



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

BOARD OF DIRECTORS
Wednesday, February 22, 2023
****9:00 AM****

MEETING LOCATION

1441 Schilling Place, Salinas, California
Cinnamon Conference Room

Wi-Fi Network: MontereyCty-Guest (no password required)

Join meeting online at:

<https://us02web.zoom.us/j/446951513?pwd=QmNUODRtdXlCSEFmLzIiXVmhY21yUT09>

OR

By teleconference at: +1 669 900 6833

Meeting ID: 446 951 513

Password: 194463

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

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

1. QUORUM CHECK – CALL TO ORDER

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

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

PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENTS

Any member of the public may address the Board on any item not on the agenda but within the jurisdiction of the Board. Under this item, each member of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Board for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Monday before the meeting, and such comments will be distributed to the Board before the meeting.

Alternative Agenda Format and Auxiliary Aids: If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency staff at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish language interpreters, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

3. CONSENT AGENDA

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

4. Unmet Transit Needs Public Hearing

1. **RECEIVE** presentation on the unmet transit needs process;
2. **OPEN** public hearing on unmet transit needs;
3. **RECEIVE** public comment; and
4. **CLOSE** the public hearing.

- Hernandez

In its role as the Transportation Development Act fund administrator, the Transportation Agency annually seeks public input to identify unmet transit needs in Monterey County prior to allocating Local Transportation Funds.

5. **DISCUSS** options for meetings in 2023 and **ADOPT** a policy that hybrid meetings will follow the traditional Brown Act rules to ensure a quorum.

- Brayer

Amendments to the Brown Act complicate how TAMC can hold meetings starting in

March 2023. The Executive Committee discussed meeting options on February 1 and voted to recommend the Board adopt a policy to follow traditional Brown Act rules to ensure a quorum of voting members at Board, Executive Committee, and Rail Policy Committee meetings. Thus, remote participation by Board/Committee voting members would need to be from a publicly available location noticed in advance of the meeting, and the emergency/ just cause circumstances introduced by Assembly Bill 2449 would not be allowed. Public, ex-officio, and staff participation could be remote from any location.

6. REVIEW laws enacted in 2022 that impact mobility.

- Bilse

Several Assembly Bills and Senate Bills were enacted in 2022 that change existing laws, revise the vehicle code or enable new local ordinances that potentially effect mobility. Some of the most important changes resulted from AB 1909, or the OmniBike Bill, that changes several sections of the vehicle code to clarify that the rules for automobiles should not always apply to bikes. Other new mobility laws are discussed in this report.

7. Draft Overall Work Program & Budget

1. **AUTHORIZE** Executive Director to submit the draft fiscal year 23/24 Overall Work Program to Caltrans for initial review; and
2. **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 23/24 through 25/26, the Overall Work Program for fiscal year 23/24, and the 2023 Integrated Funding Strategy; and
3. **DIRECT** the Executive Director to bring the final three-year budget, one-year Overall Work Program, and the 2023 Integrated Funding Strategy back to the Board on May 24, 2023 for approval.

- Goel/Zeller

The Executive Committee has reviewed the budget and overall work program and recommends approval. Authorization to submit the draft budget for fiscal year 23/24 is necessary to meet Caltrans's review deadline. The Agency continues to control expenditures to stay within its current year budget, and maintains a prudent cash reserve. The annual Transportation Agency for Monterey County Overall Work Program describes the activities that the Agency will undertake during the next fiscal year, and provides the basis for the 2023/24 budget.

8. DISCUSS and **PROVIDE DIRECTION** to staff related to possible community funding project nominations for federal appropriations funding.

- Watson

Project nominations for federal appropriations funding are expected to be due in March to Senators and in April to House Representatives. The funding must be for federally eligible projects that can obligate the funding by 2027 and spend it by 2031.

9. **RECEIVE** reports from Transportation Providers:
 - Caltrans Director's Report and Project Update - Eades
 - Monterey Peninsula Airport - Sabo
 - Monterey-Salinas Transit - Sedoryk
 - Monterey Bay Air Resources District - Stedman

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

11. **Executive Director's Report.**

12. **Announcements and/or comments from Transportation Agency members on matters that they wish to put on future Transportation Agency agendas.**

13. **PUBLIC COMMENT** on the Closed Session;

CLOSED SESSION:

REAL ESTATE NEGOTIATIONS. Pursuant to Government Code section §54956.8, confer with real property negotiators concerning the acquisition of property for the Fort Ord Regional Trail and Greenway - Canyon Del Rey segment.

Property: Plumas Avenue, Seaside, California 93955

Agency negotiators: Michael Zeller, Todd Muck, Lindsey Van Parys, John Almazan

Negotiating parties: Pacific Gas and Electric

Under negotiation: Price and terms of payment

RECONVENE in open session and report any actions taken.

- Zeller

14. **ADJOURN**

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

ADMINISTRATION and BUDGET

- 3. 1.1 APPROVE** the Transportation Agency for Monterey County Board draft minutes of January 25, 2023.

- Rodriguez

- 3. 1.2 ACCEPT** the list of checks written for January 2023 and credit card statement for the month of December 2022.

- 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 ADOPT** finding, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and, the state of emergency continues to directly impact the ability of the members to meet in person.

- Brayer

It is recommended that the TAMC Board of Directors find, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and, the state of emergency continues to directly impact the ability of the members to meet in person.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES

- 3. 2.1 ADOPT** Resolution 2023-01 apportioning \$20,700,000 in fiscal year 2023-24 Local Transportation Funds to Monterey-Salinas Transit.

- Hernandez

The Transportation Agency is responsible for administering Local Transportation Funds in Monterey County pursuant to the California Transportation Development Act. The Local Transportation Fund is a

designated source of funding for planning, bicycle and pedestrian projects, and public transit. Each February, the Transportation Agency apportions (i.e., estimates) the funds expected to be available in the next fiscal year, so that Monterey-Salinas Transit can budget for the coming year, and distributes the funds in June.

PLANNING - No items this agenda.

PROJECT DELIVERY and PROGRAMMING

- 3. 4.1 ADOPT** Resolution No 2023-04 to authorize the Executive Director to 1) submit a grant application to the Caltrans Sustainable Transportation Program Climate Adaptation Program; 2) if awarded the grant, take required actions to receive the grant, complete negotiations, execute necessary agreements and relevant amendments to receive the grant, and execute amendments to the agreement as necessary; 3) set aside matching funding for the grant via Rural Planning Assistance carry-over or undesignated Agency Reserve, in an amount to be finalized when the awarded grant is amended into the Agency budget; and 4) enter into agreements with partnering agencies as needed to implement the project.

- Guther

California has received funding from the federal government for several grant programs that address adapting transportation infrastructure to climate change and its effects. TAMC plans to apply to two of these programs, the Caltrans Climate Adaptation Program and the Governor's Office of Planning and Research (OPR) Adaptation Planning Grant Program, both due in March. The Caltrans grant has a 11.47% match requirement; staff requests authorization to use Rural Planning Assistance carry-over or undesignated Agency Reserve as the local match. The OPR grant does not require any match.

- 3. 4.2 ADOPT** Resolution No 2023-03 to authorize the Executive Director to 1) submit a grant application to the Caltrans Sustainable Transportation Program Climate Adaptation Program; 2) if awarded the grant, take required actions to receive the grant, complete negotiations, execute necessary agreements and relevant amendments to receive the grant, and execute amendments to the agreement as necessary; 3) set aside matching funding for the grant via Measure X Safe Routes to School program funds, in an amount to be finalized when the awarded grant is amended into the Agency budget; and 4) enter into agreements with partnering agencies as needed to implement the project.

- Green

This joint Caltrans Sustainable Transportation Planning grant application is for the development of a safe routes to school plan that will include a list of infrastructure and non-infrastructure recommendations for all of the K-12 public schools in the North Monterey County Unified and Pajaro Valley Unified School Districts (within Monterey County limits).

3. 4.3 SURF! Busway - Measure X Funding Agreement Amendment 1

1. **APPROVE** Amendment #1 to the Measure X regional funding agreement between the Transportation Agency and the Monterey-Salinas Transit District for the SURF! Busway project, pending legal counsel approval; and
2. **AUTHORIZE** the Executive Director to execute the amendment.

- Zeller

The Monterey-Salinas Transit District is the project sponsor of the SURF! Busway project. The current estimate to complete the final design phase for the project is \$931,900 higher than the approved funding included in the Measure X funding agreement of \$5 million. Agency staff is seeking to add Measure X funds from the \$15 million total available to the project to cover the shortfall.

3. 4.4 Safe Routes to School Education Contract

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute contract amendment #3 with Ecology Action, extending the term of the Agreement from December 31, 2022 to December 31, 2023, retroactively approving a contract effective date of January 1, 2023 and adding an additional \$200,000 for a total not-to-exceed contract amount of \$920,000;
2. **APPROVE** the use of Measure X funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- Green

The Safe Routes to School Education Contract with Ecology Action provides valuable traffic safety education to 2nd and 5th graders across Monterey County. This contract was awarded through a competitive request for proposals (RFP) process in 2018 for a 2-year period with the option to extend the contract annually for three additional years. The Board approved Amendments #1 and #2 to execute those extensions until December 31, 2022. Amendment #3 will renew and add additional budget to the contract retroactively to January 1, 2023, and all of its provisions shall be deemed to have been in effect continuously since that time. This amendment will enable Ecology Action to continue serving Monterey County youth until December 31, 2023.

3. 4.5 ADOPT the Second Addendum to the Final Environmental Impact Report for the Fort Ord Regional Trail and Greenway project.

- Zeller

The first segment of the Fort Ord Regional Trail and Greenway project is currently in final design. During this process, the alignment has been refined and there are now portions of the trail that fall slightly outside of the certified Environmental Impact Report's Area of Potential Effect. This second addendum addresses those areas to study the potential impacts.

- 3. 4.6** **RATIFY** the Executive Director executing an Amendment to a Cooperative Agreement Amendment with Caltrans to add \$1 million in federal earmark funds to the funding plan and reduce the Measure X amount to \$317,000 while maintaining the previously approved amount of \$1,317,000 as a match to the \$2,989,000 State Highway Operations and Protection Program (SHOPP) minor funds for operational improvements along northbound US 101 in Monterey County.

- Zeller

The Board previously approved Regional Measure X funds as a match to the SHOPP Minor Funds, and authorized the Executive Director to enter into a Cooperative Agreement with Caltrans. Subsequently, the Agency received a federal earmark for this project, and staff needed to amend the Agreement to allow Caltrans to expend the funds on the project and meet their ready-to-list deadline.

RAIL PROGRAM - No items this agenda.

REGIONAL DEVELOPMENT IMPACT FEE - No items this agenda.

COMMITTEE MINUTES and CORRESPONDENCE

- 3. 7.1** **ACCEPT** draft minutes of the Transportation Agency Committees:
- Executive Committee - draft minutes of February 1, 2023
 - Rail Policy Committee - draft minutes of February 6, 2023
 - [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of February 1, 2023
 - [Technical Advisory Committee](#) - draft minutes of February 2, 2023
 - [Measure X Citizens Oversight Committee](#) - No meeting

- Rodriguez

- 3. 7.2** **RECEIVE** correspondence to and from TAMC for the month of February 2023.

- Rodriguez

END OF CONSENT AGENDA

ANNOUNCEMENTS

Next Transportation Agency for Monterey County regular meeting will be on
Wednesday, March 22, 2023
9:00 A.M.

Monterey County Government Center
1441 Schilling Place, Cinnamon Room

A quorum of voting members is required to be present to hold this meeting.

There will be a zoom link for hybrid participation.

Voting members: please note that the circumstances in which you may remotely teleconference have been severely curtailed and require prior notice and only certain justifications. Click [here](#) for more detail.

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

Elouise Rodriguez
Clerk of the Board

elouise@tamcmonterey.org

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhanced State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allowed local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. That order expired on September 30, 2021. Governor Newsom has now signed AB 361, and the TAMC Board of Directors approved a resolution to enact AB 361 on September 22, 2021. This legislation permits teleconferencing for Brown Act meetings during a state of emergency. Thus, TAMC meetings will convene remotely, until further notice. For remote meetings, the public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during remote meetings. Persons who wish to

address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to maria@tamcmonterey.org by 5:00pm the Monday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County
www.tamcmonterey.org
55B Plaza Circle, Salinas, CA 93901
TEL: 831-775-0903
EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member of the Board may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.



Memorandum

To: Board of Directors
From: Aaron Hernandez, Assistant Transportation Planner
Meeting Date: February 22, 2023
Subject: **Unmet Transit Needs Public Hearing**

RECOMMENDED ACTION:

Unmet Transit Needs Public Hearing

1. **RECEIVE** presentation on the unmet transit needs process;
2. **OPEN** public hearing on unmet transit needs;
3. **RECEIVE** public comment; and
4. **CLOSE** the public hearing.

SUMMARY:

In its role as the Transportation Development Act fund administrator, the Transportation Agency annually seeks public input to identify unmet transit needs in Monterey County prior to allocating Local Transportation Funds.

FINANCIAL IMPACT:

For the current Fiscal Year 2022-23, the Transportation Agency allocated \$19,297,686 from the Local Transportation Fund to Monterey-Salinas Transit. The Transportation Agency can direct public transit operators to implement new services with Local Transportation Funds available after funding existing services and commitments.

DISCUSSION:

The Transportation Agency annually conducts outreach to identify unmet transit needs. This unmet needs process is associated with the Local Transportation Fund (LTF), which is one of two designated funding sources for public transit created by the California Transportation Development Act (TDA). Local Transportation Funds are generated through a quarter percent of the retail sales tax, which are returned to the county by the California State Board of Equalization and apportioned by the Transportation Agency to county jurisdictions through a population-based formula for public transit.

The formation of the Monterey-Salinas Transit District and past unmet transit needs findings dictate how the Transportation Agency allocates Local Transportation Funds. As Monterey-Salinas Transit District members, every city in the county allocates its annual fund apportionment to Monterey-Salinas Transit for public transit services.

Prior to allocating these transit funds, the Agency is required to provide for a public hearing and outreach to identify unmet transit needs. The Transportation Development Act statues require transportation planning agencies using transit funds for local street and road projects, to implement a public process, including a public hearing, to identify unmet transit needs of transit dependent or disadvantaged persons, and determine if unmet transit needs can be reasonably met. Because the Transportation Agency no longer allocates transit funds to local streets and roads, the Agency is no longer required to adopt a finding on unmet transit needs. However, the Agency still continues to solicit

public input on unmet transit needs and places comments into the following categories:

- Transit service improvement requests that would improve an existing service.
- Transit service expansion requests that extend a transit route beyond its current limits and fill a gap in service.
- Capital improvement projects that would enhance existing public transit facilities.

All comments are reviewed with Monterey-Salinas Transit staff to consider options to implement requests and to evaluate comments based on the Unmet Transit Needs Criteria (see **web attachment**) and time frame in which unmet transit needs can be met. The unmet transit needs comments list serves as a public input tool for the Transportation Agency's short and long term transit planning and improvements.

Staff is requesting that the Board conduct a public hearing to accept public comments on unmet transit needs. In addition to public testimony provided at the hearing, the Transportation Agency accepts comments throughout the year in writing, by email, through a questionnaire posted on the Agency website and through the Monterey-Salinas Transit Mobility Advisory Committee. The Transportation Agency has designated that committee as the Social Services Transportation Advisory Council for Monterey County to advise TAMC on unmet transit needs pursuant to the Transportation Development act. The Transportation Agency's deadline for accepting public comments and questionnaires for the consideration as part of the annual unmet transit needs process is April 30, 2023.

Staff will present the final list of comments to the TAMC Board, prior to allocating Local Transportation Funds in June.

WEB ATTACHMENTS:

[Unmet Transit Needs Criteria](#)



Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: February 22, 2023
Subject: **Ralph M. Brown Act update**

RECOMMENDED ACTION:

DISCUSS options for meetings in 2023 and **ADOPT** a policy that hybrid meetings will follow the traditional Brown Act rules to ensure a quorum.

SUMMARY:

Amendments to the Brown Act complicate how TAMC can hold meetings starting in March 2023. The Executive Committee discussed meeting options on February 1 and voted to recommend the Board adopt a policy to follow traditional Brown Act rules to ensure a quorum of voting members at Board, Executive Committee, and Rail Policy Committee meetings. Thus, remote participation by Board/Committee voting members would need to be from a publicly available location noticed in advance of the meeting, and the emergency/ just cause circumstances introduced by Assembly Bill 2449 would not be allowed. Public, ex-officio, and staff participation could be remote from any location.

FINANCIAL IMPACT:

Financial impacts of returning to in-person meetings are included in the Agency budget for meeting administration. Some meeting locations may incur a cost for reservations. There are also administrative costs associated with the tracking of a quorum and ensuring remote locations follow Brown Act rules of being available to the public, connected to the videoconference, and are posted appropriately.

DISCUSSION:

Until March 2023, Agency Board and Committee meetings can continue to be held via remote conferencing under the Governor's declared state of emergency, which he has announced will terminate on February 28, 2023. Starting in March, TAMC will resume in-person meetings, following the rules for hybrid remote/in-person participation pursuant to the Brown Act. Staff has worked to identify meeting rooms that can be used for Board and Committee meetings to enable hybrid options for all meetings.

The remote option under the traditional Brown Act is allowed so long as the agenda is posted at all in-person locations, and all those locations are accessible to the public, and the meeting location is posted on the agenda at least 72 hours in advance of the meeting.

Assembly Bill (AB) 2449 revised the Brown Act rules for remote participation that restricts the way that Board or Committee members may participate remotely from a non-publicly accessible location. First, any such member must notify the Board or Committee in advance of the justification for needing to participate remotely, strictly limited to two categories: "just cause" and "emergency circumstances". This type of Board or Committee member remote

participation is limited to 20% of the meetings, meaning no more than two TAMC Board or TAMC Committee meetings, per year, per member, as the TAMC Board and its Committees only meet ten times per year.

AB 2449 also requires that, to teleconference remotely at a non-publicly accessible location, there be a physical quorum in a single location in the agency's jurisdiction (Monterey County). Consequently, any Board/Committee member participating remotely, either through the traditional Brown Act or AB 2449, would not count toward that quorum requirement. Note that this does not affect the more general need for a quorum for purposes of holding the meeting.

On February 1, the Executive Committee discussed the pros and cons of using the provisions under AB 2449 and how that could complicate and possibly prevent meetings from securing a quorum. The Committee discussed the option of using both the traditional Brown Act and AB 2449 remote participation rules, the option of using only AB 2449 (and not allowing remote participation except under those emergency/ just cause circumstances), or using only the traditional Brown Act (allowing remote participation for Board/Committee members from publicly available, noticed locations).

The Committee voted to recommend the Board adopt a policy that the Board, Executive Committee, and Rail Policy Committee would only use the traditional Brown Act rules for remote participation for voting members. Non-voting members, members of the public, and staff will still be able to participate from any location.

The other Committees - the Bicycle and Pedestrian Facilities Advisory Committee, the Technical Advisory Committee, and the Citizens Oversight Committee - all have their own bylaws, but may follow the Board's lead in this matter.

Below are the options the Executive Committee discussed in developing the recommendation for this policy for member teleconferencing:

1. **Option #1:** Members may use either AB 2449 or traditional Brown Act teleconferencing.
 - Pros: The most flexible option. Members can choose which method suits them in a particular instance.
 - Cons: Difficult to administer and track. Complications, potentially involving the meeting quorum and/or the AB 2449 quorum, may arise if members take advantage of both methods in a single meeting. For example, a member that teleconferences under the traditional Brown Act counts toward a quorum for the meeting and voting purposes, but would not count toward the in-person quorum requirement that would allow other members to teleconference under AB 2449.
2. **Option #2:** Members may only use AB 2449 teleconferencing.
 - Pros: More simple than Option #1; avoids complications from the interaction of AB 2449 and traditional Brown Act teleconferencing methods.
 - Cons: Less flexibility. At least one Board member has expressed an interest in using traditional Brown Act teleconferencing for the Rail Policy and Executive Committee meetings.
3. **Option #3:** Members may only use traditional Brown Act teleconferencing.
 - Pros: More simple than Option #1 and more flexible than Option #2. Avoids any complications from using both methods. Reduces staff time/expense on tracking.
 - Cons: Does not address emergency situations where a member needs to teleconference at the last minute and is unable to timely agendize the remote location and/or has issues with opening that location to the public.

Option #3 is the easiest to administer method that would 1) be the simplest; 2) avoid tricky quorum issues and complex tracking requirements; and 3) still allow members to teleconference without numerical or justification limits. Finally, although Option #3 does not address emergency situations, alternates could be used in many cases to mitigate this issue.



Memorandum

To: Board of Directors
From: Doug Bilse, Principal Engineer
Meeting Date: February 22, 2023
Subject: **Bike and Pedestrian Laws**

RECOMMENDED ACTION:

REVIEW laws enacted in 2022 that impact mobility.

SUMMARY:

Several Assembly Bills and Senate Bills were enacted in 2022 that change existing laws, revise the vehicle code or enable new local ordinances that potentially effect mobility. Some of the most important changes resulted from AB 1909, or the OmniBike Bill, that changes several sections of the vehicle code to clarify that the rules for automobiles should not always apply to bikes. Other new mobility laws are discussed in this report.

FINANCIAL IMPACT:

The implementation of the bills discussed in this report do not include or identify any new funding sources. The resulting changes to the vehicle code and associated infractions are considered a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. AB 1909 provides that no reimbursement is required by this act.

DISCUSSION:

Several Assembly and Senate Bills were approved last year that go into effect in 2023 that impact mobility. Some of these new laws represent a revolutionary change in the way California treats bicyclists. Until now, the California Vehicle Code has generally treated bikes as cars (a practice known as vehicular cycling). Bicyclists were required to cross intersections with cars. Cars are required to be registered with the state and bicyclists were required to register with some cities. Electric bicycles (e-bikes), like cars, were banned from some bike facilities. The OmniBike Bill recognizes that bikes are not cars and acknowledges that forcing bike riders to behave like auto drivers targets aggressive bike riders and disincentivizes less experienced bike users.

Some of the new laws change the way e-bikes are regulated in California. In 2021, more people bought electric bikes than electric cars in the U.S., and sales do not appear to be slowing down. The California Vehicle Code now states that an "electric bicycle is a bicycle" and therefore not a motor vehicle. This determination that an e-bike is not a motorized vehicle is an important distinction because the vehicle code stipulates that "no person shall drive a motor vehicle in a bicycle lane...." A section of the vehicle code now defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts (1 horsepower) that also falls into one of the following 3 classes:

- Class 1 (low-speed pedal-assisted electric bicycle): a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
- Class 2 (low-speed throttle-assisted electric bicycle): a bicycle equipped with a motor that may be used

exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

- **Class 3 (speed pedal-assisted electric bicycle):** a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and it is equipped with a speedometer.

All other motorized vehicles that do not meet the definition of an e-bike (e.g., scooters, mopeds) must follow the laws established for automobile use, including insurance and registration. Pedicabs can be considered electric bicycles, but the vehicle code allows a local authority to impose more stringent operating or equipment requirements on a pedicab.

Assembly Bill 1909 (OmniBike Bill)

Governor Gavin Newsom signed Assembly Bill 1909 into law on September 16, 2022 (web **attachment 1**). AB 1909 is referred to as the OmniBike Bill because it is an omnibus bill combining several provisions. It makes changes to the CVC to recognize that car rules do not always work for bikes. The following are ways the OmniBike Bill will increase bike access and legalize safe bike riding:

1. **Creates a margin of safety:** In 2013, California passed a 3-foot passing rule which has proven difficult to enforce due to the challenge of measuring the distance between two moving objects. Someone on the driver's side of a car may have difficulty estimating a 3-foot distance on the opposite side of their vehicle. The OmniBike Bill changes the California Vehicle Code to add the requirement that people driving cars must pass a bike the same way they would a car, by going into an adjacent lane, whenever possible.
2. **Improves access for e-bikes:** The California Vehicle Code previously prohibited the operation of a motorized bicycle (e.g., mopeds) or a class 3 electric bicycle on all bicycle paths or trails, bikeways, bicycle lanes, equestrian trails, or hiking or recreational trails. The vehicle code previously allowed a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on any of these facilities. The OmniBike Bill removed the universal prohibition of class 3 electric bicycles on all of these facilities, but it allows a local authority that so desires to establish an ordinance to prohibit the operation of a class 3 electric bicycle on any of these facilities. The new law allows a local authority that so desires to prohibit any class of electric bicycle on an equestrian trail, or hiking trail, or recreational trail. A person using any class of e-bike is now allowed to bike anywhere a bike is allowed, unless a sign is posted that specifically prohibits that e-bike class from using that facility. A local authority must adopt an ordinance before prohibiting a class 3 electric bike on a specific bike path, lane, trail, or bikeway. A local authority must take action before prohibiting class 1, 2 or 3 electric bikes from a specific equestrian, hiking or recreation trail.
3. **Walk signals are for bikes:** Many intersections have advance walk signals for pedestrians (also referred as a leading pedestrian interval), a safety measure that allows pedestrians to start crossing the street 3 to 7 seconds before cars are allowed to move. This allows pedestrians to be more visible to turning vehicles by giving them a head start to claim their space on the street before conflicting vehicles enter the intersection. The OmniBike Bill changed the California Vehicle Code to make it legal for people on bikes to start crossing the street during the advanced walk signal rather than waiting for the light to turn green for cars. Assembly Bill 2264 (**web attachment 2**) is connected to the Omnibike Bill and requires advance walk signals at intersections managed by Caltrans, except when prohibited by the California Manual on Uniform Traffic Control Devices. This requirement only applies to Caltrans signals, but other California agencies are likely to gradually implement advance walk signals.
4. **No more bicycle licensing ordinances:** Many California cities have ordinances requiring people to register or get a license for their bikes. That led to many bicyclists riding illegally unaware of the licensing law. It is believed that police may have used this law to selectively target certain bike riders and may have led to other biased law enforcement. The OmniBike Bill changed the California Vehicle Code to ban municipalities from prohibiting the

operation of an unlicensed bike, though they can still offer voluntary licensing programs.

5. **Mid-Block Crossing is allowed:** The OmniBike Bill includes a provision tied to Assembly Bill 2147 (**web attachment 3**) which prevents police from stopping pedestrians or ticketing people for crossing the street outside of a crosswalk (i.e., "jaywalking") when they make a safe midblock crossing, but it does allow for tickets to be issued for unsafe mid-block street crossings where there is an immediate danger of a crash.

Other relevant bills include (see **web attachments 4-7**):

Assembly Bill 1946

This bill requires the California Highway Patrol to work with other traffic safety stakeholders such as the California Office of Traffic Safety, to develop statewide safety and training programs for electric bicycles. This training program is scheduled to launch on the California Highway Patrol's website in September 2023 and is expected to consist of electric bicycle riding safety, emergency maneuver skills, rules of the road, and laws pertaining to electric bicycles.

Assembly Bill 2000

This bill includes parking lots and off-street parking facilities as locations where it is a crime to engage in speed contests, exhibitions of speed, or sideshow activities.

Assembly Bill 1732

This bill authorizes law enforcement agencies to request the California Highway Patrol to activate a "Yellow Alert" for fatal hit-and-run crashes and encourages local media to disseminate the information contained in a Yellow Alert.

Senate Bill 1472

This bill expands the criteria for "gross negligence" as it relates to the crime of vehicular manslaughter. Drivers involved in sideshow activity, exhibition of speed, or speeding over 100 mph resulting in a fatality can now be charged with vehicular manslaughter with gross negligence.

WEB ATTACHMENTS:

- [OmniBike Bill \(Assembly Bill 1909\)](#)
- [Assembly Bill 2264](#)
- [Assembly Bill 2147](#)
- [Assembly Bill 1946](#)
- [Assembly Bill 2000](#)
- [Assembly Bill 1732](#)
- [Senate Bill 1472](#)



Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: February 22, 2023
Subject: Draft Overall Work Program, Budget and Integrated Funding Strategy

RECOMMENDED ACTION:

Draft Overall Work Program & Budget

1. **AUTHORIZE** Executive Director to submit the draft fiscal year 23/24 Overall Work Program to Caltrans for initial review; and
2. **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 23/24 through 25/26, the Overall Work Program for fiscal year 23/24, and the 2023 Integrated Funding Strategy; and
3. **DIRECT** the Executive Director to bring the final three-year budget, one-year Overall Work Program, and the 2023 Integrated Funding Strategy back to the Board on May 24, 2023 for approval.

SUMMARY:

The Executive Committee has reviewed the budget and overall work program and recommends approval. Authorization to submit the draft budget for fiscal year 23/24 is necessary to meet Caltrans's review deadline. The Agency continues to control expenditures to stay within its current year budget, and maintains a prudent cash reserve. The annual Transportation Agency for Monterey County Overall Work Program describes the activities that the Agency will undertake during the next fiscal year, and provides the basis for the 2023/24 budget.

FINANCIAL IMPACT:

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

The Agency budget separates expenditures into two types: operating and direct programs. Operating expenditures include salaries and benefits, materials and supplies, and equipment. Direct program expenditures for outside consultants, contracts, and ongoing project and program delivery with continuous funding such as Freeway Service Patrol and Call Box are in the Agency's budget and the Overall Work Program. The budgeting process was changed in FY 21/22 fiscal year so that regional projects such as Salinas Rail Extension and Measure X programs are now listed in the Integrated Funding Plan. The two documents are intended to complement each other, but not necessarily add up. Agency staff time spent working on regional projects continues to be included in the Agency's budget. Direct expenses for these regional projects are only included in the Integrated Funding Plan.

Operating: The proposed fiscal year 2023-2024 operating expenditure budget is **\$3,783,480** a net increase over fiscal year 2022-2023 of **\$145,073**.

Direct Program: The proposed fiscal year current direct program expenditure budget is **\$2,294,437**, a net decrease over fiscal year 22/23 of **\$1,139,251**. This decrease is primarily due to the Safe Routes to School-ATP Cycle 4 program and the Wayfinding signs project nearing completion.

DISCUSSION:

Three Year Budget:

Attachment 1 is the budget for the three-year period from July 1, 2023 to June 30, 2026. Staff proposed several assumptions for the operating budget, which were reviewed by the Executive Committee in November 2022. A 4% COLA was included in the assumptions as the Consumer Price Index inflation number for 2022 came in at around 6.8% and inflation is at the highest it has been in 39 years.

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

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

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

Operating Expenses: A 4% cost of living allowance for fiscal year 23/24 is incorporated in the attached tables. Merit increases and promotions will continue to be available subject to performance.

In order to seek ways to restrain rising health care costs, while still providing and protecting quality care, the Agency revised its cafeteria health benefit allowance for its active employees in FY 2011/12. The changes eliminated several variables that existed, permitted the Agency to better forecast its obligation under the cafeteria plan, and reduced the liability for future premium increases. Employees have the flexibility to choose from several plans that are offered by CalPERS. In order to offset recent premium cost increases, a change to TAMC's cafeteria plan health allowance is proposed, which would result in an increase of \$180.21/month for general employees and \$360.44/month for management as of FY 2023/24. The last change to this allowance was made in FY 22/23. However, the cash-out allowance amount will remain at \$375 in order to be in compliance with statutory regulations.

The Agency contribution to CalPERS in FY 2023/24 is projected to be slightly higher than last year. The Agency paid off its side-fund liability in December of 2013 and made a sizeable payment towards its unfunded liability in June 2016. These two factors help in keeping contributions lower than they would have otherwise been.

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

Direct Program: Projects, programs and consultant work are funded out of the Direct Program budget. For example, the traffic counts program is funded from the Regional Surface Transportation Program. Caltrans audit repayment, Public Outreach, and State and Federal legislative costs are funded from the unassigned reserve. Regional Development Impact Fees have been designated by Board action to pay for project costs related to SR 156 improvements and the Highway 68 Monterey to Salinas Scenic Highway corridor.

The budgeting process was changed in FY21/22 so that capital expenditures e.g. Rail to Salinas are incorporated into the Integrated Funding Plan and ongoing programs e.g. FSP/SAFE/Go 831 remain in the budget.

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

Annual Work Program:

The annual Agency Overall Work Program describes the activities to be accomplished during the fiscal year beginning July 1 and ending June 30. After the draft Overall Work Plan is approved by the Transportation Agency Board of Directors at their February meeting, the draft plan will be submitted to Caltrans, who reviews the document and provides comments on the state funded activities in the plan. Agency staff then incorporates comments from Caltrans, as well as comments received from the Transportation Agency Board, into to a final proposed Overall Work Program to be presented to the Board of Directors in May for adoption in conjunction with the fiscal year 2023/24 budget.

Draft 2023/24 Overall Work Program Highlights, by Agency Goal:

Deliver Projects (and Programs)

Measure X administration and implementation including:

- Work with Caltrans on state highway projects:
 - Monterey to Salinas Highway 68 Corridor: environmental review and preliminary engineering;
 - Highway 156/Castroville Boulevard Interchange: final engineering design, acquisition of right-of-way, and construction; and,
 - US 101 Safety Improvements – South of Salinas: continue the environmental and preliminary engineering phases of the project.
- Imjin Road Improvements: work with City of Marina to initiate construction and support public information and outreach activities.
- Highway 1 SURF! busway on the Monterey Branch Rail Line: work with MST on final design and funding.
- SR 156-Blackie Road Extension: coordinate with County of Monterey to complete environmental review and preliminary engineering.
- Fort Ord Regional Trail and Greenway: initiate the construction phase of the Del Rey Oaks/SR 218 segment;

coordinate with Federal Highways Administration on the Federal Lands Access Program grant segment; initiate work on final design engineering for the California Avenue segment; and pursue grant funding for other Fort Ord Regional Trail and Greenway segments.

- Habitat Preservation/Advance Mitigation: pursue advance mitigation opportunities based on the on the Regional Conservation Investment Strategy.
- Safe Routes to School: continue implementing Salinas Valley Safe Routes to Schools grant as part of a coordinated effort to advance the education, enforcement and engineering improvements to reduce collisions and encourage active transportation to improve the health of school children.
- Senior and Disabled Mobility program: oversee programs funded in the third grant cycle.

Non-Measure X Projects:

- Salinas Rail Extension Project: Continue the right-of-way acquisition and final design for the layover facility and Gilroy station modifications portions of the project.
- Wayfinding Signs: finish installation of wayfinding signs for routes identified in the Regional Bicycle Wayfinding Plan.
- Active Transportation Support Program (formerly “Bicycle Secure Program”): fund racks, lockers and related secure storage for bicycles, skateboards, and scooters; bicycle safety trainings, and bicycle and pedestrian support kits.

Maximize Funding

- Matching grants: work to secure SB 1 grants, potential new federal funding, and other matching grants for priority projects.
- Planning grants: evaluate the need for future corridor studies and safe routes to school grants. Begin implementation of any planning grants received in the prior cycle.
- Other agencies: assist Caltrans, Monterey-Salinas Transit, and member agencies in securing funding and delivering transportation improvements. Emphasis will be on supporting member agencies' Active Transportation Program applications and grant programs for the SURF! busway along Highway 1.

Communicate Early and Often

- Continue high level of public interactions during project development and construction. Projects that will be a focus of agency outreach are:
 - Imjin Road Widening improvements,
 - Segment 1 of the Fort Ord Regional Trail and Greenway project,
 - US 101 South of Salinas, and
 - The Scenic State Route 68 project.
- Prepare Agency and Measure X annual report.
- Assist member agencies with public outreach.
- Continue ongoing agency media outreach, staff and Board member education.

Prepare for the Future

- Implement the Agency’s Racial Equity Program.
- Invest in transportation solutions that promote the safe travel of all modes and decrease fatalities and injuries for all travel modes through a Vision Zero strategy.
- Implement the 2022 Regional Transportation Plan.
- Participate in state and federal policy discussions advocating for the policies adopted in the Agency's legislative platform.
- Participate in Central Coast Counties efforts to coordinate electric vehicle charging infrastructure for freight and

- interregional passenger vehicle travel.
- Monitor emerging transportation technologies including autonomous cars and trucks and Urban Air Mobility.
- Complete streets: support local use of bicycle and pedestrian safety improvements as part of a “complete streets” policy.
- Intersection safety and roundabouts: continue to evaluate and support the installation of new engineering designs for intersections to improve safety.
- SAFE Callbox Program: coordinate with CHP to complete the removal of underutilized call boxes.
- Blue Zones: coordinate with the Blue Zone health and longevity program to promote active transportation and related safety improvements as the program expands countywide.

Integrated Funding Strategy:

The Agency's initial Integrated Funding Strategy developed in 2017 was designed to identify projects and programs that will be strong candidates for specific matching fund programs, and to identify a funding pathway to bring projects to construction over the next five years. The primary sources of funding included in the Integrated Funding Strategy are the regional share of Measure X, Monterey County's share of the State Transportation Improvement Program, and the various Senate Bill 1 formula and grant funding programs.

The draft 2023 Integrated Funding Strategy updates the 2022 version of the plan with the latest funding and timing information for the projects and programs. The 2023 version of the plan includes a few additional projects to be consistent with staff work identified in the budget and work program. Project development phases doesn't don't naturally follow the Agency's July 1 to June 30 fiscal year calendar. Past Agency budgets included direct project costs such as property acquisitions for the Salinas Rail Extension project. These costs would often carry over from year-to-year, artificially inflating the Agency's direct budget. The Integrated Funding Strategy covers all expenses associated with a given project. More closely aligning the Integrated Funding Plan with the Budget and Overall Work Program provides a summary of project's and program's timing and funding while allowing the Budget and Overall Work Program to focus on the Agency's planning activities and ongoing programs e.g. Freeway Service Patrol, Call Boxes, and Vision Zero & traveler information program.

After the draft Overall Work Plan, Integrated Funding Strategy and budget are approved by the Board of Directors, they will be submitted to Caltrans for review and comment. Agency staff then will incorporate comments from Caltrans and the Transportation Agency Board into a final proposed Overall Work Program to be presented in May to the Executive Committee for review and to the TAMC Board of Directors for adoption.

ATTACHMENTS:

- ▢ Budget FY 23-24
- ▢ FY23-24 Work Program Summary
- ▢ Draft 2023 Integrated Funding Strategy

WEB ATTACHMENTS:

[Draft FY2023/24 Overall Work Program](#)

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

3 YEAR BUDGET

FISCAL YEARS

2023 - 2024

to

2025 - 2026

TAMC-3 YEAR BUDGET JULY 1, 2023 - JUNE 30, 2026

TOTAL REVENUE & EXPENDITURES - SUMMARY

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE FY 23/24 BUDGET vs FY 22-23 APPROVED
	FY 22/23 Approved	FY 23/24 Estimated	FY 24/25 Estimated	FY 25/26 Estimated	
Operating Revenue	\$3,638,407	\$3,783,480	\$3,818,089	\$3,855,505	4.0%
Direct Program Revenue	\$3,433,688	\$2,294,437	\$1,786,870	\$1,672,684	-33.2%
TOTAL REVENUE	\$7,072,095	\$6,077,917	\$5,604,959	\$5,528,189	-14.1%
Operating Expenditures	\$3,638,407	\$3,783,480	\$3,818,089	\$3,855,505	4.0%
Direct Program Expenditures	\$3,433,688	\$2,294,437	\$1,786,870	\$1,672,684	-33.2%
TOTAL EXPENDITURES	\$7,072,095	\$6,077,917	\$5,604,959	\$5,528,189	-14.1%
REVENUE MINUS EXPENDITURES	\$0	\$0	\$0	\$0	

TAMC-3 YEAR BUDGET JULY 1, 2023 - JUNE 30, 2026

TOTAL REVENUE BY SOURCE

SOURCE OF REVENUE	FY PLAN	FUTURE 3 YR BUDGET			4 Years Cumulative Impact	% CHANGE FY 23/24 BUDGET vs FY 22-23 APPROVED
	FY 22/23 Approved	FY 23/24 Estimated	FY 24/25 Estimated	FY 25/26 Estimated		
Federal Grants-Operating	\$0	\$0	\$0	\$0		#DIV/0!
Federal Grants-Direct	\$0	\$0	\$0	\$0		
State Grants-Operating	\$2,107,421	\$1,948,897	\$1,933,506	\$1,928,506		-7.5%
State Grants-Direct	\$2,279,407	\$1,088,596	\$1,081,917	\$1,081,917		-52.2%
RSTP-Direct	\$285,191	\$136,500	\$136,500	\$36,500		-52.1%
Local Funds-Operating	\$1,190,935	\$1,361,145	\$1,363,076	\$1,363,076		14.3%
Local Funds-Direct	\$621,376	\$400,060	\$367,500	\$367,500		-35.6%
Sub Total Revenue	\$6,484,330	\$4,935,198	\$4,882,499	\$4,777,499		-23.9%
SAFE Reserve Surplus/(Usage)	(\$269,528)	(\$269,638)	(\$268,767)	(\$268,767)	(\$1,076,700)	0.0%
Rail-Leases ROW-Reserve Surplus/(Usage)	(\$8,000)	(\$8,000)	(\$8,000)	(\$8,000)	(\$32,000)	0.0%
Undesig. Contingency Surplus/(Usage)-Oper.	\$37,949	(\$90,438)	(\$138,507)	(\$180,923)	(\$371,920)	-338.3%
Undesig. Contingency Surplus/(Usage)-Direct	(\$348,186)	(\$774,643)	(\$307,186)	(\$293,000)	(\$1,723,015)	122.5%
Total Contingency Fund Surplus/ (Usage)	(\$587,765)	(\$1,142,720)	(\$722,460)	(\$750,690)	(\$3,203,635)	94.4%
TOTAL REVENUE	\$7,072,095	\$6,077,917	\$5,604,959	\$5,528,189		-14.1%

TAMC-3 YEAR BUDGET JULY 1, 2023 - JUNE 30, 2026

OPERATING REVENUE

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE FY 23/24 BUDGET vs FY 22-23 APPROVED	\$ CHANGE FY 23/24 BUDGET vs FY 22-23 APPROVED
	FY 22/23 Approved	FY 23/24 Estimated	FY 24/25 Estimated	FY 25/26 Estimated		
OPERATING REVENUE						
FEDERAL PLANNING GRANTS						
SUB TOTAL FEDERAL GRANTS	\$0	\$0	\$0	\$0		\$0
STATE PLANNING GRANTS						
Local Transportation Fund	\$908,485	\$908,485	\$908,485	\$908,485	0.0%	\$0
Planning, Programming & Monitoring	\$201,000	\$201,000	\$202,000	\$197,000	0.0%	\$0
Rural Planning Assistance	\$422,000	\$422,000	\$392,000	\$392,000	0.0%	\$0
Complete Streets Project Implementation/SRTS	\$92,200	\$110,000	\$110,000	\$110,000	19.3%	\$17,800
Alisal Greening -Clean Calif.	\$19,208	\$19,208	\$0	\$0		\$0
SRTS-ATP Cycle 4 Every Child	\$47,837	\$0	\$0	\$0	-100.0%	-\$47,837
Salinas Valley SRTS	\$42,691	\$1,184	\$0	\$0		-\$41,508
Rail Extension to Salinas-Operating	\$275,000	\$275,000	\$275,000	\$275,000		\$0
ADA access program	\$9,000	\$9,000	\$9,000	\$9,000		\$0
Wayfinding Construction Signs-Grant	\$32,801	\$0	\$0	\$0		-\$32,801
Wayfinding Construction Signs-RSTP TAMC match	\$57,199	\$0	\$0	\$0		-\$57,199
ATP Cycle 5 Broadway Ave Complete Street Corridor	\$0	\$3,020	\$37,021	\$37,021		\$3,020
SUB TOTAL STATE GRANTS	\$2,107,421	\$1,948,897	\$1,933,506	\$1,928,506	-7.5%	-\$158,525
LOCAL PLANNING CONTRIBUTIONS						
Regional Transportation Planning Assessment	\$243,076	\$243,076	\$243,076	\$243,076	0.0%	\$0
Impact Fee - Program Administration	\$10,000	\$10,000	\$20,000	\$20,000	0.0%	\$0
Sales Tax Authority Administration Fees	\$200,000	\$200,000	\$200,000	\$200,000	0.0%	\$0
Measure X Projects/Programs	\$695,000	\$900,000	\$900,000	\$900,000	29.5%	\$205,000
Alisal Greening -Clean Calif.-Measure X match	\$5,764	\$5,764	\$0	\$0		\$0
SRTS-ATP Cycle 4 Every Child-Measure X match	\$2,305	\$0	\$0	\$0	-100.0%	-\$2,305
Salinas Safe Routes to School -Measure X match	\$15,349	\$0	\$0	\$0		-\$15,349
Salinas Valley SRTS-Measure X match	\$8,132	\$2,305	\$0	\$0		-\$5,826
Marina Rec Rail	\$11,309	\$0	\$0	\$0		-\$11,309
SUB TOTAL LOCAL FUNDS	\$1,190,935	\$1,361,145	\$1,363,076	\$1,363,076	14.3%	\$170,211
OTHER CONTRIBUTIONS						
FSP- Staff Support	\$30,000	\$35,000	\$35,000	\$35,000	16.7%	\$5,000
SAFE- Staff Support	\$40,000	\$40,000	\$40,000	\$40,000	0.0%	\$0
SAFE- Go831 Staff Support/Vision Zero	\$250,000	\$250,000	\$250,000	\$250,000	0.0%	\$0
Rail-Monterey Branch Line /Leases Staff Support	\$58,000	\$58,000	\$58,000	\$58,000	0.0%	\$0
SUB TOTAL STAFF SUPPORT	\$378,000	\$383,000	\$383,000	\$383,000	1.3%	\$5,000
Sub Total Operating Revenue	\$3,676,356	\$3,693,042	\$3,679,582	\$3,674,582	0.5%	\$16,666
Undesig. Contingency Res. Surplus/ (Usage)-Oper.	\$37,948	(\$90,438)	(\$138,507)	(\$180,923)	-338.3%	(\$128,387)
TOTAL OPERATING REVENUE	\$3,638,408	\$3,783,480	\$3,818,089	\$3,855,505	4.0%	\$145,073

TAMC- OPERATING REVENUE CHANGES FY 2023-2024
FROM FY 2022-2023 APPROVED BUDGET

Operating Revenue	FY 22-23 APPROVED BUDGET	FY 23-24 PROPOSED BUDGET	FY 23/24 BUDGET vs FY 22-23	
			\$ CHANGE	% CHNG
1 <u>FEDERAL PLANNING GRANTS</u>	\$0	\$0	\$0	
2 <u>STATE PLANNING GRANTS</u>	\$2,107,421	\$1,948,897	-\$158,525	-7.5%
Local Transportation Fund (Current)- LTF	\$908,485	\$908,485	\$0	0.0%
Planning & Programming -PPM	\$201,000	\$201,000	\$0	0.0%
Rural Planning Assistance-RPA	\$422,000	\$422,000	\$0	0.0%
Complete Streets Project Implementation/SRTS	\$92,200	\$110,000	\$17,800	19.3%
Alisal Greening -Clean Calif.	\$19,208	\$19,208	\$0	0.0%
SRTS-ATP Cycle 4 Every Child	\$47,837	\$0	-\$47,837	-100.0%
Salinas Valley SRTS	\$42,691	\$1,184	-\$41,507	-97.2%
Rail Extension to Salinas-Operating	\$275,000	\$275,000	\$0	0.0%
ADA access program (UBER/LYFT)	\$9,000	\$9,000	\$0	0.0%
Wayfinding Construction Signs-Grant	\$32,801	\$0	-\$32,801	-100.0%
Wayfinding Construction Signs-RSTP match	\$57,199	\$0	-\$57,199	-100.0%
ATP Cycle 5 Broadway Ave Complete Street Corridor	\$0	\$3,020	\$3,020	
3 <u>LOCAL PLANNING FUNDS</u>	\$1,190,935	\$1,361,145	\$170,211	14.3%
Regional Transportation Planning Assessment	\$243,076	\$243,076	\$0	0.0%
Impact Fee - Program Administration	\$10,000	\$10,000	\$0	0.0%
Sales Tax Authority Administration Fees	\$200,000	\$200,000	\$0	0.0%
Measure X Projects/Programs	\$695,000	\$900,000	\$205,000	29.5%
Alisal Greening -Clean Calif.-Measure X match	\$5,764	\$5,764	\$0	0.0%
SRTS-ATP Cycle 4 Every Child-Measure X match	\$2,305	\$0	-\$2,305	-100.0%
Salinas Safe Routes to School -Measure X match	\$15,349	\$0	-\$15,349	-100.0%
Salinas Valley SRTS-Measure X match	\$8,132	\$2,305	-\$5,827	-71.6%
Marina Rec Rail	\$11,309	\$0	-\$11,309	-100.0%
4 <u>OTHER CONTRIBUTIONS</u>	\$378,000	\$383,000	\$5,000	1.3%
FSP- Staff Support	\$30,000	\$35,000	\$5,000	16.7%
SAFE- Staff Support	\$40,000	\$40,000	\$0	0.0%
SAFE- Go831 Staff Support	\$250,000	\$250,000	\$0	0.0%
Rail-Monterey Branch Line /Leases Staff Support	\$58,000	\$58,000	\$0	0.0%
5 <u>UNDESIGNATED CONTINGENCY SURPLUS/ (USAGE)</u>	\$37,948	(\$90,438)	(\$128,387)	-338.3%
OPERATING REVENUE TOTAL	\$3,638,408	\$3,783,180	\$145,073	4.0%

TAMC-3 YEAR BUDGET JULY 1, 2023 - JUNE 30, 2026

OPERATING EXPENSES

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE FY 23/24 BUDGET vs FY 22-23 APPROVED	\$ CHANGE FY 23/24 BUDGET vs FY 22-23 APPROVED
	FY 22/23 Approved	FY 23/24 Estimated	FY 24/25 Estimated	FY 25/26 Estimated		
<u>OPERATING EXPENSES</u>						
Salaries	\$2,107,042	\$2,183,553	\$2,230,167	\$2,249,532	3.6%	\$76,511
Fringe Benefits	\$946,407	\$1,001,370	\$1,009,658	\$1,013,392	5.8%	\$54,963
Material and Services	\$574,959	\$588,557	\$568,264	\$582,581	2.4%	\$13,598
Depreciation/ Amortization	\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
TOTAL OPERATING EXPENSES	\$3,638,408	\$3,783,480	\$3,818,089	\$3,855,505	4.0%	\$145,073

**TAMC- OPERATING EXPENSE CHANGES
FY 23-24 BUDGET vs FY 22-23 APPROVED**

<u>Operating Expenses</u>	FY 22-23 APPROVED BUDGET	FY 23-24 PROPOSED BUDGET	FY 23/24 BUDGET vs FY 22-23	
			\$ CHANGE	% CHNG
1 Salaries Changes	\$2,107,042	\$2,183,553	\$76,511	3.6%
Cost of Living Adjustments			\$80,480	
Step increases/Promotions			\$36,031	
Part Time Finance/ HR Reduction			-\$40,000	
2 Fringe Benefit Changes	\$946,407	\$1,001,370	\$54,963	5.8%
Health benefits and others			\$25,845	
PERS contributions & unfunded liability			\$29,118	
3 Materials and Services Changes	\$574,959	\$588,557	\$13,598	2.4%
Accounting Services- OPEB/GASB 75			\$4,000	
Insurance (Liability, Crime & Property)			\$3,000	
Rent (Utilities & Janitorial Incl.)			\$3,598	
Supplies			\$3,000	
4 Depreciation/Amortization Changes	\$ 10,000	\$10,000	\$0	0.0%
OPERATING EXPENSE TOTAL	\$ 3,638,408	\$ 3,783,480	\$ 145,073	4.0%

TAMC-3 YEAR BUDGET JULY 1, 2023 - JUNE 30, 2026

Direct Program Revenue- Summary

WE	Direct Program Description	Revenue Source	FUTURE 3 YR BUDGET				FY 23/24 BUDGET vs FY 22-23		
			FY PLAN FY 22/23 Approved	FY 23/24 Estimated	FY 24/25 Estimated	FY 25/26 Estimated	\$ CHANGE	% CHNG	
0000	Caltrans audit repayment (fy 15-16 thru fy 24-25)	Oper Resv	Oper Resv	\$82,186	\$82,186	\$82,186	\$0	0%	
1020	Triennial Audit	Oper Resv	Oper Resv	\$45,000	\$0	\$0	\$50,000	-100%	
1122	Legislative Advocates	Oper Resv	Oper Resv	\$135,000	\$135,000	\$135,000	\$135,000	\$0	
1130	Public Outreach Program	Oper Resv	Oper Resv	\$70,000	\$70,000	\$70,000	\$70,000	\$0	
1770	Freeway Service Patrol	State	FSP	\$225,032	\$232,206	\$230,320	\$230,320	\$7,174	
1770	FSP-SAFE Match (25% FSP Grant)	State	FSP	\$56,258	\$58,051	\$57,580	\$57,580	\$1,793	
1770	FSP- Staff Support	Operating	FSP	(\$30,000)	(\$35,000)	(\$35,000)	(\$35,000)	-\$5,000	
1770	Freeway Service Patrol-SB1	State	FSP	\$188,252	\$181,520	\$179,920	\$179,920	-\$6,732	
1770	FSP-SAFE Match (25% FSP Grant)-SB1	State	FSP	\$47,063	\$45,380	\$44,980	\$44,980	-\$1,683	
1780	SAFE	State	SAFE	\$340,000	\$340,000	\$340,000	\$340,000	\$0	
4150	EV Chargers	State	SAFE	\$6,000	\$6,000	\$2,000	\$2,000	\$0	
1780	SAFE - FSP Match	State	SAFE	(\$56,258)	(\$58,051)	(\$57,580)	(\$57,580)	-\$1,793	
1780	SAFE - FSP Match-SB1	State	SAFE	(\$47,063)	(\$45,380)	(\$44,980)	(\$44,980)	\$1,683	
1780	SAFE- Staff Support	Operating	SAFE	(\$40,000)	(\$40,000)	(\$40,000)	(\$40,000)	\$0	
1790	SAFE- Go831 Staff Support	Operating	SAFE	(\$250,000)	(\$250,000)	(\$250,000)	(\$250,000)	\$0	
1780	SAFE- Reserve (Surplus)/Usage	reserve	SAFE	\$269,528	\$269,638	\$268,767	\$268,767	\$110	
2310	Traffic Counts/Bike & Ped	RSTP TAMC	RSTP TAMC	\$36,500	\$36,500	\$36,500	\$36,500	\$0	
6145	Bike Map update	Oper Resv	Oper Resv	\$16,000	\$0	\$0	\$18,000	-\$16,000	
6148	Bike and Ped Events/Active Trans. Program	Local	TDA	\$27,500	\$57,500	\$57,500	\$57,500	\$30,000	
6220	RTP/EIR update shared	State	RPA	\$0	\$0	\$30,000	\$30,000	\$0	
6262	RDIF Validation & Nexus Study	Local	RDIF	\$75,000	\$0	\$55,000	\$55,000	-\$75,000	
6550	Active Transportation Support Program	RSTP TAMC	RSTP TAMC	\$30,000	\$0	\$0	\$0	-\$30,000	
6550	On Call Engg.	RSTP TAMC	RSTP TAMC	\$0	\$100,000	\$100,000	\$0	\$100,000	
6552	Wayfinding Construction Signs-Grant	State	State	\$125,429	\$0	\$0	\$0	-\$125,429	
6552	Wayfinding Construction Signs-RSTP match	RSTP TAMC	RSTP TAMC	\$218,691	\$0	\$0	\$0	-\$218,691	
6729	Salinas Safe Routes to School -Measure X match	Local	Measure X	\$80,254	\$0	\$0	\$0	-\$80,254	
6730	Salinas Valley Safe Routes to School SB1	State	SB1-Adapt.	\$339,509	\$96,256	\$0	\$0	-\$243,252	
6730	Salinas Valley Safe Routes to School -Measure X match	Local	Measure X	\$64,668	\$18,335	\$0	\$0	-\$46,334	
xyz	ATP Cycle 5 Broadway Ave Complete Street Corridor	State	State	\$0	\$1,906	\$299,677	\$299,677	\$1,906	
6803	Rail-Rail Extension -HDR Amendment # 1	Oper Resv	Oper Resv	\$0	\$467,457	\$0	\$0	\$467,457	
6804	Rail-Leases ROW	Local	Leases	\$210,000	\$210,000	\$210,000	\$210,000	\$0	
6804	Rail-Leases ROW-Staff Support	Operating	Leases	(\$58,000)	(\$58,000)	(\$58,000)	(\$58,000)	\$0	
6804	Rail-Leases ROW-Reserve (Surplus)/Usage	reserve	Leases	\$8,000	\$8,000	\$8,000	\$8,000	\$0	
6807	Rail Leases-Salinas	Oper Resv	Oper Resv	\$10,000	\$20,000	\$20,000	\$20,000	\$10,000	
7101	SRTS-ATP Cycle 4 Every Child	State	State	\$824,477	\$0	\$0	\$0	-\$824,477	
7101	SRTS-ATP Cycle 4 Every Child-Measure X match	Local	Measure X	\$39,729	\$0	\$0	\$0	-\$39,729	
7102	Allisal Greening -Clean Calif.	State	State	\$230,708	\$230,708	\$0	\$0	\$0	
7102	Allisal Greening -Clean Calif.-Measure X match	Local	Measure X	\$69,225	\$69,225	\$0	\$0	\$0	
8010	Public Outreach Program -Measure X	Local	Measure X	\$40,000	\$40,000	\$40,000	\$40,000	\$0	
8010	Measure X - Materials & Services-Audits etc.	Local	Local	\$5,000	\$5,000	\$5,000	\$5,000	\$0	
	Total Direct Program Revenue			\$3,433,688	\$2,176,870	\$1,672,684	\$1,672,684	-\$1,139,251	-33.2%

TAMC-3 YEAR BUDGET JULY 1, 2023 - JUNE 30, 2026

Direct Program Expenses-Summary

WE	Direct Program Description	FY PLAN				FUTURE 3 YR BUDGET	
		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 23/24 BUDGET	
		Approved	Estimated	Estimated	Estimated	vs FY 22-23	
					\$ CHANGE	% CHNG	
0000	Caltrans audit repayment (fy 15-16 thru fy 24-25)	\$82,186	\$82,186	\$82,186	\$0	\$0	0%
1020	Triennial Audit	\$45,000	\$0	\$0	\$50,000	-\$45,000	-100%
1122	Legislative Advocates	\$135,000	\$135,000	\$135,000	\$135,000	\$0	0%
1130	Public Outreach Program	\$70,000	\$70,000	\$70,000	\$70,000	\$0	0%
1770	Freeway Service Patrol- Towing Contracts	\$249,800	\$247,300	\$244,800	\$244,800	-\$2,500	-1%
1770	Freeway Service Patrol- Towing Contracts -SB1	\$229,000	\$226,900	\$224,900	\$224,900	-\$2,100	-1%
1770	Freeway Service Patrol- Other Expenses	\$7,805	\$7,957	\$8,100	\$8,100	\$152	2%
1780	SAFE - Call Box contract costs	\$125,000	\$125,000	\$125,000	\$125,000	\$0	0%
1780	SAFE - ADA Compliance	\$42,207	\$42,207	\$42,207	\$42,207	\$0	0%
1790	SAFE - Go831 TIPS Marketing & Branding	\$0	\$0	\$0	\$0	\$0	
1790	SAFE- Go831-Mrktg & Printing Material	\$12,000	\$12,000	\$12,000	\$12,000	\$0	0%
1790	SAFE- Go831-Emergency Ride Home	\$2,000	\$2,000	\$2,000	\$2,000	\$0	0%
1790	SAFE- Go831-Monterey Bay Economic Partnership Dues	\$5,000	\$5,000	\$5,000	\$5,000	\$0	0%
1790	SAFE- Software/App. (TDM Platform)	\$30,000	\$30,000	\$30,000	\$30,000	\$0	0%
4150	EV Chargers	\$6,000	\$6,000	\$2,000	\$2,000	\$0	0%
2310	Traffic Counts/Bike & Ped	\$36,500	\$36,500	\$36,500	\$36,500	\$0	0%
6146	Bike Map update	\$16,000	\$0	\$0	\$18,000	-\$16,000	-100%
6148	Bike and Ped Events/Active Trans. Program	\$27,500	\$57,500	\$57,500	\$57,500	\$30,000	109%
6220	RTP/EIR update shared	\$0	\$0	\$30,000	\$30,000	\$0	
6262	RDIF Validation & Nexus Study	\$75,000	\$0	\$55,000	\$55,000	-\$75,000	-100%
6550	Active Transportation Support Program	\$30,000	\$0	\$0	\$0	-\$30,000	-100%
6550	On Call Engg.	\$0	\$100,000	\$100,000	\$0	\$100,000	
6552	Wayfinding Construction Signs-Grant	\$125,429	\$0	\$0	\$0	-\$125,429	-100%
6552	Wayfinding Construction Signs-RSTP match	\$218,691	\$0	\$0	\$0	-\$218,691	-100%
6729	Salinas Safe Routes to School	\$80,254	\$0	\$0	\$0	-\$80,254	-100%
6730	Salinas Valley Safe Routes to School SB1	\$404,177	\$114,691	\$0	\$0	-\$289,586	-72%
xyz	ATP Cycle 6 Broadway Ave Complete Street Corridor	\$0	\$1,906	\$299,677	\$299,677	\$1,906	
6803	Rail-Rail Extension -UPRR Reimbursement Agreement	\$0	\$0	\$0	\$0	\$0	
6803	Rail-Rail Extension -UP/Caltrain Negotiations	\$0	\$0	\$0	\$0	\$0	
6803	Rail-Rail Extension -UPRR Capacity Model Agreement	\$0	\$0	\$0	\$0	\$0	
6803	Rail-Rail Extension -HDR Amendment # 1	\$0	\$467,457	\$0	\$0	\$467,457	
6804	Rail-Leases ROW-MBL Property Maint.	\$150,000	\$150,000	\$150,000	\$150,000	\$0	0%
6805	Rail-Leases ROW- FORA Property Maint.	\$10,000	\$10,000	\$10,000	\$10,000	\$0	0%
6807	Rail Leases-Salinas	\$10,000	\$20,000	\$20,000	\$20,000	\$10,000	100%
7101	SRTS-ATP Cycle 4 Every Child	\$864,206	\$0	\$0	\$0	-\$864,206	-100%
7102	Alisal Greening -Clean Calif.	\$299,933	\$299,933	\$0	\$0	\$0	0%
8010	Public Outreach Program -Measure X	\$40,000	\$40,000	\$40,000	\$40,000	\$0	0%
8010	Measure X - Material & Services-Audits etc.	\$5,000	\$5,000	\$5,000	\$5,000	\$0	0%
	TOTAL Direct Program Expenses	\$3,433,688	\$2,294,437	\$1,786,870	\$1,672,684	-\$1,139,251	-33.2%

**TAMC- DIRECT PROGRAM EXPENSE CHANGES
FY 23-24 BUDGET vs FY 22-23 APPROVED**

<u>Direct Program Expense Changes</u>				FY 23/24 BUDGET vs FY 22-23	
WE		Project	Reason for Change	\$ CHANGE	% CHNG
1020	Other	Triennial Audit	Activity done every 3 years	-45,000	-100%
1770	FSP	Freeway Service Patrol	Updated contract costs	-4,448	-1%
6145	Bike	Bike Map update	Activity not needed this fiscal year	-16,000	-100%
6262	Other	RDIF Validation & Nexus Study	Activity not needed this fiscal year	-75,000	-100%
6550	Other	On Call Engg.	New activity	100,000	
6552	Other	Wayfinding Construction Signs-Grant	Activity completed	-125,429	-100%
6552	Other	Wayfinding Construction Signs-RSTP match	Activity completed	-218,691	-100%
6729	Other	Salinas Safe Routes to School	Activity completed	-80,254	-100%
6730	Other	Salinas Valley Safe Routes to School SB1	Activity winding down this year	-289,586	-72%
xyz	Other	ATP Cycle 5 Broadway Ave Complete Street Corridor	New activity	\$1,906	
6803	Rail	Rail-Rail Extension -HDR Amendment # 1	New agreement	\$467,457	
6807	Rail	Rail Leases-Salinas	Miscellaneous cost increase	\$10,000	100%
7101	Other	SRTS-ATP Cycle 4 Every Child	Activity completed	-\$864,206	-100%
TOTAL DIRECT PROGRAM EXPENSE CHANGES				-\$1,139,251	-33.2%

**TAMC- STAFF POSITION LIST
FISCAL YEAR 2023-2024**

	FY 2022-2023 AUTHORIZED	FY 2023-2024 PROPOSED	CHANGE
Management			
Executive Director	1	1	0.0
Director of Planning	1	1	0.0
Director of Programming/Proj. delivery	1	1	0.0
Director of Finance & Administration	1	1	0.0
Planning			
Transportation Planners	7	7	0.0
Engineering			
Transportation Engineers	2	2	0.0
Support			
Finance Officer/Analyst	1	1	0.0
Sr.Administrative Assistant	1	1	0.0
Administrative Assistant	1.5	1.5	0.0
Part Time Finance/ HR	0.5	0.5	0.0
Sub-total Regular Full-Time	17	17	0.00
Support			
Student Intern (Full Time Equivalent)	0	0	0.0
Sub-total Part-Time	0	0	0.0
TAMC TOTAL	17	17	0

Transportation Agency for Monterey County
Overall Work Program Summary - Funding & Activities for FY 2023/2024



CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
1010	Overall Work Program, Budget and Administration	\$ 86,636	\$ -	\$ 86,636	Prepare billing and quarterly reports, develop and monitor Work Program and budget, oversee agency funding and activities.
1020	Transportation Development Act Administration	\$ 70,316	\$ -	\$ 70,316	Conduct unmet needs process, allocate and manage Local Transportation Funds.
1120	Plans Coordination & Interagency Liaison	\$ 323,501	\$ -	\$ 323,501	Coordinate with partner and member agencies on short- and long-range transportation plans; conduct legislative monitoring.
1122	Legislative Advocacy	\$ 62,696	\$ 135,000	\$ 197,696	Prepare legislative program; propose law changes as appropriate; support or oppose legislation or policies.
1130	Public Involvement/ Education	\$ 191,889	\$ 70,000	\$ 261,889	Issue news releases, conduct public meetings, update website, annual report and awards program.
1770	Freeway Service Patrol (FSP)	\$ 35,905	\$ 482,157	\$ 518,062	Emergency tow truck services.
1780	Service Authority for Freeway Emergencies (SAFE) Monterey County	\$ 41,001	\$ 167,207	\$ 208,208	Call-box and motorist aid program.
1790	Vision Zero and Traveler Information Program	\$ 253,665	\$ 49,000	\$ 302,665	Identify and develop transportation solutions that decrease fatalities and injuries for all travel modes through a Vision Zero strategy. Includes traveler information programs such as notices for construction related closures and other activities that educate and improve mobility and safety for Monterey County travelers.
1795	Access Fund Administration	\$ 24,020	\$ -	\$ 24,020	Administer California Public Utilities Commission mandated program to increase accessibility for persons with disabilities as part of its regulation of Transportation Network Companies.
2310	Data Collect, Uniformity, and Access	\$ 39,163	\$ 36,500	\$ 75,663	Collect traffic data for regional model and planning uses, including data to support the implementation of the Agency's Racial Equity Program.
4110	Environmental Document Review	\$ 19,678	\$ -	\$ 19,678	Review development proposals for transportation impacts, ensure consistency with regional transportation system, propose mitigation measures such as Complete Street features.
4150	EV Fast Chargers	\$ 7,372	\$ 6,000	\$ 13,372	Research and install electric vehicle fast charging station at the Agency office.
6140	Bicycle/Pedestrian Planning	\$ 76,548	\$ -	\$ 76,548	Hold bike committee meetings, review projects for consistency with the Regional Transportation Plan.
6145	Mont County Bike & Ped Plan	\$ 33,908	\$ -	\$ 33,908	Develop strategy and explore grant opportunities to update the 2018 Monterey County Active Transportation Plan.

Transportation Agency for Monterey County
Overall Work Program Summary - Funding & Activities for FY 2023/2024



CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6148	Active Transportation Education Campaign	\$ 45,596	\$ 57,500	\$ 103,096	Conduct public outreach and education for active transportation during Bike Week and throughout the year.
6220	Regional Transportation Plan	\$ 35,563	\$ -	\$ 35,563	Engage with cities and the County when they are developing circulation elements and other transportation related planning efforts. Coordinate with AMBAG, Caltrans and other regional agencies to implement the 2022 Regional Transportation Plan and initiate development of the 2026 Plan.
6262	Regional Development Impact Fee	\$ 20,451	\$ -	\$ 20,451	Collect fees and allocate funds to fee program projects, develop transition plan for converting the fee program to vehicle miles travelled as per SB 743.
6410	Transportation Improvement Programs	\$ 71,035	\$ -	\$ 71,035	Coordinate with Caltrans and other regional agencies on project programming.
6500	Project Development and Grant Implementation	\$ 189,912	\$ -	\$ 189,912	Participate in environmental review, right-of-way acquisition, and engineering for regional projects; apply for fund allocations, amendments or extensions, apply for grant funds, monitor fund sources and assist implementing agencies in utilizing funds.
6550	Complete Streets Implementation	\$ 125,720	\$ 100,000	\$ 225,720	Conduct activities related to implementing "Complete Streets" projects. Activities include: purchasing bicycle racks and other security devices as part of the Active Transportation Support Program; and assist agencies in incorporating Complete Street features in local and state road projects.
6552	Wayfinding Signs Construction	\$ 24,040	\$ -	\$ 24,040	Fabrication and installation of pedestrian and bicycle wayfinding signs throughout Monterey County.
6710	Corridor Studies & Regional Multi-Modal Planning	\$ 86,696	\$ -	\$ 86,696	Participate in pre-environmental review corridor planning.
6730	Salinas Valley-SRTS SB 1 Planning Grant	\$ 61,887	\$ 114,591	\$ 176,478	Develop Safe Routes to Schools Plan that serves all K-12 schools in the cities of Gonzales, Soledad, Greenfield and King City.
6731	Broadway Avenue Complete Streets	\$ 26,179	\$ 1,906	\$ 28,085	Non-Infrastructure programming to compliment the Broadway Ave Complete Street project.
6800	Rail Planning	\$ 73,723	\$ -	\$ 73,723	Staff TAMC Rail Policy Committee, Participate in Coast Rail Coordinating Council meetings, and freight facility planning
6803	Passenger Rail Extension to Monterey County	\$ 288,106	\$ 467,457	\$ 755,563	Prepare engineering for stations, layover facility and track improvements; acquire rights-of-way for stations, platforms and layover facility
6804	Monterey Branch Line Railroad Leases	\$ 47,670	\$ 150,000	\$ 197,670	Conduct maintenance and operational activities related to real property owned by TAMC; including negotiating new leases or easements for compatible uses.
6805	Railroad Fort Ord property planning	\$ 10,579	\$ 10,000	\$ 20,579	Plan for mixed use facility on TAMC land on former Fort Ord base.

Transportation Agency for Monterey County
 Overall Work Program Summary - Funding & Activities for FY 2023/2024



CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6807	Salinas Rail Leases	\$ 4,338	\$ 20,000	\$ 24,338	Conduct activities related to real property owned by TAMC at the Salinas station and future train layover facility.
6821	Marina Recreational Rail	\$ 4,847	\$ -	\$ 4,847	Manage lease agreement with the City of Marina that allows them to contract with a vendor to run recreational service on the Monterey Branch Line.
7000	Measure X Projects and Programs	\$ 1,199,988	\$ 299,933	\$ 1,499,921	Implementation of projects and programs in Measure X.
8000	Measure X Administration	\$ 200,852	\$ 45,000	\$ 245,852	Administer Measure X implementation and operation.
0000	Caltrans Repayment	\$ -	\$ 82,186	\$ 82,186	Caltrans audit repayment (FY 15-16 thru FY 24-25).
		Operating Expenditures	Direct Expenditures	Total Expenditures	
Totals:		\$ 3,783,480	\$ 2,294,437	\$ 6,077,917	

Transportation Agency for Monterey County
2023 Integrated Funding Strategy (all dollars in \$1,000s)



	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Funding
State Route 68 Safety & Traffic Flow	Env't		Env't			Design		
State Transportation Improvement Program	\$ 3,400					\$ 18,603		\$ 22,003
Highway Infrastructure Program	\$ 2,594							\$ 2,594
Measure X	\$ 640							\$ 640
SB1 Local Partnership Formula - FY20/21-22/23			\$ 1,949					\$ 1,949
Highway Infrastructure Program - FY19/20-20/21			\$ 799					\$ 799
State Transportation Improvement Program - 2022			\$ 2,087			\$ 4,913		\$ 7,000
	\$ 6,634	\$ -	\$ 4,835	\$ -	\$ -	\$ 23,516	\$ -	\$ 34,985
State Route 156 - A: Castroville Boulevard Interchange	Design & ROW		Con					
State Transportation Improvement Program	\$ 25,700	-->	\$ 1,975					\$ 27,675
State Transportation Improvement Program - CRRSAA		-->	\$ 2,136					\$ 2,136
Federal DEMO	\$ 312							\$ 312
Measure X			\$ 389					\$ 389
Developer Fees			\$ 5,000					\$ 5,000
SB 1 Trade Corridors		-->	\$ 20,000					\$ 20,000
	\$ 26,012	\$ -	\$ 29,500	\$ -	\$ -	\$ -	\$ -	\$ 55,512
State Route 156 - B: Blackie Road Extension	Env't			Design & ROW		Con		
Measure X				\$ 2,000		\$ 4,000		\$ 6,000
Developer Fees	\$ 250							\$ 250
SB 1 Local Partnership Formula	\$ 250							\$ 250
	\$ 500	\$ -	\$ -	\$ 2,000	\$ -	\$ 4,000	\$ -	\$ 6,500
Castroville Improvement Project			Con					
SHOPP			\$ 22,600					\$ 22,600
Coronavirus Response and Relief Supplemental Appropriations Act			\$ 2,003					\$ 2,003
	\$ -	\$ -	\$ 24,603	\$ -	\$ -	\$ -	\$ -	\$ 24,603
US 101 Safety Improvements - South County	Study	Env't	Env't					
Measure X	\$ 440							\$ 440
State Transportation Improvement Program		\$ 8,611						\$ 8,611
State Transportation Improvement Program - 2022			\$ 1,378					\$ 1,378
	\$ 440	\$ 8,611	\$ 1,378	\$ -	\$ -	\$ -	\$ -	\$ 10,429
US 101 Acceleration Lane	Design & ROW		Con					
Measure X			\$ 317					\$ 317
Federal Earmark			\$ 1,000					\$ 1,000
State Highway Operations and Protection Program	\$ 1,059	\$ 1,930						\$ 2,989
	\$ -	\$ 1,059	\$ 3,247	\$ -	\$ -	\$ -	\$ -	\$ 4,306

	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Funding
Highway 1 Rapid Bus Corridor	Env't		Design		Con			
<i>Measure X</i>	\$ 1,500		\$ 5,000		\$ 8,500			\$ 15,000
<i>SB 1 Local Partnership Formula (MST)</i>	\$ 100				\$ 1,300			\$ 1,400
<i>Federal Transit</i>	\$ 69				\$ 14,300			\$ 14,369
<i>SB 1 TIRCP</i>					\$ 25,000			\$ 25,000
	\$ 1,669	\$ -	\$ 5,000	\$ -	\$ 49,100	\$ -	\$ -	\$ 55,769
Holman Highway 68 - Pacific Grove Roundabout			Env't					
<i>Measure X</i>			\$ 1,500					\$ 1,500
	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Multimodal Corridor: Imjin Parkway	Env't & Design		Con					
<i>State Transportation Improvement Program</i>	\$ 1,650							\$ 1,650
<i>Measure X</i>			\$ 18,250					\$ 18,250
<i>SB 1 Local Partnership Competitive</i>		-->	\$ 19,000					\$ 19,000
<i>SB 1 Local Partnership Formula - FY23/24</i>			\$ 1,250					\$ 1,250
<i>Developer Fees</i>	\$ 1,000		\$ 2,000					\$ 3,000
	\$ 2,650	\$ -	\$ 40,500	\$ -	\$ -	\$ -	\$ -	\$ 43,150
Fort Ord Trails and Greenway - Segment 1 (Highway 218)	Design & ROW		Con					
<i>Measure X</i>	\$ 1,367		\$ 1,016					\$ 2,383
<i>SB 1 Local Partnership Formula</i>	\$ 600							\$ 600
<i>Active Transportation Program</i>	\$ 1,198	-->	\$ 9,181					\$ 10,379
	\$ 3,165	\$ -	\$ 10,197	\$ -	\$ -	\$ -	\$ -	\$ 13,362
Fort Ord Trails and Greenway - Segment 2 (Imjin Rd to Jerry Smith Trailhead)		Scoping			Design		Con	
<i>Measure X</i>		\$ 38			\$ 389		\$ 4,663	\$ 5,090
<i>Federal Lands Access Program</i>					\$ 560		\$ 6,588	\$ 7,148
		\$ 38	\$ -	\$ -	\$ 949	\$ -	\$ 11,251	\$ 12,238
Fort Ord Trails and Greenway - Segment 3 (California Avenue)				Design		Con	Non-Infra	
<i>Measure X</i>						\$ 2,000		\$ 2,000
<i>Active Transportation Program</i>				\$ 930		\$ 6,570	\$ 1,000	\$ 8,500
		\$ -	\$ -	\$ 930	\$ -	\$ 8,570	\$ 1,000	\$ 10,500
Salinas Rail Extension - Kick Start Construction Management	Con Mgt							
<i>Traffic Congestion Relief Program</i>	\$ 4,382							\$ 4,382
	\$ 4,382	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,382
Monterey County Rail Extension - Packages 2 (Layover) & 3 (Gilroy)	Design		Con					
<i>State Transportation Improvement Program</i>			\$ 12,573					\$ 12,573
<i>Traffic Congestion Relief Program</i>	\$ 5,500		\$ 15,742					\$ 21,242
<i>SB 1 TIRCP</i>			\$ 8,033					\$ 8,033
<i>TAMC Reserve</i>	\$ 437							\$ 437
	\$ 5,937	\$ -	\$ 36,348	\$ -	\$ -	\$ -	\$ -	\$ 42,285

	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Funding
Salinas Rail Extension - Positive Train Control								
			Con					
SB 1 TIRCP			\$ 1,615					\$ 1,615
	\$ -	\$ -	\$ 1,615	\$ -	\$ -	\$ -	\$ -	\$ 1,615
Salinas Rail Extension - Network Integration								
	Study							
SB 1 TIRCP	\$ 500							\$ 500
	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
Habitat Preservation / Advance Mitigation								
	Study			ROW				
Measure X	\$ 96			\$ 4,904				\$ 5,000
SB 1 Adaptation Planning Grant	\$ 376							\$ 376
SB 1 Statewide Habitat Grant				\$ 4,904				\$ 4,904
	\$ 472	\$ -	\$ -	\$ 9,808	\$ -	\$ -	\$ -	\$ 10,280
Regional Wayfinding (Bikeway Signs)								
			Con					
SB 1 Local Partnership Formula		\$ 887						\$ 887
Regional Surface Transportation Program		\$ 1,044						\$ 1,044
	\$ -	\$ 1,931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,931
Safe Routes to Schools: Every Child								
	Plan							
Measure X	\$ 82							\$ 82
Active Transportation Program	\$ 2,143							\$ 2,143
	\$ 2,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,225
Safe Routes to Schools: Measure X Regional Program								
Measure X	\$ 466	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 4,468
	\$ 466	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 4,468
Senior and Disabled Transportation: Measure X Regional Program								
Measure X	\$ 915	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 3,915
	\$ 915	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 3,915
Commuter Bus, Salinas Valley Transit Centers - A: King City Maintenance								
	Con		Loan Repay	Loan Repay	Loan Repay			
Measure X	\$ 1,835		\$ 833	\$ 833	\$ 833			\$ 4,334
	\$ 1,835	\$ -	\$ 833	\$ 833	\$ 833	\$ -	\$ -	\$ 4,334
Commuter Bus, Salinas Valley Transit Centers - B: Salinas Bus O&M Facil								
	Env't		Con					
Measure X	\$ 250		\$ 9,750					\$ 10,000
	\$ 250	\$ -	\$ 9,750	\$ -	\$ -	\$ -	\$ -	\$ 10,000

	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Funding
Planning, Programming, and Monitoring								
<i>State Transportation Improvement Program</i>	\$ 201	\$ 313	\$ 201	\$ 201	\$ 202			\$ 1,118
<i>State Transportation Improvement Program - 2022</i>						\$ 197	\$ 196	\$ 393
Total	\$ 201	\$ 313	\$ 201	\$ 201	\$ 202	\$ 197	\$ 196	\$ 1,511



Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: February 22, 2023
Subject: Federal Legislative Update - Community Funding Project

RECOMMENDED ACTION:

DISCUSS and **PROVIDE DIRECTION** to staff related to possible community funding project nominations for federal appropriations funding.

SUMMARY:

Project nominations for federal appropriations funding are expected to be due in March to Senators and in April to House Representatives. The funding must be for federally eligible projects that can obligate the funding by 2027 and spend it by 2031.

FINANCIAL IMPACT:

Community Project Funding, also known as Congressionally Directed Spending, could bring in critical federal funding for priority projects. In the 2023 appropriations bill, Representative Panetta and Senator Padilla secured \$1 million for the US 101 South of Salinas auxiliary lane project.

DISCUSSION:

Community Project Funding (CPF) is a source of grants for public transportation projects whose recipients and purposes are specifically identified by Congress in an appropriations act, the annual process of funding transportation programs and projects. The Senate calls this funding Congressionally Directed Spending (CDS).

TAMC federal legislative consultant Paul Schlesinger of Thorn Run Partners notified TAMC staff of the potential for a late March deadline for project nominations for this funding for the fiscal year 2024 federal appropriations bill. Projects must be eligible for federal funding and must be able to obligate the funds (i.e., get the project under contract) by 2027 and expend the funds by 2031. Successful requests for funding typically fully fund a phase of the project, so it helps if the project (or a phase of the project) is already mostly funded. It is possible to submit more than one project for this funding.

Staff recommends the following project nominations:

Pajaro to Prunedale - G12

The G12 corridor is 10.5 miles in length and extends south along Porter Drive and Salinas Road from the Santa Cruz County/City of Watsonville limits, then east on Elkhorn Road and Hall Road, then south again on San Miguel Canyon Road, terminating at US 101 in Prunedale. Transportation Agency and the County of Monterey prepared a corridor study to evaluate improvements to address safety and congested traffic conditions experienced along the generally north-south travel corridor in north Monterey County. The corridor study evaluated six project areas. For segment

6, Salinas Road and Pajaro, the County estimates the environmental, design, right of way, and construction phases to cost \$1.9 million. This project is located adjacent to the Pajaro/Watsonville Multimodal Station project site. It is also the boundary between Rep. Panetta and Rep. Lofgren's new districts, so TAMC could request support from both Representatives for this project.

King City Multimodal Train Station

The King City multimodal train station project enhances mobility, safety, access, environmental quality, and economic activities, and reduces transportation-related greenhouse gases in King City and Monterey County. The project re-establishes the historic 1886 passenger rail station “King’s Station”. Currently, the Amtrak Coast Starlight bypasses King City because there currently is no train stop or station. This project is environmentally cleared and needs funds to complete design, matching a \$1.5 million state funding allocation. The project has secured a commitment of state funds for construction, pending an agreement with Amtrak to contribute funding and serve the station. In the fiscal year 2023 appropriations bill, both of California's Senators secured funding for mostly transit and multimodal projects, making this project a good candidate for their support.

Staff considered several other Agency priority projects but they had difficulty meeting the eligibility requirements anticipated for fiscal year 2024 appropriation earmarks. Staff will continue to pursue all funding opportunities for the Agency's priority projects.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 22, 2023, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
1.	Highway 1 Coastlands I Wall Permanent Restoration (1M460)	Near Big Sur at 1.0 Miles south of Pfeiffer Canyon Bridge (PM -44.45/44.45)	Construct soldier pile wall and restore roadway	June 2022 – July 2023	\$1.7 million	SHOPP	Carla Yu	Future Contractors and Engineers, Irvine, CA.	Construction is currently in winter suspension since 12/18/2022.
2.	Highway 1 Garrapata Creek Bridge Rehab (1H460)	At Garrapata Creek Bridge (PM 63.0)	Electrochemical Chloride Extraction (ECE) of bridge structure	July 2021 – September 2023	\$6.49 million	SHOPP	Carla Yu	Future Contractors and Engineers, Irvine, CA	Construction underway.
3.	Highway 68 Hwy 68 Curve Correction (1J460)	Near Pacific Grove West of Community Hospital Entrance (PM 0/0)	Improve superelevation, widen shoulders, install rumble strip	November 2022 – August 2023	\$2.2 million	SHOPP	Mike Lew	Granite Rock Company	Graniterock has been awarded the project. Construction work has started.
4.	Highway 68 Pacific Grove ADA Pathway (1H220)	From 17 Mile Drive to Congress Avenue (PM 0.5/0.8)	Provide accessible pathway	June 2022 – February 2024	\$0.92 million	SHOPP	Mike Lew	Granite Rock Company	Contract was awarded to Granite Rock and construction has started on site.
5.	Highway 68 Pacific Grove CAPM (1H000)	From Forest Avenue to the SR 1/68 Junction (PM 1.1/L4.3)	Pavement preservation	November 2021 -July 2023	\$8.6 million	SHOPP	Carla Yu	Granite Rock Company.	Construction is currently in winter suspension, paving can only occur when temperatures are 50F or warmer.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 22, 2023, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
6.	US 101 King City Combined Projects (1F75U)	Near King City from South of Wild Horse Road to Teague Avenue (PM 36.9/47.7)	Pavement Rehabilitation, Seismic Retrofit with widening and median barrier	February 2019 – December 2023	\$92.6 million	SHOPP	Mike Lew	OHL, USA, Irvine, CA	Construction underway. Lanes have been reduced to 1 lane each direction from First Street to north of Jolon Road. The work is in its fourth stage. This work consists of the No. 2 Lane and ramps.
7.	US 101 Salinas Rehabilitation (1C890)	East Market Street overcrossing to just south of Russell/Espinosa Road (PM 87.31/R91.5)	Roadway rehabilitation	January 2019 – June 2023	\$47 million	SHOPP	Mike Lew	Granite Rock Company, Watsonville, CA	Major construction is complete. Waiting for contractor to complete punch item work.
8.	US 101 North Soledad OH Deck Replacement (0F970)	North Soledad Bridge (PM 62.2/62.9)	Bridge deck rehabilitation	April 2022 – June 2023	\$3.7 million	SHOPP	Jackson Ho	Granite Rock Company	Contractor suspended by UPRR while reviewing submittal. CT circulating detour outreach flyer to City.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 22, 2023, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
9.	US 101 Camp Roberts SRRA Infrastructure Upgrade (1H020)	Northbound and southbound at the Camp Roberts Rest Area (PM R2.9/R5.3)	Safety roadside rest area infrastructure upgrade	March 2021 – May 2023	\$6.2 million	SHOPP	Mike Lew	Newton Construction	Construction Start Date: 11-29-2021. Contractor estimated scheduled completion: March 2023.
	US 101 Market Street Northbound On-ramp Improvements (1H050)	Near Salinas from East Market Street to South of Sherwood Drive (PM 87.4/87.8)	Roadway and Retaining Wall	September 2022 – October 2024	\$6.0 million	SHOPP	Jackson Ho	Granite Construction Company	Construction in Progress.
10.	Highway 156 Castroville Overhead (0A090)	On SR 156 between the SR 183/156 separation and Castroville Boulevard (PM R1.1/R2.1)	Replace Bridge Railing	January 2022 – August 2023	\$7.0 million	SHOPP	Jackson Ho	Granite Rock Company	Contractor has been delayed since May in acquiring UPRR approvals to proceed. Resuming work by mid February.
	SR218 Seaside ADA (1H230)	From Del Monte Road to Fremont Boulevard (PM R0.2/L0.9)	ADA compliant pedestrian access	July 2023 – February 2024	\$1.7 million	SHOPP	Jackson Ho	FBD Vanguard Construction Company	Contract Approval reached on 1/6/2023. Utility relocation in progress during delayed start.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 22, 2023, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
1.	Highway 1 Mud Creek Permanent Restoration (1K020)	In Monterey County 0.8 miles north of Alder Creek Bridge to 1.2 miles north of Alder Creek Bridge (8.7/9.1)	Coastal Development Permit Requirements	April 2025 – October 2025	\$2.1 million	SHOPP MAJOR	Luis Duazo	PS&E/RW	Right of Way Acquisition is Ongoing
2.	Highway 1 Big Creek Tieback Wall (1K010)	Near Lucia south of Big Creek Bridge (27.5/27.7)	Construct tieback wall, restore roadway and facilities, place Water Pollution Control BMPs, and erosion control	February 2025 – December 2026	\$7.3 million	SHOPP	Carla Yu	PA&ED	Project Report is now in the PS&E phase and working on the design.
3.	Highway 1 Castro Canyon Bridge Rail Upgrade (1H490)	At Castro Canyon Bridge (PM 43.1)	Replace bridge rail	August 2024 - April 2028	\$2.5 million	SHOPP	Carla Yu	PS&E/RW	Project is now in the Design phase. Project is delayed due to AT&T. CDP was approved for project. RTL date is unknown at this time.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 22, 2023, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
4.	Highway 1 Coastlands II Wall Permanent Restoration (1P210)	Near Big Sur at 1.1 Miles south of Pfeiffer Canyon Bridge (PM - 44.34/44.34)	Construct soldier pile wall or mechanically stabilized embankment wall.	January 2026-October 2026	\$3.2 million	SHOPP	Carla Yu	PA&ED	Environmental studies are underway.
5.	Highway 1 Pfeiffer Canyon Mitigation (1K080)	At Pfeiffer Canyon Bridge (PM 45.4/45.6)	Environmental mitigation (planting, erosion control) for project EA 1J130.	March 2023 – March 2026	\$0.2 million	SHOPP	Jackson Ho	PS&E/RW	Bid Opening reached on 10/27/22. Delayed by bid protests. Working on Awarding contract.
6.	Highway 1 Garrapata Creek Bridge Rail Replacement (1H800)	At Garrapata Creek Bridge (PM 62.97)	Bridge rail rehabilitation	January 2024 – January 2025	\$3.6 million	SHOPP	Carla Yu	PS&E	Project is in Design phase. 6th and final ADAC community meetings are complete with the recommendation to use CA Type 86H rail. CDP application submitted in March 2022. Monterey County Historic Records Review Board recommended project for approval to Monterey County Planning Commission at 1/5/23 meeting.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 22, 2023, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
7.	Highway 1 Salinas Clean CA (1P534)	At SR1 and Market, Alisal, and Sandborn (PM 86.12/87.33)	Beautify three blighted undercrossing structures, and the adjacent infrastructure and roadside landscape.	February 2023 – June 2023	\$1.8 million	Clean California	Nick Heisdorf	PS&E	Project Ready to List (RTL) October 21, 2022. In HQ for Advertise/Bid process.
8.	Highway 68 Route 68 Drainage Improvements (1J880)	From west of Sunset Dr to Toro Park (PM 0.2/15.7)	Drainage improvement, replace lighting, and install count stations	December 2024 – January 2026	\$8 million	SHOPP	Carla Yu	PS&E	Project is currently in Design phase, estimated Ready to List date is June 2024.
9.	Route 68 Corridor Improvements (1J790)	On State Route 68 from Josselyn Canyon Road to San Benancio Road. (4.87-13.7)	Operational Improvements	February 2028 – November 2029	65.4 million	STIP & AUTHORIZED	Carla Yu	PAE&ED	Project is currently in Environmental studies phase, and analysis on the two alternatives is ongoing. Draft Environmental Document to be released in Fall 2023.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 22, 2023, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	US 101 Mon 101 Drainage (1J890)	In and near King City, Greenfield, Soledad, Gonzales, and Salinas, from Paris Valley Road Overcrossing to Dunbarton Road (R28.23/100)	Rehabilitate drainage systems, replace overhead signs and structures, and update Transportation Management System (TMS) elements	July 2025 – July 2026	\$19.4 million	SHOPP MAJOR	Jackson Ho	PA&ED	PR approved on 12/12/2022. New interim PM assigned. PM is setting up PSE Kick-off meeting.
11.	King City Clean California Project (1Q100)	On Route 101 in Monterey County at the First St, Canal St, and Broadway St (40.1/41.1)	Install beautification, transportation art, and safety measure enhancement project in Caltrans Right of Way	February 2023 – December 2024	\$0.75 million	Clean California	Mike Lew	PS&E/RW	Project has been out to bid. Awaiting award of the project.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 22, 2023, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
12.	US101 King City CAPM (1K440)	Near King City from Jolon Road undercrossing to Lagomarsino Ave (PM R41.9/R49.0)	Pavement Preservation, TMS Elements, Lighting and Drainage	January 2025 - August 2025	\$ 27 million	SHOPP	Jackson Ho	PS&E	New interim PM is assigned. Team working towards 60% PS&E.
13.	US 101 Spence Rd Acceleration Lane (1M760)	South of Salinas at Spence Rd (PM 81.03)	Extend NB acceleration lane	July 2023 – March 2024	\$1 million	MINOR	Mike Lew	PS&E/RW	Project is in the Design phase. Co-op agreement for construction capital has been approved.
14.	US 101 Prunedale Rehab (1H690)	Near Prunedale North of Boronda Road overcrossing to Monterey/San Benito County Line (PM R91.3/98.8 & 100.3/101.3)	Pavement rehabilitation	Mar 2023- November 2024	\$35.2 million	SB 1 SHOPP	Jackson Ho	PS&E/RW	Award reached on 12/27/22. Working on Contract Approval.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 22, 2023, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
16.	US 101 Prunedale Drainage (1H691)	At and near Prunedale between 0.4 mile north of Crazy Horse Canyon Overcrossing and 1.1 mile south of San Juan Road Overcrossing (PM 98.8./100.3)	Drainage System Rehab	Jan 2025 - December 2026	\$ 6.2 million	SHOPP MAJOR	Jackson Ho	PS&E/RW	In PS&E Phase working towards 60% PS&E.
17.	Highway 156 Castroville Boulevard Interchange (31601)	Castroville Boulevard and Highway 156 (R1.6/1.4)	Construct a new interchange	December 2023 – August 2025	\$24 million	STIP Measure X Federal Demo	Mike Lew	PS&E/RW	Design plans are complete. Team is working towards completing R/W activities and acquiring the Coastal Development Permit as well as other required Environmental permits.
18.	Highway 183 Salinas to Castroville CAPM (1K430)	South of Old Cemetery Rd near Salinas south of Del Monte Ave at Castroville (PM 2.1/8.3)	Roadway rehabilitation, TMS elements, lighting, and sign panel replacement	April 2024 - January 2025	\$6.9 million	SHOPP	Jackson Ho	PS&E/RW	Team working towards 100% PS&E. New interim PM assigned.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 22, 2023, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
19.	Highway 183 Castroville Improvement Project (1H650)	Community of Castroville from Del Monte Ave. to Washington St (PM R8.3/9.98)	Asset Management Pilot Project	December 2023 - October 2026	\$23.2 million	SHOPP	Jackson Ho	PS&E/RW	95% Constructability Review Meeting targeted for March 2023.
20.	Highway 183 Castroville Arch (1P540)	On Route 183 at Preston St (9.46/9.46)	Restore a community landmark and enhance sidewalk paving	April 2023 – August 2023	\$0.5 million	Clean California	Jackson Ho	PS&E/RW	Working on maintenance agreement. Working on design and encroachment permit submittal.
21.	SR218 FORTAG Bike Trail (1M570)	Located in the City of Seaside (PM 0.1/1.5)	Construct Bicycle and Pedestrian Trail. The project provides a safe alternative to Hwy 218 from Del Rey Woods Elementary in City Del Rey Oaks to Laguna Grande Regional Park	September 2023 – August 2024	\$1.2 million	100% LOCAL FUNDED	Jackson Ho	PS&E/RW	Caltrans reviewing 95% PS&E package.

ACRONYMS USED IN THIS REPORT:



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 22, 2023, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

ADA	Americans With Disabilities Act
CTC	California Transportation Commission
EIR	Environmental Impact Report
PA&ED	Project Approval and Environmental Document
PID	Project Initiation Document
PS&E	Plans, Specifications, and Estimates
SB	Senate Bill, the Road Repair and Accountability Act of 2017
SCL	Santa Clara County Line
SHOPP	Statewide Highway Operation and Protection Program
SR	State Route
RTL	Ready To List
R/W or ROW	Right of Way
TMS	Traffic Management System



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: February 22, 2023
Subject: TAMC draft minutes of January 25, 2023

RECOMMENDED ACTION:

APPROVE the Transportation Agency for Monterey County Board draft minutes of January 25, 2023.

ATTACHMENTS:

- ▣ TAMC Board draft minutes of January 25, 2023

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY
DRAFT MINUTES OF JANUARY 25, 2023, TAMC BOARD MEETING
Via Zoom Meeting Video/Audio Conference Call

TAMC BOARD MEMBERS	FEB 22	MAR 22	APR 22	MAY 22	JUN 22	AUG 22	SEP 22	OCT 22	DEC 22	JAN 23
Luis Alejo, Supr. Dist. 1, (Linda Gonzales; Javier Gomez)	P	P	P	P	P	E	P	P	P	P(V)
Glenn Church, Supr. Dist. 2, (Merylin Vierra, Leonie Gray)	P(A)	P	P	P(A)	P	P	P	P	P(A)	P
Chris Lopez, Supr. Dist. 3, 1st Vice Chair (Priscilla Barba)	P	P(A)	P(A)	P	P	P	P	P	P(A)	P
Wendy Root Askew, Supr. Dist. 4, County Representative (Yuri Anderson; Eric Mora)	P	P	P(A)	P(A)	P(A)	P	P(A)	P	P(A)	P
Mary Adams, Supr. Dist. 5, Past Chair (Sarah Hardgrave, Colleen Courtney)	P	P	P	P	P	P	P	P	P	P
Dave Potter, Carmel-by-the-Sea 2nd Vice Chair (Jeff Baron)	A	P	P	P	P	P	P	P	A	P
Scott Donaldson, Del Rey Oaks (vacant)	P	P	P	P	P	A	P	P	A	E
Jose Rios, Gonzales (Lorraine Worthy)	P	P	P	P	P	P	A	P	P	P
Rachel Ortiz, Greenfield (Robert White)	P	P	P	P	P	P	P	P	P	P(V)
Michael LeBarre, King City, Chair (Carlos DeLeon)	P	P	P	P	P	P	P	P	P	P
Cristina Medina Dirksen, Marina (Bruce Delgado)	P	P	P	P	P	A	P	P	P	P
Edwin Smith, Monterey, (Kim Barber; Marissa Garcia; Andrea Renny)	P	P	P	P	P	P(A)	P	P	P	P
Chaps Poduri, Pacific Grove, City Representative (Bill Peake)	P	P	P	P	P	P	P	P	P	P
Andrew Sandoval, Salinas (Anthony Rocha)	P	P	P	P	P(A)	P	P	P	P	P
Gregory Hawthorne, Sand City (Jerry Blackwelder; Kim Cruz)	P	A	A	P(A)	A	P(A)	P	P(A)	A	P(V)
Ian Oglesby, Seaside, (David Pacheco)	P	P	P	P	P	P	P	P	P	P
Alejandro Chavez, Soledad (Anna Velazquez)	A	A	P	P	P	P	P	P	P	P

Ex Officio Members:	FEB 22	MAR 22	APR 22	MAY 22	JUN 22	AUG 22	SEP 22	OCT 22	DEC 22	JAN 23
Maura Twomey, AMBAG (Heather Adamson, Bhupendra Patel, Paul Hierling)	P(A)	P(A)	P	P	P	P(A)	P	P	P	P
Scott Eades, Caltrans, Dist. 5 (Orchid Monroy Ochoa, John Olejnik, Richard Rosales)	P(A)	P	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)	P	P
Richard Stedman, Monterey Bay Air Resources District (David Frisbey)	P	P	P	A	A	P	A	P(A)	P(A)	P(A)
Bill Sabo, Monterey Regional Airport District (Richard Searle)	P	P	P	E	P	P	P	P	P	P
Carl Sedoryk, Monterey-Salinas Transit (Lisa Rheinheimer, Michelle Overmeyer)	P	P	P	P(A)	P	P	A	A	A	P
Eduardo Montesino, Watsonville	A	A	A	A	A	A	A	A	A	A
Sloan Campi, CSUMB (Glen Nelson)	P(A)	A	P(A)	P(A)	P(A)	P(A)	P	P	A	A

*P = present; P(A) = alternate present; P(V) = videoconference; E = excused absence; A = absence
Special Meeting

TAMC STAFF	FEB 22	MAR 22	APR 22	MAY 25	JUN 22	AUG 22	SEP 22	OCT 22	DEC 22	JAN 23
D. Bipse, Principal Engineer	P	P	P	P	P	P	P	P	P	P
R. Brayer, Legal Counsel	P	P	P	P	P	P	P	P	P	P
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	P	E	P	P
R. Goel, Dir. Finance & Administration	P	P	P	P	E	P	P	P	P	P
A. Green, Principal Transp. Planner	P	P	P	P	P	P	P	P	P	P
A. Guther, Asst. Transportation Planner	P	P	P	P	P	E	E	P	P	P
A. Hernandez, Asst. Transp. Planner	P	P	P	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	P	P	P	P	P	E	P	P	P
T. Muck, Executive Director	P	P	P	P	P	P	P	P	P	P
E. Rodriguez, Clerk of the Board/ Senior Administrative Assistant	P	P	P	P	P	P	P	P	P	P
J. Strause, Transportation Planner	P	P	P	P	P	P	P	P	P	P
L. Terry, Accounting Assistant	P	E	E	E	E	E	E	E	E	P
C. Watson, Director of Planning	P	P	P	P	E	P	P	P	P	P
L. Williamson, Senior Engineer	P	P	P	P	P	P	P	P	P	P
T. Wright, Community Outreach	P	P	P	P	P	P	P	P	P	P
M. Zeller, Director of Programming & Project Delivery	P	P	P	P	P	E	P	P	P	P

OTHERS PRESENT

Linda Gonzales	Supervisor District 1 Office	Colleen Courtney	Supervisor District 5 Office
Yuri Anderson	Supervisor District 4 Office	Priscilla Barba	Supervisor District 3 Office
Madilyn Jacobson	Caltrans District 5	Marissa Garcia	City of Monterey
Matthew Welker	Caltrans District 5	Grant Leonard	City of Salinas
Andrew Easterling	City of Salinas	Joyce Halabi	City of Pacific Grove

1. CALL TO ORDER

Chair Adams called the meeting to order at 9:05 a.m. Elouise Rodriguez, Clerk of the Board, called the roll and confirmed a quorum was established. Chair Adams led the pledge of allegiance.

2. PUBLIC COMMENTS

Executive Director Todd Muck, welcomed new TAMC Board members: Glenn Church, District 2 Supervisor; Rachel Ortiz, City of Greenfield; and Andrew Sandoval, City of Salinas.

3. CONSENT AGENDA

M/S/C Lopez/Smith/unanimous

The Board approved the consent agenda as follows:

ADMINISTRATION and BUDGET

3.1.1 Approved minutes of the Transportation Agency for Monterey County, the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for Monterey County meeting of December 7, 2022.

3.1.2 Accepted the list of checks written for the month of November and December 2022 and credit card statements for the month of October and November 2022.

3.1.3 Received list of contracts awarded under \$50,000.

3.1.4 Adopted finding, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency and the state of emergency continues to directly impact the ability of the members to meet in person.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

3.2.1 Received summary of environmental document review work conducted by TAMC in 2022.

3.2.2 Adopted the final 2023 legislative program.

PLANNING DELIVERY and PROGRAMMING

3.3.1 Approved and authorized the Executive Director to enter into a Measure X Funding Agreement with the Monterey-Salinas Transit District, subject to approval by Agency Counsel, for an amount not to exceed \$1,591,627, to support pre-construction activities on the Salinas Operations & Maintenance Facility project.

3.3.2 Regarding Fort Ord Regional Trail & Greenway Right of Way Just Compensation:

1. Authorized the Executive Director to establish just compensation and approve appraisals for the acquisition of parcels for the Fort Ord Regional Trail and Greenway - Canyon Del Rey segment; and
2. Authorized the Executive Director to make purchase offers in the amount that equals the statutory offer of just compensation established for the parcel and negotiate acquisition agreements for parcels needed for the Fort Ord Regional Trail and Greenway - Canyon Del Rey segment.

3.3.3 Regarding Regional Traffic Counts Agreement:

1. Approved and authorized the Executive Director to execute a contract with Innovative Data Acquisitions for an amount not to exceed \$185,400 to conduct regional traffic counts throughout Monterey County for the period ending December 31, 2025, pending review and approval by Agency Counsel and execution of reimbursement agreements with each participating agency;
2. Authorized the Executive Director to enter into reimbursement agreements with TAMC member jurisdictions as requested by those jurisdictions, for the cost of additional counts requested;
3. Authorized the use of \$131,400 of Regional Surface Transportation Program (RSTP) funds and \$54,000 in reimbursement funds from member jurisdictions;
4. Authorized the Executive Director to amend the agreement as necessary to account for any adjustments to the "not to exceed" amount made necessary by member jurisdiction reimbursement agreements; and
5. Authorized the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work or change the approved contract term or amount.

- 3.3.4** Modified the authorized amount for the Pavement Management Program Update 2022 Agreement with Nichols Consulting Engineers from \$353,951 to \$515,951 of Measure X funds with each participating agency reimbursing the Agency based on its proportionate share of Measure X revenue.

RAIL PROGRAM

- 3.4.1** Authorized Executive Director to execute Memorandum of Understanding with the Caltrain Peninsula Corridor Joint Powers Board regarding the extension of passenger rail service to Salinas.
- 3.4.2** Regarding Transit and Intercity Rail Capital Program Grant Application:
1. Authorized staff to apply for a Transit and Intercity Rail Capital Program (TIRCP) grant for the Pajaro/Watsonville Multimodal Transit Station; and
 2. Authorized the Executive Director to accept grant funds, if awarded.
- 3.4.3** Appointed representatives to the Coast Rail Coordinating Council Policy Committee.
- 3.4.4** Authorized the Executive Director to modify a lease agreement with City of Marina for segments of the Monterey Branch Line corridor between Marina and Sand City, pending approval by TAMC Counsel, so long as the modified lease does not significantly alter the terms of the previously signed lease.

REGIONAL DEVELOPMENT IMPACT FEE

- 3.6.1** Accepted the Regional Development Impact Fee Joint Powers Agency's audit report for fiscal year ending June 30, 2022.

COMMITTEE MINUTES AND CORRESPONDENCE

- 3.7.1** Accepted draft minutes from Transportation Agency committees:
- Executive Committee - draft minutes of January 11, 2023
 - Rail Policy Committee – raft minutes of January 9, 2023
 - Bicycle and Pedestrian Facilities Advisory Committee - draft minutes of January 4, 2023
 - Technical Advisory Committee - draft minutes of January 5, 2023
 - Excellent Transportation Oversight Committee – No meeting this month.
- 3.7.2** Received Transportation Agency for Monterey County correspondence for January 2023.

END OF CONSENT AGENDA

4. ELECTION OF 2023 OFFICERS**M/S/C** Lopez/Alejo/unanimous

The Board of Directors of the Transportation Agency for Monterey County approved the election of the following members to serve as their officers and to serve as their Executive Committee officers:

- Chair, Mayor Mike LeBarre, City of King
- 1st Vice, Supervisor Chris Lopez, District 3
- 2nd Vice Chair, Mayor Dave Potter, City of Carmel-by-the-Sea
- Past Chair, Supervisor Mary Adams, District 5
- County Representative, Supervisor Wendy Root Askew, District 4
- City Representative, Councilmember Chaps Poduri, City of Pacific Grove

Their terms begin upon their election and continue through the next election of officers at the beginning of the January 25, 2023 Board meeting.

5. TRANSPORTATION EXCELLENCE AWARDS

The Transportation Agency showed its appreciation to the local community for its outstanding efforts to improve transportation in Monterey County. The award honorees for the 2022 Transportation Excellence Awards are:

INDIVIDUAL AWARD: Andrew Easterling, Transportation Engineer, City of Salinas

Andrew Easterling is the Traffic Engineer for the City of Salinas and is being recognized for his development and implementation of the Vision Zero Integrated into Maintenance (VZIM) program and dedication to safe routes to schools planning and projects. Andrew worked closely with safe routes to school program partners to develop the Salinas Safe Routes to School Plan from 2019 - 2022 and through the Vision Zero Integrated into Maintenance program has already been able to start to implement projects that make it safer for children and people of all ages to get around Salinas.

PROJECT AWARD: Point Pinos Recreational Trail, City of Pacific Grove

The City of Pacific Grove's Point Pinos Coastal Trail Project, completed in 2022, addressed a 0.8 mile stretch of coastline in PG known as Point Pinos, on Ocean View Boulevard . Prior to this project, Point Pinos lacked formalized, safe, and accessible coastal amenities for its various users-including trails,

parking, and coastal access points. This stretch from Acropolis Avenue to Lighthouse Avenue also represented the only gap of the California Coastal Trail between the City of Monterey and the three of four miles of PG Coastline.

TAMC EMPLOYEE CERTIFICATE OF APPRECIATION:

10-Year Anniversary: Ariana Green

15 -Year Anniversary: Maria Montiel and Todd Muck

OUTGOING TAMC BOARD CHAIR: Mary Adams, Supervisor, District 5

6. EMPLOYEE OF THE QUARTER

The Board presented Transportation Agency Employee of the Quarter to Dave Delfino.

Dave has been selected by their colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for October 1 – December 31, 2022.

Agency employees recognized Dave for always being willing to help and being very flexible in the hours/days he works during and after the COVID-19 pandemic, his professionalism, diligence, and hard work, most notably for going into the office when the heater system was down and for going into the office during the holidays as needed to keep payroll and accounts payable up to date.

7. US 101 BUSINESS PLAN

The TAMC Board of Directors received a presentation on the Draft US 101 Business Plan from Caltrans District 5. Matthew Welker reported the Plan created in collaboration with the Central Coast Coalition and regional partners throughout the district raises awareness of the US 101 Corridor within the boundaries of Caltrans District 5 as a major economic asset to the state and nation and encourages investment in the corridor. The Plan's purpose is to provide data, strategy, and community support needed to help secure financial investment in the US 101 corridor (including \$260 million in project costs in Monterey County) with summarized potential avenues for funding the projects.

Board Member Smith stated that he was excited about the plan because, "it gives us opportunities to identify emerging problems before the problems are staring us in the face."

Executive Director Muck further emphasized that the Business Plan provides TAMC and its partners in the Central Coast Corridor with the supporting document for future grant applications.

The draft Business plan will be available for public review and Caltrans staff will be collecting questions and comments until March 10, 2023.

8. **REPORTS FROM TRANSPORTATION PROVIDERS**

Caltrans District 5 – Scott Eades, Caltrans Deputy District Director, reported that Highway 1 has multiple locations that are closed due to the storm, the Paul, Polar and Mill Creek Slide, and the entire area of Big Sur is inaccessible right now. He noted that the hills remain saturated and EW moving, and that Caltrans is focused on getting the road open. Repairs continue in Monterey County where storm damage has undermined parts of the southbound lane. Caltrans is coordinating with the Monterey County Emergency Operations Center to schedule a supply convoy on Highway 1 for Mill Creek. Director Eades noted that Caltrans is trying to do everything possible to communicate challenging situations to get safe access as soon possible. Board Member Adams commented this is devastating to everyone, she thanked Caltrans for their service and expressed her gratitude for the convoys. Mr. Eades announced Caltrans is pleased to release the Fiscal Year (FY) 2023-24 Sustainable Transportation Planning Grant Application Guide and Call for Applications. A total of \$84 million is available for transportation planning projects statewide. The grant applications are due March 9, 2023, by 5 PM. Caltrans will be conducting virtual grant application workshops in January-February 2023.

Monterey Regional Airport District – Bill Sabo, Airport District Board Member, reported the Airport continues to do well, noting people are using the airport. He noted that during the recent weather conditions, the airport never lost service, they have extremely low cancellations, and their delays were due to inbound flights from other airports. Airfares are at a 5% increase to San Jose Airport.

Monterey Salinas Transit District – Carl Sedoryk, General Manager/CEO, thanked the Monterey County Office of Emergency Response for their services. He reported that throughout the weather event, MST drivers, and MST partners from MV Transit, and Monterey Yellow Cab were called upon dozens of times to transport over 120 members of the community to and from shelters – and were able to accomplish this without missing any regularly scheduled services. The entirety of Team MST came together to ensure that regular service to its passengers continued while providing the emergency evacuation service friends and neighbors in the community desperately needed. In conclusion, he reported MST bus riders can now get around anywhere MST travels by tapping a Visa or Mastercard debit, credit, or prepaid card or payment-enabled device, removing the need to stand in line to purchase a separate transit card, load a special app, or handle cash while boarding. Mr. Sedoryk announced beginning January 30th, MST is offering free rides to college students.

Monterey Bay Air Resources District – David Frisbey reported on the Diesel Engine Replacement Program, which provides funding to encourage replacement of older heavy-duty motors/engines operated in one or more of the Air District’s three counties: Monterey, San Benito, and Santa Cruz. In 2018, MBARD received additional grant funding from the Air Resources Board for the FARMER, Community Air Protection Incentives, and NOx Remediation Measure programs. The types of equipment funded include irrigation pump engines, mobile agricultural equipment, fishing, and commercial marine vessels, and construction equipment.

9. REPORTS ON MEETINGS ATTENDED BY BOARD MEMBERS AT AGENCY EXPENSE

No report this month.

10. EXECUTIVE DIRECTOR’S REPORT

Executive Director Todd Muck expressed his appreciation to the Board for their attendance. He announced \$1 million in federal Community Project Funding for the US 101 Auxiliary lanes at Spence Road. In conclusion, Director Muck announced Lynn Terry, Accounting Assistant, is retiring after 14 years at TAMC.

11. ANNOUNCEMENTS AND/OR COMMENTS

None.

12. CLOSED SESSION

The Board of Directors held a closed session regarding Public Employee Performance Evaluation pursuant to Government Code Section §54957 – Position: Executive Director.

The Board of Directors reconvened in open session:

Agency Counsel Brayer reported no reportable actions taken.

13. ADJOURNMENT

Chair LeBarre adjourned the meeting at 11:06 a.m.



Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: February 22, 2023
Subject: TAMC payments for the month of January 2023

RECOMMENDED ACTION:

ACCEPT the list of checks written for January 2023 and credit card statement for the month of December 2022.

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 \$ 309,355.29 which, included checks written for January 2023 and payment of the December 2022 Platinum Plus Credit Card statement.

DISCUSSION:

During the month of January 2023 normal operating checks were written, as well as a check for \$868.25 to Burke, Williams & Sorensen LLP for right of way legal services, two checks totaling \$64,788.26 to HDR Engineering Inc. for engineering design and a check for \$7,661.81 to MNS Engineers Inc. for construction management, all for the Salinas Rail Extension Kick-Start Project, a check for \$2,322.00 to We The Creative for graphic design services for the Safe Routes to School program, a check for \$15,975.00 to Smith & Enright Landscaping Inc. for the Salinas Rail parking lot landscape cleanup, a check for \$900.00 to JR Interpreting Inc. for translation services for the City of Greenfield Safe Routes to School program and a check for \$3,061.50 to Whitson Engineering Inc. for surveying for the Wayfinding project.

ATTACHMENTS:

- ▣ Checks January 2023
- ▣ Credit Card December 2022

**Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 January 2023**

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
01/02/2023	EFT CalPers Health Benefits	12,417.57		Employee Benefit
01/03/2023	EFT Dave Delfino	785.06		Section 125 Plan Reimbursement
01/04/2023	EFT Payroll - Vacation Buyback	12,442.77		Payroll
01/06/2023	EFT Payroll	46,293.30		Payroll
01/06/2023	EFT United States Treasury	12,047.00		Payroll Taxes & Withholding
01/06/2023	EFT EDD	271.97		Payroll Taxes & Withholding
01/07/2023	EFT EDD	982.36		Payroll Taxes & Withholding
01/08/2023	EFT EDD	4,664.60		Payroll Taxes & Withholding
01/06/2023	EFT Pers Retirement	9,155.19		Employee Benefits
01/06/2023	EFT Pers Retirement PEPRA	1,656.53		Employee Benefits
01/06/2023	EFT CalPERS	7,527.37		Employee Benefits
01/06/2023	DEP Newton Bros., Saroyan, Monterey Motors Inc., Lithia, City of Marina and Haedrich		17,377.18	Railroad Right of Way Rent
01/10/2023	20770 AAMCOM LLC	348.85		SAFE Call Box - Answering Service
01/10/2023	20771 Alvarez Technology Group (TX)	680.09		Computer Equipment Lease
01/10/2023	20772 Alvarez Technology Group, Inc. (CA)	2,998.71		Computer Support
01/10/2023	20773 AT & T (Carol Stream, IL)	415.46		Telecommunications, Call Box and Rideshare - Phone Service
01/10/2023	20774 Burke, Williams & Sorensen LLP	868.25		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
01/10/2023	20775 Cal Act	615.00		Annual Dues
01/10/2023	20776 Carlon's Fire Extinguisher Sales & Service	185.68		Office Expenses
01/10/2023	20777 Case Systems Inc.	1,533.00		SAFE Call Box - Maintenance
01/10/2023	20778 Comcast	163.70		Telecommunication
01/10/2023	20779 Delta Dental	815.80		Employee Benefits
01/10/2023	20780 HDR Engineering Inc.	46,209.62		Engineering Design Review for Salinas Rail Extension Kick-Start Project
01/10/2023	20781 Khouri Consulting LLC	4,000.00		Legislative Consultant
01/10/2023	20782 MNS Engineers, INC.	7,661.81		Construction Management Services for Salinas Rail Extension Kick-Start Project
01/10/2023	20783 Smith & Enright Landscaping Inc.	15,975.00		Salinas Rail Parking Lot - Landscape Cleanup
01/10/2023	20784 The Maynard Group	361.02		Telephone Equipment Lease
01/10/2023	20785 Verizon Wireless	19.44		Call Box-Phone Service
01/10/2023	20786 VSP	177.73		Employee Benefits
01/10/2023	20787 Whitson Engineers Inc.	3,061.50		Surveying for Wayfinding Project
01/10/2023	20788 Alvarez Technology Group, Inc. (CA)	2,699.95		Computer Support
01/10/2023	EFT Todd Muck	518.53		Reimbursement for Travel Costs
01/10/2023	EFT Christina Watson	162.50		Section 125 Plan Reimbursement
01/10/2023	EFT Aaron Hernandez	141.33		Reimbursement for Safe Routes To School
01/10/2023	EFT Todd Muck	138.00		Reimbursement for Parking and Notary Costs
01/11/2023	20789 De Lage Landen Financial Services	319.02		Office Copier Lease
01/13/2023	DEP Cappo/Lexus and Cardinale		4,591.57	Railroad Right of Way Rent
01/19/2023	20790 AAMCOM LLC	235.00		SAFE Call Box - Answering Service
01/19/2023	20791 Alvarez Technology Group, Inc. (CA)	123.75		Computer Support
01/19/2023	20792 Business Card	1,195.02		Office Supplies, Supplies for Freeway Service Patrol (FSP), Safe Routes To School (SRTS) and Rideshare
01/19/2023	20793 HDR Engineering Inc.	18,578.64		Engineering Design Review for Salinas Rail Extension Kick-Start Project
01/19/2023	20794 JR Interpreting Inc.	900.00		Translation Services
01/19/2023	20795 Lincoln National Life Insurance Co.	723.19		Employee Benefits
01/19/2023	20796 Oppidea, LLC	2,685.00		Accounting Services
01/19/2023	20797 Petty Cash	173.43		Office Supplies
01/19/2023	20798 The Salinas Californian	123.66		Advertising for On Call Traffic Engineering Services
01/19/2023	20799 We The Creative	2,322.00		Design Work for Safe Routes To School

Transportation Agency for Monterey County (TAMC)
Union Bank Operating Account
January 2023

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
01/20/2023	EFT Payroll	46,576.34		Payroll
01/20/2023	EFT United States Treasury	10,012.42		Payroll Taxes & Withholding
01/20/2023	EFT EDD	378.40		Payroll Taxes & Withholding
01/20/2023	EFT EDD	3,973.52		Payroll Taxes & Withholding
01/20/2023	EFT EDD	4,664.60		Payroll Taxes & Withholding
01/20/2023	EFT Pers Retirement	9,155.19		Employee Benefits
01/20/2023	EFT Pers Retirement PEPRA	1,656.53		Employee Benefits
01/20/2023	EFT CalPERS	7,527.37		Employee Benefits
01/20/2023	DEP State of California		30,166.40	SAFE - Revenue - November 2022
01/20/2023	DEP City of Marina		8,858.00	Railroad Right of Way Rent
01/24/2023	EFT State of California		89,765.23	Grant Funds for Safe Routes To School - Every Child
01/25/2023	EFT Union Bank	37.52		Bank Service Charges
01/25/2023	EFT Graniterock		8,783.88	Railroad Right of Way Rent
01/26/2023	DEP Newton Bros. and Giustiniani		1,555.00	Railroad Right of Way Rent
TOTAL		309,355.29	161,097.26	

Credit Card December 2022



ELOUISE RODRIGUEZ

Platinum Plus® for Business

December 05, 2022 - January 04, 2023

Cardholder Statement

Account Information:
www.bankofamerica.com

Mail Billing Inquiries to:
BANK OF AMERICA
PO BOX 660441
DALLAS, TX 75266-0441

Mail Payments to:
BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

Customer Service:
1.800.673.1044, 24 Hours

Outside the U.S.:
1.509.353.6656, 24 Hours

For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
www.bankofamerica.com/mybusinesscenter

Payment Information

New Balance Total \$1,195.02
Minimum Payment Due **\$25.00**
Payment Due Date **01/31/23**
Late Payment Warning: If we do not receive your minimum payment by the date listed above. You may have to pay a fee based on the outstanding balance on the fee assessment date:
\$0.00 for balance less than \$100.01
\$29.00 for balance less than \$1,000.01
\$39.00 for balance less than \$5,000.01
\$49.00 for balance equal to or greater than \$5,000.01

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

Account Summary

Previous Balance \$4,417.90
Payments and Other Credits **-\$4,438.64**
Balance Transfer Activity \$0.00
Cash Advance Activity \$0.00
Purchases and Other Charges \$1,215.76
Fees Charged \$0.00
Finance Charge \$0.00
New Balance Total \$1,195.02
Credit Limit \$7,600
Credit Available \$6,404.98
Statement Closing Date 01/04/23
Days in Billing Cycle 31

Important Changes to Your Account Terms

Please read about account agreement changes on the 'Important Changes to the Account Terms' page in this statement. If you need assistance reading these revised terms on your ADA reader, please contact Customer Service at the number provided on your statement.

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
12/15	12/12	Payments and Other Credits OFFICEMAX/DEPOT 6260 SALINAS CA		- 20.74

BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

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

Account Number
December 05, 2022 - January 04, 2023

New Balance Total \$1,195.02
Minimum Payment Due **\$25.00**
Payment Due Date **01/31/23**

Enter payment amount

\$

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

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

FI OUISE RODRIGUEZ

December 05, 2022 - January 04, 2023

Page 3 of 6

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
12/22	12/22	PAYMENT - THANK YOU		
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				- 4,417.90
Purchases and Other Charges				-\$4,438.64
12/07	12/06	Device Magic Inc RALEIGH NC		150.00
12/08	12/08	INTUIT *TSheets CL.INTUIT.COMCA		132.00
12/12	12/09	BAUDVILLE INC. 8007280888 MI		98.00
12/15	12/09	OFFICEMAX/DEPOT 6260 800-463-3768 CA		20.75
12/16	12/14	COCUYO'S MEXICAN RESTA SOLEDAD CA		218.28
12/23	12/23	WWW.MOLEKULE.COM SAN FRANCISCOCA		87.39
12/23	12/23	WWW.MOLEKULE.COM SAN FRANCISCOCA		87.39
12/23	12/23	WWW.MOLEKULE.COM SAN FRANCISCOCA		87.39
12/23	12/23	WWW.MOLEKULE.COM SAN FRANCISCOCA		87.39
12/23	12/23	WWW.MOLEKULE.COM SAN FRANCISCOCA		87.39
12/23	12/23	WWW.MOLEKULE.COM SAN FRANCISCOCA		87.39
12/27	12/27	Mailchimp Atlanta GA		69.99
01/02	12/30	Device Magic Inc RALEIGH NC		2.40
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$1,215.76

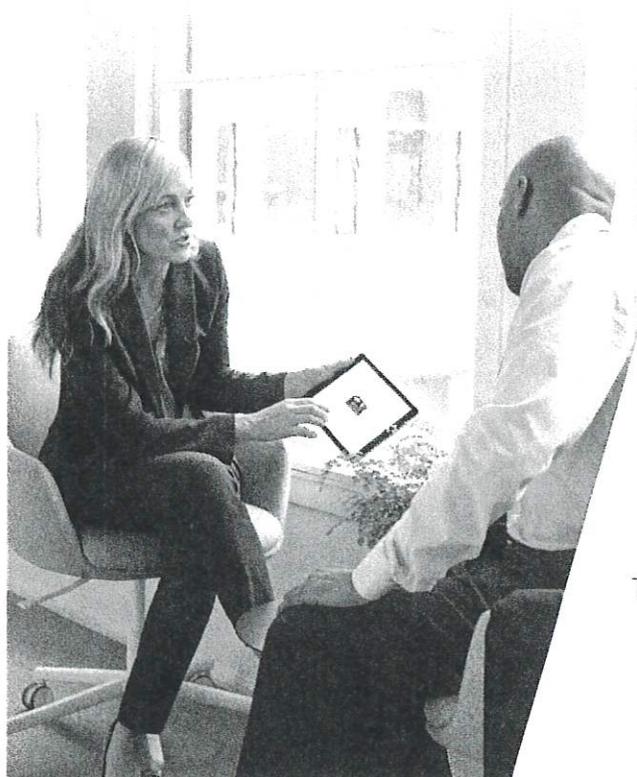
Finance Charge Calculation

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	28.49% V	\$0.00	\$0.00

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

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As your business needs evolve, we're ready to provide personal attention and access to the latest digital tools. Rely on us for guidance in personal finance, investments and business — now and in the future.

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SSM-11-21-0005C | 3877943



Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: February 22, 2023
Subject: **AB 361 Findings**

RECOMMENDED ACTION:

ADOPT finding, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and, the state of emergency continues to directly impact the ability of the members to meet in person.

SUMMARY:

It is recommended that the TAMC Board of Directors find, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and, the state of emergency continues to directly impact the ability of the members to meet in person.

FINANCIAL IMPACT:

None.

DISCUSSION:

On September 16, 2021, Governor Newsom signed AB 361. This legislation amends the Brown Act to allow meeting bodies subject to the Brown Act to meet via teleconference during a proclaimed state of emergency in accordance with teleconference procedures established by AB 361 rather than under the Brown Act's more narrow standard rules for participation in a meeting by teleconference. AB 361 provides that if a state or local health official recommends social distancing, the TAMC Board of Directors may meet remotely after September 30, 2021, provided that within 30 days of the first meeting after September 30, and every 30 days thereafter, the Board of Directors finds that 1) the Governor's proclaimed state of emergency is still in effect; 2) the Board of Directors has reconsidered the circumstances of the state of emergency, and 3) the state of emergency continues to directly impact the ability of the members to meet in person.

The Monterey County Health Officer has recommended social distancing measures for meetings of legislative bodies, and additionally, the TAMC Board of Directors passed a resolution also making these findings on September 22, 2021, so the Board of Directors and the Board's advisory committees have been able to meet remotely since September. In order to continue meeting, in addition to the resolution, the Board of Directors must continually make the findings outlined above every 30 days.

Accordingly, staff recommends making the appropriate findings. This action should occur within every 30 days, per AB 361, in order to keep meeting remotely; additional special meetings may be necessary for that purpose. These findings apply to the TAMC Board and all TAMC Board advisory committees.



Memorandum

To: Board of Directors
From: Aaron Hernandez, Assistant Transportation Planner
Meeting Date: February 22, 2023
Subject: Local Transportation Fund Apportionments

RECOMMENDED ACTION:

ADOPT Resolution 2023-01 apportioning \$20,700,000 in fiscal year 2023-24 Local Transportation Funds to Monterey-Salinas Transit.

SUMMARY:

The Transportation Agency is responsible for administering Local Transportation Funds in Monterey County pursuant to the California Transportation Development Act. The Local Transportation Fund is a designated source of funding for planning, bicycle and pedestrian projects, and public transit. Each February, the Transportation Agency apportions (i.e., estimates) the funds expected to be available in the next fiscal year, so that Monterey-Salinas Transit can budget for the coming year, and distributes the funds in June.

FINANCIAL IMPACT:

Staff estimates a total of \$20,700,000 in Local Transportation Fund revenues will be available for eligible uses in fiscal year 2023-24. This represents a 0.5% increase over the Agency's fiscal year 2022-23 \$20,600,000 estimate. Staff has based its estimate on the annual analysis of sales tax deposits prepared by the Monterey County Controller.

According to the adopted formula, the proposed allocation is:

- \$19,395,686 to Monterey-Salinas Transit for public transit services;
- \$908,485 to the Transportation Agency for administration and transportation planning activities; and
- \$395,829 to the Transportation Agency for its Transportation Development Act 2% bike/pedestrian facilities competitive fund.

DISCUSSION:

The State of California created the Local Transportation Fund (LTF) in 1971 with the passage of the Transportation Development Act (TDA). The State Board of Equalization returns to the County one quarter of a percent of the retail sales tax collected in Monterey County for allocation by the Transportation Agency to member jurisdictions for the following eligible uses in the priority order described below:

1. Fund administration
2. Transportation planning
3. Pedestrian and bicycle facilities
4. Rail passenger service
5. Public transit
6. Special group transportation service

7. Repair, maintenance, and construction of local streets and roads

The Monterey County Auditor-Controller retains the Local Transportation Funds in a trust fund, pay claims and deposits monthly sales tax revenue from the State based on direction from the Transportation Agency. The Agency's responsibilities as the Local Transportation Fund administrator include notifying the jurisdictions of the funds available, approving annual fund allocations, processing claims, submitting an annual financial audit to the state, and submitting a performance audit of transit operations and the Agency's administrative functions on a triennial basis.

The Transportation Agency is required to estimate and apportion Local Transportation Funds every February by resolution. Apportionments for Fiscal Year 2023-24 are identified in Resolution 2023-01, which is included as an **attachment**. The Agency first apportions Local Transportation Funds for administration, planning and programming from the total estimate, pursuant to the Transportation Development Act and the Agency's bylaws. These funds are included in the Agency's annual operating budget.

Article 3 of the Transportation Development Act directs the Agency to apportion 2% of the estimated fund total for countywide bicycle and pedestrian projects. The Agency typically allocated funding through the TDA 2% program in three-year cycles. Allocation recommendations for the TDA 2% funds will be brought back to the Board of Directors at a future meeting.

The remaining funding is apportioned to member jurisdictions based on population, as reported by the Department of Finance. Monterey County cities allocate their apportions to support Monterey-Salinas Transit. Since all available funds support public transit, the Agency is no longer required to adopt a finding on unmet transit needs. Instead, the Agency collects comments on unmet transit needs and seeks input from the Monterey-Salinas Transit Mobility Advisory Committee, the designated Social Services Advisory Council. The process now serves as a public input tool for the Transit District's short-term and long-term transit service planning and improvements. The Board will receive the final list of unmet transit needs comments in June prior to making allocations for the beginning of the 2023/24 fiscal year.

ATTACHMENTS:

- Resolution 2023-01 Local Transportation Fund Apportionment FY 2023-24



**RESOLUTION NO. 2023-01 OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

***APPORTIONMENT OF LOCAL TRANSPORTATION FUNDS (LTF)
FOR FISCAL YEAR 2023-24 IN THE AMOUNT OF \$20,700,000***

WHEREAS, as the Local Transportation Commission, one of the duties of the Transportation Agency for Monterey County (TAMC) is to administer the provisions of the Transportation Development Act in apportioning Local Transportation Funds for: 1) Funds administration and transportation planning activities; 2) the Transportation Development Act 2% program for bicycle and pedestrian projects pursuant to Article 3 of that law, and 3) to the cities, County, and Monterey-Salinas Transit pursuant to Article 4 of that law;

WHEREAS, said apportionments include new revenues estimated for Fiscal Year 2023-24;

WHEREAS, California Assembly Bill 644 established the Monterey-Salinas Transit District, which includes the cities of Carmel-by-the-Sea, Del Rey Oaks, Marina, Monterey, Pacific Grove, Salinas, Sand City, Gonzales, Soledad, Greenfield, and King City effective July 1, 2010, and which will have first call on the Local Transportation Funds apportioned to those jurisdictions for public transit;

WHEREAS, pursuant to California Assembly Bill 644 the Monterey-Salinas Transit District has first call on the Local Transportation Funds apportioned to the County of Monterey for the unincorporated population within three quarters of a mile of the Transit District's fixed transit routes in the unincorporated area; and

WHEREAS, the Transportation Agency for Monterey County's 2010 finding on unmet transit needs authorizes Monterey-Salinas Transit to claim any remaining Local Transportation Funds to support existing public transit operations as an unmet transit need.

NOW THEREFORE BE IT HEREBY RESOLVED THAT: Fiscal Year 2023-24 Local Transportation Funds are apportioned as follows:

Fund Administration & Transportation	\$ 908,485
Planning Activities	
2% Pedestrian and Bicycle	\$ 395,829
Monterey-Salinas Transit:	
City of Carmel-by-the-Sea	\$135,993
City of Del Rey Oaks	\$68,825
City of Gonzales	\$372,963
City of Greenfield	\$878,028
City of King	\$596,159
City of Marina	\$959,552
City of Monterey	\$1,255,821
City of Pacific Grove	\$660,109
City of Salinas	\$7,152,124
City of Sand	\$16,636
City of Seaside	\$1,434,074
City of Soledad	\$819,222
County of Monterey	\$2,545,798
County Unincorporated Other	\$2,500,382
MST Subtotal:	\$19,395,686
TOTAL FY 2023-24	\$20,700,000
APPORTIONMENTS	

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 22nd day of February 2023, by the following votes:

AYES:

NOES:

ABSENT:

Mike LeBarre, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY



Memorandum

To: Board of Directors
From: Alissa Guther, Assistant Transportation Planner
Meeting Date: February 22, 2023
Subject: Climate Adaptation Grant Programs Applications

RECOMMENDED ACTION:

ADOPT Resolution No 2023-04 to authorize the Executive Director to 1) submit a grant application to the Caltrans Sustainable Transportation Program Climate Adaptation Program; 2) if awarded the grant, take required actions to receive the grant, complete negotiations, execute necessary agreements and relevant amendments to receive the grant, and execute amendments to the agreement as necessary; 3) set aside matching funding for the grant via Rural Planning Assistance carry-over or undesignated Agency Reserve, in an amount to be finalized when the awarded grant is amended into the Agency budget; and 4) enter into agreements with partnering agencies as needed to implement the project.

SUMMARY:

California has received funding from the federal government for several grant programs that address adapting transportation infrastructure to climate change and its effects. TAMC plans to apply to two of these programs, the Caltrans Climate Adaptation Program and the Governor's Office of Planning and Research (OPR) Adaptation Planning Grant Program, both due in March. The Caltrans grant has a 11.47% match requirement; staff requests authorization to use Rural Planning Assistance carry-over or undesignated Agency Reserve as the local match. The OPR grant does not require any match.

FINANCIAL IMPACT:

The grant programs have a range of possible financial awards. The OPR Adaptation Planning Grant Program awards will range from \$150,000 to \$650,000. The Caltrans Climate Adaptation Program has \$100,000 to \$1.5 million available for individual applicants. TAMC will set aside funding to match the Climate Adaptation Program grant via Rural Planning Assistance carry-over or undesignated Agency Reserve, to be finalized when the awarded grant is amended into the Agency budget.

DISCUSSION:

TAMC has been coordinating with the Association of Monterey Bay Area Governments (AMBAG) to facilitate successful applications to several grant programs. The Governor's Office of Planning and Research (OPR) has released the Adaptation Planning Grant Program (**web attachment 1**). Caltrans has released a Climate Adaptation Grant Program (**web attachment 2**).

TAMC is coordinating with AMBAG and the County of Monterey to create proposals for corridor and county wide transportation vulnerability assessments that will provide the framework for planning and implementation efforts in the region to address the risks of climate change. TAMC staff requests approval from the Board to submit the applications and set aside the matching funds in the event of a successful application.

ATTACHMENTS:

- Resolution 2023-04

WEB ATTACHMENTS:

1. [Office of Planning and Research Adaptation Planning Grant Program Guidelines](#)
2. [Caltrans Climate Adaptation Program Guidelines \(Ch. 4\)](#)



**RESOLUTION NO. 2023-04 OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**AUTHORIZING THE EXECUTIVE DIRECTOR TO APPLY FOR FUNDING AND EXECUTE AN
AGREEMENT WITH CALTRANS FOR CALTRANS SUSTAINABILITY PLANNING GRANT FUNDS**

WHEREAS, the Sustainability Planning Grant was created by Caltrans to provide much needed funding to support regional sustainable communities' strategies and ultimately achieve the State's greenhouse gas reductions targets of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively; and

WHEREAS, Caltrans has a one-time funding augmentation to the Sustainability Planning Grant for Climate Adaptation Planning projects that address transportation risks due to climate change and the associated weather events and natural disasters;

WHEREAS, the Transportation Agency for Monterey County (TAMC) is an eligible recipient of Caltrans Sustainability Planning Grant Climate Adaptation funds in Monterey County;

WHEREAS, the Transportation Agency is seeking to submit a Caltrans Sustainable Transportation Planning Climate Adaptation Planning grant application to develop a regional transportation vulnerability assessment;

WHEREAS, the Caltrans Sustainable Transportation Planning Grant program requires a resolution authorizing the applicant to enter into an agreement with Caltrans to administer the grant;

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Executive Director is hereby authorized to submit a grant application to Caltrans for the Sustainable Transportation Program Climate Adaptation Program; and
2. If the Transportation Agency is awarded the grant, the Executive Director is authorized to complete negotiations, execute necessary agreements with Caltrans and any other entities as necessary to receive such funds and to execute amendments to the agreement as necessary; and

3. The Executive Director is authorized to set aside funding to match the grant via Rural Planning Assistance carry-over or undesignated Agency Reserve, in an amount to be finalized when the awarded grant is amended into the Agency budget as a match for this grant application and to enter into agreements with partnering agencies as needed to implement the project.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 22nd day of February 2023, by the following votes:

AYES:

NOES:

ABSENT:

MICHAEL LEBARRE, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD A. MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY



Memorandum

To: Board of Directors
From: Ariana Green, Principal Transportation Planner
Meeting Date: February 22, 2023
Subject: North Monterey County Safe Routes to School Planning Grant Application

RECOMMENDED ACTION:

ADOPT Resolution No 2023-03 to authorize the Executive Director to 1) submit a grant application to the Caltrans Sustainable Transportation Program Climate Adaptation Program; 2) if awarded the grant, take required actions to receive the grant, complete negotiations, execute necessary agreements and relevant amendments to receive the grant, and execute amendments to the agreement as necessary; 3) set aside matching funding for the grant via Measure X Safe Routes to School program funds, in an amount to be finalized when the awarded grant is amended into the Agency budget; and 4) enter into agreements with partnering agencies as needed to implement the project.

SUMMARY:

This joint Caltrans Sustainable Transportation Planning grant application is for the development of a safe routes to school plan that will include a list of infrastructure and non-infrastructure recommendations for all of the K-12 public schools in the North Monterey County Unified and Pajaro Valley Unified School Districts (within Monterey County limits).

FINANCIAL IMPACT:

The grant award amount is capped at \$700,000. The Caltrans Sustainable Transportation Planning grants include an 11.47% match requirement which is approximately \$90,000. Due to the size and scope of the project, it may be necessary to overmatch the grant with up to \$130,000. Measure X Safe Routes to School program funds are proposed to provide the entire local match to reduce financial burden on the participating agencies and jurisdictions.

DISCUSSION:

The Measure X Safe Routes to School Program has identified areas of need across Monterey County to prioritize safe routes to school planning efforts. Communities in North Monterey County are among the most transportation disadvantaged in the County and based on collision data, each community has a need for improved safety, especially around school sites. Transportation Agency staff recommends partnering with the Monterey County Health Department and Ecology Action to develop a Caltrans Sustainable Transportation Planning Grant application for the North Monterey County Safe Routes to School Plan. All partners are eligible sub-applicants according to the Caltrans Sustainable Transportation Planning Grant Guidelines.

If awarded, the nearly three-year planning process will identify barriers to safe access to all K-12 public schools in the North Monterey County Unified and Pajaro Valley Unified School Districts within Monterey County limits and recommend infrastructure and non-infrastructure improvements. The Plan will be written with implementation in

mind and organized to enable jurisdictions to develop competitive grant applications.

The Transportation Agency will serve as the Lead Agency, responsible for administering the grant, requesting reimbursement from Caltrans, overseeing and participating in outreach, and project delivery in compliance with state, federal and local requirements. Ecology Action will be the Implementing Agency responsible for managing the planning process, facilitating partner meetings and community engagement, collecting and analyzing data, developing draft and final planning documents, and submitting invoices to the Transportation Agency. The Monterey County Health Department will be a Partnering Agency responsible for assisting the Implementing Agency in community engagement, especially with non-English speakers and health-disadvantaged populations. The Planning team will work closely with each of the School Districts, schools, public works staff from each of the four cities and the County and local advocacy groups to develop a plan that meets the needs of each community and is implementable.

Applications for the Sustainable Transportation Planning Grant are due March 9, 2023 and require the lead agency adopt a **resolution** (attached). A budget for the Plan is in development but will not exceed the maximum grant award amount of \$700,000 plus match. The Caltrans Sustainable Transportation Planning grants require a minimum 11.47% match, which is approximately \$90,000. TAMC staff recommends using Measure X Safe Routes to School Program funding for the grant match to minimize financial impacts to the jurisdictions and partner agencies. Due to the size and scope of the project, staff recommends that Measure X Safe Routes to School Program funds be used in an amount not to exceed \$130,000.

ATTACHMENTS:

- Resolution 2023-03 North Monterey County SRTS Plan Partnership



**RESOLUTION NO. 2023-03 OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**AUTHORIZING THE EXECUTIVE DIRECTOR TO APPLY FOR FUNDING AND EXECUTE
AGREEMENTS WITH THE MONTEREY COUNTY HEALTH DEPARTMENT, ECOLOGY ACTION
AND CALTRANS FOR CALTRANS SUSTAINABILITY PLANNING GRANT FUNDS**

WHEREAS, the Sustainability Planning Grant was created by Caltrans to provide much needed funding to support regional sustainable communities' strategies and ultimately achieve the State's greenhouse gas reductions targets of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively; and

WHEREAS, the Transportation Agency for Monterey County (TAMC) is an eligible recipient of Caltrans Sustainability Planning Grant funds in Monterey County;

WHEREAS, the Transportation Agency has successfully partnered with the Monterey County Health Department and Ecology Action on Sustainability Planning Grant applications and been awarded for the Seaside and Marina Safe Walking and Bicycling to School: Complete Streets Plan, the Salinas Safe Routes to School Plan and the Salinas Valley Safe Routes to School Plan;

WHEREAS, the Transportation Agency, Monterey County Health Department and Ecology Action is seeking to submit a joint Caltrans Sustainable Transportation Planning grant application to develop the North Monterey County Safe Routes to School Plan including all K-11 public schools in the North Monterey County Unified and Pajaro Valley Unified School Districts (within Monterey County limits);

WHEREAS, the Caltrans Sustainable Transportation Planning Grant program requires a resolution authorizing the applicant to enter into an agreement with Caltrans to administer the grant;

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Executive Director is hereby authorized to participate in the joint submission of a grant application to Caltrans for the Sustainable Transportation Program; and
2. If the Transportation Agency is awarded the grant, the Executive Director is authorized to complete negotiations, execute necessary agreements with Caltrans and any other entities as necessary to receive such funds and to execute amendments to the agreement as necessary; and
3. The Executive Director is authorized to program an amount not-to-exceed \$130,000 of Measure X Safe Routes to School Program funds as a match for this grant application and enter into agreements with partnering agencies as needed to implement the project.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 22nd day of February 2023, by the following votes:

AYES:

NOES:

ABSENT:

MICHAEL LEBARRE, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD A. MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY



Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: February 22, 2023
Subject: SURF! Busway - Measure X Funding Agreement Amendment 1

RECOMMENDED ACTION:

SURF! Busway - Measure X Funding Agreement Amendment 1

1. **APPROVE** Amendment #1 to the Measure X regional funding agreement between the Transportation Agency and the Monterey-Salinas Transit District for the SURF! Busway project, pending legal counsel approval; and
2. **AUTHORIZE** the Executive Director to execute the amendment.

SUMMARY:

The Monterey-Salinas Transit District is the project sponsor of the SURF! Busway project. The current estimate to complete the final design phase for the project is \$931,900 higher than the approved funding included in the Measure X funding agreement of \$5 million. Agency staff is seeking to add Measure X funds from the \$15 million total available to the project to cover the shortfall.

FINANCIAL IMPACT:

The funding agreement, approved by the Board in January 2022, programs \$5,000,000 in Measure X funds to the final design phase of the project. This Amendment #1 would add \$931,900 of regional Measure X funds to match the current cost estimate of \$5,931,900.

DISCUSSION:

The Highway 1 Busway Project, recently re-branded as "SURF! Busway and Bus Rapid Transit Project," was identified as a regional project in Measure X. The proposed six-mile rapid bus corridor along Highway 1 between Seaside/Sand City and Marina would be built within the Monterey Branch Line rail right-of-way owned by the Transportation Agency, to provide commuters a traffic-free alternative to Highway 1. With heavy traffic on the highway, transit riders would enjoy a faster connection with a projected 16-minute reduction in travel times along the corridor as compared to pre-COVID commute times. The SURF! Busway and Bus Rapid Transit Project was identified in Measure X to support commuters to the Monterey Peninsula, with the goals of:

- Increasing transit service,
- Reducing transit and automobile delay along Highway 1, and
- Improving air quality.

The Monterey-Salinas Transit District (MST) is currently in final design and engineering phase for the project. MST with support from local project stakeholders, including TAMC staff, recently selected a Construction Management/General Contracting (CM/GC) firm to assist with and provide constructability input, permitting support, cost estimating, and more during the final design phase of the project. The CM/GC pre-construction services contract

was approved by the MST Board of Directors on December 12, 2022.

As the Project moves farther along from 65% to 100% design, it has become clear that MST will require additional funding assistance to complete the final design phase. The cost of the CM/GC pre-construction services contract is not expected to exceed \$931,900.

To help MST maintain their schedule and complete the final design phase, Agency staff is seeking to amend the funding agreement to add funds to match the current estimate (see **Attachment 1**). The total amount of regional Measure X funds dedicated to this project, \$15 million, does not change with this amendment, however it would shift \$931,900 that is currently programmed to the construction phase. MST would need to make up any shortfall in construction funds from other sources.

ATTACHMENTS:

- ▣ SURF Busway - Measure X Funding Agreement - Amendment #1

AMENDMENT # 1 TO THE REGIONAL FUNDING AGREEMENT
FOR THE PLANS, SPECIFICATIONS & ESTIMATES (FINAL DESIGN) PHASE OF THE
SURF! BUSWAY & BUS RAPID TRANSIT PROJECT
BETWEEN THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
THE MONTEREY-SALINAS TRANSIT DISTRICT

THIS AMENDMENT NO. 1 to the agreement dated January 26, 2022 between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and the Monterey-Salinas Transit District, hereinafter referred to as "Sponsor," is hereby entered into between TAMC and the Sponsor.

RECITALS:

- A. **WHEREAS**, TAMC and Consultant entered into a Measure X regional funding agreement on January 26, 2022, hereinafter referred to as "Agreement;" and
- B. **WHEREAS**, the Agreement included a not-to-exceed amount in secured funding of \$5,000,000; and
- C. **WHEREAS**, the Sponsor's current engineer's cost estimate for the final design phase of the project exceeds the Agreement's not-to-exceed amount by \$931,900 for a total phase cost estimate of \$5,931,900; and
- D. **WHEREAS**, TAMC and Sponsor desire to amend the Agreement to increase the not-to-exceed amount by \$931,900 to fully-fund the project using funds that TAMC is authorized to program.

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

1. **FUNDING SUMMARY**

Exhibit C is hereby replaced with Exhibit C-1, dated February 22, 2023.

2. **REMAINDER OF TERMS UNCHANGED**

All other terms of the Agreement remain in full effect.

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

[Signatures on next page]

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

MONTEREY-SALINAS TRANSIT DISTRICT

TAMC

By: _____
Carl Sedoryk
General Manager/CEO

By: _____
Todd Muck
Executive Director

Dated: _____

Dated: _____

Approved as to form:

By: _____
David Laredo
MST Attorney

By: _____
Robert Brayer
TAMC Counsel

Dated: _____

Dated: _____

EXHIBIT C-1 - FUNDING SUMMARY
February 22, 2023

Project Phase	Fund Source	Fiscal Year	Amount	Agency	Reimbursable Under this Agreement	Funding Secured?
Plans, Specifications, & Estimates	Measure X	2022/23	\$5,931,900	TAMC	Yes	Yes
Total Reimbursable Amount:			\$5,931,900			
Total Project Funding:			\$5,931,900			Yes



Memorandum

To: Board of Directors
From: Ariana Green, Principal Transportation Planner
Meeting Date: February 22, 2023
Subject: Safe Routes to School Education Contract

RECOMMENDED ACTION:

Safe Routes to School Education Contract

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute contract amendment #3 with Ecology Action, extending the term of the Agreement from December 31, 2022 to December 31, 2023, retroactively approving a contract effective date of January 1, 2023 and adding an additional \$200,000 for a total not-to-exceed contract amount of \$920,000;
2. **APPROVE** the use of Measure X funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

SUMMARY:

The Safe Routes to School Education Contract with Ecology Action provides valuable traffic safety education to 2nd and 5th graders across Monterey County. This contract was awarded through a competitive request for proposals (RFP) process in 2018 for a 2-year period with the option to extend the contract annually for three additional years. The Board approved Amendments #1 and #2 to execute those extensions until December 31, 2022. Amendment #3 will renew and add additional budget to the contract retroactively to January 1, 2023, and all of its provisions shall be deemed to have been in effect continuously since that time. This amendment will enable Ecology Action to continue serving Monterey County youth until December 31, 2023.

FINANCIAL IMPACT:

The one-year contract amendment will be fully funded with Measure X Safe Routes to School Program money in an amount not to exceed \$200,000. The total not-to-exceed amount of the contract including amendment 3 is \$920,000.

DISCUSSION:

In April 2018, the Transportation Agency Board of Directors approved a contract with Ecology Action to provide bicycle and pedestrian safety education to 2nd graders and 5th graders across Monterey County, training for volunteers, outreach at community events such as Ciclovias and annual reports. The contract was awarded through a competitive request for proposals process. After the initial 2-year period the contract was renewed through Amendment 1 and Amendment 2 to provide programming in 2021 and 2022 respectively. Each amendment extended the contract for a year with additional budget not to exceed \$200,000.

This proposed amendment 3 to the contract would provide funding for the following activities in 2023:

- Serve 47 2nd grade classrooms with Walk Smart programming (with a remote learning option)

- Serve 36 5th grade classrooms with Bike Smart programming (with a remote learning option)
- Support 4 public events
- Develop volunteer training curriculum and support volunteer coordination with school districts
- Provide mid-way progress and annual reports

In addition to teaching students about critical safety information, Walk Smart and Bike Smart presentations engage students about the benefits of daily active transportation. Ecology Action staff conduct live presentations at elementary schools across Monterey County. The interactive presentations feature two trained instructors, last approximately 45-60 minutes and can be delivered in both English and Spanish. All participating classes are asked to complete pre- and post-program quizzes to assess learning.

TAMC staff will coordinate with Ecology Action staff to ensure programming is done in an equitable way across Monterey County and works toward the Safe Routes to School Program goal that all children in Monterey County receive a traffic safety education by 5th grade.

The initial action taken by the Board in 2018 awarding this contract for \$320,000 provided the option to amend annually after expiration of the initial two-year contract which ended December 31, 2020. The Board subsequently approved amendments to execute that option for extensions and augmenting the budget by \$200,000 per year. Staff recommends the Board amend the contract to continue for an additional year, until December 31, 2023, and approve additional funds for the budget not to exceed \$200,000, for a total not-to-exceed contract amount of \$920,000. Staff also recommends setting a retroactive contract effective date of January 1, 2023 so that Ecology Action can start work earlier in the school year.

WEB ATTACHMENTS:

1. [Ecology Action Education Renewal and Amendment 3](#)
2. [Ecology Action Education Amendment 3_SOW](#)
3. [Ecology Action Education Amendment 3_Budget](#)



Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: February 22, 2023
Subject: **FORTAG Environmental Addendum #2**

RECOMMENDED ACTION:

ADOPT the Second Addendum to the Final Environmental Impact Report for the Fort Ord Regional Trail and Greenway project.

SUMMARY:

The first segment of the Fort Ord Regional Trail and Greenway project is currently in final design. During this process, the alignment has been refined and there are now portions of the trail that fall slightly outside of the certified Environmental Impact Report's Area of Potential Effect. This second addendum addresses those areas to study the potential impacts.

FINANCIAL IMPACT:

The cost of the Addendum is \$36,528 and is funded within the already approved project budget. Overall, the Segment 1 final design tasks will be funded out of \$600,000 in state Senate Bill 1 Local Partnership Program funds and \$1.376 million in local Measure X funds. The right-of-way tasks will be paid from \$1.198 million in state Active Transportation grant funds. Construction will be funded through a future allocation of \$9.1 million in state Active Transportation grant funds. Other segments will proceed to final design and construction as matching funds for Measure X (which sets aside a total of \$20 million for the entire trail) are obtained.

DISCUSSION:

The vision for the Fort Ord Regional Trail & Greenway (FORTAG) is to create a multimodal route designed to accommodate people of all ages and abilities that connects communities in and around the former Fort Ord to each other and to education, employment, community and recreation centers. It will serve as a safe pedestrian and bicycle corridor connecting the cities of Seaside, Marina, Del Rey Oaks, Monterey and unincorporated community residents to California State University Monterey Bay, the Fort Ord National Monument, and the Monterey Bay Sanctuary Scenic Trail. The Final Environmental Impact Report for the proposed 28-mile paved trail was certified by the Transportation Agency Board on March 25, 2020. A Master Agreement was approved by the Transportation Agency and the underlying jurisdictions in June 2020.

Phase 1 of the Canyon Del Rey/State Route 218 Segment of the project involves construction of the trail through the City of Del Rey Oaks from Fremont Boulevard to Del Rey Woods Elementary in the City of Seaside. From Fremont Boulevard, the trail will run along State Route 218 and then move behind Safeway down through Work Memorial Park traveling around the tennis courts and towards Angelus Way. There are no improvements proposed along Angelus Way based on feedback from the community. The trail will pick up again at Del Rey Park and travel towards State

Route 218 on the alignment of an existing trail. An undercrossing of Canyon Del Rey Boulevard will connect near Del Rey Oaks City Hall and the Frog Pond. A raised pathway will be constructed to connect trail users from the undercrossing to Carlton Drive at an accessible grade. The trail will extend northeast up Carlton Drive to Plumas Avenue. Along Carlton Drive the trail will consist of a new 12-foot wide multi-use sidewalk on the west side of the road. Along Plumas Avenue the trail will follow the existing PG&E right of way up to Del Rey Woods Elementary. The tunnel landing and the raised pathway are the only project elements to be constructed within the Frog Pond as part of Phase 1.

After starting the final design process on this phase, several refinements to the alignment were identified to improve the project and aid constructability. The modified project includes the following minor revisions:

- The portion of the Trail that extends from SR 218 into Work Memorial Park would meander as it travels southwest into the park, rather than generally straight as previously proposed, to ensure slopes comply with the Americans with Disabilities Act (ADA). As a result of these alignment changes, grading limits would extend slightly outside of the original environmental clearance area.
- The portion of the Trail adjacent to the tennis courts in Work Memorial Park would be moved from above the existing retaining wall to below the retaining wall, within the maintenance walkway. The existing retaining wall would be replaced with an approximately 220-linear-foot retaining wall up to 7.5 feet in height. Grading, clearing, and grubbing limits would be extended outside of the original environmental clearance area to account for the retaining wall.
- To accommodate the Trail while minimizing grading, the tennis courts immediately south of the Trail would be rotated and resurfaced, and the fences on the north and west sides of the tennis courts would be relocated and replaced. This work would occur within the original environmental clearance area.
- A perimeter retaining wall, planters, and concrete seating areas would be constructed east of the Trail alongside the existing butterfly garden. New public amenities may include four benches, seat walls, a picnic table, planter boxes with irrigation, and a pergola structure would be constructed in an approximately 84-foot by 25-foot area between the Trail and the proposed perimeter retaining wall. Portions of the retaining wall and some of the public amenities would be located outside of the original environmental clearance area.
- The portion of the Trail along the western boundary of Frog Pond Wetland Preserve that switchbacks as it travels upslope would be paved, as opposed to a raised boardwalk as previously proposed under the Original Project. Additional grading would be required, and a retaining wall and railings would be constructed alongside the Trail as it travels east and switchbacks west toward Carlton Drive. The retaining wall, which would be 200 linear feet in length and up to 8 feet in height, would require approximately 50 cubic yards of soil excavation. These modifications would occur within the original environmental clearance area.
- Under the Original Project, a tunnel was proposed for a portion of the Trail crossing under SR 218. The tunnel would have placed a box or arch bore under SR 218 to accommodate the pedestrian pathway. However, the geotechnical, civil, and structural engineering evaluations and studies determined that there is not enough vertical clearance for a tunnel and the sandy soil would not be suitable for traditional tunnel construction methods. As a result, a new undercrossing structure would be constructed, which would require a portion of SR 218 to be demolished in order to install a bridge over the pedestrian pathway. As compared to the tunnel design, the undercrossing would provide a more open environment along this portion of the pedestrian pathway. Due to sandy soil conditions, piles are required to support the undercrossing abutments, and due to the soil type and existing high voltage overhead lines, pile driving is the recommended method of construction. These modifications would occur within the original environmental clearance area.
- Pedestrian crossing signs and flashing beacons would be added to the existing pedestrian crossing on SR 218 at the intersection of SR 218 and Carlton Drive to improve pedestrian safety. A marked pedestrian crossing would be constructed across Carlton Drive, parallel to SR 218, to provide access to the Trail from the existing shoulder on the northeast side of SR 218.
- On the northwest side of Carlton Drive, between SR 218 and Work Avenue, paved switchbacks would be installed for ADA compliant access to the Trail along Carlton Drive. The sidewalk would include several

switchbacks, pedestrian railings, and landscaping. These modifications would occur within the original environmental clearance area.

These refinements that result in the alignment falling outside of the previous environmental boundary require an addendum to the Final Environmental Impact Report. This addendum addresses the proposed modifications as they apply to the previous environmental review document. Section 15164 of the CEQA Guidelines defines the function of an Environmental Impact Report Addendum as follows:

- The lead agency or responsible agency shall prepare an addendum to a previously certified environmental impact report if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent environmental impact report have occurred.
- Section 15162(a) of the *CEQA Guidelines* provides that a Subsequent EIR is not required if the new circumstances do not require major revisions to the Environmental Impact Report, that new information does not result in new or more severe significant impacts, and that the mitigation measure included in the certified Environmental Impact Report address or resolve the impacts.

The refinements to the alignment were analyzed in the attached addendum report and do not rise to the level of requiring a Subsequent Environmental Impact Report. With adoption of this draft Addendum, Agency staff will be able to proceed with completing final design based on the revised trail alignment. Final design and right-of-way certification are anticipated for completion by Spring/Summer 2023, and construction will start thereafter. Concurrently, the Agency is pursuing grant funds for other segments of the FORTAG, which will proceed to final design and construction as matching funds are obtained.

WEB ATTACHMENTS:

[Second Addendum to the FORTAG Final Environmental Impact Report](#)



Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: February 22, 2023
Subject: **US 101 Acceleration Lane Cooperative Agreement Amendment**

RECOMMENDED ACTION:

RATIFY the Executive Director executing an Amendment to a Cooperative Agreement Amendment with Caltrans to add \$1 million in federal earmark funds to the funding plan and reduce the Measure X amount to \$317,000 while maintaining the previously approved amount of \$1,317,000 as a match to the \$2,989,000 State Highway Operations and Protection Program (SHOPP) minor funds for operational improvements along northbound US 101 in Monterey County.

SUMMARY:

The Board previously approved Regional Measure X funds as a match to the SHOPP Minor Funds, and authorized the Executive Director to enter into a Cooperative Agreement with Caltrans. Subsequently, the Agency received a federal earmark for this project, and staff needed to amend the Agreement to allow Caltrans to expend the funds on the project and meet their ready-to-list deadline.

FINANCIAL IMPACT:

The total construction cost for the project is \$3,247,000, funded with \$1,930,000 of SHOPP Minor funds, \$1 million from a federal earmark, and \$317,000 from Measure X.

DISCUSSION:

As the US 101 - South of Salinas environmental phase moves forward with identifying the ultimate improvements recommended for the corridor, Caltrans and the Transportation Agency are looking at improvements that can be made in the near-term to improve safety. One such project is the US 101 Acceleration Lane Project, which provides operational improvements along northbound US 101 extending the northbound acceleration lane from Spence Road to Eckhardt Road. The proposed extension will serve as an auxiliary lane to improve acceleration for trucks from Spence Road and to provide a deceleration lane for traffic exiting to Eckhardt Road.

The project is currently in the final design and right of way phase, which is being implemented by Caltrans District 5. This phase of work is funded in the SHOPP Minor program. The construction phase will begin in 2023 and will be funded in the SHOPP Minor program with an original \$1.317 million match from Regional Measure X funds that was approved by the Board in January 2022.

In January 2023, the Federal Highway Administration earmarked \$1 million for the "US 101 Auxiliary Lane - South of Salinas" project. The earmark, sponsored by Congressman Jimmy Panetta and Senator Alex Padilla was included in the Consolidated Appropriations Act for Fiscal Year 2023. For Caltrans to utilize the federal earmark and Measure X funds on this project, the agencies needed to amend the Cooperative Agreement (**see attachment**) to add the new \$1

million in federal funds and reduce the amount of Measure X funds, while maintaining the \$1.317 million match commitment.

It was critical for TAMC to execute the agreement in advance of the next Board meeting; doing so allowed Caltrans sufficient time to receive its federal authorization to proceed, complete federal environmental certification, bid the project, and award a contract within this fiscal year to meet the SHOPP funding deadlines. However, due to an oversight, Board authorization to execute the agreement did not extend to even minor amendments. Nevertheless, given the exigency, the Executive Director signed the amendment, allowing this work to proceed without further delay to the project. Agency staff is now seeking Board ratification of these actions.

ATTACHMENTS:

- Cooperative Agreement Amendment

COOPERATIVE AGREEMENT COVER SHEET

Funding Summary Amendment – Funding Summary No. 02

Agreement Amendment No. 05-0398 A1

Work Description

OPERATIONAL IMPROVEMENTS ALONG NORTHBOUND US 101 IN MONTEREY COUNTY BETWEEN POST MILE (PM) 81.0 AND PM 81.5. THE SCOPE OF WORK FOR THE PROJECT IS TO EXTEND THE NORTHBOUND ACCELERATION LANE FROM SPENCE ROAD TO ECKHARDT ROAD. THE PROPOSED WIDENING WILL SERVE AS AN AUXILIARY LANE TO IMPROVE ACCELERATION FOR TRUCKS FROM SPENCE ROAD AND TO PROVIDE A DECELERATION LANE FOR TRAFFIC EXITING TO ECKHARDT ROAD

Contact Information

CALTRANS

Michael Lew, Project Manager

50 Higuera Street

San Luis Obispo, CA 93401

Office Phone: (805) 835-6341

Email: mike.lew@dot.ca.gov

TRANSPORTATION AGENCY OF MONTEREY COUNTY

Todd Muck, Project Manager

55-B Plaza Circle

Salinas, CA 93901

Office Phone: 831-775-4407

Email: todd@tamcmonterey.org

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FUNDING SUMMARY No. 02 1

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Please note:

1. Caltrans administered funds must be expended proportionally with all other funds. All project funds must be shown in the Funding Summary. Local funds committed to the project cannot be omitted from the funding summary.

AMENDMENT NO. 05-0398 A1

FUNDING SUMMARY NO. 02

1. PARTIES, in accordance with the provisions of this AGREEMENT, hereby amend this AGREEMENT by replacing Funding Summary No. 01 in its entirety with Funding Summary NO. 02.

2. Funding Summary No. 2 adjusts the funds contributed

adding Local-Federal Community Project Funding/Congressionally Directed Spending (CPFCDs)/DEMO Funds in the amount of \$1,000,000

by reducing the Local Funds to \$317,000

<u>FUNDING TABLE</u> v. 2					
<u>IMPLEMENTING AGENCY</u> →			<u>CALTRANS</u>		Totals
Source	Party	Fund Type	CONST. SUPPORT	CONST. CAPITAL	
STATE	CALTRANS	SHOPP Minor	680,000	1,250,000	1,930,000
LOCAL-FEDERAL	TAMC	CPFCDs/DEMO (88.53%)	0	1,000,000	1,000,000
LOCAL	TAMC	Local ^M	0	129,561	129,561
LOCAL	TAMC	Local	0	187,439	187,439
Totals			680,000	2,567,000	3,247,000

^MNon-federal match
 CPFCDs/DEMO funds will be a fixed contributed amount

<u>EXPENDITURE TABLE</u> v. 4				
<u>IMPLEMENTING AGENCY</u> →			<u>CALTRANS</u>	
Source	Party	Fund Type	CONST. CAPITAL	
			Eligible	Ineligible
STATE	CALTRANS	SHOPP Minor	X	X
LOCAL-FEDERAL	TAMC	CPFCDS/DEMO (88.53%)	X	--
LOCAL	TAMC	Local ^M	X	--
LOCAL	TAMC	Local	X	X

Note: An "X" denotes the funding type is available for payment.

^MNon-federal match

v 21				
<u>SPENDING SUMMARY</u>				
Fund Type	CONST. SUPPORT		CONST. CAPITAL	Totals
	<u>CALTRANS</u>	TAMC	<u>CALTRANS</u>	
SHOPP Minor	680,000	0	1,250,000	1,930,000
CPFCDs/DEMO	0	0	1,000,000	1,000,000
Local	0	0	317,000	317,000
Totals	680,000	0	2,567,000	3,247,000

Funding

3. If there are insufficient funds available in this AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTIES amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

4. If there are insufficient funds in this AGREEMENT to implement the obligations and responsibilities of this AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTY accepts responsibility to fund their respective WORK until such time as PARTIES amend this AGREEMENT.

Each PARTY may request reimbursement for these costs during the amendment process.

5. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.
6. In accordance with the CALTRANS Federal-Aid Project Funding Guidelines, PARTIES must obtain approval from the Federal Highway Administration prior to any PROJECT funding changes that that will change the federal share of funds.
7. Notwithstanding the terms of this AGREEMENT, PARTIES agree to abide by the funding guidelines for all contributed funds that are programmed and allocated by the CTC.
8. SHOPP funds can only be expended on SHOPP-eligible items and work.

Invoicing and Payment

9. PARTIES will invoice for funds where the SPENDING SUMMARY shows that one PARTY provides funds for use by another PARTY. PARTIES will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, TAMC will pay invoices within five (5) calendar days of receipt of invoice.
10. If TAMC has received EFT certification from CALTRANS then TAMC will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
11. CALTRANS will draw from state and federal funds that are provided by TAMC without invoicing TAMC when CALTRANS administers those funds and CALTRANS has been allocated those funds by the CTC and whenever else possible.
12. When a PARTY is reimbursed for actual cost, invoices will be submitted each month for the prior month's expenditures. After all PROJECT COMPONENT WORK is complete, PARTIES will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTIES will invoice or refund as necessary to satisfy the financial commitments of this AGREEMENT.

CONSTRUCTION Support

13. No invoicing or reimbursement will occur for the CONSTRUCTION SUPPORT PROJECT COMPONENT.

CONSTRUCTION Capital

14. CALTRANS will invoice TAMC for an \$86,000 initial deposit after execution of this AGREEMENT and forty-five (45) working days prior to the commencement of CONSTRUCTION CAPITAL expenditures. This amount will be used toward one (1) month's cost, estimated at \$750,000.

Thereafter, CALTRANS will invoice and TAMC will reimburse for actual costs incurred and paid.

Signatures

PARTIES are authorized to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT. By signing below, the PARTIES each expressly agree to execute this AGREEMENT electronically.

The PARTIES acknowledge that executed copies of this AGREEMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA
DEPARTMENT OF
TRANSPORTATION**

**TRANSPORTATION AGENCY OF
MONTEREY COUNTY**

Richard Rosales
Acting District Director

Todd Muck
Executive Director

Date: _____

Date _____

Cheryl Berry
District Budget Manager

Attest:

Michael Zeller
Director of Programming & Project Delivery

Nadine Karavan
HQ Accounting

Approved as to form and procedure:

Robert Brayer
TAMC Counsel



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: February 22, 2023
Subject: **Committee Minutes**

RECOMMENDED ACTION:

ACCEPT draft minutes of the Transportation Agency Committees:

- Executive Committee - draft minutes of February 1, 2023
- Rail Policy Committee - draft minutes of February 6, 2023
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of February 1, 2023
- [Technical Advisory Committee](#) - draft minutes of February 2, 2023
- [Measure X Citizens Oversight Committee](#) - No meeting

ATTACHMENTS:

- ❑ Executive Committee draft minutes of February 1, 2023
- ❑ Rail Policy Committee draft minutes of February 6, 2023

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: Michael LeBarre (Chair), Chris Lopez (1st Vice Chair),
 Dave Potter (2nd Vice Chair), Mary Adams (Past Chair),
 Wendy Root Askew (County representative), Chaps Poduri (City representative)*

Wednesday, February 1, 2023

*** 8:30 a.m. ***

REMOTE VIDEO/PHONE CONFERENCE ONLY

EXECUTIVE COMMITTEE	MAR 22	APR 22	MAY 22	JUN 22	AUG 22	SEP 22	OCT 22	NOV 22	JAN 23	FEB 23
Michael LeBarre, Chair King City (C. DeLeon)	P (VC)									
Mary Adams, Past Chair Supr. Dist. 5 (S. Hardgrave, C. Courtney)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (TC)	P (VC)
Chris Lopez, 1st Vice Chair Supr. Dist. 3 (P. Barba)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Dave Potter, 2nd Vice Chair Carmel-By-The-Sea (J. Baron)	P (VC)	P (VC)	A	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	A
Wendy Root Askew, County Representative Supr. Dist. 4 (Y. Anderson)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)
Chaps Poduri, City Representative (B. Peake)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	E	P (VC)

TC: via teleconference; VC: via video conference

P = Present

A = Absent

P(A) = alternate present

E = Excused

1. CALL TO ORDER

Chair LeBarre called the meeting to order at 8:30 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Belding, Bilse, Goel, Guther, Kise, Montiel, Muck, Rodriguez, Strause, Watson, Williamson, Wright, and Zeller.

Others present: Robert Brayer, County Counsel; and Colleen Courtney, District 5 alternate.

2. PUBLIC COMMENTS

No public comment

3. CONSENT AGENDA

On a motion by Committee Member Adams, seconded by Committee Member Poduri, the Committee voted 5-0 to approve the minutes from the Executive Committee meeting of January 11, 2023.

4. RALPH M. BROWN ACT UPDATE

On a motion by Committee Member Adams, seconded by Committee Member Lopez, the Committee voted 5-0 to recommend the Board of Directors adopt a policy that Members may only use traditional Brown Act rules for remote participation in hybrid meetings to ensure a quorum.

Agency Counsel Brayer presented the options for tele- and video-conferencing under the traditional and amended Brown Act rules. The Committee discussed all the options and concurred that the traditional Brown Act rules for remote participation would be the easiest-to-administer method that would 1) be the simplest; 2) avoid tricky quorum issues and otherwise required, complex tracking; and 3) still allow members to teleconference without numerical or justification limits. Finally, although Option #3 does not address emergency situations, alternates could be used in many cases to mitigate this issue.

5. DRAFT OVERALL WORK PROGRAM, BUDGET AND INTEGRATED FUNDING PLAN

On a motion by Committee Member Askew, seconded by Committee Member Poduri, the Committee voted 5-0 to receive a report and approved Draft Overall Work Program & Budget as follows:

1. Recommended that the Board authorize the Executive Director to submit the draft fiscal year 23/24 Overall Work Program to Caltrans for initial review;
2. Recommended that the Board provide direction and guidance to staff on the three-year budget for fiscal years 23/24 through 25/26, the Overall Work Program for fiscal year 23/24, and the 2023 Integrated Funding Plan; and
3. Recommended that the Board direct the Executive Director to bring the final three-year budget, one-year Overall Work Program, and the 2023 Integrated Funding Plan back to the Board on May 24, 2023, for approval.

Mike Zeller, Director of Programming & Project Delivery, reviewed the annual Overall Work Program, which describes the activities to be accomplished during the fiscal year beginning July 1 and ending June 30. After the draft Overall Work Plan is approved by the Transportation Agency Board of Directors at their February meeting, the draft plan will be submitted to Caltrans, who reviews the document and provides comments on the state funded activities in the plan. Agency staff then incorporates comments from Caltrans, as well as comments received from the Transportation Agency Board, into a final proposed Overall Work Program to be presented to the Board of Directors in May for adoption in conjunction with the fiscal year 2023/24 budget.

Rita Goel, Director of Finance & Administration reported that the Agency budget separates expenditures into two types: operating and direct programs. Operating expenditures include salaries and benefits, materials and supplies, and equipment. Direct program expenditures for outside consultants, contracts, and ongoing project and program delivery with continuous funding such as Freeway Service Patrol and Call Box are in the Agency's budget and the Overall Work Program. Director Goel concluded that the next steps in the process are to present the draft budget, Overall Work Program, and Integrated Funding Strategy to the Board of Directors in February and to bring the final versions of the documents to the Executive Committee for review and the Board of Directors for adoption in May.

6. TAMC BOARD DRAFT AGENDA

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of February 22, 2023. Director Muck announced that the meeting will be held in person with a hybrid option, located at the Monterey County Government Center, Cinnamon Room, 1441 Schilling Place, Salinas. After Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- Unmet Transit Needs Hearing
- Salinas Valley Safe Routes to School Plan and Participatory Budgeting
- Ralph M. Brown Act Update
- Draft Overall Work Program, Budget and Integrated Funding Strategy
- Federal Legislative Update - Community Funding Project

7. ANNOUNCEMENTS

None this month.

8. ADJOURNMENT

Chair LeBarre adjourned the meeting at 9:49 a.m.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

Draft Minutes of February 6, 2023

Transportation Agency for Monterey County

ZOOM REMOTE VIDEO/PHONE CONFERENCE ONLY

	MAR 22	APR 22	MAY 22	JUN 22	JUL 22	AUG 22	SEP 22	OCT 22	NOV 22	DEC 22	JAN 23	FEB 23
L. Alejo, Dist. 1 (L. Gonzalez, J. Gomez)	P(A)	C	P(A)	A	N	P(A)	A	C	P(A)	N	P(A)	P
G. Church, Dist. 2 (M. Vierra, L. Gray)	P(A)	A	P(A)	P(A)	O	P(A)	P(A)	A	A	O	A	P
W. Askew, Dist. 4 (Y. Anderson , E. Mora)	P(A)	N	P	P(A)		P(A)	P(A)	N	P(A)		P(A)	P(A)
M. Adams, Dist. 5, (S. Hardgrave, C. Courtney)	E	C	P(A)	P(A)	M	P(A)	P(A)	C	P(A)	M	E	A
M. LeBarre, King City, Chair (C. DeLeon)	P	E	P	P	E	P	P	E	P	E	A	P
C. Medina Dirksen, Marina (B. Delgado)	P	L	A	A	E	P	P	L	P	E	P	P
E. Smith, Monterey (K. Barber, M. Garcia, A. Renny)	P	L	P	A	T	P	P	L	A	T	P	A
A. Sandoval, Salinas, (A. Rocha)	P	E	P	P	I	P	P	E	P	I	P	P
G. Hawthorne, Sand City (J. Blackwelder , K. Cruz)	P(A)	D	P(A)	P(A)	N	P(A)	P(A)	D	P(A)	N	A	A
I. Oglesby, Seaside (D. Pacheco)	A		P	P	G	P	P		P	G	P	P
A. Chavez, Soledad (F. Cabera, D. Wilcox)	A		A	P		P	A		A		P	P
D. Potter, At Large Member, Vice Chair (J. Barron)	P		P	P		P	P		P		P	P
M. Twomey, AMBAG (H. Adamson, P. Hierling)	P(A)		P(A)	P(A)		P(A)	P(A)		P(A)		A	P(A)
J. Xiao, Caltrans District 5	A		P	P		P	P		P		P	P
C. Sedoryk, MST (L. Rheinheimer/ M. Overmeyer)	P(A)		A	P(A)		P(A)	P(A)		P(A)		E	P(A)
STAFF												
T. Muck, Executive Director	P		P	P		P	P		P		P	P
C. Watson, Director of Planning	P		P	P		P	P		P		P	P
M. Zeller, Director of Programming & Project Delivery	P		P	P		P	P		P		E	P
M. Montiel	P		P	P		P	P		P		P	P

Admin Assistant												
L. Williamson, Senior Engineer	P		P	P		P	P		P		P	P
D. Bilse, Principal Engineer	P		P	A		P	P		P		A	P
A. Guther, Assis. Transp. Planner	P		P	E		P	P		P		P	P
T. Wright, Community Outreach Coordinator	A		A	A		P	A		P		A	P
J. Strause, Transportation Planner	-		-	-		P	A		A		A	A
A. Hernandez Assis. Transp. Planner												P
Emily Belding Transportation Intern												P

P = Present A = Absent P(A) = alternate present E = Excused

1. QUORUM CHECK AND CALL TO ORDER

Chair LeBarre called the meeting to order at 3:04 p.m. A quorum was established.

TAMC welcomes newly appointed Rail Policy members: Glenn Church, Supervisor District 2 and Andrew Sandoval, City of Salinas.

OTHERS PRESENT

Brianna Goodman	SCCRTC	Javier Gomez	Supervisor District 1 Office
Jasmine Mejia Corez	County	Linda Gonzales	Supervisor District 1 Office
Shannon Simonds	Caltrans DRMT	Barry Scott	Coastal Rail Santa Cruz
Alex Lopez	Caltrans D5	Roland Lebrun	Public
Geneva Hurley	Public		

2. PUBLIC COMMENTS

Barry Scott, Costal Rail Santa Cruz, expressed that he is happy to hear about the coordination between the SCCRTC and TAMC on rail projects. He wished TAMC good luck on the grant application for the Pajaro Station.

3. CONSENT AGENDA

M/S/C Alejo / Medina Dirksen /unanimous

3.1 Approved minutes of the January 9, 2023, Rail Policy Committee meeting.

END OF CONSENT AGENDA

4. COAST CORRIDOR RAIL PROJECT UPDATE

The Committee received an update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles and discussed the logistics of a tour of the Sonoma-Marín Area Rail Transit (SMART) system in March.

Christina Watson, Director of Planning, reported that the next Policy Committee meeting would be on February 24 virtually, and the following meeting in April would be in person in San Luis Obispo, with a link for non-voting members, staff, or public to participate remotely.

Alissa Guther, Assistant Transportation Planner, reported that staff is coordinating with Santa Cruz County Regional Transportation Commission (SCCRTC) staff on a tour of the SMART system tentatively scheduled for Thursday, March 30, 2023. She asked if RPC members are interested in attending the trip. Ms. Guther noted two options for the trip. One is to head to San Rafael on Thursday morning and ride the train and tour on Thursday afternoon, stay overnight in San Rafael and return on Friday March 31, or some might want to return Thursday evening. She suggested carpooling.

Committee Member Alejo noted that he was interested in attending the tour and noted that he would like to hear about finances and the lessons learned in implementing the new service.

Joanna Xiao, Caltrans District 5, asked if there is a limit on how many can go. She noted that Caltrans staff are interested in attending. Ms. Guther replied that she needs a headcount by mid-March.

Barry Scott, Costal Rail Santa Cruz, noted that he went on a tour with SCCRTC several years ago. He mentioned that Santa Cruz Metro has a new General Manager Michael Tree and would be good to invite him and his planner to join the trip.

Roland Lebrun, Member of Public, asked if members of the public be able to join the tour. Executive Director Todd Muck replied that TAMC would look into making it available at each participant's cost.

Chair LeBarre is interested in attending and asked Alissa to provide the itinerary to see the schedule times.

5. SALINAS RAIL KICK START PROJECT UPDATE

The Committee received an update on the Salinas Rail Kick Start Project.

Christina Watson, Director of Planning, reported that we have successfully executed the land transfer of the package 1 parcels to Salinas and no longer have updates on that part of the project.

Mike Zeller, Director of Programming and Project Delivery, reported that negotiations for the acquisition of properties needed for the Salinas layover facility (Package 2) and Gilroy track improvements (Package 3) are ongoing.

Ms. Watson reported that the design is underway, the 100% plans were distributed in September, and that meetings continue.

Committee Member Alejo asked about phase 2 of the project, the Pajaro station, for which TAMC is seeking grant funding. Ms. Watson replied that staff is working on the Transit and Intercity Rail Capital Program application for Pajaro, due Friday. Awards will be announced in April.

6. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Christina Watson, Director of Planning, announced the next Committee meeting scheduled for March 6 will be cancelled due to TAMC staff and Chair LeBarre not being available. Ms. Watson noted that the April 3, 2023, meeting will be in person at the TAMC office and Supervisor Askew's office as a satellite option; locations will be noticed on the agenda. There will be a zoom link for remote participation by the public and ex-officio members.

7. ADJOURN

Chair LeBarre adjourned the meeting at 3:33 p.m.



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: February 22, 2023
Subject: Correspondence

RECOMMENDED ACTION:

RECEIVE correspondence to and from TAMC for the month of February 2023.

WEB ATTACHMENTS:

- [January 13, 2023, letter to Guy Preston, Executive Director, Santa Cruz County Regional Transportation Commission, regarding: Support for Zero Emission Rail Transit and Trail Project from TAMC Executive Director Todd Muck](#)
- [January 24, 2023, letter to TAMC Executive Director Todd Muck, regarding: Thank you letter supporting the Boronda Road Complete Streets Project, from U.S. Department of Transportation, Carlos Monje, Jr](#)
- [January 26, 2023, letter to Toks Omishakin, Secretary, California State Transportation Agency, regarding: Support for pursuing a Transit and Intercity Rail Capital Program Grant for the Electrifying MST and Carbon Neutral Resiliency Planning Project from TAMC Executive Director Todd Muck](#)
- [February 2, 2023, Letter to Donne Brownsey, Chair California Coastal Commission, regarding: Support Approving Monterey County LCP Amendment Number LCP-3-MCO-22-0062-2 Highway 156 from TAMC Executive Director Todd Muck](#)
- [February 6, 2023, Letter to Michael Tree, CEO/General Manager, Santa Cruz Metropolitan Transit District, regarding: Support for Santa Cruz METRO's Zero Emission Intercity Transit Service Expansion from TAMC Executive Director Todd Muck](#)
- [February 10, 2023, letter to Toks Omishakin, Secretary, California State Transportation Agency, regarding: Support for the King City Accelerated Platform and Multimodal Transit Station from TAMC Executive Director Todd Muck](#)
- [Letters of Support for TAMC Pajaro/Watsonville Multimodal Station Project](#)
- [February 14, 2023, letter to The Honorable Pete Buttigieg Office of the Secretary of Transportation' United States Department of Transportation, regarding Support for the Davis Road RAISE Grant Application in Monterey County California from TAMC Executive Director Todd Muck](#)