Business Enterprise Considerations

Consultants must give consideration to DBE firms as specified in 23 CFR 172.5(e) and Appendix A to Part 26 of 49 CFR, in Exhibit 10-I. Evidence must be presented of “good faith” effort, when applicable.

C. CONCLUSION

The concluding clause may be any one of the many accepted legal expressions commonly used for that purpose.

D. SIGNATURES

E. CERTIFICATIONS

(See Exhibits 10-F and 10-G)

F. COST PRICE PROPOSAL

(See Exhibit 10-H)

ATTACHMENT D

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #1) Page 1 of 2

Actual Cost-Plus-Fixed Fee or lump sum (Firm Fixed Price) contracts

(Design, Engineering and Environmental Studies)

Note: Mark-ups are Not Allowed

Consultant _____ Contract No. _____ Date _____

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
(Project Manager)	_____	_____	\$ _____	\$ _____
(Sr. Civil Engineer)	_____	_____	\$ _____	\$ _____
(Envir. Scientist)	_____	_____	\$ _____	\$ _____
(Jr. Highway Engr)	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____

LABOR COSTS

- a) Subtotal Direct Labor Costs \$ _____
- b) Anticipated Salary Increases (see page 2 for sample) \$ _____

c) **TOTAL DIRECT LABOR COSTS** [(a) + (b)] \$ _____

FRINGE BENEFITS

- d) Fringe Benefits (Rate: _____%) e) **TOTAL FRINGE BENEFITS** [(c) x (d)] \$ _____

INDIRECT COSTS

- f) Overhead (Rate: _____%) g) Overhead [(c) x (f)] \$ _____
- h) General and Administrative (Rate: _____%) i) Gen & Admin [(c) x (h)] \$ _____

j) **TOTAL INDIRECT COSTS** [(e) + (g) + (i)] \$ _____

FEE (Profit)

- q) (Rate: _____%) k) **TOTAL FIXED PROFIT** [(c) + (j)] x (q)] \$ _____

OTHER DIRECT COSTS (ODC)

Description	Unit(s)	Unit Cost	Total
l) Travel/Mileage Costs (supported by consultant actual costs)	_____	\$ _____	\$ _____
m) Equipment Rental and Supplies (itemize)	_____	\$ _____	\$ _____
n) Permit Fees (itemize), Plan sheets (each), Test Holes (each), etc.	_____	\$ _____	\$ _____
o) Subconsultant Costs (attach detailed cost proposal in same format as prime consultant estimate for each subconsultant)	_____	\$ _____	\$ _____

p) **TOTAL OTHER DIRECT COSTS** [(l) + (m) + (n) + (o)] \$ _____

TOTAL COST [(c) + (j) + (k) + (p)] \$ _____

NOTES:

- Employees subject to prevailing wage requirements to be marked with an *.
- ODC items should be based on actual costs and supported by historical data and other documentation.
- ODC items that would be considered “tools of the trade” are not reimbursable.
- ODC items should be consistently billed directly to all clients, not just when client will pay for them as a direct cost.
- ODC items when incurred for the same purpose, in like circumstances, should not be included in any indirect cost pool or in overhead rate.

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #1) Page 2 of 2

Actual Cost-Plus-Fixed Fee or Lump Sum (Firm Fixed Price) Contracts
 (Sample Calculations for Anticipated Salary Increases)

Consultant _____ Contract No. _____ Date _____

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hours)

Direct Labor Subtotal per Cost Proposal	Total Hours per Cost Proposal	=	Avg Hourly Rate	5 Year Contract Duration
\$250,000.00	5000		\$50.00	Year 1 Avg Hourly Rate

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation			
Year 1	\$50.00	+	2%	=	\$51.00	Year 2 Avg Hourly Rate
Year 2	\$51.00	+	2%	=	\$52.02	Year 3 Avg Hourly Rate
Year 3	\$52.02	+	2%	=	\$53.06	Year 4 Avg Hourly Rate
Year 4	\$53.06	+	2%	=	\$54.12	Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	20.0%	*	5000	=	1000	Estimated Hours Year 1
Year 2	40.0%	*	5000	=	2000	Estimated Hours Year 2
Year 3	15.0%	*	5000	=	750	Estimated Hours Year 3
Year 4	15.0%	*	5000	=	750	Estimated Hours Year 4
Year 5	10.0%	*	5000	=	500	Estimated Hours Year 5
Total	100%		Total	=	5000	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	\$50.00	*	1000	=	\$50,000.00	Estimated Hours Year 1
Year 2	\$51.00	*	2000	=	\$102,000.00	Estimated Hours Year 2
Year 3	\$52.02	*	750	=	\$39,015.00	Estimated Hours Year 3
Year 4	\$53.06	*	750	=	\$39,795.30	Estimated Hours Year 4
Year 5	\$54.12	*	500	=	\$27,060.80	Estimated Hours Year 5
Total Direct Labor Cost with Escalation				=	\$257,871.10	
Direct Labor Subtotal before Escalation				=	\$250,000.00	
Estimated total of Direct Labor Salary Increase				=	\$7,871.10	Transfer to Page 1

NOTES:

- This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
- An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable.
 (i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not an acceptable methodology)
- This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Grant Leonard, Assistant Transportation Planner
Meeting Date: August 26, 2015
Subject: **Monterey-Salinas Scenic Highway 68 Plan:
 Wildlife Connectivity Analysis Request for Proposals**

RECOMMENDED ACTION:

1. **APPROVE** Monterey-Salinas Scenic Highway 68 Plan: Wildlife Connectivity Analysis Request for Proposals (RFP);
2. **AUTHORIZE** 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. **APPROVE** the use of funds budgeted to this purpose.

SUMMARY:

The Monterey-Salinas Scenic Highway 68 Plan will identify affordable mid-term operational and capacity improvements in the SR 68 corridor and the potential for wildlife connectivity enhancements. This RFP is for consultant services for the wildlife connectivity analysis section of the plan.

FINANCIAL IMPACT:

The total cost for the Monterey-Salinas Scenic Highway 68 plan is estimated to be \$432,908. Based on an independent cost estimate, the budget for the wildlife connectivity analysis contract is specified at a not-to-exceed amount of \$53,000. The Agency secured a Caltrans Sustainable Transportation Planning Grant in the amount of \$270,970, with a local match of \$31,938, for a total secured amount of \$302,908. The Agency has requested \$130,000 in federal planning funds from the Association of Monterey Bay Area Governments to support enhance travel forecast modeling for the plan; however, those funds are unsecured at this time. Alternative funding will be pursued if the AMBAG funding is not allocated to this study.

DISCUSSION:

Highway 68 from Salinas to Monterey is designated a scenic highway and is bordered by significant wildlife habitat including the 14,650 acre Fort Ord National Monument and rural low density development in the Sierra de Salinas mountain range connecting to the Ventana Wilderness of the Los Padres National Forest.

C:\Users\Public\Documents\AgendaPal\b2e91192-faf0-4e9f-839e-cc0bfd8dccc\ITEM-Attachment-001-6a92c415fbcc4d378d7bdb9c90206ef8.docx

The Monterey-Salinas Scenic Highway 68 Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the Highway 68 corridor in context to other regional improvements serving the same commute market, and the potential for wildlife connectivity enhancements. The Transportation Agency will actively engage the public and partner agencies in the plan with a program of public meetings and online outreach efforts. The plan will provide the data, analysis, and public deliberation necessary to make informed decisions to identify capacity, operational, affordable, and sustainable projects that can be implemented over the next twenty years in the scenic Highway 68 corridor.

The Agency will coordinate the development of the Monterey-Salinas Scenic Highway 68 Plan, including public engagement and management of consultant services. The Agency is releasing two RFPs for this plan, one for wildlife connectivity analysis, and one for travel analysis and concepts for improving travel through the corridor. The RFP for travel analysis and transportation concepts is Agenda item 3.3.3.

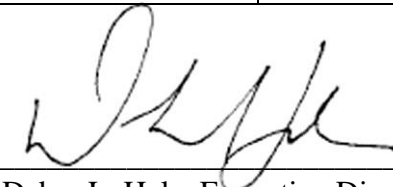
For this RFP, key aspects of the Scope of Work include (**see attachment**):

- Mapping existing habitats, connectors, and crossings
- Collect species specific crossing data for existing connectors and crossings.
- Recommend potential wildlife mobility features and conceptual designs for new connectors.
- Provide wildlife connectivity report with supporting graphics for improved wildlife connectivity.

Based on review of the received proposals and interviews with the most qualified candidates, Agency staff will meet with the most qualified consultant or consultant team and negotiate a final Scope of Work and a Fee schedule for the project. Upon completion of negotiations, the consultants or consultant teams will be recommended to the Transportation Agency Board for final selection and contract approval.

The proposed schedule for the Request for Proposals is as follows:

August 27, 2015	Distribute RFP
September, 24, 2015	Deadline for requests for clarification or exceptions
October, 1, 2015	Proposals due
October 1- 8, 2015	Review and rank proposals
October 12 – October 16, 2015	Interviews (if necessary)
October 19- October 30, 2015	Select top ranked consultant, negotiate contract
December 2, 2015	Present consultant contract to TAMC Board for approval

Approved by: 
Debra L. Hale, Executive Director

Date signed: August 14, 2015

Consent Agenda

Counsel Approval: Yes
Admin/Finance Approval: Yes

Attachment: Scope of Work – attachment to the Request for Proposals
Web Attachment: Request for Proposals

Monterey-Salinas Scenic Highway 68 Plan

ATTACHMENT A

SCOPE OF WORK

Purpose:

The wildlife connectivity analysis will help inform decisions about Highway improvements and maintenance, and provide a basis for making Highway 68 more sustainable for both the traveling public and the natural environment. This analysis will be incorporated with a separate travel analysis and transportation improvements study to form a final Monterey-Salinas Scenic Highway 68 Plan.

Goals:

The consultant will provide a detailed wildlife connectivity analysis, including GIS mapping of habitats, existing crossings, connectors (culverts, drainpipes, bridges), and roadkill data, as well as collecting species specific crossing data for existing connectors and crossings. The consultant will offer recommendations for potential wildlife mobility features and conceptual designs for new connectors.

Timeline:

Consultant services for the Monterey-Salinas Scenic Highway 68 Plan are anticipated to last approximately from December of 2015 through January of 2018. The wildlife connectivity portion of the analysis is anticipated to last from December 2015 through February 2017.

Tasks:

Task 1: Existing Connectivity Analysis

- Identify and map existing habitats along the corridor.
- Identify and map existing connectors, such as bridges, culverts, and drainpipes.
- Analyze and map road kill and collision data to determine natural wildlife crossings, and frequency and severity of automobile collisions with wildlife.
- Identify frequency of use for existing crossings, and identify what animals are using existing crossings.

Task 2: Potential Connectivity Enhancements

- Determine potential improvements for existing connectors to be used as wildlife connectors, such as directional fencing, culvert improvements, and habitat maintenance near crossings.
- Determine viability of new wildlife connectors along the corridor, and provide conceptual plans for potential connectors.

Products:

Deliverables 1:

- 1.1 Maps of existing habitats and connectors.
- 1.2 Species specific crossing data for existing connectors.
- 1.3 Maps of wildlife collisions categorized by severity.

Deliverables 2:

- 2.1 Recommendations for potential wildlife mobility features.
- 2.2 Conceptual designs for new connectors
- 2.3 Administrative draft wildlife connectivity report with supporting graphics for improved wildlife crossings.
- 2.4 Draft wildlife connectivity report with supporting graphics for improved wildlife crossings.
- 2.5 Final wildlife connectivity report with supporting graphics for improved wildlife crossings.
- 2.6 Executive Summary of findings.

Coordination:

The Transportation Agency will coordinate the development of the Monterey-Salinas Scenic Highway 68 Plan, including public engagement and management of consultant services. The Agency is releasing two RFPs for this plan, one for wildlife connectivity analysis, and one for travel analysis and concepts for improving travel through the corridor. The wildlife connectivity consultant must be willing and able to work closely with both the Agency and the consultant team selected for the travel analysis and transportation improvement concepts. Coordination includes, but is not limited to, prompt responses to phone calls and emails, sharing of draft materials, and participation in coordination meetings. The findings of the wildlife connectivity analysis, the travel analysis, and transportation improvement concepts will be used to produce one final Monterey-Salinas Scenic Highway 68 Plan.



REQUEST FOR PROPOSALS

*THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
INVITES CONSULTANTS TO SUBMIT THEIR PROPOSALS FOR THE:*

MONTEREY-SALINAS SCENIC HIGHWAY 68 PLAN: WILDLIFE CONNECTIVITY ANALYSIS

You are invited to submit your proposal for the services to complete the above project. Proposals are due in the office of the Executive Director of the Transportation Agency for Monterey County, 55 B Plaza Circle, Salinas, CA 93901-2901 by **12:00 noon on PST on Thursday, October 1, 2015.**

Copies of the RFP and the detailed information regarding the submission of the proposal are available at the TAMC offices and may be obtained upon request. This RFP is available at the TAMC website (www.tamcmonterey.org) in Adobe Acrobat (PDF) format. You may call Grant Leonard, Assistant Transportation Planner, at (831) 775-0903 to obtain a copy and for further information.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

DATE: August 26, 2015

TO: Interested Consultants

FROM: Debra L. Hale, Executive Director

SUBJECT: Monterey-Salinas Scenic Highway 68 Plan: Wildlife Connectivity Analysis

INVITATION

You are invited to submit a Proposal for the referenced services together with a Fee Schedule that includes an estimate of costs per task to complete the project. Please include your estimate of other direct costs charged to this project. Please submit five (5) paper copies and one (1) digital copy of your Proposal.

Your Proposal is due in the office of the Transportation Agency for Monterey County (TAMC), **55 B Plaza Circle, Salinas, CA, 93901**, by **12:00 noon on Thursday, October 1, 2015**. Proposals received after the date and time specified above will not be considered.

Proposals shall be considered firm offers to enter into a contract, as described in this RFP for a period of ninety (90) days from the time of submittal.

Proposals and inquiries relating to this Request for Proposals shall be submitted to:

Grant Leonard, Assistant Transportation Planner
Transportation Agency for Monterey County
55 B Plaza Circle, Salinas, CA 93901-2901
831-775-0903 ~ grant@tamcmonterey.org

Email inquiries relating to this Request for Proposals should include “Monterey-Salinas Scenic Highway 68 Plan: Wildlife Connectivity Analysis” in the subject header.

BACKGROUND

The Transportation Agency for Monterey County (TAMC) is a state-designated public agency with regional transportation planning responsibilities that cross city-county boundaries. The Transportation Agency is committed to planning, funding and delivering transportation projects for the region. The Agency is also committed to providing information to the public about its projects, plans and activities, ensuring public participation and fostering public understanding of its functions.

TAMC's Board of Directors includes twenty-three members who consist of local officials from each of its twelve incorporated cities and five county supervisorial districts, and ex-officio members from six public agencies.

The mission of the Transportation Agency for Monterey County is to proactively fund and plan a transportation system that enhances mobility, safety, access, environmental quality and economic activities by investing in regional transportation projects for Monterey County residents, businesses and visitors.

State Route 68 is a designated scenic route that connects the world renowned Monterey Peninsula to US Highway 101 and the Salinas Valley. SR 68 is designated a scenic highway and is bordered by significant wildlife habitat including the 14,650 acre Fort Ord National Monument and rural low density development in the Sierra de Salinas mountain range connecting to the Ventana Wilderness of the Los Padres National Forest.

The Monterey-Salinas Scenic Highway 68 Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planning regional improvements serving the same commute market, and the potential for wildlife connectivity enhancements. The Transportation Agency will actively engage the public and partner agencies in the plan with a program of public meetings and online outreach efforts. The transportation Agency for Monterey County will use the plan to determine affordable strategies that contribute to the long-range sustainability of SR 68.

The plan will provide the data, analysis, and public deliberation necessary to make informed decisions to identify capacity, operational, sustainable, and affordable projects that can be implemented over the next twenty years in the SR 68 corridor. Historically, a SR 68 corridor study from the mid-1990s was used to successfully plan and implement a series of operational improvements along the corridor, the last of which is in the final planning stages. The 1990s, Caltrans corridor study provided specific recommendations for operational improvements. In 2012, Caltrans completed a Transportation Concept Report (TCR) for SR 68 that recommended additional study to determine needed improvements for the SR 68 Corridor between Salinas and Monterey. The 2014 Monterey County Regional Transportation Plan (RTP) identifies some needed improvements for the corridor, including a planned upgrade to the Corral de Tierra intersection that was recommended in the 1990s Caltrans corridor study.

With the final recommendations from the 1990s corridor study being implemented, a new corridor analysis is needed to allow the Transportation Agency for Monterey County to plan for the continued sustainability of the SR 68 corridor. Building off the success of the 1990's corridor study, the Monterey-Salinas Scenic Highway 68 Plan will solicit public feedback to determine what transportation needs must be met to ensure the corridor's sustainability. Additionally, the Agency will use an interactive online project forum to solicit participation and input from citizens who wouldn't typically participate in traditional public outreach activities. Additionally, the Monterey-Salinas Scenic Highway 68 Plan will pursue the TCR's recommendation to identify projects that improve traffic operations in the corridor.

In particular, the wildlife connectivity analysis will provide the data and recommendations needed to make informed decisions about improving wildlife connectivity along throughout the corridor. These recommendations will be incorporated into the final Monterey-Salinas Scenic Highway 68 Plan.

PROJECT DESCRIPTION

The Transportation Agency for Monterey County is looking for proposals from qualified consultants to complete the Monterey-Salinas Scenic Highway 68 Plan: Wildlife Connectivity Analysis in accordance with the proposed Scope of Work (Attachment A). This work will consist of providing a detailed wildlife connectivity analysis, including GIS mapping of habitats, existing crossings, connectors (culverts, drainpipes, bridges), and roadkill data; collecting species specific crossing data for existing connectors and crossings; and recommendations for potential wildlife mobility features and conceptual designs for new connectors.

A final Scope of Work will be made a part of the professional services agreement between TAMC and the consultant. A copy of the template agreement anticipated to be used by TAMC is included in Attachment B. The applicable requirements for TAMC contracts utilizing State funding are listed in Attachment C. A single document will be prepared between the Consultant and TAMC consistent with the provisions of these attachments.

It is important that the consultant have the capability to work closely with the Transportation Agency staff. The consultant or consultant team must be prepared to undertake whatever liaison and meetings are required to satisfy this requirement.

SELECTION PROCESS

The Transportation Agency will establish a committee to review the proposals. This review may be followed by an oral interview between a review committee and the firm(s) that responds best to the RFP. Based on the recommendations of the review committee, Transportation Agency staff will meet with the most qualified consultant or consultant team and will attempt to negotiate a final Scope of Work and a Fee Schedule for the project. The final Scopes of Work will include a full description of each task, a description of deliverable products, and a schedule of the due dates for the deliverable products and other important milestones. Upon successful completion of negotiations the consultants or consultant teams will be recommended to the TAMC Board for final selection and contract approval.

Should the most qualified consultant or consultant team and TAMC fail to successfully negotiate a final scope of work and a mutually agreed upon Fee Schedule for these consulting services, then TAMC reserves the right to enter negotiations with the next most qualified candidate for performance of the work.

Further, the Agency may, or may not, also negotiate contract terms with selected proposers prior to award, and expressly reserves the right to negotiate with several proposers simultaneously and, thereafter, to award a contract to the proposer offering the most favorable terms to the Agency. Proposals submitted, therefore, should contain the proposers' most favorable terms and conditions, because the selection and award may be made without further discussion with any proposer. The Agency will submit the proposal considered to be the most responsive and competitive to the Board of Directors for consideration and selection. The Agency reserves the right to accept or reject any and all submitted proposals, to waive minor irregularities, and to request additional information or revisions to offers, and to negotiate with any or all proposers at any stage of the evaluation.

Factors to be considered in selecting the consultant(s) are indicated below:

- | | |
|---|-----------|
| 1) Experience in the field of wildlife connectivity and highways | 30 points |
| 2) Previous experience with GIS, habitat analysis, animal tracking, wildlife cameras, and Caltrans design standards and maintenance requirements. | 40 points |
| 3) Knowledge of Monterey County species and habitats, particularly those of the former Fort Ord and Sierra de Salinas Mountains | 20 points |
| 4) References; and | 5 points |
| 5) Cost. | 5 points |

QUESTION & ANSWERS, REQUESTS FOR CLARIFICATION OR EXCEPTIONS, ADDENDA

This Request for Proposals and any addenda will be posted on the Transportation Agency's website (www.tamcmonterey.org). Questions and answers regarding the request for proposals will also be posted on the website. All potential bidders are responsible for checking the website for any addenda to the bid documents. To receive email notifications of addendums to this Request for Proposals, prospective proposers must submit an email request to the Project Manager.

Any requests for clarification or exceptions to requirements in this Request for Proposals must be received by the Agency no later than **12 noon, Pacific Standard Time, on Thursday, September 24, 2015**, to guarantee response or consideration. Responses to questions concerning this Request for Proposals posed before this deadline will be posted on the Agency's website (www.tamcmonterey.org).

SUBMITTAL REQUIREMENTS/PROPOSAL FORMAT

All interested firms are required to submit five (5) hard copies and one (1) digital copy of their Proposal to perform the requested consulting services. The Proposal must include the names and qualifications of all personnel to be employed on the project. The Proposal should provide a short description of the firm's experience with projects that relate to this Scope of Work. A list of relevant past clients should be included.

A. Project Team

The Proposal shall clearly identify a Project Manager and include the names and qualifications of all personnel of the proposed team to be assigned to the contract and a chart representing the proposed organizational structure of the team. The Proposal shall demonstrate that the key personnel have the time available to work on the project. The Proposal shall include the estimated number of hours individual personnel will dedicate to the project.

B. Demonstrated Knowledge

The Proposal shall include the assigned project team's demonstrated knowledge of, expertise and experience with providing similar services and completing similar types of contracts.

C. Work Plan

The Proposal shall include the consultant's proposed approach to the development and implementation of the scope of work, broken out by tasks which demonstrate the consultant's knowledge and understanding of the project and the constraints and challenges associated with performing the tasks outlined in the scope of work.

D. Cost Proposal

The Proposal must include a cost proposal. The total not-to-exceed budget for the project is FIFTY THREE THOUSAND Dollars (\$53,000). The Proposal must contain an overall cost for the project as well as cost by task. An estimate of hours by task is also required.

E. Proposed Schedule of Work and Deadlines

The Proposal must include availability of the Project Team to conduct work within the anticipated timeframes.

F. References

The Proposal shall include at least three (3) recent references from past clients for similar types of work.

All Proposals must be submitted to the office of Grant Leonard, Assistant Transportation Planner, Transportation Agency for Monterey County, 55 B Plaza Circle, Salinas, CA 93901-2901 **by 12:00 noon on Thursday, October 1, 2015.**

PROPOSED SCHEDULE

Date/ Timeframe	Task
August 27, 2015	Distribute RFP
September, 24, 2015	Deadline for requests for clarification or exceptions
October, 1, 2015	Proposals due
October 1- 8, 2015	Review and rank proposals
October 12 – October 16, 2015	Interviews (if necessary)
October 19- October 30, 2015	Select top ranked consultant, negotiate contract
December 2, 2015	Present consultant contract to TAMC Board for approval

MISCELLANEOUS

A. Modification or Withdrawal of Submittals

Any Proposals received prior to the date and time specified above for receipt may be withdrawn or modified by written request of the proposer. To be considered, however, the modified Proposal must be received by the time and date specified above.

B. Property Rights

Any Proposals received within the prescribed deadline become the property of TAMC and all rights to the contents therein become those of TAMC.

C. Confidentiality

Before award of the contract, all Proposals will be designated confidential to the extent permitted by the California Public Records Act. After award of the contract (or if not awarded, after rejection of all Proposal), all responses will be regarded as public records and will be subjected to review by the public. Any language purporting to render all or portions of the Proposal confidential will be regarded as non-effective and will be disregarded.

D. Amendments to Request for Qualifications

TAMC reserves the right to amend the Request for Proposals by addendum before the final Proposal submittal date.

E. Non-Commitment of TAMC

This Request for Proposals does not commit TAMC to award a contract, to pay any costs incurred in the preparation of a Proposal for this request, or to procure or contract for services.

All products used or developed in the execution of any contract resulting from this Request for Proposals will remain in the public domain at the completion of the contract.

F. Conflict of Interest

The prospective consultant shall disclose any financial, business or other relationship with TAMC that may have an impact upon the outcome of this contract or TAMC construction project. The prospective consultant shall also list current clients who may

have a financial interest in the outcome of this contract or TAMC projects that will follow. In particular, the prospective consultant shall disclose any financial interest or relationship with any construction company that might submit a bid on TAMC projects.

G. Nondiscrimination

The prospective consultant must certify compliance with nondiscrimination requirements of TAMC pertaining to the development, implementation and maintenance of a nondiscrimination program. The prospective consultant's signature affixed to and dated on the cover letters shall constitute a certification under penalty of perjury under the laws of the State of California that the proposer has, unless exempted, complied with the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Code of Regulations, Section 8103.

H. Final Selection and Protests

The RFP process is considered concluded when a letter is sent to all participating consultants indicating which consultant will be recommended for Board approval. The firm recommended is not a final selection and no contract is certain until approved by TAMC Board of Directors.

Protestants shall submit a detailed written statement of protest to:

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

no later than five (5) days prior to the Board meeting to enable proper consideration by the Board.

QUESTIONS

If you need assistance or have any questions, please call Grant Leonard, Assistant Transportation Planner, at (831) 775-0903.

Attachments:

- A. Scope of Work
- B. Sample TAMC Standard Agreement for Professional Services
- C. Requirements for Contracts Using State Funds
- D. Sample of Cost Proposal

ATTACHMENT A

SCOPE OF WORK

Purpose:

The wildlife connectivity analysis will help inform decisions about Highway improvements and maintenance, and provide a basis for making Highway 68 more sustainable for both the traveling public and the natural environment. This analysis will be incorporated with a separate travel analysis and transportation improvements study to form a final Monterey-Salinas Scenic Highway 68 Plan.

Goals:

The consultant will provide a detailed wildlife connectivity analysis, including GIS mapping of habitats, existing crossings, connectors (culverts, drainpipes, bridges), and roadkill data, as well as collecting species specific crossing data for existing connectors and crossings. The consultant will offer recommendations for potential wildlife mobility features and conceptual designs for new connectors.

Timeline:

Consultant services for the Monterey-Salinas Scenic Highway 68 Plan are anticipated to last approximately from December of 2015 through January of 2018. The wildlife connectivity portion of the analysis is anticipated to last from December 2015 through February 2017.

Tasks:

Task 1: Existing Connectivity Analysis

- Identify and map existing habitats along the corridor.
- Identify and map existing connectors, such as bridges, culverts, and drainpipes.
- Analyze and map road kill and collision data to determine natural wildlife crossings, and frequency and severity of automobile collisions with wildlife.
- Identify frequency of use for existing crossings, and identify what animals are using existing crossings.

Task 2: Potential Connectivity Enhancements

- Determine potential improvements for existing connectors to be used as wildlife connectors, such as directional fencing, culvert improvements, and habitat maintenance near crossings.
- Determine viability of new wildlife connectors along the corridor, and provide conceptual plans for potential connectors.

Products:

Deliverables 1:

1.1 Maps of existing habitats and connectors.

1.2 Species specific crossing data for existing connectors.

1.3 Maps of wildlife collisions categorized by severity.

Deliverables 2:

2.1 Recommendations for potential wildlife mobility features.

2.2 Conceptual designs for new connectors

2.3 Administrative draft wildlife connectivity report with supporting graphics for improved wildlife crossings.

2.4 Draft wildlife connectivity report with supporting graphics for improved wildlife crossings.

2.5 Final wildlife connectivity report with supporting graphics for improved wildlife crossings.

2.6 Executive Summary of findings.

Coordination:

The Transportation Agency will coordinate the development of the Monterey-Salinas Scenic Highway 68 Plan, including public engagement and management of consultant services. The Agency is releasing two RFPs for this plan, one for wildlife connectivity analysis, and one for travel analysis and concepts for improving travel through the corridor. The wildlife connectivity consultant must be willing and able to work closely with both the Agency and the consultant team selected for the travel analysis and transportation improvement concepts. Coordination includes, but is not limited to, prompt responses to phone calls and emails, sharing of draft materials, and participation in coordination meetings. The findings of the wildlife connectivity analysis, the travel analysis, and transportation improvement concepts will be used to produce one final Monterey-Salinas Scenic Highway 68 Plan.

ATTACHMENT B

Sample TAMC Standard Agreement for Professional Services

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND (CONSULTANT'S NAME)
AGREEMENT FOR PROFESSIONAL SERVICES
APPROVED BY THE TAMC BOARD ON:
[Actual Cost Plus Fixed-Fee]

This is an agreement between the Transportation Agency for Monterey County, hereinafter called "TAMC," and [consultant's name], a [indicate legal status of entity, e.g., a California corporation, an individual dba ..., a California partnership, etc.], [consultant's address], hereinafter called "Consultant."

The parties agree as follows:

1. Employment of Consultant. TAMC hereby engages Consultant and Consultant hereby agrees to perform the services set forth in Exhibit A, in conformity with the terms of this Agreement. Consultant will complete all work in accordance with the work schedule set forth in Exhibit A.
 - (a) The work is generally described as follows:

[INSERT BRIEF DESCRIPTION]
 - (b) 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.
 - (c) 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. Consultant shall ensure for itself and for any subcontractors under this Agreement that the applicable requirements of Labor Code section 1725.5, concerning the registration of contractors for public works, shall be in force and maintained for the term of this Agreement.
 - (d) 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.

- (e) Consultant's project manager shall be the person specified in Exhibit A. If Consultant desires to change the project manager, Consultant shall get written approval from TAMC of the new project manager.
2. Term of Agreement. The term of this Agreement shall begin upon _____, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC's Project Manager specified in Section 31. Unless earlier terminated as provided herein, this Agreement shall remain in force until _____. Consultant acknowledges that this Agreement is not binding until it is fully executed by TAMC.
3. Payments to Consultant; maximum liability. Subject to the limitations set forth herein, TAMC shall pay to Consultant the amounts provided in Exhibit B: Budget, upon receipt and acceptance of deliverables listed therein. Each payment by TAMC shall be for a specific deliverable outlined in Exhibit A: Scope of Work and Schedule. The maximum amount payable to the Consultant under this Agreement is set forth in Exhibit B: Budget and shall not exceed the amount of _____ Dollars (\$XXXX). If there is any conflict between the terms of this Agreement and the terms of either Exhibit A (Scope of Work) or Exhibit B (Budget), the terms of this Agreement shall prevail. TAMC does not guarantee any minimum amount of dollars to be spent under this Agreement.
4. Cost Principles.
- (a) Consultant agrees that the contract Cost Principles and Procedures, 48 Code of Federal Regulations (CFR), Chapter 1, Part 31.000 *et seq.*, Federal Acquisition Regulations System, shall be used to determine the cost allowability of individual items.
- (b) Consultant also agrees to comply with federal procedures in accordance with 49 CFR, Part 1201, Uniform System of Accounts, List of Instructions and Accounts, Regulations Prescribed.
- (c) Any costs for which payment has been made to Consultant under this Agreement that are determined by subsequent audit to be unallowable under 49 CFR Part 1201 and 48 CFR Part 31, are subject to repayment by Consultant to TAMC.
5. Method of Payment; Monthly Invoices by Consultant.
- (a) The method of payment for this Agreement will be based on actual cost plus a fixed fee as specified in the Budget. TAMC shall reimburse Consultant for actual costs (including labor costs, employee benefits, travel, equipment rental costs, overhead and other direct costs) incurred by Consultant for the work. Consultant will not be reimbursed for actual costs that exceed estimated wage rates, employee benefits, travel, equipment rental, overhead, and other estimated costs set forth in the Budget, unless additional reimbursement is provided for by written amendment of this Agreement. In addition to the allowable incurred costs above, TAMC will pay Consultant a fixed fee of \$_____. This fee is not

adjustable during the term of the Agreement. The total price paid to Consultant will include compensation for all work and deliverables, including travel and equipment and any costs described in Exhibit A, Statement of Work, for this Agreement. No additional compensation will be paid to Consultant, unless there is a change in the Scope of Work, as negotiated and finally approved by TAMC and Consultant through a written amendment.

- (b) Consultant shall submit to TAMC Project Manager an invoice for progress payments, in arrears for work performed and, in a format approved by TAMC, setting forth the amounts claimed by Consultant, the deliverables for which payment is requested, together with an itemized basis for such amounts, and setting forth such other pertinent information TAMC may require. Consultant shall submit such invoice monthly or as agreed by TAMC, but in no event shall such invoice be submitted later than Thirty (30) days after completion of the Consultant's work hereunder. It is understood and agreed that Consultant shall complete all work described in Exhibit A notwithstanding Consultant's submission of periodic invoices.
 - (c) TAMC shall review all requests for payment, and the deliverables upon which they are based, promptly to certify satisfaction with performance and the amount(s) requested, and shall make payment of either the requested amount or the amount approved by TAMC within Thirty (30) days of such certification.
 - (d) If, as of the date of execution of this Agreement, Consultant has already received payment from TAMC for work which is the subject of this Agreement, such amounts shall be deemed to have been paid under this Agreement and shall be credited toward TAMC's maximum liability set forth above.
 - (e) Consultant shall be reimbursed for travel expenses not to exceed the State of California approved travel reimbursement rates, which are to be included as part of the maximum contract amount listed in section 3 of this Agreement.
6. Indemnification. To the fullest extent permitted by law, including California Civil Code sections 2782 and 2782.6 Consultant shall defend (with legal counsel reasonably acceptable to TAMC), indemnify and hold harmless TAMC, its officers, agents, and employees, from and against any and all claims, losses, costs, damages, injuries (including injury to or death of an employee of Consultant or its subcontractors), expenses and liabilities of every kind, nature and description (including incidental and consequential damages, court costs, attorneys' fees, litigation expenses and fees of expert consultants or expert witnesses incurred in connection therewith and costs of investigation) that arise out of, pertain to, or relate to, directly or indirectly, in whole or in part, the negligence, recklessness, or willful misconduct of Consultant, any subcontractor, anyone directly or indirectly employed by them, or anyone that they control (collectively "Liabilities"). Such obligations to defend, hold harmless and indemnify TAMC, its officers, agents, and employees, shall not apply to the extent that such Liabilities are caused in part by the sole negligence, active negligence, or willful misconduct of TAMC, its officers, agents, and employees. To the extent there is an obligation to

indemnify under this Paragraph, Consultant shall be responsible for incidental and consequential damages resulting directly or indirectly, in whole or in part, from Consultant's negligence, recklessness, or willful misconduct. Notwithstanding any other provision of this Agreement, Consultant's obligation to defend, indemnify and hold harmless TAMC shall survive the termination or expiration of the Agreement for a term to include the applicable statute of limitations related to the Consultant's performance pursuant to the Agreement.

7. Insurance.

- (a) Without limiting Consultant's duty to indemnify as set forth in this Agreement, Consultant shall maintain, at no additional cost to TAMC, throughout the term of this Agreement a policy or policies of insurance with the following coverage and minimum limits of liability (check if applicable):
- Commercial general liability insurance, including but not limited to premises, personal injury, products, and completed operations, with a combined single limit of One Million Dollars (\$1,000,000) per occurrence.
 - Professional liability insurance in the amount of not less than One Million Dollars (\$1,000,000) per claim and Three Million Dollars (\$3,000,000) in the aggregate, to cover liability for malpractice or errors or omissions made in the course of rendering professional services. If professional liability insurance is written on a "claims made" basis rather than an "occurrence" basis, Consultant shall, upon the expiration or termination of this Agreement, obtain extended reporting coverage ("tail coverage") with the same liability limits. Any such tail coverage shall continue for at least three years following the surviving term of Consultant's obligation to defend, indemnify and hold harmless TAMC as set for in Paragraph 6.
 - Comprehensive automobile insurance covering all motor vehicles, including owned, leased, hired and non-owned vehicles used in providing services under this Agreement, with a combined single limit of not less than One Million Dollars (\$1,000,000) per occurrence.
- (b) All insurance required under this Agreement shall be with a company acceptable to TAMC and authorized by law to transact insurance business in the State of California. Unless otherwise provided in this Agreement, all such insurance shall be written on an occurrence basis; or, if any policy cannot be written on an occurrence basis, such policy shall continue in effect for a period of two years following the date of Consultant's completion of performance hereunder.
- (c) Each policy of insurance required under this Agreement shall provide that TAMC shall be given written notice at least thirty days in advance of any change, cancellation or non-renewal thereof. Each policy shall provide identical coverage for each subcontractor performing work under this Agreement, or be accompanied

by a certificate of insurance for each subcontractor showing identical insurance coverage.

- (d) Commercial general liability and automobile liability policies shall provide an endorsement naming TAMC, its officers, agents, and employees, as additional insureds and shall further provide that such insurance is primary to any insurance or self-insurance maintained by TAMC, and that no insurance of any additional insured shall be called upon to contribute to a loss covered by Consultant's insurance.
8. Workers' Compensation Insurance. If during the performance of this contract, Consultant employs one or more employees, then Consultant shall maintain a workers' compensation plan covering all of its employees as required by Labor Code Sec. 3700, either (a) through workers' compensation insurance issued by an insurance company, with coverage meeting the statutory limits and with a minimum of One Million Dollars (\$1,000,000) per occurrence for employer's liability, or (b) through a plan of self-insurance certified by the State Director of Industrial Relations, with equivalent coverage. If Consultant elects to be self-insured, the certificate of insurance otherwise required by this Agreement shall be replaced with consent to self-insure issued by the State Director of Industrial Relations. The provisions of this paragraph apply to any subcontractor employing one or more employees, and Consultant shall be responsible for all subcontractors' compliance herewith.
9. Safety Provisions.
- (a) Consultant shall comply with Division of Occupational Safety and Health (CAL-OSHA) regulations applicable to Consultant regarding necessary safety equipment or procedures. Consultant shall comply with safety instructions issued by TAMC Safety Officer and other TAMC representatives. Consultant personnel shall wear hard hats and safety vests at all times while working on a construction project site.
- (b) If applicable to work to be performed by Consultant identified in the Scope of Work (Exhibit A), and pursuant to the authority contained in Section 591 of the Vehicle Code, TAMC has determined that such areas are within the limits of the project and are open to public traffic. Consultant shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. Consultant shall take all reasonably necessary precautions for safe operation of its vehicles and the protection of the traveling public from injury and damage from such vehicles.
- (c) Any subcontract entered into as a result of this Agreement, shall contain all of the provisions of this Section.
- (d) Consultant must have a CAL-OSHA permit(s), as outlined in California Labor Code Sections 6500 and 6705, prior to the initiation of any practices, work,

method, operation, or process related to the construction or excavation of trenches which are five feet or deeper.

10. Certificate of Insurance and Taxpayer Identification. Prior to the execution of this Agreement by TAMC, Consultant shall submit a completed federal W-9 form, Request for Taxpayer Identification Number and Certification, and file certificates of insurance with TAMC's contract administrator evidencing that Consultant has in effect the insurance required by this Agreement. Consultant shall file a new or amended certificate promptly after any change is made in any insurance policy, which would alter the information on the certificate then on file. Acceptance or approval of insurance shall in no way modify any indemnification provision of this Agreement.

11. Maintenance of Records. Consultant shall prepare, maintain and preserve all reports and records that may be required by federal, State, and local rules and regulations relating to services performed under this Agreement. Consultant shall retain all such records for at least five years from the date of final payment, or until any litigation relating to this Agreement is concluded, whichever is later. The State, State Auditor, TAMC or any duly authorized representative of the Federal Government, as applicable based upon funding sources, shall have access to any books, records and documents of Consultant that are pertinent to this Agreement for audit, examinations, excepts and transactions, and copies thereof shall be furnished if requested.

12. Audits.

- (a) TAMC officials, as well as Caltrans, and/or State or Federal officials, as applicable based upon funding sources for this Agreement, shall have the right, at any time during regular working hours and on reasonable advance notice, to examine, monitor and audit all work performed and all records, documents, conditions, activities and procedures of Consultant or its subcontractors relating to this Agreement. This Agreement also incorporates the provisions Government Code Section 8546.7 which provides that an audit by the State Auditor General may be performed up to three years after the final payment under any contract or subcontract involving the expenditure of public funds in excess of Ten Thousand Dollars (\$10,000).
- (b) Consultant and subcontractors' contracts, including cost proposals and indirect cost rates (ICR) are subject to audits or reviews such as, but not limited to, a Contract Audit; an Incurred Cost Audit; an Indirect Cost Rates Audit, or a certified public accountant (CPA) IRC Audit Workpaper Review. If selected for audit or review, the Agreement, cost proposal and ICR and related workpapers, if applicable, will be reviewed to verify compliance with 48 CFR Part 31, and other related laws and regulations. In the instances of a CPA ICR Audit Workpaper Review, it is Consultant's responsibility to ensure Federal, State, or local government officials are allowed full access to the CPA's Workpapers. The Agreement, cost proposal, and ICR shall be adjusted by Consultant and approved by the TAMC Contract Administrator to conform to the audit or review

recommendations. Consultant agrees that individual terms of costs identified in the audit report shall be incorporated into the Agreement by this reference if directed by TAMC and TAMC's sole discretion. Refusal by Consultant to incorporate audit or review recommendations, or to ensure that Federal, State, or local governments have access to CPA workpapers, will be considered a breach of contract and good cause for termination of the Agreement and disallowance of prior reimbursed costs.

13. Confidentiality; Return of Records. Consultant and its officers, employees, agents, and subcontractors shall comply with all federal, State and local laws providing for the confidentiality of records and other information. Consultant shall not disclose any confidential information received from TAMC or prepared in connection with the performance of this Agreement without the express permission of TAMC. Consultant shall promptly transmit to TAMC all requests for disclosure of any such confidential information. Consultant shall not use any confidential information gained through the performance of this Agreement except for the purpose of carrying out Consultant's obligations hereunder. When this Agreement expires or terminates, Consultant shall return to TAMC all records, which Consultant utilized or received from TAMC to perform services under this Agreement.

14. Termination.

- (a) TAMC may terminate this Agreement by giving written notice of termination to Consultant at least thirty (30) days prior to the effective date of termination, which date shall be specified in any such notice. In the event of such termination, the amount payable hereunder shall be reduced in proportion of the services provided prior to the effective date of termination.
- (b) TAMC may also terminate this Agreement at any time for good cause effective immediately upon written notice to Consultant. "Good cause" includes, without limitation, the failure of Consultant to perform the required services at the time and in the manner provided herein, as well as failure to comply with the provisions of Section 12 [Audits], subsection (b), above. If TAMC terminates this Agreement for good cause, TAMC may be relieved of the payment of any consideration to Consultant, and TAMC may proceed with the work in any manner, which it deems proper. Costs incurred by TAMC thereby shall be deducted from any sum otherwise due Consultant.
- (c) It is also mutually understood between TAMC and Consultant that this Agreement may have been written before ascertaining the availability of funds, or appropriation of funds, for the mutual benefit of both parties, in order to avoid program and fiscal delays that would occur if the Agreement were executed after that determination was made. This Agreement is valid and enforceable only if sufficient funds are made available to TAMC for the purpose of this Agreement. It is mutually agreed that if sufficient funds are not appropriated, this Agreement may be amended to reflect any reduction in funds. TAMC retains the right to direct Consultant immediately to stop work and to terminate this Agreement for

convenience, pursuant to Section 14(a) above, in order to address any reduction of funds.

- (d) Termination of this Agreement shall not terminate Consultant's duty to defend, indemnify and hold harmless TAMC, as provided in Paragraph 6.

15. Amendments and Modifications. No modification or amendment of this Agreement shall be valid unless it is set forth in writing and executed by the parties hereto.
16. Non-discrimination. Throughout the performance of this Agreement, Consultant will not unlawfully discriminate, harass or allow harassment, against any person because of sex, race, color, religious creed, sex, national origin, ancestry, physical disability (including HIV and AIDS), mental disability, medical condition, marital status, age (over 40), denial of family and medical care leave, denial of pregnancy disability leave, or sexual orientation, either in Consultant's employment practices or in the furnishing of services to recipients. Consultant shall ensure that the evaluation and treatment of its employees and applicants for employment and all persons receiving and requesting services are free of such discrimination. Consultant shall comply fully with all federal, State and local laws and regulations which prohibit discrimination. The provision of services primarily or exclusively to any target population designated herein shall not be deemed prohibited discrimination.
17. Harassment. TAMC maintains a strict policy prohibiting unlawful harassment, including sexual harassment, in any form, including verbal, physical and visual harassment by any employee, supervisor, manager, officer or Board member, or agent of the employer. Vendors, contractors, and consultants shall not engage in conduct that has an effect of unreasonably interfering with a TAMC employee's work performance or creates an intimidating, hostile or offensive work environment.
18. Disadvantaged Business Enterprises (DBE) Participation. TAMC has established ___% goal for the participation of DBE for this Agreement. As applicable, the Consultant shall be fully informed of DBE requirements in Caltrans Local Assistance Procedures Manual Exhibit 10-I and Caltrans Local Assistance Procedures Manual Exhibit 10-J.
19. Independent Contractor. In its performance under this Agreement, Consultant is at all times acting and performing as an independent contractor and not as an employee of TAMC or any of its member jurisdictions. No offer or obligation of employment is intended in any manner, and Consultant shall not become entitled by virtue of this Agreement to receive any form of benefits accorded to employees including without limitation leave time, health insurance, workers' compensation coverage, disability benefits, and retirement contributions. Consultant shall be solely liable for and obligated to pay directly all applicable taxes, including without limitation federal and State income taxes and social security arising out of Consultant's performance of this Agreement. In connection therewith, Consultant shall defend, indemnify, and hold harmless TAMC from any and all liability, which TAMC may incur because of Consultant's failure to make such payments.

20. Delegation of Duties; Subcontracting. Consultant is engaged by TAMC for its unique qualifications and abilities. Consultant may not, therefore, delegate any of its basic duties under this Agreement, except to the extent that delegation to Consultant's employees is contemplated herein through the Scope of Work and Budget. No work shall be subcontracted without the written consent of TAMC, except as provided in this Agreement or its attachments. Any subcontract in excess of Twenty-Five Thousand Dollars (\$25,000) shall contain the same provisions as found in Paragraphs 4 and 5(b)–(e), inclusive. Notwithstanding any subcontract, Consultant shall continue to be liable to TAMC for the performance of all work hereunder. Any work performed by a subcontractor shall be done in conformance with this Agreement, and TAMC shall pay Consultant for the work but not any markup, including subcontract management, supervision, administrative and other expenses, or reimbursable costs. Consultant shall not assign, sell, mortgage or otherwise transfer its interest or obligations in this Agreement without TAMC's prior written consent.
21. Agency's Rights to Work Product. All original materials prepared by Consultant in connection with its work hereunder – including but not limited to computer codes, customized computer routines developed using proprietary or commercial software packages, reports, documents, maps, graphs, charts, photographs and photographic negatives shall be the property of TAMC and shall be delivered to TAMC prior to final payment. Consultant may utilize any existing materials developed by Consultant prior to commencement of work under this Agreement, which materials shall remain the property of Consultant.
22. Compliance with Terms of Federal or State Grant. If any part of this Agreement has been or will be funded pursuant to a grant from the federal or State government in which TAMC is the grantee, Consultant shall comply with all provisions of such grant applicable to Consultant's work hereunder, and said provisions shall be deemed a part of this Agreement as though fully set forth herein.
23. Prevailing Wages. Consultant shall comply with the all prevailing wage requirements, including California Labor Code section 1770, et seq., and any Federal or local laws or ordinances, that may be applicable to the work to be performed pursuant to this Agreement.
24. Equipment, Supplies or Consultant Services Purchases.
- (a) Prior authorization in writing by TAMC's Contract Administrator shall be required before Consultant enters into any unbudgeted purchase order, or subcontract exceeding Five Thousand Dollars (\$5,000) for supplies, equipment, or unbudgeted Consultant services. Consultant shall provide an evaluation of desirability of incurring such costs.
 - (b) For purchase of any items, service or consulting work not covered in Consultant's Cost Proposal and exceeding Five Thousand Dollars (\$5,000), prior authorization is required by TAMC's Contract Administrator; three competitive quotations must be submitted with the request, or the absence of bidding must be adequately justified.

- (c) Any equipment purchased as a result of this Agreement is subject to the following:
- i. Consultant shall maintain an inventory of all nonexpendable property. Nonexpendable property is defined as having a useful life of at least two years and an acquisition cost of Five Thousand Dollars (\$5,000) or more. If the purchased equipment needs replacement and is sold or traded in, TAMC shall receive a proper refund or credit for such equipment at the conclusion of the Agreement, or if the Agreement is terminated, Consultant may either keep the equipment and credit TAMC in an amount equal to its fair market value, or sell such equipment at the best price obtainable at a public or private sale, in accordance with established TAMC procedures for such sales and then credit TAMC in an amount equal to that sales price. If Consultant elects to keep the equipment, fair market value shall be determined at Consultant's expense, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from and appraiser mutually acceptable to TAMC and Consultant; if it is determined to sell the equipment, the terms and conditions of such sale must be approved in advance by TAMC.
 - ii. Consultant acknowledges that, if federal funds are used in this Agreement, 49 CFR, Part 1201 requires a credit to Federal funds when participating equipment with a fair market value greater than Five Thousand Dollars (\$5,000) is credited to the project for which this Agreement was entered into.
- (d) Consultant shall include these provisions into any subcontract in excess of Twenty-Five Thousand Dollars (\$25,000).
25. Conflict of Interest. Consultant warrants that it presently has no interest and shall not acquire any interest during the term of this Agreement, which would directly or indirectly conflict in any manner or to any degree with its full and complete performance of all services under this Agreement.
26. Governing Laws. This Agreement shall be construed and enforced according to the laws of the State of California, and the parties hereby agree that the County of Monterey shall be the proper venue for any dispute arising hereunder.
27. Construction of Agreement. The parties agree that each party has fully participated in the review and revision of this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any exhibit or amendment. To that end, it is understood and agreed that this Agreement has been arrived at through negotiation, and that neither party is to be deemed the party which prepared this Agreement within the meaning of Civil Code Section 1654. Section and paragraph headings appearing herein are for convenience only and shall not be used to interpret the terms of this Agreement.

- 28. Waiver. Any waiver of any term or condition hereof must be in writing. No such waiver shall be construed as a waiver of any other term or condition herein.
- 29. Successors and Assigns. This Agreement and all rights, privileges, duties and obligations hereunder, to the extent assignable or delegable, shall be binding upon and inure to the benefit of the parties and their respective successors, permitted assigns and heirs.
- 30. Time is of the Essence. The parties mutually acknowledge and agree that time is of the essence with respect to every provision hereof in which time is an element. No extension of time for performance of any obligation or act shall be deemed an extension of time for performance of any other obligation or act, nor shall any such extension create a precedent for any further or future extension.
- 31. Contract Administrators. Consultant’s designated principal responsible for administering Consultant’s work under this Agreement shall be [NAME and TITLE]; TAMC’s designated administrator of this Agreement shall be [NAME and TITLE]. TAMC’s Project Manager under this Agreement shall be [NAME and TITLE].
- 32. Notices. Notices required under this Agreement shall be delivered personally or by electronic facsimile, or by first class or certified mail with postage prepaid. Notice shall be deemed effective upon personal delivery or facsimile transmission, or on the third day after deposit with the U.S. Postal Service. Consultant shall give TAMC prompt notice of any change of address. Unless otherwise changed according to these notice provisions, notices shall be addressed as follows:

To TAMC:

To Consultant:

Tel:

Tel:

Fax:

Fax:

Email:

Email:

- 33. Non-exclusive Agreement. This Agreement is non-exclusive and both parties reserve the right to contract with other entities for the same or similar services.
- 34. Execution of Agreement. Any individual executing this Agreement on behalf of an entity represents and warrants that he or she has the requisite authority to enter into this Agreement on behalf of such entity and to bind the entity to the terms and conditions hereof. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.
- 35. Debarment and Suspension Certification. Consultant’s signature affixed below shall constitute a certification under penalty of perjury under the laws of the State of California that the Consultant has complied with CFR Title 49, Part 29, Debarment and Suspension Certificate which certifies that Consultant or any person associated with Consultant in the

capacity of owner, partner, director, officer, or manager is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by an federal agency within the past three (3) years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years. Any exceptions to this certification must be disclosed to the TAMC.

36. Rebates, Kickbacks or Other Unlawful Consideration Prohibited. Consultant warrants that this Agreement was not obtained or secured through rebates, kickbacks or other unlawful consideration, either promised or paid to any TAMC employee. TAMC shall have the right, in its sole and absolute discretion to do any of the following for breach or violation of this warranty: terminate the Agreement without liability; pay for the value of the work actually performed; or to deduct from the compensation to be paid under this Agreement (or otherwise recover) the full amount of any such rebate, kickback or unlawful consideration.

37. Prohibition of Expending Local Agency, State or Federal Funds for Lobbying.

- (a) Consultant certifies to the best of his, her or its knowledge and belief that:
- i. No State, Federal or local agency appropriated funds have been paid, or will be paid, by or on behalf of Consultant to any person for influencing or attempting to influence an officer or employee of any state or federal agency; a member of the State Legislature or United States Congress; an officer or employee of the State Legislature or United States Congress; or any employee of a Member of the Legislature or Congress, in connection with the awarding of any State or Federal contract; in connection with the making of any State or Federal grant; in connection with the making of any State or Federal loan; in connection with the entering into of any cooperative agreement, and in connection with the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan or cooperative agreement.
 - ii. If any funds other than Federal appropriated funds have been paid, or will be paid, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress; or an employee of a Member of Congress, in connection with this contract, grant, loan or cooperative agreement, then Consultant shall complete and submit a Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (b) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Consultant acknowledges that any person who fails to file the required certification shall be subject to a civil penalty of not

less than Ten Thousand Dollars (\$10,000) and not more than One Hundred Thousand Dollars (\$100,000) for such failure.

- (c) By signing this Agreement, Consultant also agrees that Consultant will require that the language of this certification will be included in all lower-tier subcontracts which exceed One Hundred Thousand Dollars (\$100,000), and that all recipients of such subcontracts shall certify and disclose accordingly.

38. Exhibits. The following Exhibits are attached hereto and incorporated by reference:

Exhibit A – Scope of Work and Work Schedule

Exhibit B – Budget

39. Entire Agreement. This document, including all exhibits hereto, constitutes the entire agreement between the parties, and supersedes any and all prior written or oral negotiations and representations between the parties concerning all matters relating to the subject of this Agreement.

IN WITNESS WHEREOF, TAMC and Consultant execute this agreement as follows:

TAMC

CONSULTANT

Consultant's Business Name*

By _____
Debra L. Hale
Executive Director

By: _____
Name:
Title:

Dated: _____

Dated: _____

By: _____
Name:
Title:

Dated: _____

INSTRUCTIONS: If Consultant is a corporation (including limited liability and nonprofit corporations), the full legal name of the corporation shall be set forth together with the signatures of two specified officers. If Consultant is a partnership, the name of the partnership shall be set forth together with the signature of a partner with authority to execute this Agreement on behalf of the partnership. If Consultant is contracting in an individual capacity, the individual shall set forth the name of his or her business, if any, and shall personally sign the Agreement.

Approved as to form:

TAMC Counsel

Dated: _____

For TAMC internal use:

Work Element number to be used for the contract: _____

ATTACHMENT C

Requirements for Contracts using Federal Funds

Some or all of the following provisions shall be included in all TAMC contracts utilizing Federal funding:

A. INTRODUCTION

The introduction includes the following information:

1. DATE OF AGREEMENT

2. NAMES, ADDRESSES AND OTHER DATA IDENTIFYING AGREEING PARTIES

State the complete name and address of each party to the agreement, together with information with respect to whether the party is an individual, an agency of government, a partnership or a corporation. If a corporation is one of the parties, show the State of incorporation. Show the location of the office where the consultant's work will be available for inspection by local agency and State representatives. For the sake of brevity, a suitable short title, such as "State," "County," "Engineer" or "Consultant," is designated and defined for each of the parties and used throughout the remainder of the agreement.

3. LOCATION AND DESCRIPTION OF THE PROJECT.

State the location and description of the project as precisely and as briefly as possible. Give the name of the project if one exists. If major structures are to be included, their approximate locations, lengths and types, if known, are to be shown.

4. NAME OF CONTRACT ADMINISTRATOR

B. AGREEMENT

1. DESCRIPTION OF WORK TO BE DONE

a) Consultant Services

Detail based on the services to be furnished by the consultant. Nature and extent verified in the negotiations to make precise statements to eliminate subsequent uncertainties and misunderstandings. Describe acceptance criteria. Environmental documents are not considered complete until final FHWA approval. A signed Categorical Exclusion, Finding of No Significant Impact, or published Record of Decision is to be approved or completed by FHWA (see Chapter 6, "Environmental Procedures" of this manual).

b) Right of Way

State whether Right of Way requirements are to be determined and shown by the consultant; whether land surveys and computations with metes and bounds descriptions are to be made; and whether Right of Way plots are to be furnished.

c) Subsurface Investigations

State specifically whether or not the consultant has responsibility for making subsurface investigations. If borings or other specialized services are to be made by others under the supervision of the consultant, appropriate provisions are to be incorporated.

Archaeological testing and data recovery guidance can be found in Chapter 8 of Caltrans' *Environmental Handbook*.

d) Local Agency Obligations

All data applicable to the project and in possession of the local agency or another agency or government that are to be made available to the consultant are referred to in the agreement. Any other assistance or services to be furnished to the consultant are to be stated clearly.

e) Conferences, Visits to Site, Inspection of Work

The agreement provides for conferences as needed, visits to the site and inspection of the work by representatives of the State or FHWA. Costs incurred by consultants for meetings subsequent to the initial meeting shall be included in the fee.

f) Checking Shop Drawings

For agreements requiring the preparation of construction drawings, make provision for checking shop drawings. Payment for checking shop drawings by the consultant may be included in the contract fee or provision may be made for separate payment.

g) Consultant's Services During Construction

The extent, if any, of the consultant's services during the course of construction is specified in the agreement, together with the method of payment for such services.

h) Number of Copies

The number of copies of papers or documents to be furnished, such as reports, brochures, sets of plans, specifications or Right of Way plots is specified. Provision may be made for payment for additional copies.

2. TIME OF BEGINNING AND COMPLETION

A time must be set for beginning work under the agreement. Usually this is a given number of days after a letter of notification has been sent to the consultant. The time allowed for performing the work is specified; it should be reasonable for the kind and amount of services contemplated; and it is written into the agreement. It is desirable that Critical Path Method (CPM) networks be prepared and incorporated into the contract by reference.

3. PAYMENTS

State the basis of payment for the services to be furnished. The services may be considered as a whole or by units. The agreement establishes a method of payment as the work progresses or as each unit is completed, and for final settlement after all work is delivered, accepted, and approved. The agreement sets a maximum limit on the total amount payable.

4. RECORD RETENTION

The agreement states the period of time that the consultant's records shall be retained for inspection by the State, FHWA, or their duly authorized representatives. This time period must be at least three years after final payment to the consultant.

5. COST PRINCIPLES

The agreement must state that the Federal Acquisition Regulations in Title 48, CFR 31 are the governing factors regarding allowable elements of cost.

6. MISCELLANEOUS PROVISIONS

a) Covenant Against Contingent Fees

All Agreements for consultant services in which Federal funds are to participate shall contain the following clause:

“The Consultant warrants that he/she has not employed or retained any company or person, other than a bona fide employee working for the consultant, to solicit or secure this agreement, and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or formation of this agreement. For breach or violation of this warranty, the Local Agency shall have the right to annul this agreement without liability, or at its discretion to deduct from the agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.”

b) Design Standards

The Agreement includes reference to the appropriate standards for design or other standards for work performance stipulated in the consultant agreement.

c) Documentation

Agreements, where appropriate, shall provide that the consultant document the results of the work to the satisfaction of the local agency and if applicable, the State & FHWA. This may include preparation of progress and final reports, plans, specifications and estimates, or similar evidence of attainment of the agreement objectives.

d) Ownership of Documents

The agreement provides that tracings, plans, specifications, and maps prepared or obtained under the terms of the agreement be delivered to and become the property of the local agency, and that basic survey notes and sketches, charts, computations, and other data prepared or obtained under such agreement shall be made available, upon request, to the local agency without restriction or limitation on their use.

When an agreement is for preliminary plans only, no commitment should be stated or implied that would constitute a limitation of the subsequent use of the plans or ideas incorporated therein for preparation of construction plans.

e) Patent Rights

Applicable patent rights provisions described in 41 CFR 1-9.1 regarding rights to inventions shall be included in Agreements as appropriate.

f) Copyrights

The local agency may permit copyrighting reports or other agreement products. If copyrights are permitted, the agreement shall provide that the FHWA shall have the royalty-free non-exclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use, the work for government purposes.

g) Changes in Work

The agreement contains provisions that permit mutually acceptable changes in the scope, character, or complexity of the work if such changes become desirable or necessary as the work progresses. A method should be established for making adjustments to the basis of payment and to the time for performance of the work.

Provision are made for special cases where it is essential that the extra work be performed immediately with execution of a supplemental agreement covering the changes as soon as possible.

h) Delays and Extensions

The agreement provides for an appropriate extension of time in case of unavoidable delays and for consideration of corresponding warranted adjustments in payment.

i) Termination or Abandonment

A procedure covering, among other things, the ownership of work completed or partially completed, including the basis of payment, is established in the event of termination of the agreement prior to completion of the work. Conditions for termination due to default and circumstances beyond the control of the contractor are included.

j) Remedies

Provision(s) are included allowing administrative, contractual, or legal remedies for violation or breach of contract terms, citing appropriate sanctions and penalties.

k) Disputes

The agreement provides for a procedure to resolve any dispute concerning a question of fact in connection with the work not settled by agreement between the parties. Such procedures should conform to the practice followed by the local agency in resolving disputes in other contractual matters.

l) Responsibility for Claims and Liability

The consultant should be required to save harmless the local agency or other agency of government from all claims and liability due to his/her negligent acts or the negligent acts of his/her subcontractors, agents or employees.

m) General Compliance with Laws and Wage Rates

The consultant shall be required to comply with all Federal, State and local laws and ordinances applicable to the work. This includes compliance with prevailing wage rates and their payment in accordance with California Labor Code, Section 1775.

n) Subcontractors, Assignment and Transfer

Consultant services are considered to be a personal relationship between client and principal; therefore, agreements in which participating Federal funds are furnished shall contain a clause expressly prohibiting the subcontracting, assignment or transfer of any of the work except as otherwise provided for in the executed agreement. All contracts shall provide that subcontracts exceeding \$25,000 in cost shall contain all required provisions of the prime contract.

o) Consultant's Endorsement on PS&E/Other Data

The responsible consultant/engineer shall sign all plans, specifications, estimates (PS&E) and engineering data furnished by him/her and where appropriate, indicate his/her registration number.

p) Disadvantaged Business Enterprise Considerations

Consultants must give consideration to DBE firms as specified in 23 CFR 172.5(e) and Appendix A to Part 26 of 49 CFR, in Exhibit 10-I. Evidence must be presented of “good faith” effort, when applicable.

C. CONCLUSION

The concluding clause may be any one of the many accepted legal expressions commonly used for that purpose.

D. SIGNATURES

E. CERTIFICATIONS

(See Exhibits 10-F and 10-G)

F. COST PRICE PROPOSAL

(See Exhibit 10-H)

ATTACHMENT D

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #1) Page 1 of 2

Actual Cost-Plus-Fixed Fee or lump sum (Firm Fixed Price) contracts (Design, Engineering and Environmental Studies)

Note: Mark-ups are Not Allowed

Consultant _____ Contract No. _____ Date _____

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
(Project Manager)	_____	_____	\$ _____	\$ _____
(Sr. Civil Engineer)	_____	_____	\$ _____	\$ _____
(Envir. Scientist)	_____	_____	\$ _____	\$ _____
(Jr. Highway Engr)	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____

LABOR COSTS

- a) Subtotal Direct Labor Costs \$ _____
- b) Anticipated Salary Increases (see page 2 for sample) \$ _____

c) **TOTAL DIRECT LABOR COSTS** [(a) + (b)] \$ _____

FRINGE BENEFITS

- d) Fringe Benefits (Rate: _____%) e) **TOTAL FRINGE BENEFITS** [(c) x (d)] \$ _____

INDIRECT COSTS

- f) Overhead (Rate: _____%) g) Overhead [(c) x (f)] \$ _____
- h) General and Administrative (Rate: _____%) i) Gen & Admin [(c) x (h)] \$ _____

j) **TOTAL INDIRECT COSTS** [(e) + (g) + (i)] \$ _____

FEE (Profit)

- q) (Rate: _____%) k) **TOTAL FIXED PROFIT** [(c) + (j)] x (q)] \$ _____

OTHER DIRECT COSTS (ODC)

Description	Unit(s)	Unit Cost	Total
l) Travel/Mileage Costs (supported by consultant actual costs)	_____	\$ _____	\$ _____
m) Equipment Rental and Supplies (itemize)	_____	\$ _____	\$ _____
n) Permit Fees (itemize), Plan sheets (each), Test Holes (each), etc.	_____	\$ _____	\$ _____
o) Subconsultant Costs (attach detailed cost proposal in same format as prime consultant estimate for each subconsultant)	_____	\$ _____	\$ _____

p) **TOTAL OTHER DIRECT COSTS** [(l) + (m) + (n) + (o)] \$ _____

TOTAL COST [(c) + (j) + (k) + (p)] \$ _____

NOTES:

- Employees subject to prevailing wage requirements to be marked with an *.
- ODC items should be based on actual costs and supported by historical data and other documentation.
- ODC items that would be considered “tools of the trade” are not reimbursable.
- ODC items should be consistently billed directly to all clients, not just when client will pay for them as a direct cost.
- ODC items when incurred for the same purpose, in like circumstances, should not be included in any indirect cost pool or in overhead rate.

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #1) Page 2 of 2

Actual Cost-Plus-Fixed Fee or Lump Sum (Firm Fixed Price) Contracts
 (Sample Calculations for Anticipated Salary Increases)

Consultant _____ Contract No. _____ Date _____

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hours)

Direct Labor Subtotal per Cost Proposal	Total Hours per Cost Proposal	=	Avg Hourly Rate	5 Year Contract Duration Year 1 Avg Hourly Rate
\$250,000.00	5000		\$50.00	

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation			
Year 1	\$50.00	+	2%	=	\$51.00	Year 2 Avg Hourly Rate
Year 2	\$51.00	+	2%	=	\$52.02	Year 3 Avg Hourly Rate
Year 3	\$52.02	+	2%	=	\$53.06	Year 4 Avg Hourly Rate
Year 4	\$53.06	+	2%	=	\$54.12	Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	20.0%	*	5000	=	1000	Estimated Hours Year 1
Year 2	40.0%	*	5000	=	2000	Estimated Hours Year 2
Year 3	15.0%	*	5000	=	750	Estimated Hours Year 3
Year 4	15.0%	*	5000	=	750	Estimated Hours Year 4
Year 5	10.0%	*	5000	=	500	Estimated Hours Year 5
Total	100%		Total	=	5000	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	\$50.00	*	1000	=	\$50,000.00	Estimated Hours Year 1
Year 2	\$51.00	*	2000	=	\$102,000.00	Estimated Hours Year 2
Year 3	\$52.02	*	750	=	\$39,015.00	Estimated Hours Year 3
Year 4	\$53.06	*	750	=	\$39,795.30	Estimated Hours Year 4
Year 5	\$54.12	*	500	=	\$27,060.80	Estimated Hours Year 5
Total Direct Labor Cost with Escalation					=	\$257,871.10
Direct Labor Subtotal before Escalation					=	\$250,000.00
Estimated total of Direct Labor Salary Increase					=	\$7,871.10

Transfer to Page 1

NOTES:

- This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
- An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable.
 (i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not an acceptable methodology)
- This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.



Memorandum

To: Board of Directors

From: Debra L. Hale, Executive Director

Meeting Date: August 26, 2015

Subject: Central Coast Coalition –Memorandum of Understanding Amendment 3

RECOMMENDED ACTION:

1. **APPROVE** 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. **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 purpose of the Central Coast Coalition is to increase the awareness of the transportation needs in the Central Coast, focusing on the US 101 corridor including the parallel rail lines and east-west connections. The proposed amendment will increase the dues from \$2,390 to \$5,200 per year, in recognition of the low level of dues initially charged and the high value that the Coalition activities have provided since the original agreement was adopted in September, 2011. It will also add a termination date of 2020, in order to allow the parties to reevaluate the arrangement and avoid an ongoing and indefinite commitment of funds.

FINANCIAL IMPACT:

This amendment to the MOU will increase coalition members' annual dues to \$20,000 per year to cover coalition expenses including legislative advocacy, printing costs and other expenses. The Transportation Agency's share of these dues will be \$5,200 per year. This amount is available in the Transportation Agency's budget for memberships.

DISCUSSION:

The Central Coast Coalition is comprised of transportation planning agencies in the five counties of Monterey, Santa Cruz, San Benito, San Luis Obispo and Santa Barbara, plus Caltrans District 5. The group has been meeting since mid-2010 and has worked together as a coalition to increase the awareness transportation needs in the Central Coast, expanding from its original focus on the US 101 Corridor.

As the Coalition has matured, its activities have included:

- An annual Sacramento Day for Board members and Executive Directors to educate our legislators and administration officials on the economic importance of the corridor and key policy issues;
- An annual California Transportation Commission town hall meetings until the CTC discontinued these meetings, followed by a freight summit with CTC Commissioner Fran Inman;
- Monthly conference calls to develop comment letters or share information on funding programs and legislation; and,
- Joint authorship of letters on state legislation, plans and funding programs.

Since its formation, the Coalition has been recognized as a regional group whose representation is sought on statewide task forces. As our activities have increased, the Executive Directors agreed that increased assistance is needed to support our activities in Sacramento. The benefit of sharing these costs means that each coalition member receives a high level of input and advice on critical transportation funding issues for a modest investment.

Staff recommends approval of the amendment.



Approved by: _____

Debra L. Hale, Executive Director

Date: 7/5/2015

Consent Agenda

Reviewed by Counsel: Yes

Financial Review: N/A

Attachment: Amendment 3 to the Central Coast Coalition Memorandum of Understanding

Web attachment: Amended Central Coast Coalition Memorandum of Understanding
(adopted September 2012)

AMENDMENT 3 TO THE MEMORANDUM OF UNDERSTANDING
BETWEEN THE MEMBERS OF THE CENTRAL COAST COALITION:

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS,
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS,
COUNCIL OF SAN BENITO COUNTY GOVERNMENTS,
TRANSPORTATION AGENCY FOR MONTEREY COUNTY,
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS, AND
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TO FORM A PARTNERSHIP TO ENSURE THE VITALITY OF THE
U.S. 101 CORRIDOR ALONG THE CENTRAL COAST

Dated August 30, 2015

THIS AMENDMENT NO. 3 to the Memorandum of Understanding approved in 2011, and amended in September 2012, is hereby entered into by and between the Santa Barbara County Association of Governments (SBCAG), Association of Monterey Bay Area Governments (AMBAG), Council of San Benito County Governments (San Benito COG), Transportation Agency for Monterey County (TAMC), San Luis Obispo Council of Governments (SLOCOG), and Santa Cruz County Regional Transportation Commission (SCCRTC), collectively referred to herein as the CENTRAL COAST COALITION, or the "AGENCIES".

R E C I T A L S :

WHEREAS, the AGENCIES entered into a Memorandum of Understanding in February, 2011, hereinafter referred to as the "MOU;" and

WHEREAS, in September, 2012 the AGENCIES entered into Amendment No. 2 to the MOU in order to establish an annual dues schedule for the purposes of covering the expenses of the Central Coast Coalition, including legislative advocacy services; and

WHEREAS, the AGENCIES desire to amend the dues schedule as stated in this amendment in order to reflect the additional legislative advocacy services required by the AGENCIES for a period of five years;

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

1. **TERM OF MOU**
This MOU shall expire on June 30, 2020.
2. **TOTAL PAYMENTS**
Attachment A of the MOU is hereby modified as specified in the attached Attachment A-1.
3. **REMAINDER OF TERMS UNCHANGED**
Except as modified herein, all other terms of the MOU, including the scope of services, shall remain in full force and effect.

This Amendment No. 3 shall become effective when executed by all Agencies.

San Luis Obispo Council of Governments

Debbie Arnold, President
Date: _____

Ronald L. De Carli, Executive Director
Date: _____

Approved as to Legal Form
SLOCOG Counsel

Date: _____

Santa Barbara County Association of Governments

Jim Richardson, Chair
Date: _____

Jim Kemp, Executive Director
Date: _____

Approved as to Legal Form
SBCAG Counsel

Date: _____

Association of Monterey Bay Area Governments

Edward Bottorff, President
Date: _____

Maura Twomey
Executive Director
Date: _____

Approved as to Legal Form
AMBAG Counsel

Date: _____

**Santa Cruz County Regional Transportation
Commission**

John Leopold, Chair
Date: _____

George Dondero, Executive Director
Date: _____

Approved as to Legal Form

SCCRTC Counsel
Date: _____

Transportation Agency for Monterey County

Kimbley Craig, Chair
Date: _____

Debra L. Hale, Executive Director
Date: _____

Approved as to Legal Form
TAMC Counsel

Kathryn Reimann
Date: _____

Council of San Benito County Governments

Jerry Muenzer, Chair
Date: _____

Mary Gilbert, Executive Director
Date: _____

Approved as to Legal Form
San Benito County Counsel

Shirley L. Murphy
Date: _____

ATTACHMENT A-1 – As amended on August 30, 2015

ANNUAL DUES SCHEDULE

AGENCIES will pay annual dues according to the following schedule:

SBCAG	\$5,200
SLOCOG	\$3,300
AMBAG	\$2,000
San Benito COG	\$1,000
TAMC	\$5,200
SCCRTC	<u>\$3,300</u>
TOTAL	\$20,000

**MEMORANDUM OF UNDERSTANDING
AS AMENDED SEPTEMBER 2012**

BETWEEN

**SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS, ASSOCIATION OF
MONTEREY BAY AREA GOVERNMENTS, COUNCIL OF SAN BENITO COUNTY
GOVERNMENTS, TRANSPORTATION AGENCY FOR MONTEREY COUNTY, SAN
LUIS OBISPO COUNCIL OF GOVERNMENTS, AND SANTA CRUZ COUNTY
REGIONAL TRANSPORTATION COMMISSION
TO FORM A PARTNERSHIP TO ENSURE THE VITALITY OF THE U.S. 101
CORRIDOR ALONG THE CENTRAL COAST**

This Memorandum of Understanding (MOU) is entered into by and between the Santa Barbara County Association of Governments (SBCAG), Association of Monterey Bay Area Governments (AMBAG), Council of San Benito County Governments (San Benito COG), Transportation Agency for Monterey County (TAMC), San Luis Obispo Council of Governments (SLOCOG), and Santa Cruz County Regional Transportation Commission (SCCRTC), collectively referred to herein as AGENCIES.

I. RECITALS

- (1) The AGENCIES were established pursuant to California Government Code Section 6500.
- (2) The AGENCIES wish to build a partnership to raise awareness of the US 101 corridor as a major economic asset to the state and nation, encourage investment in the corridor, and otherwise facilitate the improvement of the U.S. 101 corridor for approximately 269 miles from the Santa Barbara/Ventura County line to the San Benito/Santa Clara County line.
- (3) U.S. 101 functions as a critical north/south corridor connecting the Central Coast and the greater Los Angeles Metropolitan Area to the south, the greater San Jose / San Francisco Metropolitan Area to the north, and the Central Valley to the east, serving as: a critical goods movement corridor; the primary alternative north/south highway when Interstate 5 is periodically closed due to storms and accidents; and an emergency escape route upon any natural or manmade accident or disaster occurring along the coast including wildfire, earthquake, tsunami, or critical incident at Diablo Nuclear Power Plant.
- (4) U.S. 101 is a part of the National Highway system, is on the State Interregional Road System (IRRS), and is designated a High Emphasis Focus Route in the Caltrans Interregional Transportation Strategic Plan.
- (5) The U. S. Department of Transportation in cooperation with the U. S. Department of Defense has also deemed the Route essential for the national defense designating it a Strategic Highway Network Corridor (SHNC).

II. ROLES AND RESPONSIBILITIES

Under this MOU, the AGENCIES agree to work together to:

- (1) Raise the awareness of the importance of the corridor as a critical north south highway, supporting the foundation of the regional economy which is also vital at statewide and national levels.
- (2) Cooperate in developing and distributing information about the corridor including but not limited to improvement needs, funding options and strategies, economic impacts and benefits.
- (3) Seek funding for improvements within the corridor.
- (4) Coordinate with Caltrans District 5 to develop projects.
- (5) Seek support from other public and private partners to raise awareness about the importance of the corridor and encourage investments in corridor improvements.

- (6) Highlight the importance of the US 101 corridor on the central coast with the California Transportation Commission and state legislative and congressional representatives.
- (7) Seek appropriate state and federal designations that promote the statewide and national significance of the corridor for long-term economic vitality and seek additional state and federal funding for its improvement.

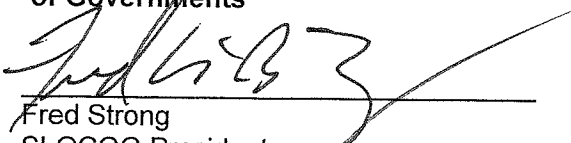
III. FINANCIAL RESPONSIBILITIES

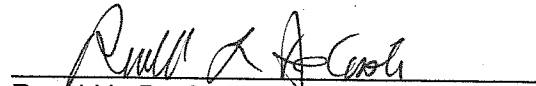
- 1) The AGENCIES shall pay annual dues to provide revenues to fulfill the roles and responsibilities of AGENCIES described in Section II. The dues schedule of AGENCIES is included on Attachment "A".
- 2) Dues shall be used for purposes consistent with the mission of the Coalition including legislative advocacy.
- 3) SBCAG shall serve as the custodian of dues paid by AGENCIES and shall deposit dues in a separate fund.
- 4) Dues are payable on July 1 of each fiscal year beginning July 2012.
- 5) SBCAG shall amend its legislative advocacy contract to include representing the collective position of the AGENCIES with Caltrans, the California Transportation Commission, the State Legislature, the Governor's Office, and other appropriate groups to advance the collective agenda of AGENCIES.
- 6) SBCAG will be the single point of contact for the legislative advocate, provide direction to the legislative advocate regarding AGENCIES' collective policy positions, and pay invoices of the legislative advocate.

IV. EFFECTIVITY AND AMENDMENT

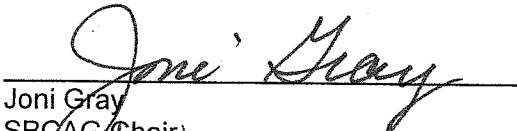
- 1) This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the goals of the partnership have been achieved or until one of the parties notifies the others that it wishes to withdraw from the partnership.
- 2) This MOU can be modified or amended by mutual written consent of both parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between the parties notwithstanding this MOU.
- 3) Any party to this MOU may terminate its participation by giving 30 days written notification to the other parties.

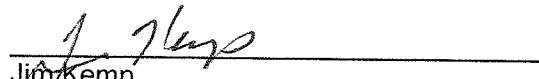
**San Luis Obispo Council
of Governments**


Fred Strong
SLOCOG President
Date: 10/12/12

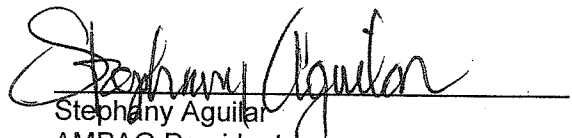

Ronald L. De Carli
Executive Director
Date: 10/4/12

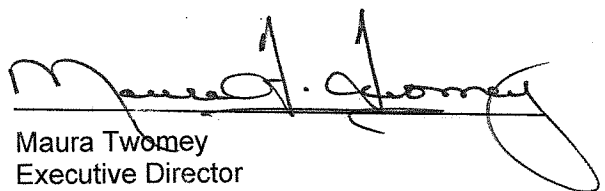
**Santa Barbara County Association
of Governments**


Joni Gray
SBCAG Chair
Date: 9/20/12

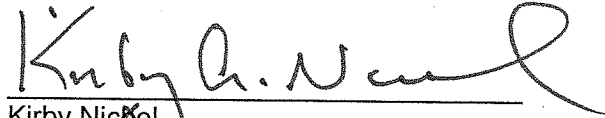

Jim Kemp
Executive Director
Date: 9/20/12


**Association of Monterey Bay
Area Governments**


Stephany Aguilar
AMBAG President
Date: 11/1/12



Maura Twomey
Executive Director
Date: 10-10-12


**Santa Cruz County Regional Transportation
Commission**


Kirby Nichol
SCCRTC Chair
Date: 10-10-12

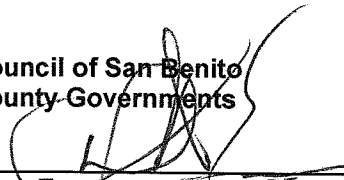

George D'Onofrio
Executive Director
Date: 10/5/12

**Transportation Agency for
Monterey County**



Simon Salinas
TAMC Chair
Date: _____


Debra L. Hale
Executive Director
Date: 10/2/12

Council of San Benito
County Governments

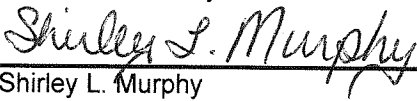


Doug Emerson
Chair
Date: 09/20/2012



Lisa Rheinheimer
Executive Director
Date: 10/2/12

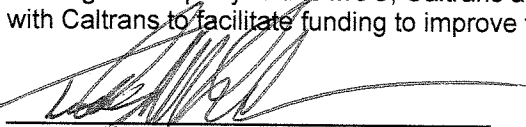
Approved as to Legal Form
San Benito County Counsel's Office



Shirley L. Murphy
Deputy County Counsel
Date: Sept. 10, 2012

CALTRANS ACKNOWLEDGEMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to work together and with Caltrans to facilitate funding to improve the U.S. 101 Corridor as herein described in this MOU.



Timothy M. Gubbins
Caltrans District 5 Director

Date: 10/2/12

ATTACHMENT A
ANNUAL DUES SCHEDULE

AGENCIES will pay annual dues according to the following schedule:

SBCAG	\$2,950
SLOCOG	\$1,850
AMBAG	\$1,000
San Benito COG	\$ 320
TAMC	\$2,390
SCCRTC	<u>\$1,490</u>
TOTAL	\$10,000



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Grant Leonard, Assistant Transportation Planner
Meeting Date: August 26, 2015
Subject: **Fiscal Year 2013-2014 Freeway Service Patrol Annual Report**

RECOMMENDED ACTION

RECEIVE the fiscal year 2013-2014 Freeway Service Patrol Annual Report.

SUMMARY

The fiscal year 2013-2014 Freeway Service Patrol Annual Report summarizes the program's performance in the latest fiscal year data is available and compares is with the previous two fiscal years. The overall benefit cost ratio was 4, indicating that the tow truck program provided an average benefit of \$4.00 for every dollar invested in the program. The program also provided an annual savings of 41,688 vehicle hours of delay, 71,662 gallons of fuel savings, and a decrease of 630,622 kilograms per year in carbon dioxide

FINANCIAL IMPACT

The Transportation Agency spent a total of \$230,470 on the program in fiscal year 2013-14. The Freeway Service Patrol program is funded by the California Department of Transportation, with a 25% local match from the Transportation Agency. The state program funding is specifically designated for Freeway Service Patrol operations. The 25% match comes from the call box funds, which originate from a \$1 per registered vehicle fee collected by the Department of Motor Vehicles.

DISCUSSION

The Freeway Service Patrol is responsible for clearing the freeway of automobiles, motorcycles, small trucks (vehicles with a gross weight of 6,000 pounds or less) and small debris. The Freeway Service Patrol vehicle operators contracting with the Transportation Agency provide "quick fix" items to motorists, e.g., furnishing one gallon of gasoline, changing flat tires,

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55-B Plaza Circle • Salinas, California 93901-2902
(831) 775-4402 FAX (831) 775-0897 • E-mail: grant@tamcmonterey.org
www.tamcmonterey.org

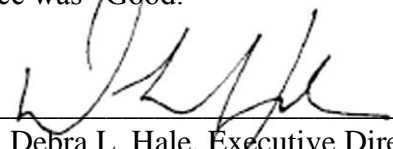
providing a "jump" start, taping or repairing cooling system hoses, refilling radiators or similar minor repairs. They also provide towing needs for minor collisions. If the disabled vehicle cannot be repaired in this manner, it is towed to a California Highway Patrol designated drop location. In that case, the motorist can request the vehicle operator to contact the California Highway Patrol Communication center to call a rotational tow, specified tow or a friend/relative to assist them. The Freeway Service Patrol program is managed by a partnership of the Transportation Agency for Monterey County, the California Department of Transportation, and the California Highway Patrol.

During fiscal year 2013-14, Monterey County Freeway Service Patrol operations occurred on two road segments or beats: Highway 101 from Airport Boulevard to Highway 101/156 interchange (Beat 1) and State Route 1 between Carpenter Road and Reservation Road (Beat 2). Freeway Service Patrol drivers patrolled these two beats during times of peak traffic congestion from 7:00-9:00 a.m. and 3:00-7:00 p.m., Monday through Friday. A modified Beat 1 operated from Highway 156 to the San Benito County Line on Sundays during the summer months to accommodate the increase in traffic due to tourists visiting the Monterey County area, while the regular Beat 2 operated on Saturdays during the summer months to accommodate increased tourist traffic.

In addition to the routinely provided Freeway Service Patrol service for congestion relief, the Transportation Agency also continued providing tow truck service related to the construction phase of the Prunedale Improvement Project and the San Juan Road Interchange project. At the request of the Traffic Management Team, which is comprised of the Caltrans Resident Engineer, a Transportation Agency representative and Caltrans Traffic Management Staff, the tow operators patrolled the construction zone and remove any stalled vehicles to designated drop locations.

The effectiveness of the Freeway Service Patrol (FSP) Program is assessed by calculating the annual benefit/cost ratio of each beat. The California Department of Transportation performs the benefit/cost analysis every other year. In fiscal year 2013-14, the overall benefit cost ratio for the Monterey County Freeway Service Patrol Program was 4, which indicates that the tow truck program provided an average benefit of \$4.00 for every dollar invested in the program. The Transportation Agency's Freeway Service Patrol program also provided an annual savings of 41,688 vehicle hours of delay, 71,662 gallons of fuel savings, and a decrease of 630,622 kilograms per year in carbon dioxide.

In the last three fiscal years, there were a total of 8,882 assists. The drivers provided a high level of service, exceeding the expectations of motorists as demonstrated by user surveys. Over 97% of the correspondents rated the service received as excellent, with the remaining three percent stating the service was "Good."

Approved by: 
Debra L. Hale, Executive Director

Date signed: August 13, 2015

Consent Agenda

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

Web Attachment: Fiscal Year 2013-2014 Freeway Service Patrol Annual Report

Monterey County Freeway Service Patrol Annual Report

Fiscal Year 2013 – 2014



Tow Trucks to the Rescue

Program overview

What is the Freeway Service Patrol Program?

The purpose of the Freeway Service Patrol is to provide for the rapid removal of disabled vehicles and those involved in minor accidents from the freeway. The Freeway Service Patrol program is managed by a partnership of Transportation Agency for Monterey County, the California Department of Transportation, and the California Highway Patrol.

The Monterey County Freeway Service Patrol operators contracting with the Transportation Agency provide motorists with the following “quick-fix” services free of charge:

- Changing a flat tire
- "Jump starting" your vehicle
- Taping cooling system hoses and refilling your radiator
- Providing you a gallon of gas

If the disabled vehicle cannot be repaired in this manner, it is towed to a CHP-designated drop location, absolutely free of charge. If needed, the Freeway Service Patrol driver will transport motorists to the nearest telephone, or call the California Highway Patrol to request additional assistance. The Freeway Service Patrol has provided over 40,000 assists in Monterey County since its beginning in February 2000.

Keeping Monterey County Moving

These roving tow trucks:

- Provide direct assistance to stranded motorists, increasing safety and security for them in a moment of need.
- Reduce the number of traffic jams by quickly clearing accidents and other incidents - the cause of more than 50 percent of traffic congestion.
- Through quick response, lessen the chain of further accidents and bottlenecks caused by drivers passing by the accident scenes.
- Help save fuel and cut air-pollution emissions by reducing stop-and-go traffic.

Service Routes

To ensure maximum coverage over high-traffic areas while remaining within the allocated budget, the Freeway Service Patrol operates in two beats: one along Highway 101 from Sanborn Road to the San Benito County Line (Beat 1) and one along State Route 1 between Carpenter Road in City of Carmel-by-the-Sea and Reservation Road in City of Marina (Beat 2).

Freeway Service Patrol drivers patrol these two beats during times of peak traffic congestion: Monday through Friday. Both beats operate from 7:00-9:00 a.m. and 3:00-7:00 p.m. Both beats provide Saturday and Sunday service on special event weekends, such as the AT&T Pebble Beach National Pro-Am. A modified Beat 1 operates from Highway 156 to the San Benito County Line on Sundays during the summer months to accommodate the increase in traffic due to tourists visiting the Monterey County area, while the regular Beat 2 operates on Saturdays during the summer months to accommodate increased tourist traffic.

Funding

The Freeway Service Patrol program is funded by the California Department of Transportation, with a 25% local match from the Transportation Agency. The state program funding is specifically designated for Freeway Service Patrol operations. The 25% match comes from the SAFEfunds, which originate from a \$1 per registered vehicle fee collected by the Department of Motor Vehicles. The Transportation Agency spent \$230,470 on the program in fiscal year 2013/14.

Continued Construction Support Service

In addition to the routinely provided Freeway Service Patrol service for congestion relief, the Transportation Agency began providing tow truck service related to the construction phase of the Prunedale Improvement Project and the San Juan Road Interchange project in 2012. At the request of the Traffic Management Team, which is comprised of the Caltrans Resident Engineer, a Transportation Agency representative and Caltrans Traffic Management Staff, the tow operators patrol the construction zones and remove any stalled vehicles to designated drop locations.

PERFORMANCE SUMMARY

Benefit/Cost Ratios

Table 1: Benefit Cost Ratio (Fiscal Year 2013/14)

Beat	Weekday Benefit/Cost Ratio	Weekend Benefit/Cost Ratio	Total Benefit/Cost Ratio
1 (Hwy 101)	3.0	4.0	3.5
2 (Hwy 1)	6.0	3.0	4.5
Average Benefit/Cost Ratio	4.5	3.5	4

The effectiveness of the Freeway Service Patrol (FSP) Program is assessed by calculating the annual benefit/cost ratio of each beat. The annual savings in incident delay, fuel consumption and air pollutant emissions due to FSP service are calculated based on the number of assists, beat geometries and traffic volumes. The savings are then translated into benefits using monetary values for delay (\$17.35/vehicle-hour) and fuel consumption (\$3.93/gallon). The costs include the annual capital, operating and administrative costs for providing FSP service.

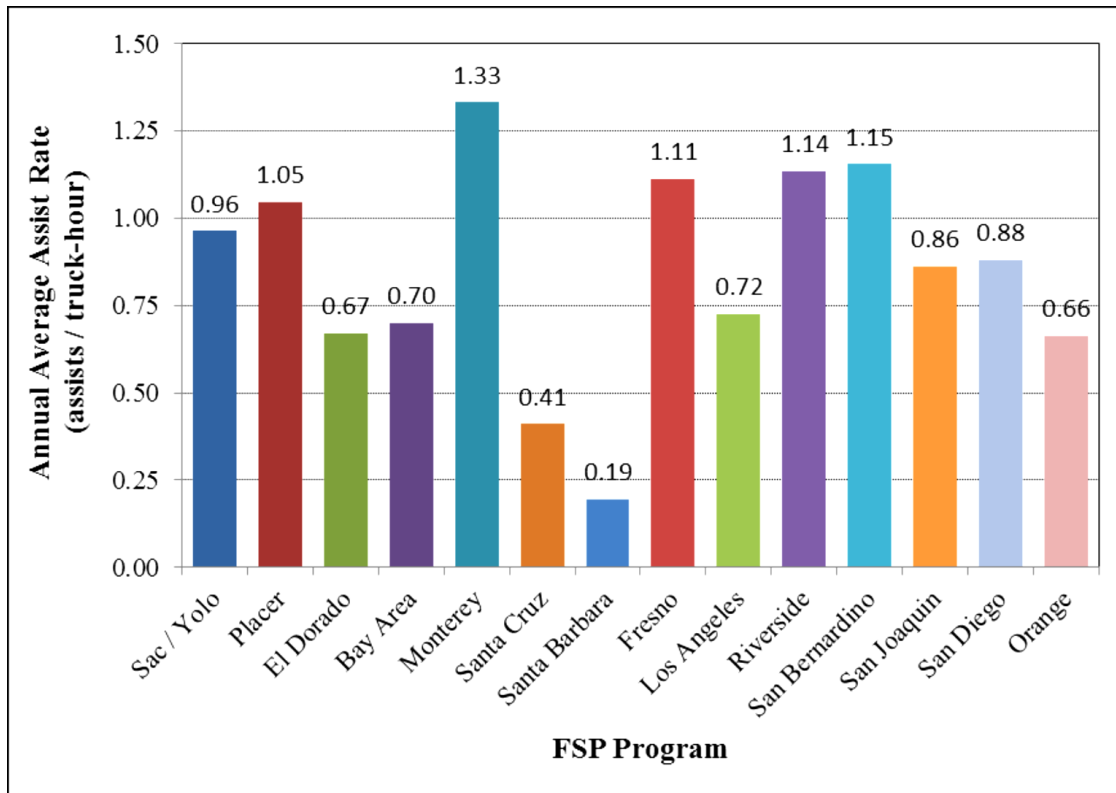
In fiscal year 2013-14, the overall benefit cost ratio for the Monterey County Freeway Service Patrol Program was 4.0, which indicates that the tow truck program provided an average benefit of \$4.00 for every dollar invested in the program. This is a 5% increase over fiscal year 2012-13, when the ratio was \$3.80. Although overall efficiency has increased, Beat 2 has a significantly lower benefit cost ratio for the weekend compared to weekday service. Going forward, staff will consider options for improving weekend service along Beat 2.

Based on the Freeway Service Patrol statewide model, the Transportation Agency's Freeway Service Patrol program provided an annual savings of 41,688 vehicle hours of delay, 71,662 gallons of fuel savings, and a decrease of 630,622 kilograms per year in carbon dioxide.

Assists per Hour

One way to determine program efficiency is by analyzing the number of assists provided for each hour of service. Figure 1 shows the assists per hour from each of the individual FSP programs. In 2013-14 Monterey County had highest rate of assists per hour of any FSP program in California, with 1.33 assists provided for each hour of service. This accomplishment highlights the value of Monterey County's FSP program in assisting the traveling public in Monterey County, and its level of efficiency compares to other FSP programs in the state.

Figure 1: Average Assist Rate by Hour (Fiscal Year 2013/14)

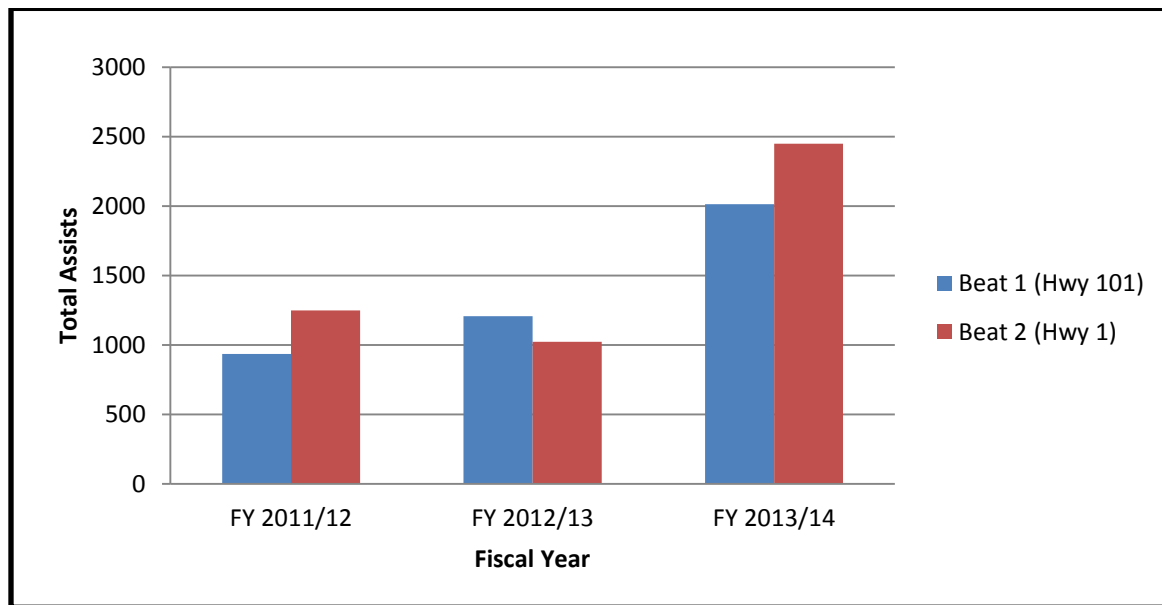


Total Assists by Fiscal Year

In the last three fiscal years, there were a total of 8,882 assists. Table 2 below shows the annual total assists from fiscal year 2011/12 to fiscal year 2013/14. The number of assists remained approximately the same for fiscal years 2011-12 and 2012-13, with minor changes between beats. Fiscal year 2013-14 saw a dramatic increase in assists for both beats, more than doubling

the previous two years. Potential contributing factors to the increase in assists include increases in the number of vehicles on the highway, as well increased construction activity for the Prunedale Improvement Project and San Juan Road Interchange Project. Additionally, a new contractor began operating the FSP program in fiscal year 2013-14, providing service for both beats. Increased productivity on the part of the new contractor appears to be a major factor in the increase in assists.

Table 2: Total Assists and Annual Change by Fiscal Year



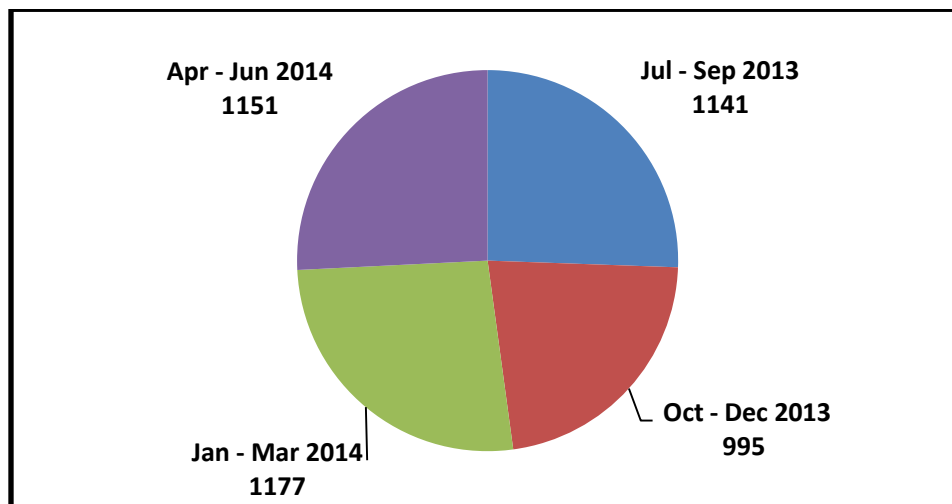
Total Assists by Quarter

Table 3 displays the total number of assists provided by each beat on a quarterly basis for fiscal year 2013/14. Of note is the general increase in assists provided, with assists increasing each quarter compared to prior years, and a particularly sharp increase for Highway 1 during the spring of 2014. Traditionally, the first quarter of the fiscal year, from July through September, has been the busiest quarter for the program due to increased summer travel. However, last year, the January through April quarter was slightly busier than the other quarters. The increase in that quarter reflects the fact that both beats were busier than usual due to weather related assists from storms.

Table 3: Total Assists by Quarter for Fiscal Years 2010/11 through 2013/14

FY 2011/12	Jul 11 - Sep 11	Oct 11 - Dec 11	Jan 12 - Mar 12	Apr 12 - Jun 12		
Beat	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total Assists	%
1 (Hwy 101)	298	220	201	218	937	42.9%
2 (Hwy 1)	336	274	287	353	1,250	57.1%
Total Assists	634	494	488	571	2,187	100.0%
%	29.0%	22.6%	22.3%	26.1%	100.0%	
FY 2012/13	Jul 12 - Sep 12	Oct 12 - Dec 12	Jan 13 - Mar 13	Apr 13 - Jun 13		
Beat	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total Assists	%
1 (Hwy 101)	280	307	302	318	1,207	54.1%
2 (Hwy 1)	305	304	266	149	1,024	45.9%
Total Assists	585	611	568	467	2,231	100.0%
%	26.2%	27.4%	25.5%	20.9%	100.0%	
FY 2013/14	Jul 13 - Sep 13	Oct 13 - Dec 13	Jan 14 - Mar 14	Apr 14 - Jun 14		
Beat	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total Assists	%
1 (Hwy 101)	636	574	553	252	2,015	45.1%
2 (Hwy 1)	505	421	624	899	2,449	54.9%
Total Assists	1,141	995	1,177	1,151	4,464	100.0%
%	25.6%	22.3%	26.4%	25.8%	100.0%	

Figure 3: Total Assists by Quarter (Fiscal Year 2013/14)



Total Assists by Problem Type

The three most common problem types include mechanical problems, debris removal, and “other”. The “other” category refers to motorists that are idling to make adjustments to their vehicles, making personal phone calls, getting directions, driving away after the tow operators stop to assist, and/or incidents with too little information. Figures 4, 5, and 6 show how the percentages of problem types stayed fairly consistent over the last three years. In general, most categories saw slight decreases, with the exceptions of Other and Debris Removal, which both saw slight increases.

Figure 4: Total Percentage of Assists by Problem Type (Fiscal Year 2013/14)

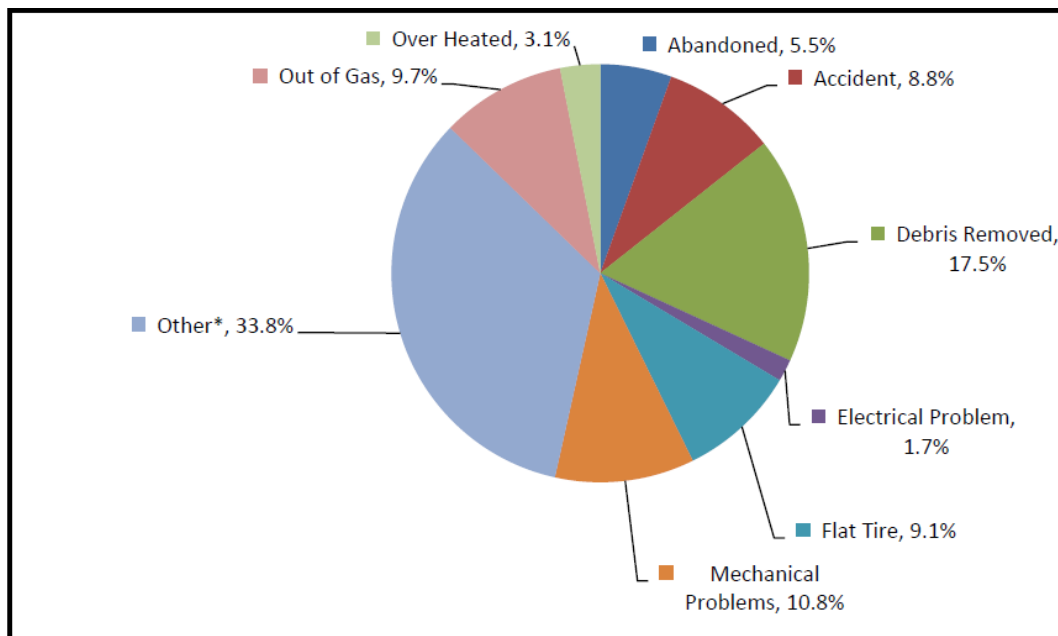


Figure 5: Total Percentage of Assists by Problem Type (Fiscal Year 2012/13)

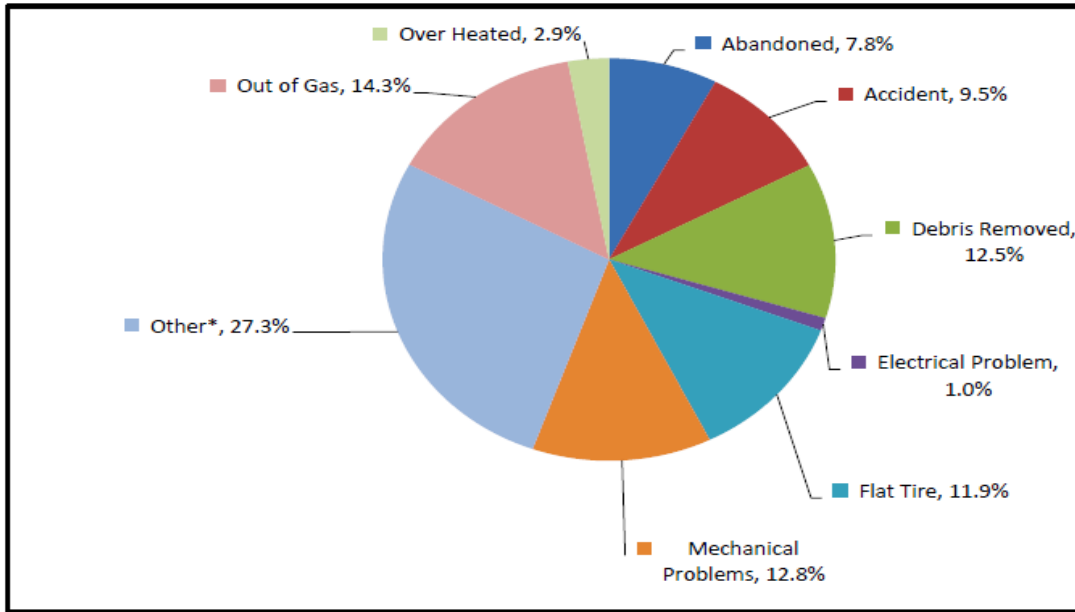
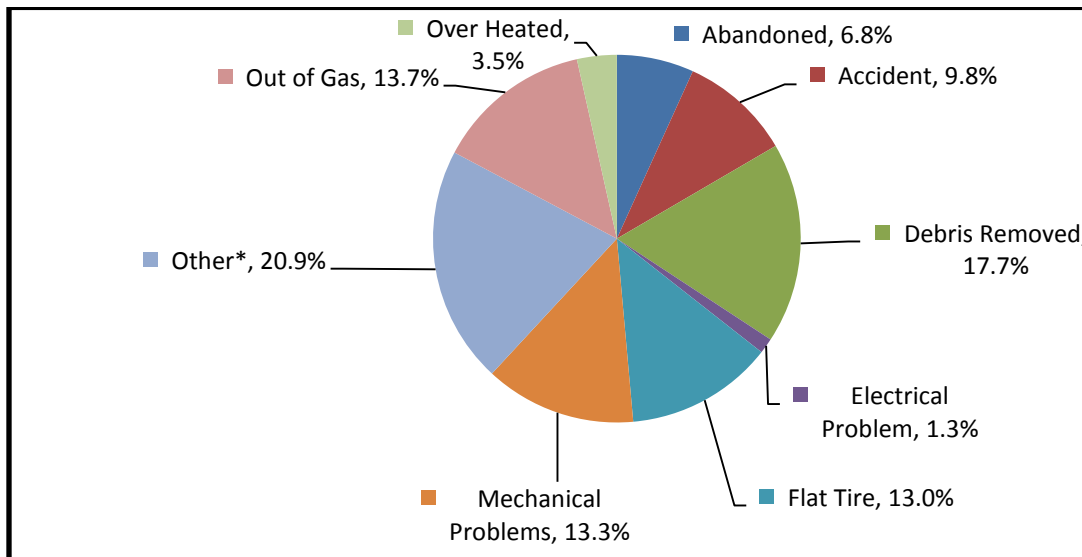


Figure 6: Total Percentage of Assists by Problem Type (Fiscal Year 2011/12)



Although a majority of the causes for vehicle breakdown are common and easily fixable, many motorists lack the proper tools or ability to repair their vehicles themselves on the state highway. Therefore, assistance from the Freeway Service Patrol operators plays an important role in getting drivers back on the road safely and quickly. By clearing the problematic vehicles off the roads, the program delivers great results in congestion relief and safety enhancement.

Average Assist Duration by Problem Type & Beat

In general, repair times for Freeway Service Patrol drivers to address common vehicle breakdowns range from 10 to 20 minutes. Figure 7 shows the average duration that drivers spent on an assist in the last fiscal year was about 10 minutes. The data also demonstrates that the contractors spent the most time clearing accident scenes and helping vehicles with mechanical problems.

Figure 7: Average Assist Duration by Beat (Minutes) (Fiscal Year 2013/14)

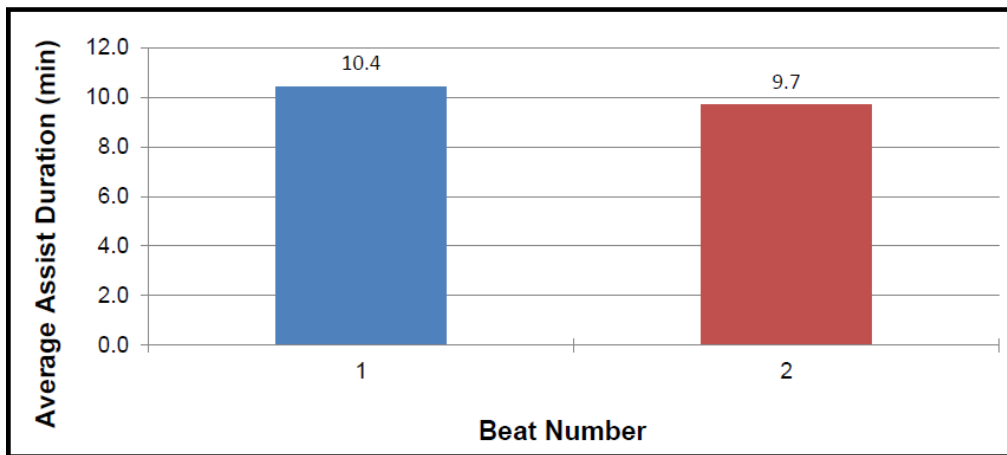
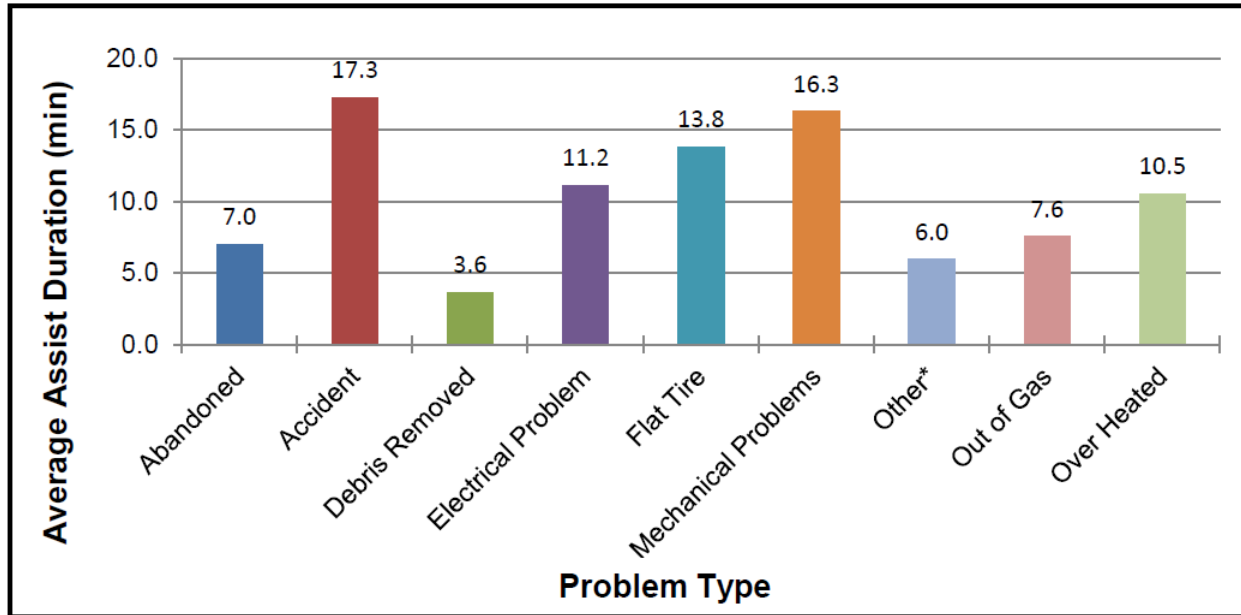


Figure 8 shows the average time per type of assist. Although accidents take the longest of any assist type, they represent a small percentage of assists, as shown in Figure 4, meaning drivers are able to spend more time on frequent types of assists. The three most frequent types of assists — debris removal, mechanical problems, and other— took an average of 3.6 minutes, 16.3 minutes and 6 minutes, respectively. Compared to the fiscal year 2013 statewide average, the Monterey County tow operators were more efficient in all three areas. The assist duration has shown an overall decrease from fiscal year 2012/13, meeting a program goal for reducing the average assist time while continuing to deliver a high level of customer service.

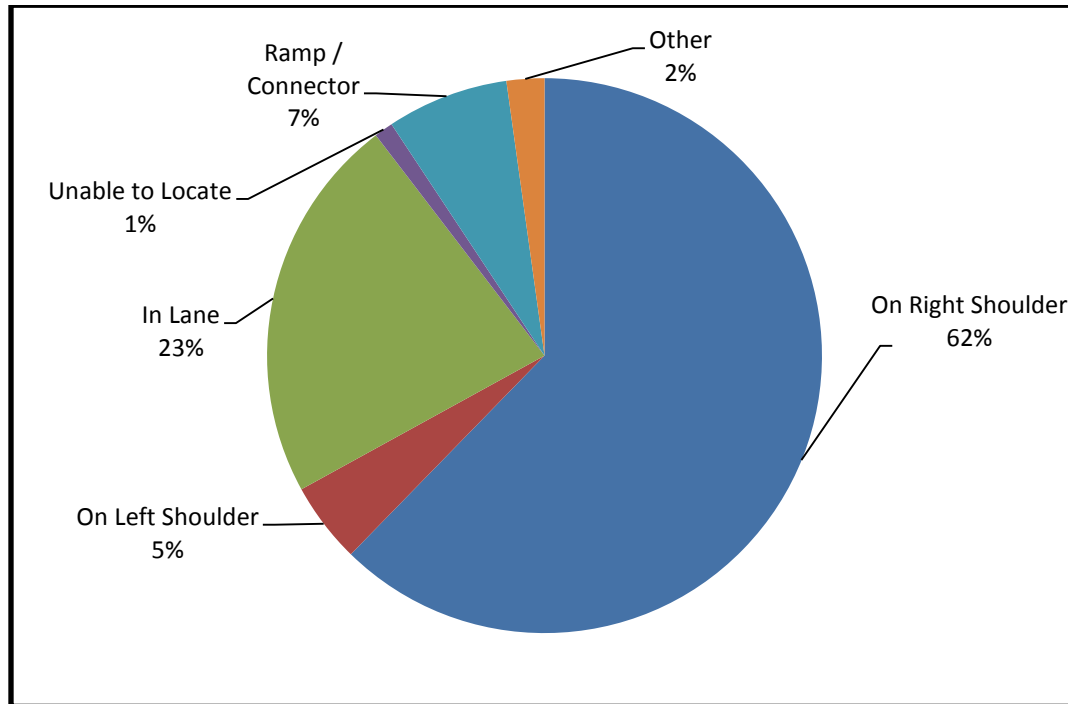
Figure 8: Average Assist Duration in Minutes, by Problem Type (Fiscal Year 2013/14)



Total Assists by Vehicle Location

A vast majority of the assists by program tow operators were made on the right shoulder. Over 23% of the assists were made in the travel lane, which is 13% higher than the statewide average reported in fiscal year 2012. This percentage reflects the high percentage of debris removal assists, and illustrates some of the primary program benefits: preventing accidents by safely clearing the highways, and reducing delay for other motorists by maintaining the capacity of the highway system.

Figure 9: Average Percentage of Total Assist by Location (Fiscal Year 2013/14)



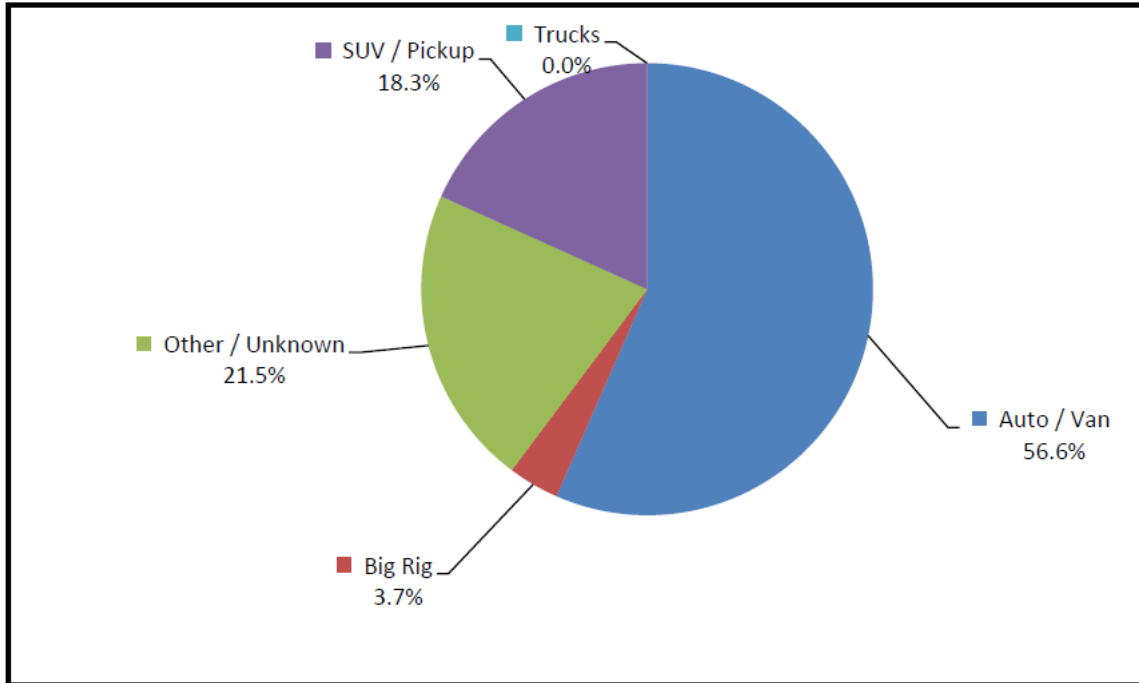
Total Assists by Vehicle Type and Duration

Automobiles and vans make up 56.6% of vehicles receiving assistance from tow truck drivers in the Freeway Service Patrol program. The second largest group was Other/Unknown, which includes non-standard vehicle types such as trailers, buses, motorhomes, U-Hauls, motorcycles, bicycles, and any other special vehicle. On an average, 3.7% of vehicles requiring freeway aid in Monterey County are big rigs. Approximately 18% of the vehicles getting help are Sport Utility Vehicles or pickup trucks, which is thirteen percent lower than the average in the other/unknown category.

Table 4: Total Assist by Vehicle Type (Fiscal Year 2013/14)

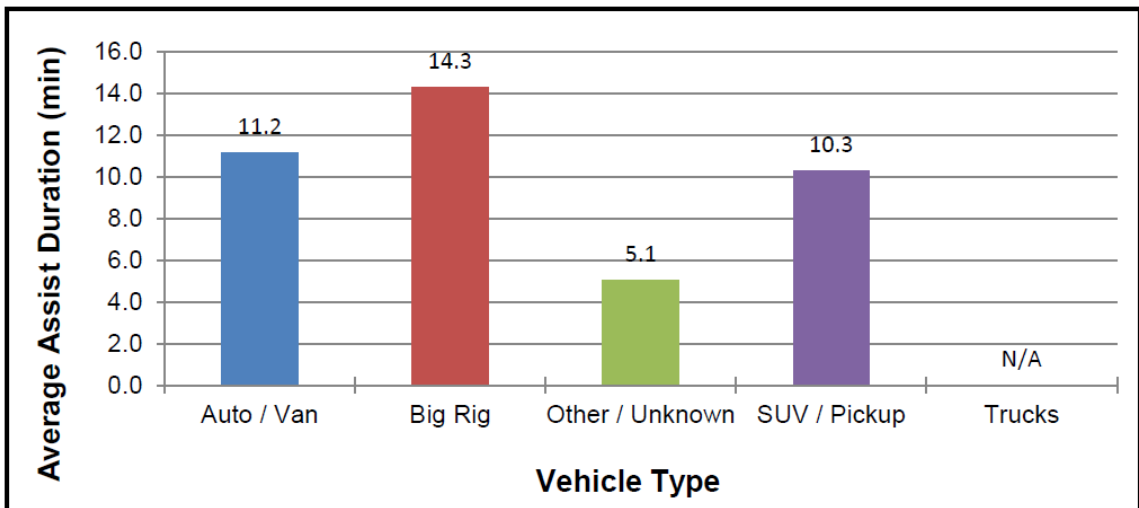
Beat	Vehicle Type					Total Assists	%
	Auto / Van	Big Rig	Other / Unknown	SUV / Pickup	Trucks		
1	1,371	47	180	417	0	2,015	45.1%
2	1,155	116	780	398	0	2,449	54.9%
Total Assists	2,526	163	960	815	0	4,464	100.0%
%	56.6%	3.7%	21.5%	18.3%	0.0%	100.0%	

Figure 10: Total Assist by Vehicle Type (in Percent) Fiscal Year 2013/14



Big rigs had the longest assist duration of all vehicles at approximately 14 minutes, while automobiles, vans, SUVs and pickups required approximately 11 to 12 minutes, and Other/Unknown required the least time at 6.2 minutes.

Figure 11: Total Assist Duration by Vehicle Type (in Percent) Fiscal Year 2013/14



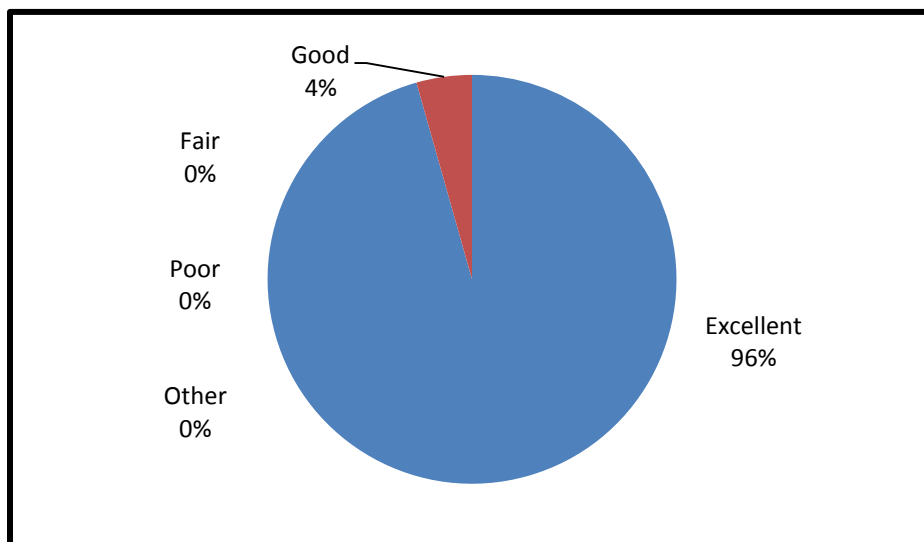
PUBLIC OPINION SURVEY

Survey responses

The Freeway Service Patrol drivers are required to provide opinion surveys to motorists with every assist. Opinions and comments received from the surveys are used to improve the service and motorists' experience. The survey seeks feedback from motorists on the length of their waiting time, the overall service rating, the manner in which they heard about the service, and suggestions for program improvement.

Of the surveys received, ninety-six percent of respondents rated the service they received as "Excellent," with the remaining four percent stating the service was "Good."

Figure 12: Rating by Survey (in Percent) Fiscal Year 2013/14



What the motorists say

Comments received on the survey cards include some of the following:

- "Thank you for great service!"
- "The driver came right away, didn't know that we had this service and he saved my day!"
- "It was wonderful to get me safely off the freeway!"
- "As a single female I really appreciate this service. Driver was wonderful."
- "The dude was awesome!"
- "EXCELLENT!!! Thank You =)"

Moving forward

In the next fiscal year, the Freeway Service Patrol will keep patrolling Monterey County's busiest commute corridors, clearing the roads and helping drivers in need. Looking ahead, major goals for the Freeway Service Patrol include increasing the rate of survey responses, maintaining a high benefit to cost ratio, and continuing to reduce vehicle hours of delay, gallons of fuel used, and total emissions of carbon dioxide in Monterey County. Keeping Monterey County's freeways clear benefits everyone.

The Monterey County Freeway Service Patrol Is Here to Help You!



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Senior Transportation Planner
Meeting Date: August 26, 2015
Subject: **Regional Development Impact Fee Strategic Expenditure Plan**

RECOMMENDED ACTION:

APPROVE the 2015 Strategic Expenditure Plan Update for the Regional Development Impact Fee program.

SUMMARY:

In 2009, the 12 cities and the County of Monterey adopted a Joint Powers Agreement establishing a countywide Regional Development Impact fee to mitigate the impact of new development on, and fund improvements to, the regional transportation system. TAMC administers the fee program and prepares an annual Strategic Expenditure Plan that includes updated project cost estimates, revenue forecasts, other matching funds, and a draft timeline for project delivery.

FINANCIAL IMPACT:

The amount of fees generated is directly related to the level of development in the region. Over 20 years, the draft Regional Development Impact Fee program is projected to generate \$129 million. The funds are allocated to a tiered program of projects, plus one-percent to reimburse the Transportation Agency's for its regional fee program administrative expenses.

DISCUSSION:

The Joint Powers Agreement for the fee program requires that TAMC, serving as the Joint Powers Agency Board, annually update the Regional Development Impact Fee Strategic Expenditure each August. The initial Strategic Expenditure Plan was approved by the Board in August, 2009 and has been updated annually since that time. In 2013, the nexus study for the program was also updated, per the state's Mitigation Fee Act.

The updated plan includes new project cost estimates, revenue estimates for the Regional Development Impact Fee and other matching funds, and a draft timeline for project delivery. The expenditure plan prioritizes projects in three tiers, to identify which projects are considered near-term (Tier 1), medium-term (Tier 2), and long-term (Tier 3), in relation to the fee program's 2030 time horizon. Projects that are likely to go to construction sooner and/or have secured funding are scheduled for earlier delivery in the plan.

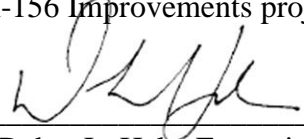
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Since the fee program only funds new development’s share of a project cost, which is less than 100%, the scheduled delivery of projects in the program depends on the availability of other revenues. Those other funding sources, such as the State Transportation Improvement Program, are variable. The Agency forecast the federal, state and local monies that the region expects to receive in the long-range 2014 Regional Transportation Plan financial analysis, and the fee program Expenditure Plan has been updated to be consistent with the revenue forecast in that plan. Each fee program project is projected to be funded according to the revenue assumptions in the Regional Transportation Plan, but not all those matching funds have been secured.

The financial forecast in the fee program Expenditure Plan has also been updated to account for the actual revenues and expenditures from 2009 through 2013. The initial Expenditure plan was organized into three tiers as follows: Tier 1 covered years 2009 through 2015, Tier 2 covers 2016 to 2024, and Tier 3 covers 2025 to 2030. In this update, Tier 1 has been truncated to include forecast revenues and expenditures for just 2014 and 2015, and the actual revenues and expenditures for 2009 through 2013 are now shown in the “Previous Cycle” category.

During the Previous Cycle, \$2.2 million in regional fee revenues paid for a portion of the construction of the \$91.2 million US 101 San Juan Road Interchange project, per TAMC Board direction (the remaining project costs were funded with a variety of other state and federal funds). Utilizing Regional Development Impact Fee funds on the US 101 San Juan Road Interchange project freed up \$2.2 million of Regional Surface Transportation Program funds for local projects. In addition, the Transportation Agency advanced \$307,398 in Regional Development Impact Fee funds to the State Route 68 Commuter Improvements project. The advance funding allowed the intersection improvements at Highway 68 and San Benancio, a subset of the full State Route 68 Commuter Improvements project, to be completed in October 2012. In return for allocating the regional development fees, the County of Monterey directed the Fort Ord Reuse Authority to reimburse the Transportation Agency with \$312,205 in FORA fees for the project. This reimbursement from FORA was received in June 2014.

Currently, the Regional Development Impact Fee program has a balance of \$1.64 million. Agency staff is proposing to apply this balance to three projects in Tier 1: SR-68 - Holman Hwy Widening (i.e. roundabout); SR-68 Commuter Improvements; and SR-156 Improvements. The Transportation Agency can fund the Highway 68 projects from Regional Development Impact Fee funds, freeing up previously programmed Regional Surface Transportation Funds for other projects. Agency staff is proposing to apply the remaining balance, and any future regional fee revenues received in the Tier 1 timeframe, towards the SR-156 Improvements project.

Approved by: 
Debra L. Hale, Executive Director

Date signed: August 11, 2015

Consent Agenda

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

Attachment: 2015 Strategic Expenditure Plan

Transportation Agency for Monterey County
Regional Development Impact Fee Program
2015 Strategic Expenditure Plan

Revenue Estimates	Previous Cycle 2009-2013	Tier 1 2014-2015	Tier 2 2016 - 2024	Tier 3 2025 - 2030
Revenue Distribution Forecasts (Derived from the 2014 Regional Transportation Plan)		5%	48%	47%
Regional Fees Collected (Estimated)	\$ 4,177,103	\$ 4,231,210	\$ 56,318,783	\$ 55,145,475
Balance from Previous Cycle		\$ 1,635,330	\$ 4,231,210	\$ 3,805,903
Total Estimated Revenues	\$ 4,177,103	\$ 5,866,540	\$ 60,549,993	\$ 58,951,378

Completed Projects	Previous Cycle 2009-2013	Tier 1 2014-2015	Tier 2 2016 - 2024	Tier 3 2025 - 2030
US 101 San Juan Road Interchange	\$ 2,234,375			
Total Regional Fee Expenditures on Completed Projects	\$ 2,234,375	\$ -	\$ -	\$ -

Expenditure Projections	Total Project Cost	Regional Fee Share of Cost	Previous Cycle 2009-2013	Tier 1 2014-2015	Tier 2 2016 - 2024	Tier 3 2025 - 2030
SR-1 Widening	\$ 56,434,275	\$ 2,698,901				\$ 2,698,901
SR-68 (Holman Hwy) Roundabout	\$ 26,619,941	\$ 792,514		\$ 342,496	\$ 450,018	
SR-156 Improvements	\$ 268,000,000	\$ 7,637,953		\$ 980,629	\$ 6,657,324	
Marina-Salinas Corridor	\$ 90,507,800	\$ 20,322,081				\$ 20,322,081
Del Monte Corridor Improvements	\$ 43,000,000	\$ 2,388,773			\$ 2,388,773	
US-101 - South County Phase 1 (Frontage Rds - Salinas to Chualar)	\$ 80,334,105	\$ 23,659,221			\$ 9,463,688	\$ 14,195,532
US-101 South County Phase 2 (Harris Road Interchange)	\$ 57,662,128	\$ 7,169,469				\$ 7,169,469
SR-68 Commuter Improvements	\$ 25,555,144	\$ 4,213,734	\$ 307,398	\$ 312,205	\$ 3,594,131	
Gloria Rd (Gonzales) Interchange	\$ 29,960,000	\$ 10,190,026			\$ 10,190,026	
South Soledad Interchange	\$ 14,020,499	\$ 2,944,097			\$ 2,944,097	
North Soledad Interchange	\$ 13,037,040	\$ 5,199,838			\$ 5,199,838	
Walnut Ave / US 101 Interchange	\$ 20,148,450	\$ 6,370,864			\$ 6,370,864	
US-101 / First Street Interchange (King City Loop Rd)	\$ 29,814,334	\$ 4,976,271			\$ 4,976,271	
US 101 Widening from Airport Blvd to Boronda Rd	\$ 52,000,000	\$ 8,097,773				\$ 8,097,773
G11 San Juan Road Improvements	\$ 71,900,000	\$ 2,751,207			\$ 2,751,207	
G12 San Miguel Canyon Improvements	\$ 55,000,000	\$ 6,467,621				\$ 6,467,621
Salinas Road Improvements	\$ 15,200,000	\$ 1,757,852			\$ 1,757,852	
Total Regional Fee Projected Expenditures	\$ 949,193,716	\$ 117,638,195	\$ 307,398	\$ 1,635,330	\$ 56,744,090	\$ 58,951,378

Additional Projected Revenue Sources from 2014 Regional Transportation Plan

The Regional Development Impact Fee provides one source of funding to cover the costs of the fee program projects. Each of these projects are listed on the constrained list for the 2014 Regional Transportation Plan. The financial element of the 2014 Regional Transportation Plan has identified a sufficient pool of forecasted funding from various sources to fully fund these projects. Those funding sources include: City / County Developer Fees; FORA Capital Improvement Program Fees; Countywide Transportation Improvement Measure; Highway 156 Toll Revenues; State Transportation Improvement Program; and Regional Surface Transportation Program.

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, August 5, 2015

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

Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Craig called the meeting to order at 9:00 a.m. Committee members present: Craig, Chavez, Huitt, and alternate Martinez for Armenta. Staff present: Goel, Hale, Muck, Rodriguez, and Wright. Others present: Agency Counsel Reimann, John Arriaga, JEA & Associates, Meredith Evans, Senator Cannella's office and Sam Teel, MCHA.

2. **PUBLIC COMMENTS:** None.

3. **CONSENT AGENDA:**

On a motion by Committee Member Chavez and seconded by Committee Member Huitt the committee voted 4– 0 to approve the consent agenda.

3.1 **APPROVED** minutes from the Executive Committee meeting of June 3, 2015.

END OF CONSENT

4. **RECEIVED** an update on the Transportation Improvement Measure Outreach Plan, and **PROVIDED** input on the Transportation Improvement Measure Outreach Plan and Expenditure Plan.

Theresa Wright, Community Outreach Coordinator reported that staff along with Board alternate Kristi Markey, County Public Works Director Bob Murdoch members of CliffordMoss are part of the working group for the Agency's Transportation Improvement Measure Public Outreach Plan. She asked for the assistance of the Board members to get input from the community to help develop the draft expenditure plan. An ad hoc committee of TAMC Board members will be formed to provide input on the development of the expenditure plan and assist with outreach activities.

Public comment:

Sam Teel He expressed concern that there needs to be clarification that the Highway 156 project is not part of the sales tax, and stated that MCHA would assist in this regard. Ms. Wright noted that staff has been very clear in the discussions that funding for the Highway 156 project will not be in the sales tax Expenditure Plan.

5. On a motion by Committee Member Huitt and a seconded by alternate Martinez the Committee **RECEIVED** state legislative update, and **RECOMMENDED** the Board adopts positions on bills of interest to the Agency.

John Arriaga, State Legislative Consultant, reported on the State Legislative bills of interest to the Agency. He reported since the budget was passed in June, the Governor called a special session on transportation, and several bills were reintroduced under new numbers. Director Hale commented SB16 would be a real big boom for the cities and provide a concrete set of matching funds.

Meredith Evans, Senator Cannella's office, reported that Senator Cannella spoke very strongly in favor for more funding for transportation. She announced that Senator Cannella would be at the Grower Shippers office on Friday, August 7th, 11:00 a.m., and invited Committee members to attend.

6. On a motion by Committee member Chavez and seconded by alternate Martinez the Committee **RECEIVED** federal legislative update and **RECOMMENDED** Board adoption of statewide Surface Transportation Reauthorization consensus principles.

Director Hale reported the current transportation authorization act expires on July 31st. A number of proposals have been discussed at the federal level, although the funding for these bills remains the sticking point. She reported that the DRIVE Act bill "Developing Reliable and Innovative Vision for the Economy Act" would spend \$278 over the six years on highway programs. She noted that staff is looking to see what the impacts are and will keep the Committee posted.

7. On a motion by Committee member Huitt and seconded by Committee member Chavez the Committee **POSTPONED** the review of the proposed Voluntary Form of Equal Employment Opportunity Plan to a future date.

8. **RECEIVED** a report on the draft agenda for TAMC Board meeting of August 26, 2015:

Executive Director Hale highlighted the draft TAMC Board agenda items proposed for August 26, 2015. She reported that the Board would receive a Transportation Improvement Measure update, and a Regional Bicycle and Pedestrian Wayfinding Plan and be asked to provide input on regional routes and the wayfinding sign theme. On the consent agenda the Board would be asked to approve the Monterey Salinas Scenic Highway Plan Request for Proposals and approve the 2015 Strategic Expenditure Plan Update for the Regional Development Impact Fee program.

7. **ADJOURNMENT**

Chair Craig adjourned the meeting at 10:13 a.m.


Elouise Rodriguez, Senior Administrative Assistant



June 16, 2015

Senator Jim Beall
State Capitol, Room 5066
Sacramento, CA 95814

Via Fax: (916) 651-4915

Re: Support for SB 16 (Beall): Transportation funding

Dear Senator Beall:

On behalf of the Transportation Agency for Monterey County (TAMC), I write in support of Senate Bill (SB) 16: Transportation funding (as amended, June 1, 2015). This bill will create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. **TAMC supports this bill.**

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC supports your efforts to stabilize and increase transportation funding. This bill would facilitate better planning and programming by making the actual amount of transportation funding in any given year more predictable. This bill would help TAMC, Monterey County, Cities and Caltrans to do long-term planning for much-needed roadway and highway improvements. TAMC would like to encourage you to ensure that this bill is a multimodal bill that supports regional planning efforts by putting the funding into the State Transportation Improvement Program (STIP). Programming the funds via the STIP would support regional collaboration and multimodal transportation projects.

Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or christina@tamcmonterey.org, or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or jeaandassoc@aol.com.

Sincerely,


Debra L. Hale
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District
Hon. Bill Monning, 17th Senate District
Hon. Luis Alejo, 30th Assembly District
Hon. Mark Stone, 29th Assembly District
John Arriaga, JEA & Associates



June 16, 2015

Senator Jim Beall
State Capitol, Room 5066
Sacramento, CA 95814

Via Fax: (916) 651-4915

**Re: Support for SB 9 (Beall): Greenhouse Gas Reduction Fund:
Transit and Intercity Rail Capital Program**

Dear Senator Beall:

On behalf of the Transportation Agency for Monterey County (TAMC), I write in support of Senate Bill (SB) 9: Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program (as amended, June 2, 2015). This bill will make changes to the Transit and Intercity Rail Capital Program to provide for the funding of large, transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems. **TAMC supports this bill.**

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. SB 9 would require that the California State Transportation Agency adopt a multiyear program of projects for funding and would require that 70% of available funds be programmed and allocated to projects with a total cost of \$100 million or more, and 30% to projects with a total cost of less than \$100 million. This bill would help TAMC with our rail projects by allowing for multiyear allocations and programming. TAMC has three major rail investment projects in the Regional Transportation Plan that are eligible for this source of funding:

- Rail Extension to Monterey County – an extension of Capitol Corridor service from San Jose to Salinas;
- Coast Daylight – an extension of Pacific Surfliner service from San Luis Obispo to San Francisco; and
- Monterey Branch Line – bus rapid transit and/or light rail transit from Monterey to Castroville.

Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or christina@tamcmonterey.org, or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or jeaandassoc@aol.com.

Sincerely,

Debra L. Hale
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District
Hon. Bill Monning, 17th Senate District
Hon. Luis Alejo, 30th Assembly District
Hon. Mark Stone, 29th Assembly District
John Arriaga, JEA & Associates



June 16, 2015

Senator Bob Huff
State Capitol, Room 305
Sacramento, CA 95814

Via Fax: (916) 651-4929

Re: Support for SCA 7 (Huff): Motor vehicle fees and taxes: restriction on expenditures

Dear Senator Huff:

On behalf of the Transportation Agency for Monterey County (TAMC), I write in support of Senate Constitutional Amendment (SCA) 7: Motor vehicle fees and taxes: restriction on expenditures (as amended, May 28, 2015). This resolution would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness. **TAMC supports this constitutional amendment.**

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC supports the constitutional protection of transportation funding. This bill would protect transportation funding from being used for purposes other than what is allowed by Article XIX, including as bond payments. This bill would help TAMC, Monterey County, Cities and Caltrans to do long-term planning for much-needed roadway and highway improvements.

Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or christina@tamcmonterey.org, or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or jeaandassoc@aol.com.

Sincerely,

Debra L. Hale
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District
Hon. Bill Monning, 17th Senate District
Hon. Luis Alejo, 30th Assembly District
Hon. Mark Stone, 29th Assembly District
John Arriaga, JEA & Associates



June 16, 2015

Assembly Member Kristin Olsen
Assembly Republican Leader
12th Assembly District
State Capitol
Sacramento, CA 94249

Via Fax: 916-319-2112

**Re: Support for AB 323 (Olsen): California Environmental Quality Act: exemption:
roadway improvement**

Dear Assembly Member Olsen:

On behalf of the Transportation Agency for Monterey County (TAMC), I write in support of Assembly Bill (AB) 323: California Environmental Quality Act: exemption: roadway improvement (as amended, April 6, 2015). This bill would extend the January 1, 2016, sunset date, until January 1, 2020, on an exemption from the California Environmental Quality Act (CEQA) for projects to repair, maintain, and make minor alterations to existing roadways, if the project or activity is carried out by a city or county with a population of less than 100,000 persons. **TAMC supports this bill.**

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC supports the streamlining of environmental review on minor roadway projects within the existing roadway footprint. This bill would save money and time and facilitate much-needed roadway improvements in Monterey County.

Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or christina@tamcmonterey.org, or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or jeaandassoc@aol.com.

Sincerely,


Debra L. Hale
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District
Hon. Bill Monning, 17th Senate District
Hon. Luis Alejo, 30th Assembly District
Hon. Mark Stone, 29th Assembly District
John Arriaga, JEA & Associates



June 19, 2015

Ms. Teri Wissler Adam
City of Seaside
440 Harcourt Avenue
Seaside, California 93955

SUBJECT: Comments on the Draft Environmental Impact Report for the Monterey Downs and Horse Park and Central Coast Veterans Cemetery Specific Plan

Dear Ms. Adam:

The Transportation Agency for Monterey County is the Regional Transportation Planning Agency and Congestion Management Agency for Monterey County. Transportation Agency staff has reviewed the Draft Environmental Impact Report for the Monterey Downs and Horse Park and Central Coast Veterans Cemetery Specific Plan.

Transportation Agency staff offers the following comments for your consideration:

Regional Road and Highway Impacts

1. The Agency appreciates the applicant responding to several suggestions made in our comment letter on the Notice to Proceed in 2012, including expanding the traffic analysis to include addition roadway segments with a broader regional context, clearly defining cumulative impacts of the development, and evaluating on-site impacts of roads constructed as a result of the project.
2. However, the Agency shares Caltrans and MST's concerns about the traffic analysis. In particular, the trip generation analysis has assumed a significantly large internal capture rate which resulted in an artificial reduction of overall vehicle trips, and it appears the analysis did not include the use of the methodology found in the ITE trip generation manual. To be consistent with the current state of practice, we support Caltrans' requests that the internal capture rate be reanalyzed using ITE rates. We also support Caltrans' request that the mitigation and analyses discussion be recomposed to reflect the accurate Level of Service (LOS) standard for state facilities, given that the traffic impacts for Caltrans facilities were determined using an unacceptable baseline condition of LOS D.
3. There are four critical components of the traffic study that were omitted in the CEQA circulation for public and agency review. They are as follows:

- Merge analysis work sheets for interchange on-ramps were absent from the appendix.
- Traffic technical appendices do not contain count data used for the analysis of intersections or for the mainline.
- The horse park component of the traffic study is based on a trip generation reference from the Sycamore Trails Stable. However, this study was not made available for comparison.
- Diverge analysis for interchange off-ramps were not included in the study. The off-ramp analysis should include a mainline queuing component as well.

4. The traffic analysis results show a low percentage of travel south along General Jim Moore Boulevard relative to the importance of this route as a connection to the employment centers at Ryan Ranch, and as an alternative route to the Monterey Peninsula and Salinas via SR 68. The analysis also does not address the intersections of General Jim Moore Boulevard and South Boundary Road and General Jim Moore and SR 218, nor does it address impacts to Highway 68. Both of these intersections and Highway 68 operate at low LOS during peak periods. Given the current low LOS during peak periods, additional consideration should be given to mitigations for impacts along South Boundary Road, SR 218, and SR 68, especially should a revised traffic analysis show increased travel along these routes.

5. The DEIR references the potential of phasing the development, or potentially developing only a portion of the full project. However, the traffic analysis does not consider what the impacts would be from phasing or developing only portions of the project. A partial or phased development would have significantly different impacts from the cumulative impacts presented in the traffic analysis. We recommend recomposing the traffic analysis to reflect the potential for phased or partial development of the project.

6. The traffic analysis shows an exceptionally high number of significant and unavoidable impacts to local and regional roadways. The Agency appreciates the applicant's use of FORA Impact Fee as mitigation for regional impacts, and agrees that, in many cases, payment of the FORA Impact Fees will be insufficient to mitigate the impacts of the development, resulting in an unacceptable LOS for numerous roadway segments as a result of the development. The DEIR asserts there is "no feasible mitigation that would reduce project impacts to freeway mainline segments to below significance thresholds" (4.17.77). However, the Agency has a long range plan for light rail service along the Monterey Branch Line, which would reduce congestion the freeway mainline of SR 1 between Castroville and Monterey. In the nearer term, MST is in the planning process to provide bus rapid transit service along the Monterey Branch Line from Seaside to Marina, which would reduce congestion on the mainline of SR 1. Given the significant impacts to SR 1, the Agency supports additional mitigation to reduce these impacts, including consideration of transit or rail service along the Monterey Branch Line.

Transit

7. Our agency supports the concentration of new development along major transportation corridors and near incorporated cities to make transit services more feasible. Our agency also supports and encourages that transit-oriented elements be included in the development, such as mixed-use and high-density buildings and connectivity to the proposed transit station for pedestrians and bicyclists. Our Agency agrees with MST that the project proponents should meet with MST staff to better plan for transit services to the proposed project, as well as pay for future services to this area. Additionally, transit services to remote, predominantly single family dwelling units typically result in low transit ridership. Transit ridership increases as density increases. We agree with MST's suggestion that the developer increase the number of affordable and mixed use housing units in order for transit to be a success.

Pedestrian & Bicycle Travel

8. The Transportation Agency supports accommodation of alternative forms of transportation (rail, bus transit, bicycle and pedestrian transportation), both through the design of transportation facilities, and through the design and orientation of land uses. The Agency appreciates the efforts made to ensure quality bicycle and pedestrian routes throughout the project. However, the Agency raises the following issues with the Draft Environmental Impact Report:

- a) The DEIR does not acknowledge the current recreational uses within the project limits, nor the existing recreational access points. Although a significant amount of dedicated open space is proposed in this development, it should be acknowledged that existing recreational space will be lost. Additionally, adequate trail access for new and existing trails should be identified and maintained to the current levels or higher. This includes parking and facilities for vehicles, as well as safe bicycle and pedestrian access to clearly defined trailheads with adequate wayfinding signage.
- b) In addition, The Transportation Agency recommends the installation of public bicycle racks, lockers, repair stations, and skateboard racks. Adequate lighting at these locations to improve safety and visibility should be provided by the development.

Greenhouse Gas Emissions

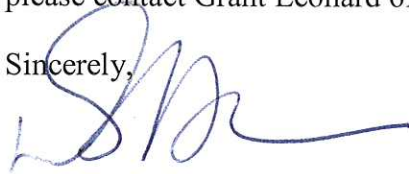
9. Our agency supports the use of light-colored pavement for pedestrian areas to cut down on the heat island effect. In addition, the development should explore the use of gray granite pavement for parking areas, roadways, and bicycle / pedestrian facilities, which has the benefit over traditional blacktop of increasing nighttime visibility and is permeable to aid in the control of on-site water run-off.

10. Where appropriate, light-emitting diode (LED) lighting should be used for external lighting to reduce the site's electricity consumption.

11. Consideration should be given to including preferred parking spaces for carpools, alternative fuel vehicles, and electric vehicle charging stations. New construction provides the perfect opportunity to install electric vehicle charging stations. Installing charging stations will increase the area's electric vehicle charging station network, encourage electric vehicle travel to this regionally significant location, and reduce greenhouse gas emissions from this project. We strongly encourage the city and the applicant to work together on including electric vehicle charging stations in this plan.

Thank you for the opportunity to review this document. If you have any questions, please contact Grant Leonard of my staff at (831) 775-0903.

Sincerely,



Debra L. Hale
Executive Director

CC: Brandy Rider, California Department of Transportation (Caltrans) District 5
Carl Holm, Monterey County Resource Management Agency
Carl Sedoryk, Monterey-Salinas Transit
Maura Twomey, Association of Monterey Bay Area Governments
Richard Stedman, Monterey Bay Unified Air Pollution Control District
Michael Houlemard, Fort Ord Reuse Authority



June 19, 2015

Jila Priebe, Program Director
Low Carbon Transit Operations Program
California Department of Transportation
Division of Rail and Mass Transportation, MS #39
P.O. Box 942874
Sacramento, CA 94274-0001

via email: jila.priebe@dot.ca.gov

**RE: Approval of the Fiscal Year 2014/15 Low Carbon Transit Operations Program Transfer
Allocation from Santa Cruz County to Monterey County**

Jila
Dear Ms. Priebe:

On behalf of the Transportation Agency for Monterey County (TAMC), the regional transportation planning agency and a contributing sponsor, I am writing to confirm the TAMC's concurrence with the transfer agreement between the Santa Cruz Metropolitan Transit District (Santa Cruz Metro) and the Monterey-Salinas Transit District (MST). Santa Cruz Metro will transfer its Fiscal Year 2014/15 allocation of Low Carbon Transit Operations Program of \$182,694 to support MST's Transit Service in East Salinas project. The funds will provide operating assistance to reduce greenhouse gas emissions and improve mobility, with a priority on serving a disadvantaged community.

TAMC understands that these Program funds must be allocated by June 30, 2015, and that if an agency does not request the funds or does not have an eligible project, the funds will no longer be available. Santa Cruz Metro submitted an allocation request, but the California Air Resources Board deemed the project ineligible. In an effort to avoid losing their allocation, Santa Cruz Metro is transferring its allocation of PUC 9913 and 9914 to MST to be added to the approved Transit in East Salinas project. Caltrans forwarded this request to the State Controller's Office, and it has been determined that this redirection of funds would be permitted. As a contributing sponsor under the Program, TAMC concurs with the agreement between MST and Santa Cruz Metro to accept Santa Cruz Metro's allocation of \$182,694 and will agree to allocate future Program funds to Santa Cruz Metro's eligible future project.

TAMC will coordinate with MST to revise the Transit in East Salinas project to accommodate a total project budget of \$345,563, and will submit its revised Board resolution in August. If you have any questions, please contact me or Virginia Murillo of my staff via email at virginia@tamcmonterey.org or (831) 775-4415.

Sincerely,

Debra L. Hale
Executive Director



June 19, 2015

Aileen K. Loe
Deputy District Director
Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401-5415

RE: Comments on the Draft District System Management Plan (DSMP)

Dear Mrs. Loe:

The Transportation Agency for Monterey County (TAMC) thanks Caltrans for the opportunity to comment on the draft District System Management Plan (DSMP). Mobility in our region and across the state depends on a fully-functioning transportation system, for which the state highway system is key. The DSMP shows a strong, multimodal, and comprehensive plan that will improve the sustainability of our interregional transportation network. Our goal is for the DSMP to be consistent with our adopted 2014 Monterey County Regional Transportation Plan, which strives for seamless integration of all road networks and transportation modes.

TAMC offers the following comments and suggestions:

1. **Travel Patterns and Land Uses.** Page 24 describes the regional travel patterns and land uses for Monterey County, and the last paragraph for Monterey County discusses the impacts of tourism on SR 1. This last paragraph should be revised to include SR 156, SR 68, and US 101 because these three routes also experience significant levels of tourism related congestion.
2. **Interregional Bicycle Route.**
 - a. Page 36 discusses the California Coastal Trail. Please add a section discussing the importance of Pacific Coast Bicycle Route to the district, which includes the Monterey Bay Sanctuary Scenic trail. This is a multi-county route that goes the length of District 5 (as well as the State of California) and draws visitors from around the world. Caltrans should note the importance of keeping route signs posted and up to date with regards to any route changes, note the route on its maps, and support Active Transportation Program (ATP) investment in route improvements.
 - b. Appendix A includes a joint project for the coastal counties along Highway 1. We recommend revising the project description to say, "Create an Interagency Agreement to pursue the construction of segments of the California Coastal Trail by the stakeholder agencies."

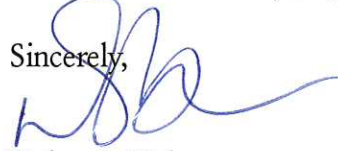
3. **Transit System.** Section 2.5 discusses regional and interregional bus service in District 5. Please work with the local transit providers, including Monterey-Salinas Transit, to fully recognize the extent of interregional bus service, which currently extends from San Jose to Paso Robles.
4. **Intercity and Commuter Rail Service.** We offer the following comments on section 2.4:
 - a. The CRCC is the Coast Rail Coordinating Council (not “Coordination”).
 - b. Consider revising paragraph 5 to say, “In Monterey County, the Transportation Agency for Monterey County (TAMC) has been working cooperatively with the Capitol Corridor Joint Powers Authority to extend the Capital Corridor rail service to Salinas. The service is planned to begin with two daily round trips from Salinas to San Jose and beyond to Sacramento, and will be increased to up to six round trips as demand warrants. The extension will include three new station stops in Monterey County, including: Pajaro/Watsonville, Castroville, and Salinas. The rail extension, in addition to connecting Salinas with San Jose and the jobs base of Silicon Valley, will also connect to other cities via connections to Caltrain, Altamont Corridor Express and planned High-Speed Rail service at stations in Gilroy and San Jose. The first phase of this extension project is fully funded through state funding, and the project has completed environmental review and preliminary engineering. The project is now in the final design and property acquisition phase.”
5. **Relinquishment Candidates.** Pages 26-27 provide a list of roadways within District 5 that are considered candidates for relinquishment. Included on the list for Monterey County are SR 68 within the City of Salinas, SR 68 west of SR 1, SR183, SR 218, and SR 146 from the City of Soledad to the Pinnacles National Park. Each of these routes serves as key regional and inter-regional roadways, facilitating the movements of people and goods through Monterey County. We encourage Caltrans to consider the regional importance of these roadways and work closely with its local partners regarding any discussion of relinquishment for these roadway segments. The DSMP should note the importance of ensuring there is local support before initiating a relinquishment, allowing for partial relinquishments coterminous with city or county boundaries, and only transferring facilities that are in a state of good repair, which may require improvements to the existing condition. Additionally, it should be expressed that relinquishment should not be a prerequisite for Main Street improvements that will promote safety and complete streets on state highways that travel through downtowns.
6. **Park and Ride Lots.** The list of Park-and-Ride lots on page 54 does not include the existing lot on Hilltop Road adjacent to Highway 1 and the Salinas Road Interchange north of Moss Landing. This is the newest Park-and-Ride lot in Monterey County and was added as part of the Salinas Road Interchange Project. Monterey-Salinas Transit (MST) operates service to this lot as well. Please amend the Park-and-Ride list to include the Hilltop Road Park-and-Ride lot.
7. **Local Jurisdictions in Monterey County.** Page 45 provides a list of Tribal, Regional, and Local Agency Partners in each of the five counties within District 5. The list of local agency partners for Monterey County is incomplete, and only lists Monterey County and the Salinas Valley cities. Please amend this list to include all the local agency partners, including Carmel-By-

Letter to Aileen K. Loe, Caltrans
June 19, 2015
Page 3

The-Sea, City of Pacific Grove, City of Monterey, City of Del Rey Oaks, City of Sand City, City of Seaside, City of Marina, and the Fort Ord Reuse Authority (FORA).

Thank you for the opportunity to provide comments on the draft District System Management Plan (DSMP). If you have any questions about these comments, please contact Grant Leonard with my staff at 831-775-4402, or by email at grant@tamcmonterey.org.

Sincerely,



Debra L. Hale
Executive Director

cc: Tim Gubbins, Director, Caltrans District 5



June 22, 2015

Christine G. Kemp
Noland, Hamerly, Etienne & Hoss
333 Salinas Street
Salinas, CA 93901

SUBJECT: Regional Development Impact Fees for Green Valley Farm Supply

Christine
Dear Ms. Kemp:

Thank you for the opportunity to review the traffic memo for the Green Valley Farm Supply development proposal. Based on our review of the study and information included in your correspondence, the Transportation Agency understands that:

- The site of the proposed development is a vacant lot, and that two phases of construction are planned for a 13,500 square foot warehouse and a 4,000 square foot office building;
- The current agriculture chemical inventory will be relocated to the proposed warehouse and the current employees overseeing the inventory will utilize the new office space; and
- The proposed new development by Green Valley Farm Supply is not expected to result in an expansion of the existing business.

Provided that the proposed use of the site by Green Valley Farm Supply does not result in a net increase in vehicles trips from new employees or truck traffic, as stated in the traffic analysis by Hatch Mott MacDonald, the regional development impact fees are waived for this specific project. In the event that the operations at Green Valley Farm Supply expand with this new development or additional construction is planned in the future that would require a building permit, the imposition of the Regional Fees would be revisited at that time.

Please contact Michael Zeller of my staff at (831) 775-4416 if you have any questions.

Sincerely,


Debra L. Hale
Executive Director



June 22, 2015

Linda G. McIntyre
General Manager
Moss Landing Harbor District
7881 Sandholdt Road
Moss Landing, CA 95039

SUBJECT: Regional Development Impact Fees for Moss Landing Harbor District

Linda
Dear Ms. McIntyre:

Thank you for the opportunity to review the development proposal and correspondence for the Moss Landing Harbor District's rebuilding of the Harbor Inn. Based on our review of the information included in your correspondence, the Transportation Agency understands that:

- The site of the proposed development is a vacant lot, that previously was used for the Harbor Inn prior to its demolition by an arson fire;
- The Moss Landing Harbor District has been actively attempting to redevelop the parcel since the arson, and will own and operate the new proposed facility; and
- The Moss Landing Harbor District is a self-sustaining government entity that will use the new building in the same manner as the previously existing building.

The guidelines for the Regional Development Impact Fee program provide an exemption for government facilities. Since the Harbor District is a government entity and the site will be reused in a manner that is consistent with the historical use of the site, this development would be exempt from the regional development impact fees.

Please contact Michael Zeller of my staff at (831) 775-4416 if you have any questions.

Sincerely,

Debra L. Hale
Debra L. Hale
Executive Director



June 25, 2015

Assembly Member Luis Alejo
P.O. Box 942849
Sacramento, CA 94249-0030

Via email to: Tony.Madrigal@asm.ca.gov

Re: Support for ABX 1-1 (Alejo): Transportation Funding

Dear Assembly Member Alejo:

On behalf of the Transportation Agency for Monterey County (TAMC), I write in support of Assembly Bill in the First Extraordinary Session (ABX) 1-1: Transportation Funding (as introduced, June 23, 2015). This bill will help relieve a portion of California's nearly \$59 billion backlog in needed transportation upkeep and repair by reinvesting in a well-performing transportation network that keeps jobs in California, allows businesses to expand, and lowers prices on household goods to families. **The Transportation Agency for Monterey County supports this bill.**

Investing in our transportation system means safer roads, less congestion, and jobs – all three of which are vitally important to the state of California. This bill will repurpose truck weight fees and move them from the General Fund back to the State Highway Account, equaling a nearly \$1 billion investment annually. ABX 1-1 will also expedite the repayment of several loans made to the General Fund from various transportation accounts during the economic downturn. The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. This bill would help TAMC, Monterey County, Cities and Caltrans to make much-needed and long-deferred roadway improvements.

Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or christina@tamcmonterey.org, or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or jeaandassoc@aol.com.

Sincerely,



for Debra L. Hale
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District
Hon. Bill Monning, 17th Senate District
Hon. Mark Stone, 29th Assembly District
John Arriaga, JEA & Associates



June 29, 2015

Senator Jim Beall
State Capitol, Room 5066
Sacramento, CA 95814

Via email: Alicia.Priego@sen.ca.gov

Re: Support for SB X1-1 (Beall): Transportation funding

Dear Senator Beall:

On behalf of the Transportation Agency for Monterey County (TAMC), I write in support of Senate Bill in the First Extraordinary Session (SB) X1-1: Transportation funding (as introduced, June 22, 2015). This bill will create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. **TAMC supports this bill.**

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC supports your efforts to stabilize and increase transportation funding. This bill would facilitate better planning and programming by making the actual amount of transportation funding in any given year more predictable. This bill would help TAMC, Monterey County, Cities and Caltrans to do long-term planning for much-needed roadway and highway improvements. TAMC would like to encourage you to ensure that this bill is a multimodal bill that supports regional planning efforts by putting the funding into the State Transportation Improvement Program (STIP). Programming the funds via the STIP would support regional collaboration and multimodal transportation projects.

Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or christina@tamcmonterey.org, or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or jeaandassoc@aol.com.

Sincerely,

Debra L. Hale
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District
Hon. Bill Monning, 17th Senate District
Hon. Luis Alejo, 30th Assembly District
Hon. Mark Stone, 29th Assembly District
John Arriaga, JEA & Associates



June 29, 2015

Senator Bob Huff
State Capitol, Room 305
Sacramento, CA 95814

Via email: steven.fenaroli@sen.ca.gov

Re: Support for SCA X1-1 (Huff): Motor vehicle fees and taxes: restriction on expenditures

Dear Senator Huff:

On behalf of the Transportation Agency for Monterey County (TAMC), I write in support of Senate Constitutional Amendment in the First Extraordinary Session (SCA) X1-1: Motor vehicle fees and taxes: restriction on expenditures (as introduced, June 19, 2015). This resolution would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness. **TAMC supports this constitutional amendment.**

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC supports the constitutional protection of transportation funding. This bill would protect transportation funding from being used for purposes other than what is allowed by Article XIX, including as bond payments. This bill would help TAMC, Monterey County, Cities and Caltrans to do long-term planning for much-needed roadway and highway improvements.

Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or christina@tamcmonterey.org, or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or jeaandassoc@aol.com.

Sincerely,

Debra L. Hale
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District
Hon. Bill Monning, 17th Senate District
Hon. Luis Alejo, 30th Assembly District
Hon. Mark Stone, 29th Assembly District
John Arriaga, JEA & Associates



June 29, 2015

Morgan Galli, Special Assistant
Katie Gross, Field Representative
U.S. Senator Dianne Feinstein
One Post Street
Suite 2450
San Francisco, CA 94104

RE: Rail Extension to Monterey County – Pajaro/Watsonville Multimodal Station site visit

Dear Ms. Galli and Ms. Gross:

On behalf of the Transportation Agency for Monterey County (TAMC), the City of Watsonville, and the Santa Cruz County Regional Transportation Commission (RTC), we are writing to express our sincere appreciation for the time you both spent with us to discuss the merits of our Transportation Investment Generating Economic Recovery (TIGER) grant application for the Rail Extension to Monterey County – Pajaro/Watsonville Multimodal Station project.

As we emphasized in our meeting, this multijurisdictional project is a transformative surface transportation investment that will promote Ladders of Opportunity for the community of Pajaro and the City of Watsonville. The project will increase connectivity to employment, education and healthcare services, support workforce development, and contribute to the revitalization of the disadvantaged communities of Pajaro and Watsonville. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents and promote economic growth and transit-oriented development.

Again, we thank you for visiting the City of Watsonville and our project site. We hope that you consider the strong merits of our project in determining Senator Feinstein’s support.

Sincerely,

Chair Dave Potter
TAMC Rail Policy Committee

Mayor Nancy Bilicich
City of Watsonville

Councilmember Jimmy Dutra
RTC Representative for the
City of Watsonville

Copy: Debra L. Hale, Executive Director, TAMC
George Dondero, Executive Director, SCCRTC
Marcela Tavantzis, Interim City Manager, City of Watsonville

From: Simerly, Kyle@CalSTA <Kyle.Simerly@CalSTA.ca.gov>
Sent: Tuesday, June 30, 2015 10:41 AM
Subject: Press Release: Transportation Agency Announces Transit and Intercity Rail Grants
Attachments: TIRCPAwardList06302015.pdf; TIRCPAwardSummary06302015.pdf



FOR IMMEDIATE RELEASE

June 30, 2015

Contact: Gareth Lacy - (916) 445-3545

Twitter: @ca_trans_agency

Blog: www.calstablog.wordpress.com

Transportation Agency Backs \$224 Million In Transit And Intercity Rail Grants

First Round of Public Transportation Investments to Combat Climate Change

SACRAMENTO—The California State Transportation Agency today announced this year’s recipients of \$224 million in competitive grants that support high-quality public transportation and reduce greenhouse gas emissions causing worldwide climate change. These climate investments are funded by the Greenhouse Gas Reduction Fund using proceeds from the state’s cap-and-trade auctions.

“When public transportation is efficient, affordable and enjoyable more Californians use it and that improves quality-of-life for everyone,” said California State Transportation Agency Secretary Brian Kelly. “These grants help support nearly \$720 million in transportation investments in clean, affordable and low-stress commuting and traveling options by improving the quality and reliability of public transportation choices. At a time of ever-increasing extreme weather—and an uncertain future—these investments help California take control of the emissions that cause climate change by offering more sustainable travel options.”

The grant funding is part of the Transit and Intercity Rail Capital Program, implemented by the California State Transportation Agency in coordination with the California Department of Transportation and California Air Resources Board. The grants help reduce greenhouse gas emissions by expanding public transportation ridership and capacity.

“This program is further proof that the Golden State is putting its money where its mouth is when it comes to building a sustainable, low carbon economy that will provide benefits for all Californians,” said California Air Resources Board Chairman Mary D. Nichols last week when discussing California’s climate investments.

This year’s 14 grants help support approximately \$720 million in public transportation investments and reduce an estimated 860,000 metric tons of greenhouse gas emissions, the equivalent to taking 180,000 cars off the road. The transit entities benefitting from these grants currently support approximately 360 million transit trips per year. 93 percent of the projects benefit disadvantaged communities.

Some of the benefits from this year's grants include:

- Constructing station and service improvements for Los Angeles basin light rail and improving and increasing service on Southern California commuter rail services across five counties,
- Offering San Diego improved and increased trolley service and 11 miles of new bus rapid transit,
- Expanding Bay Area light rail service and capacity,
- Refurbishing Sacramento rail cars for future express service,
- Adding capacity to Sonoma County rail service,
- Building two new bus rapid transit corridors and reducing locomotive emissions in the San Joaquin region,
- Improving Monterey and Salinas bus service,
- Reducing Capitol Corridor, Altamont Corridor Express and Amtrak San Joaquin corridor travel times,
- Launching a new Orange County rapid bus route,
- Improving local transit transfers to and from the Amtrak Pacific Surfliner, and
- Commencing new, more frequent electric bus service between the Antelope Valley and Los Angeles and the San Fernando Valley and new, more frequent electric bus rapid transit in the Antelope Valley.

These improvements include funds for 16 new and 7 refurbished light rail vehicles, 3 rail cars, 9 locomotives, 20 compressed natural gas buses, 12 hybrid buses and 30 zero emission electric buses.

“Transit agencies around the state are eager to put these dollars to work, improving service in so many communities while enhancing the environment for all of us,” said California Transit Association Executive Director Joshua Shaw. “All our member transit systems look forward to building on the successful launch of this exciting new program by the State Transportation Agency, the Air Resources Board and the Governor's Administration.”

These 14 projects are part of an ongoing—and statewide—commitment to sustainable and affordable public transportation in California through revenues accruing from the state's cap-and-trade auction proceeds. For example, Caltrans has announced \$24 million for 95 low-carbon transportation grants to transit operators across California and the Strategic Growth Council will vote today to approve \$122 million in grants and loans for affordable, transit-friendly housing that encourages active transportation and transit usage. In 2014, Governor Edmund G. Brown Jr. signed the Budget Act of 2014, which appropriated \$832 million in cap-and-trade auction proceeds to reduce greenhouse gas emissions, strengthen communities, and improve quality-of-life. The Governor also signed legislation to continuously appropriate 10 percent of future proceeds to this Transit and Intercity Rail Capital Program.

A Summary List of grant recipients and a Project Detail Summary document are attached. A complete list of the grant recipients can be found here: <http://calsta.ca.gov/TIRCP&LCTOP.htm>.

The California State Transportation Agency is responsible for transportation-related departments within the state: Board of Pilot Commissioners, California Highway Patrol, California Transportation Commission, Department of Transportation, Department of Motor Vehicles, High-Speed Rail Authority, New Motor Vehicle Board and Office of Traffic Safety. For more information, visit www.calsta.ca.gov or the Agency's blog at www.calstablog.wordpress.com.

###

Transit and Intercity Rail Capital Program Selected Projects



Applicant	Project	Amount Recommended	Match Funding	Total Project Cost
Antelope Valley Transit Authority	Regional Transit Interconnectivity & Environmental Sustainability Project	\$ 24,403,000	\$ 14,891,051	\$ 39,294,051
Capitol Corridor Joint Powers Authority	Travel Time Reduction Project	\$ 4,620,000	\$ 800,700	\$ 5,420,700
Los Angeles MTA (Metro)	Willowbrook/Rosa Parks Station & Blue Line Light Rail Operational Improvements Project	\$ 38,494,000	\$ 108,166,494	\$ 146,660,494
LOSSAN Rail Corridor Agency	Pacific Surfliner Transit Transfer Program	\$ 1,675,000	\$ 200,000	\$ 1,875,000
Monterey-Salinas Transit	Monterey Bay Operations & Maintenance Facility/Salinas Transit Service Project	\$ 10,000,000	\$ 10,260,000	\$ 20,260,000
Orange County Transportation Authority	Bravo! Route 560 Rapid Buses	\$ 2,320,000	\$ 580,000	\$ 2,900,000
Sacramento Regional Transit	Sacramento Regional Transit's Refurbishment of 7 Light Rail Vehicles Project	\$ 6,427,000	\$ 1,607,000	\$ 8,034,000
San Diego Association of Governments	South Bay Bus Rapid Transit Project*	\$ 4,000,000	\$ 108,000,000	\$ 112,000,000
San Diego MTS	San Diego Metropolitan Transit System Trolley Capacity Improvements Project	\$ 31,936,000	\$ 11,200,000	\$ 43,136,000
San Francisco MTA (MUNI)	Expanding the SFMTA Light Rail Vehicle Fleet Project	\$ 41,181,000	\$ 162,470,000	\$ 203,651,000
San Joaquin Regional Rail Commission	Altamont Corridor Express Wayside Power	\$ 200,000	\$ -	\$ 200,000
San Joaquin RTD	MLK Corridor and Crosstown Miner Corridor Project	\$ 6,841,000	\$ 12,277,776	\$ 19,118,776
SCRRA (Metrolink)	Purchase of 9 Fuel-Efficient Tier IV Locomotives Project	\$ 41,181,000	\$ 16,869,000	\$ 58,050,000
Sonoma-Marín Area Rail Transit District	SMART Rail Car Capacity Project	\$ 11,000,000	\$ 46,400,000	\$ 57,400,000
		\$ 224,278,000	\$ 493,722,021	\$ 718,000,021

**Also recommended for \$7 million from Strategic Growth Council's Affordable Housing and Sustainable Communities program (reflected in match)*

CalSTA Transit and Intercity Rail Capital Program

First Round Selected Projects – Project Detail Summary

June 30, 2015

Total Available Funding: \$224,278,000 from FY14-15 and FY15-16 funds

- **14 projects recommended for funding, with budgets totaling \$718,000,000**
- **Estimated 865,000 tons of CO2 reduced**
- **13 of 14 projects contribute direct, meaningful and assured benefits to disadvantaged communities**

1. *Antelope Valley Transit Authority (AVTA) – Regional Transit Interconnectivity & Environmental Sustainability Project*

Award: \$24,403,000

Increases ridership and reduces greenhouse gas emissions through development of a major Bus Rapid Transit (BRT) route in Lancaster and Palmdale that features a major commitment to battery electric bus purchases and supporting infrastructure, as well as electrification of at least two long-distance commuter routes. Purchases at least 29 electric buses to fully launch an AVTA Bus Rapid Transit line in Palmdale and Lancaster (using 13 60-foot battery electric articulated buses) featuring increased service frequency and service to the Palmdale Transportation Center with Metrolink and future High Speed Rail connectivity. Also launches significant, long-distance commuter bus electrification (using at least 16 45-foot battery electric buses with a range of 170 miles) on at least two routes serving the San Fernando Valley and Downtown Los Angeles. Provides a major demonstration of long-distance battery electric bus technology with implications for development of electric intercity bus and electric long-distance truck technology. Benefits accrue to disadvantaged communities both in the Antelope Valley and throughout the Los Angeles basin served by the AVTA commuter bus routes.

2. *Capitol Corridor Joint Powers Authority (CCJPA) – Capitol Corridor Travel Time Reduction Project*

Award: \$4,620,000

Partners with Union Pacific Rail Road and Altamont Corridor Express (ACE) on track and curve improvements between San Jose and Martinez that will result in faster journeys and ridership increases, particularly benefiting passengers using the San Jose Diridon, Santa Clara-University, and Great America stations. Travel time savings estimated of up to 10 minutes of travel time savings on CCJPA services, 7 minutes of travel time savings on ACE services and 3 minutes of travel time savings on Amtrak San Joaquin services. Eight stations on the CCJPA and ACE corridors that will benefit from reduced travel times are located in or within ½ a mile of disadvantaged communities. Significant benefits to Central Valley and Sacramento region travelers, in addition to those in the Bay Area. Improves services that connect with BART at

Richmond and Oakland Coliseum stations, Caltrain at Santa Clara-University and San Jose Diridon stations, and future BART and High Speed Rail services at San Jose Diridon station.

3. Los Angeles County Metropolitan Transportation Authority (Metro) – Willowbrook/Rosa Parks Station and Blue Line Light Rail Operational Improvements Project

Award: \$38,494,000

Delivers increased ridership and reduced greenhouse gas emissions through Blue Line station and infrastructure improvements that will allow increased service frequency, more reliable service, and improvements to a major transfer station. Blue Line infrastructure improvements include upgrades to the signal and crossover system and near downtown storage capacity, which prepares the Blue Line for increased service to Union Station (with Metrolink, Amtrak and future High Speed Rail connections), Expo, and Gold Line stations once the Regional Interconnector project is complete. Revitalizes and significantly improves the Willowbrook/Rosa Parks Station, addressing connectivity between the Blue Line, Green Line, and buses, and also station access, safety and connectivity with the surrounding community. All project elements have significant benefits for disadvantaged communities, and contribute to increased ridership on a heavily used and congested system, as well as reduced GHG emissions.

4. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) – Pacific Surfliner Transit Transfer Program (Demonstration Project)

Award: \$1,675,000

Collaborative effort among LOSSAN and 12 transit agencies spanning from San Luis Obispo to San Diego counties to demonstrate the ability to increase use of transit for access to and from intercity rail services through the use of seamless ticketing and transfer policies, combined with free or discounted transfers. Includes significant survey work and data analysis to gather lessons learned for further program improvements as well as statewide expansion. Improves access to intercity rail services that connect to future High Speed Rail services at multiple station locations planned for the LOSSAN corridor.

5. Monterey-Salinas Transit (MST) – Monterey Bay Operations and Maintenance Facility/Salinas Transit Service Project

Award: \$10,000,000

Renovate and expand the 37-year old Monterey maintenance facility to allow much more of the MST fleet to be maintained near where it provides service. The current situation has 2/3 of the operations in the Monterey area, but only 1/3 of the buses stored there, resulting in 30 buses a day each traveling more than 28 miles per day without carrying passengers. Money saved from reduced fuel and labor costs will be used to operate more frequent transit service using a new zero emission bus in a heavily traveled corridor in east Salinas, a disadvantaged community. The Salinas route also provides connectivity to Amtrak, Amtrak Thruway, and Greyhound bus services at the Salinas Intermodal Station.

6. Orange County Transportation Authority (OCTA) – Bravo! Route 560 Rapid Buses

Award: \$2,320,000

Purchases five 40-foot compressed natural gas buses (including OCTA match) to launch OCTA's second Rapid bus route linking the Santa Ana Regional Transportation Center (with connections to Metrolink and Amtrak services), the Veterans Affairs Hospital and California State University in Long Beach. Builds on the success of OCTA's first Rapid bus service on Harbor Boulevard (which it also connects with), serves 17 disadvantaged community census tracts (with nearly 100,000 residents), and attracts increased ridership to transit by providing a frequent, limited stop service in a busy corridor.

7. Sacramento Regional Transit District (RT) – Refurbishment of Seven Light Rail Vehicles

Award: \$6,427,000

Refurbishment of the last 7 of 21 vehicles acquired from Santa Clara Valley Transportation Authority in order to support 15 min peak hour service frequencies throughout the RT light rail system and enable future limited stop service on the RT Gold and Blue Lines during the next 15 years. The project will result in increased ridership, eliminate impacts from the overhaul program needed on the rest of RT's fleet, and connect residents in disadvantaged communities to jobs. Improved service on the system also increases the attractiveness of connectivity to Amtrak services and future High Speed Rail service at the Sacramento Intermodal Facility.

8. San Diego Association of Governments (SANDAG) – South Bay Bus Rapid Transit Project

Award: \$4,000,000

This project is also recommended for \$7,000,000 from the Strategic Growth Council's Affordable Housing and Sustainable Communities FY14-15 grant program, scheduled for adoption on June 30, 2015. Completes the final 11 miles of a new 21 mile higher-speed Bus Rapid Transit route operating between Downtown San Diego and the Otay Mesa International Border Crossing with service as frequent as every 15 minutes. Includes a new intermodal transportation center at the border, and direct connections to Trolley, Amtrak and Coaster rail services. Includes purchase of 15 60-foot, low-floor articulated buses powered by compressed natural gas. Provides benefits to disadvantaged communities along its route.

9. San Diego Metropolitan Transit System – Trolley Capacity Improvements

Award: \$31,936,000

Provides a new Courthouse Trolley Station as the terminus for the Orange Line, relieves congestion in Santa Fe Depot with benefits for continued growth potential for Amtrak and Coaster rail services, and purchases at least 8 new trolley vehicles that will provide additional service and increased ridership on the Blue and Orange lines, addressing overcrowded conditions on the current system. Benefits will accrue to disadvantaged communities throughout the Trolley service area.

10. San Francisco Municipal Transportation Agency (SFMTA) – Expanding the SFMTA Light Rail Vehicle Fleet

Award: \$41,181,000

Purchases 8 zero emissions light rail vehicles to begin to address surging demand on the Muni system that will see further ridership growth with the completion of the Central Subway Project in 2019 and with continuing Mission Bay jobs and housing growth. Allows an increase of capacity and frequency on the system to accommodate increased ridership, especially in peak hours. Takes advantage of attractive option pricing made possible by a preceding commitment to 24 light rail vehicles for the Central Subway Project as well as SFMTA’s already secured funding for 151 replacement vehicles that will begin to be replaced in 2021. Provides improved service and greater capacity to a system that provides connectivity to BART, Caltrain, regional bus, ferry and future High Speed Rail services. Provides benefits to disadvantaged communities served by the Muni light rail system. Vehicles include crash energy management systems that improve safety for passengers and operators.

11. San Joaquin Regional Rail Commission (SJRRRC) – Altamont Corridor Express (ACE) Wayside Power Project

Award: \$200,000

Installation of wayside power sources at ACE’s new Downtown Stockton SJRRRC/ACE Regional Maintenance Facility, which will eliminate the need for overnight idling of diesel engines during routine maintenance, and result in fewer emissions and less noise pollution in adjacent disadvantaged community neighborhoods.

12. San Joaquin Regional Transit District (RTD) – BRT Expansion: MLK Corridor and Crosstown Miner Corridor Project

Award: \$6,841,000

Expands RTD’s BRT system (with three existing lines) in Stockton to improve transit attractiveness and increase ridership through high-frequency, limited-stop BRT services in two new corridors. Provides significant time savings compared to current services, and connects with both Altamont Corridor Express (ACE) and Amtrak at the Stockton ACE station. Includes purchase of 12 new diesel-hybrid buses. Both corridors are completely within disadvantaged communities.

13. Southern California Regional Rail Authority (Metrolink) – Purchase of Nine Fuel-Efficient Tier IV EMD F-125 Locomotives for Metrolink Commuter Rail Service

Award: \$41,181,000

Provides cleaner, safer, more reliable and faster travel to current Metrolink train services throughout the entire Metrolink service area by replacing 7 locomotives, and also acquiring 2 additional locomotives that will be used to increase service on the Antelope Valley and Ventura County lines within Los Angeles County, both of which provide connectivity to current Amtrak and future High Speed Rail services. Both project elements contribute to increased ridership and reduced GHG emissions, and benefit disadvantaged communities throughout the Metrolink

service area. New locomotives feature both crash energy management and Positive Train Control technology that dramatically improve passenger and operator safety.

14. Sonoma-Marin Area Rail Transit District (SMART) – SMART Rail Car Capacity Project

Award: \$11,000,000

Leverages a one-time opportunity to cost-effectively purchase 3 additional rail cars for insertion to SMART’s already ordered 2-car Diesel Multiple Unit fleet, allowing additional capacity to be available for weekend, peak period, seasonal and special event demand periods. Design of the infrastructure makes more frequent service than currently planned 30 minute peak headways expensive to achieve, but the system has been designed to allow for three-car trains, the only way to affordably increase system capacity. This is the only project not specifically serving CalEPA designated disadvantaged communities, but service is provided to Metropolitan Transportation Commission-designated “Communities of Concern” with higher than average transit use patterns and significant numbers of lower-income households.



July 10, 2015

Wayne G. Short
Vice President
HDR Engineering, Inc.
2121 N. California Blvd., Suite 475
Walnut Creek, CA 94596-7334

Via email to: Wayne.Short@hdrinc.com

RE: Salinas Rail Extension Kick-Start Project Design Contract – Packaging Approach

Wayne
Dear Mr. Short:

This letter is to approve your proposal to segment our contract for the Salinas Rail Extension Kick-Start Project Design work into three “packages”. Since this proposal does not change any element of our executed contract for this work, including the not-to-exceed budget amount and the contract termination date, this repackaging of the scope of work does not require a contract amendment.

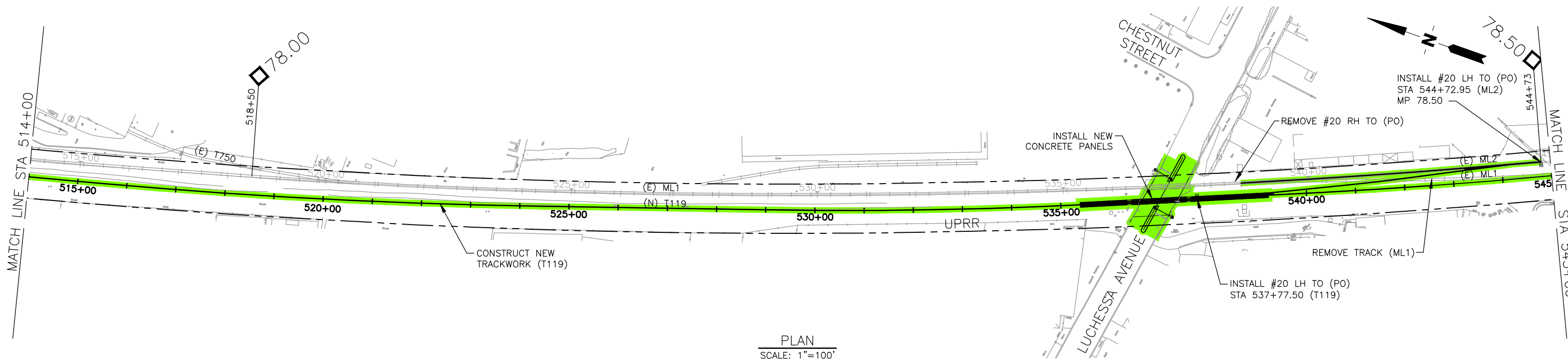
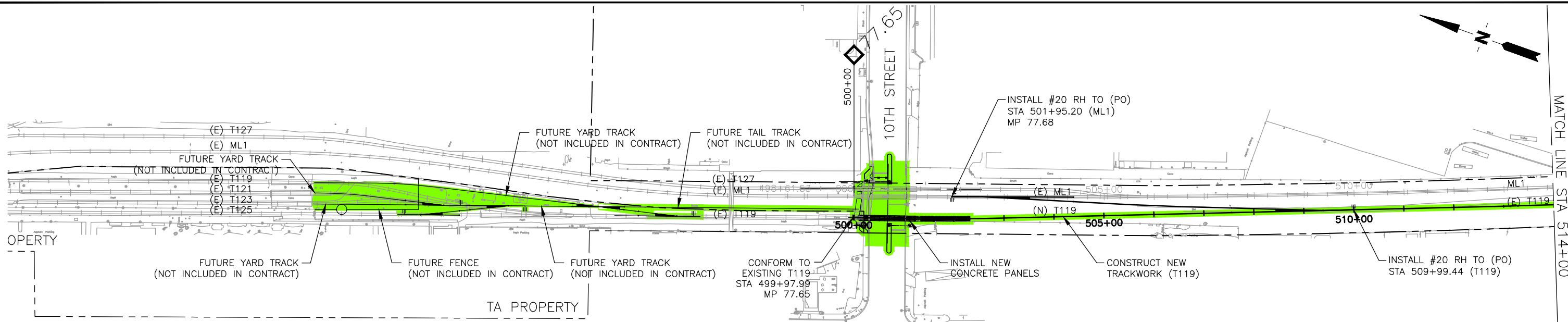
Your proposal is visually represented in **Attachment 1**, and summarized as follows:

1. Package 1: Salinas: Lincoln Avenue Extension and station area parking/circulation
 - a. Reason: No Union Pacific review required, transit center access/parking has independent utility
 - b. Review by: TAMC, CCJPA, Salinas, Caltrans, MST, Greyhound, Amtrak
2. Package 2: Salinas: layover facility, additional parking, platform improvements and associated amenities
 - a. Reason: Union Pacific review required, may require Capitol Corridor operating agreement and track rights agreement
 - b. Review by: TAMC, CCJPA, Salinas, UPRR
3. Package 3: Gilroy, Morgan Hill, and Tamien: track and station improvements and associated amenities
 - a. Reason: Union Pacific review required, improvements will support existing Caltrain service in addition to Capitol Corridor extension, no Capitol Corridor operating agreement required, track rights agreement already in place
 - b. Review by: TAMC, CCJPA, UPRR, Caltrain, VTA, Gilroy, Morgan Hill, San Jose

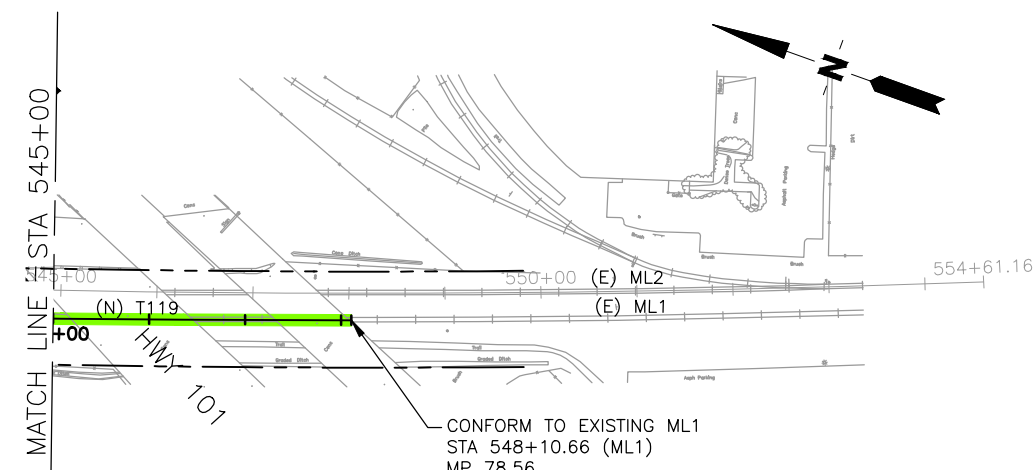
This “packaging” of the Project is beneficial in that it clarifies the priorities for the scope of work implementation. The ultimate completion date of the work is still June 30, 2017. To reflect the phasing of this work, I agree to the proposed schedule you presented on July 8, 2015 (**Attachment 2**).

Sincerely,

Debra L. Hale
Executive Director



PLAN
SCALE: 1"=100'



- Legend:**
- PACKAGE 1
 - PACKAGE 2
 - PACKAGE 3

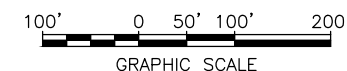
DRAFT - FOR DISCUSSION PURPOSES ONLY

REPACKAGING APPROACH

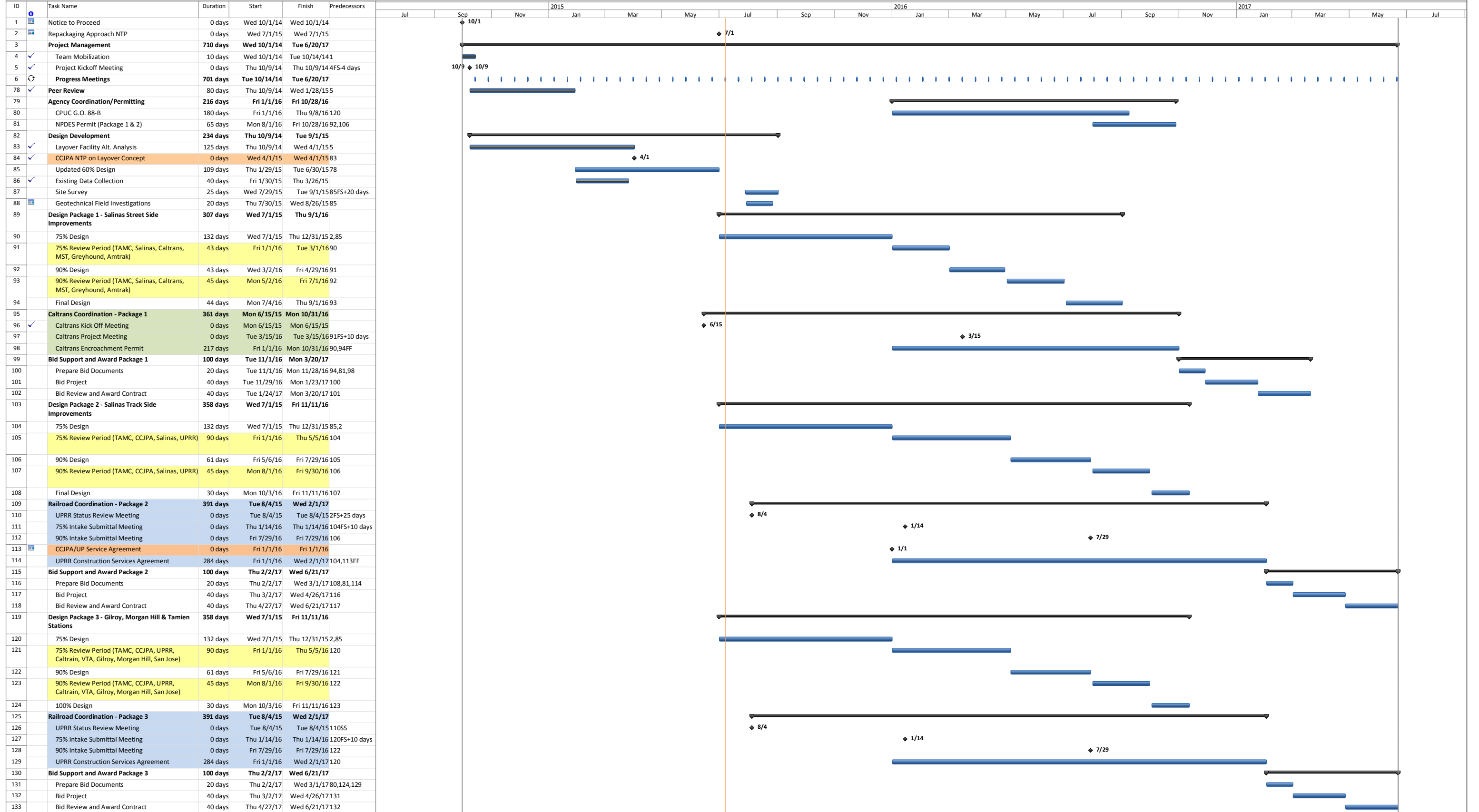
GILROY YARD IMPROVEMENTS
GILROY, California

TAMC 55-B Plaza Circle
Salinas, CA 93

HDR 2121 N. California Blvd Suite 475
Walnut Creek, CA 94596



Salinas Rail Extension Kick-Start
Design Phase Schedule
Repackage Approach



Project: Salinas Rail Kick-Start Sch
Date: Wed 7/8/15

Task Split

Milestone Summary

Project Summary External Tasks

External Milestone Inactive Task

Inactive Milestone Inactive Summary

Manual Task Duration-only

Manual Summary Rollup Manual Summary

Start-only Finish-only

Deadline Progress

Package 1 = Salinas Station Parking & Roadway
Package 2 = Salinas Station Platform & Layover Facility
Package 3 = Tamien Station, Morgan Hill Station and Gilroy Station & Trackwork



July 10, 2015

Wayne G. Short
Vice President
HDR Engineering, Inc.
2121 N. California Blvd., Suite 475
Walnut Creek, CA 94596-7334

Via email to: Wayne.Short@hdrinc.com

SUBJECT: Salinas Rail Extension Kick-Start Project Design Contract – Notice to Proceed: Optional Task #1: Hazardous Materials Phase 2 Report

Wayne
Dear Mr. Short:

Thank you for your correspondence of February 20, 2015 proposing to proceed with a Phase I Environmental Site Assessment (ESA), Phase II Sample Collection and Site Investigation Technical Memorandum, for a total cost of \$55,768. The Phase I ESA was not identified in the original contract scope or fee. However, since the original Phase I ESA was completed in 2005, it is prudent and sensible to do an update to that report. The total amount for the Phase I and Phase II exceeds the contract budget for Optional Task # 1, Hazardous Materials Phase II Report, of \$50,000. Since the Phase II sample collection informs the National Pollutant Discharge Elimination System (NPDES) permit (Task 11, \$30,367) and the updated Phase I will assist in the Phase II analysis, the overage of \$5,768 can be charged to Task 11. Please bear in mind that this does reduce the effective budget for Task 11, Additional Items and Services, and we will need to attempt to contain costs where possible.

This letter shall serve as your Notice to Proceed on this optional task and approval of the funding from the contract budget for this purpose. This approval does not change any other element of the contract, including the expiration date and the total contract not-to-exceed amount, and therefore does not constitute a contract amendment.

Sincerely,

Debra L. Hale
Executive Director



July 21, 2015

Assemblymember Henry Perea
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0031

Via Fax: (916) 319-2131

**Re: Support for ABX1-2 (Perea):
Transportation projects: comprehensive development lease agreements**

Dear Assemblymember Perea:

On behalf of the Transportation Agency for Monterey County (TAMC), I write in support of Assembly Bill in the First Extraordinary Session (ABX1) 2: Transportation projects: comprehensive development lease agreements (as introduced, June 25, 2015). This bill will remove the sunset date and allow Public Private Partnerships (P3s) to continue to be an option for transportation infrastructure beyond January 1, 2017. This bill would allow California to rebuild its transportation infrastructure, improve transportation commerce, and therefore the state's economy. **The Transportation Agency for Monterey County supports this bill.**

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC supports your efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects. This bill would help TAMC and Caltrans to make much-needed and long-deferred roadway improvements to State Route 156, a key gateway route to the Monterey Peninsula.

Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or christina@tamcmonterey.org, or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or jeaandassoc@aol.com.

Sincerely,

Debra L. Hale
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District
Hon. Bill Monning, 17th Senate District
Hon. Luis Alejo, 30th Assembly District
Hon. Mark Stone, 29th Assembly District
John Arriaga, JEA & Associates



July 22, 2015

George Dondero
Executive Director
1523 Pacific Ave
Santa Cruz, CA 95060

Via email to: gdondero@sccrtc.org

Re: **Santa Cruz Branch Line Passenger Rail Feasibility Study**

Dear ^{George} Mr. Dondero:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing to provide comments on the draft Passenger Rail Feasibility Study.

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC supports your efforts to implement transportation solutions such as a contiguous bike trail around the bay (Monterey Bay Sanctuary Scenic Trail) or new passenger rail service on the Santa Cruz branch line.

As you know, TAMC is also pursuing new rail service to the region, including constructing a new passenger train station in Pajaro at the Watsonville Junction, to be served by intercity rail traveling north to the San Francisco Bay Area and down as far as San Diego. Our hope is that your branch line will provide connectivity for Santa Cruz County residents to do a rail-to-rail transfer at Pajaro. Ultimately, the long-range vision of "Round the Bay" rail service could be achieved. To that eventual end, **TAMC encourages you to keep rail service between Santa Cruz and Pajaro in the plans, even if service to Pajaro is not in the near-term scenario.**

TAMC appreciates the challenge of balancing project costs with available funding, while not taking anything away from the existing bus transit service. We applaud your efforts to identify every possible funding source, including those that are not certain, such as a local transportation sales tax measure, public-private partnership opportunities, and transit-oriented development. We encourage you to continue to "think big" and plan for the projects of the future while providing for the needs of the present.

If you have any questions, please feel free to contact me or Christina Watson of my staff at (831) 775-4406 or christina@tamcmonterey.org.

Sincerely,

Debra L. Hale
Executive Director



July 27, 2015

The Honorable Katcho Achadjian
Assembly Member, 35Th District

The Honorable Luis Alejo
Assembly Member, 30Th District

The Honorable Anthony Cannella
Senator, 12Th District

The Honorable Hannah-Beth Jackson
Senator, 19Th District

The Honorable Bill Monning
Senator, 17Th District

The Honorable Mark Stone
Assembly Member, 29Th District

The Honorable Das Williams
Assembly Member, 37Th District

RE: Special Session For Transportation: Critical Need For STIP Funding

Dear Central Coast State Representatives:

On behalf of the Central Coast Coalition, we would like to express our appreciation for your leadership during the Special Extraordinary Session on Transportation to develop legislation to address the state's transportation infrastructure funding shortfalls.

The priority regional transportation projects in the Central Coast are primarily funded out of the State Transportation Improvement Program (STIP). These projects include safety, congestion relief and interchange improvements to U.S. 101, State Routes 1, 46 and 156, regional bikeways, and the extension of the Capitol Corridor rail service to Salinas.

While we support efforts to increase funding to rehabilitate our local streets and roads, and to repair highways through the State Highway Operation and Protection Program (SHOPP), priority should also be placed on improving safety and alleviating congestion on our highways by making operational improvements, constructing carpool lanes, enhancing the state's passenger rail network, and promoting the expansion of bicycle and pedestrian networks. This can be accomplished by increasing funding for the STIP, which is a flexible program that regional transportation planning agencies can access and leverage using their voter-approved local sales tax dollars or federal funds, in order to achieve those goals.

Currently, the only source of available funding for the STIP is the price-based portion of the gas tax. The gas tax, however, is subject to the volatile fluctuation of gas prices. In fact, expected reductions by the State Board of Equalization will lead to a \$170 million shortfall for the STIP in Fiscal Year 2015/16. For the Central Coast, this translates into \$128 million of projects (29% of the statewide total) that are at risk this fiscal year. According to the California Transportation Commission's Draft Fund Estimate, the program faces a \$1 billion deficit by FY 18/19.



Central Coast Coalition
Moving California's Economy

We appreciate that Senator Cannella and Assembly Member Alejo have introduced legislation that will address some of these issues, and ask that the entire delegation unite in support of all these measures. It is our hope that these recommendations will prove to be constructive as you focus on your deliberations during the Special Extraordinary Session on Transportation.

Thank you for your consideration of these comments and suggestions. If you have any further questions, please contact Sarkes Khachek at the Santa Barbara County Association of Governments at (805) 961-8913.

Sincerely,

Jim Kemp, Executive Director
Santa Barbara Association of Governments

Ron DeCarli, Executive Director
San Luis Obispo Council of Governments

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

George Dondero, Executive Director
Santa Cruz Co. Regional Transportation Commission

Mary Gilbert, Interim Executive Director
San Benito Council of Governments

Maura Twomey, Executive Director
Association of Monterey Bay Area Governments

- cc: The Honorable Toni Atkins, Speaker, California State Assembly
- The Honorable Kevin de León, President pro Tempore, California State Senate
- The Honorable Jim Beall, Chair, Senate Transportation & Housing Committee
- The Honorable Jim Frazier, Chair, Assembly Transportation Committee
- Craig Cornett, Budget Director, Office of the Senate President pro Tempore
- Chris Woods, Budget Director, Office of the Speaker
- Randy Chinn, Chief Consultant, Senate Transportation & Housing Committee
- Janet Dawson, Chief Consultant, Assembly Transportation Committee
- Will Kempton, Executive Director, California Transportation Commission
- Bill Higgins, Executive Director, California Association of Councils of Governments



July 27, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
1120 N Street
Sacramento, CA
95814-5680

Subject: Central Coast Coalition Comments on Draft MAP 21 Reauthorization Consensus Principles

Dear Malcolm:

Thank you for leading the effort to identify consensus principles that can be used by California's transportation stakeholders as Congress formulates legislation to reauthorize MAP 21. The Central Coast Coalition would like to offer some comments and suggestions. General comments and concerns are noted below. Specific suggestions for changes or additions are noted in the attached marked up version of the July 8th Discussion Draft.

1. Identify Priorities for California

The draft Consensus Principles contain a long list of requests for federal reauthorization which obscures the state's real priorities. Some of the issues identified in the discussion draft are very specific requests and don't really rise to the level of principles. We assume that a cover letter will be prepared which will help clarify which are the highest priority principles. The priorities should include:

- Continued strong federal partnership in transportation investments
- Increasing revenues and solving the Highway Trust Fund shortfall
- Increased flexibility and streamlining of federal programs
- Emphasis on sustainable investments (fix-it first, reducing GHG, encouraging alternative modes)
- Performance measurement

2. Increased Flexibility

California should be arguing for increased flexibility with federal funding. The principles as drafted would perpetuate and even exacerbate the "siloing" of federal funding. The National Surface Transportation Policy and Revenue Commission found that there are over 100 separate federal surface transportation programs authorized. Each funding program comes with its own set of regulations, goals, eligibility requirements and constituencies. Rather than asking for continuing all the existing federal programs and adding more (e.g. Authorizing a permanent TIGER grant program), we should be seeking to consolidate federal programs and providing more flexibility to states, regional and local agencies.

3. Highway System Investments for Congestion Relief

The consensus principles recognize that transportation investments in California must evolve to provide greater focus on reducing greenhouse gas emissions and sustainability goals. The principles support maintaining or expanding federal funding for public transportation, system preservation, passenger rail, and transportation alternatives. There is virtually no mention in the principles, however, of the need for continued federal investments in the highway and road system for congestion relief. Highway system investments are needed to close gaps, eliminate bottlenecks, improve operations and safety and bring the system up to modern design standards. These investments should, of course, be evaluated against the range of performance goals such as improved travel times and system reliability, accident reduction, system access and overall mobility for users.



Central Coast Coalition
Moving California's Economy

Congestion continues to plague many regions in the state including small urban areas and major metropolitan areas. While expanding investments in alternative transportation like rail should be a state and federal priority, there is a continued need to improve highways and local roads. Transit is often not economically feasible in rural areas due to the long distances between destinations and highways remain a lifeline for remote communities. We suggest that a subsection be added to the consensus principles emphasizing the importance of federal funding support for highways system improvements.

We need to align our request for federal funding support with the programming priorities identified in the State Transportation Improvement Program (STIP). The 2014 STIP programs nearly \$5 billion in state and federal funds. About 80% of the projects programmed in the STIP are highway improvements—many of which have been under development for years. The STIP is facing a near-term revenue shortfall. The shortfall of state and federal revenues in FY 2015/16 of \$170 million will put projects at risk of delay and increasing costs. For the 2016 STIP, no new revenues are expected to be available for programming to complete critical congestion relief and highway improvement projects.

Thank you for considering these comments as you continue to refine the Consensus Principles. If you have any questions, please contact Jim Kemp, Chair of the Central Coast Coalition at (805) 961-8900 or jkemp@sbcag.org.

Sincerely,

Jim Kemp, Executive Director
Santa Barbara Association of Governments

Ron DeCarli, Executive Director
San Luis Obispo Council of Governments

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

George Dondero, Executive Director
Santa Cruz Co. Regional Transportation Commission

Mary Gilbert, Interim Executive Director
San Benito Council of Governments

Maura Twomey, Executive Director
Association of Monterey Bay Area Governments

United States Senate

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August 14, 2015

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

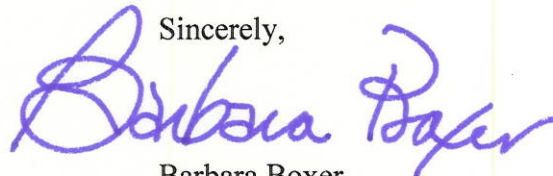
I am writing in support of the application submitted by the Transportation Agency of Monterey County (TAMC) to the Transportation Investment Generating Economic Recovery (TIGER) grant program.

TAMC serves as the transportation planning, coordinating, and funding agency for Monterey County. In order to meet the growing transportation needs of the region's residents, TAMC is implementing its 2014 Regional Transportation Plan to expand passenger rail service throughout the County. The first stage of this plan involves the construction of the Pajaro/Watsonville Multimodal Station, which will provide access to Capitol Corridor, Monterey-Salinas Transit (MST) and Santa Cruz Metro systems, transforming the Pajaro/Watsonville area into a major transit hub for the Monterey Bay region.

If awarded this \$23 million grant, TAMC will draw on State and local matching funds to cover 75 percent of the cost to build the new rail station in Pajaro. This grant will also support construction of a new rail platform, car and bike parking structures, MST/Santa Cruz Metro bus transfer facilities, and bicycle and pedestrian lane improvements. These investments will significantly increase the passenger rail and transit options available to residents of Monterey County.

I thank you in advance for your consideration of this application. Should your staff have any questions, please contact Allen Chiu in my Oakland office at (510) 286-8521.

Sincerely,



Barbara Boxer
United States Senator