

## AGENDA

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

### EXECUTIVE COMMITTEE

*Members are: Simon Salinas (Chair),  
Jerry Edelen (1<sup>st</sup> Vice Chair), Jane Parker (2<sup>nd</sup> Vice Chair),  
Maria Orozco (Past Chair),  
Fernando Armenta (County representative), Kimbley Craig (City representative)*

**Wednesday, February 1, 2012**

**TAMC Conference Room**

55-B Plaza Circle, Salinas

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

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

- 1. ROLL CALL:** *Call to order and self-introductions. If you are unable to attend, please contact Elouise Rodriguez, Senior Administrative Assistant. Your courtesy to the other members to assure a quorum is appreciated.*
- 2. PUBLIC COMMENTS:** Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of Transportation Agency and Executive Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

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

- 3.1 APPROVE** enclosed minutes from the Executive Committee meeting of January 11, 2012. – Rodriguez **Pages 4 - 7**
- 3.2 APPROVE** “sustained superior performance” step increase from Associate Transportation Planner Step 1 to Step 3 for Sharon Gavin. **Pages 8 – 10**

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**END OF CONSENT AGENDA**

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- 4. RECEIVE** AMBAG update. – Eidam **No Enclosure**
- 5. Three-Year Budget (FY11/12 – FY13/14) – Goel Pages 11 - 24**
1. **RECOMMEND** that the Board **AUTHORIZE** Executive Director to submit enclosed draft fiscal year 12/13 budget to federal and state funding agencies for initial review; and
  2. **RECOMMEND** that the Board **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 12/13 through 14/15, and **DIRECT** Executive Director to bring the final three-year budget back to the Board on May 22, 2012 for approval.
- 6. RECEIVE** information and **RECOMMEND** Board of Directors support legislation extending the Fort Ord Reuse Authority (FORA).  
– Houlemard **Pages 25 - 27**
- 7. RECEIVE** report on draft agenda for TAMC Board meeting of February 22, 2012. – Hale **(Handout)**
- 8. ADJOURNMENT**

**Next Executive Committee meeting is:  
Wednesday, March 7, 2012  
Please mark your calendars.**

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

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

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**DRAFT MINUTES**

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

**EXECUTIVE COMMITTEE MEETING**

*Members are: Maria Orozco (Chair),  
Simón Salinas (1<sup>st</sup> Vice Chair), Jerry Edelen (2<sup>nd</sup> Vice Chair),  
Lou Calcagno (Past Chair), Jane Parker (County representative),  
Kimbley Craig (City representative)*

**Wednesday, January 11, 2012**

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

Transportation Agency Conference Room  
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Orozco called the meeting to order at 9:00 a.m. Board members present: Craig, Edelen, Orozco, Salinas and alternates Gowin for Calcagno and Markey for Parker. Staff present: Bachman, Cheung, Cook, Gavin, Hale, Hoschouer, Muck, Rodriguez and Watson. Others present: Agency Counsel Blankenship.
2. **PUBLIC COMMENTS:** None

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3. **CONSENT AGENDA**

On a motion by Board member Salinas and seconded by Board member Craig, the committee voted 6 – 0 to approve consent item 3.1 – 3.3 as follows:

- 3.1 **APPROVED** minutes from the Executive Committee meeting of November 2, 2011.
- 3.2 **APPROVED** recommendations for the tenth annual Transportation Excellence Awards.
- 3.3 **RECOMMENDED** that the Transportation Agency Board of Directors approve previously-deferred salary range adjustment, in the amount of 5% for the position of Director of Finance and Administration, effective January 1, 2012.

**END OF CONSENT**

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4. **REVIEWED** and **COMMENTED** on the draft 2012 Legislative Program.

Christina Watson, Senior Transportation Planner, reported that the purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the agency.

Board Member Edelen recommended that item 6S (litter removal from transportation facilities) be edited to remove reference to a plastic bag ban, as it is not directly related to transportation. Board Member Craig concurred. Director Hale noted that the relevance to transportation is that plastic bags are the most prevalent piece of trash on the highway. Board members directed staff to delete the reference.

Board member Edelen also questioned item 7S (support the California High-Speed Rail project), noting the state does not have the funds to support the project. Director Hale noted that the Rail Policy Committee supported this item, since elimination of the High-Speed Rail project could threaten intercity rail funds that support connecting services. Board Member Salinas suggested rewording the item to specify support for the intercity rail funding as relates to the High-Speed Rail project.

Board Alternate Markey recommended that item 8S (climate change legislation) be reworded to more specifically focus on transportation. Staff agreed to add references to AB 32 and SB 375.

5. **DISCUSSED** the basic concept of the 2011 Transportation Agency for Monterey County Annual Report.

Kristen Hoschouer, Associate Transportation Planner, reported that the Transportation Agency 2011 Annual Report will address the Agency's accomplishments for 2011 and goals for 2012. She noted that the 2011 Annual Report's approach would be similar to the 2008 report. The 2011 report will highlight current construction projects, completed projects and how the projects will look when they are completed, as well as the Agency's new project priorities and need for additional funding. In conclusion, Ms. Hoschouer noted that the 2011 Annual Report will be mailed to residents and businesses throughout the County during the month of April.

Board member Edelen commented that this is a great way to lay a foundation for future funds and requested the report suggest possible ways to obtain transportation funding.

6. **REVIEWED** and **RECOMMENDED** approval of the State Route 156 West Corridor Public Outreach Plan.

Todd Muck, Principal Transportation Planner, reported that Transportation Agency Board of Directors directed staff to work with Caltrans to conduct more due diligence analyzing the potential for using congestion pricing/tolling to fund the State Route 156 West Corridor project. He noted that per the Board direction staff will prepare a public outreach plan for disseminating information to the public and gaining public input on the tolling concept. He also noted staff would hold two public outreach meetings, the first meeting to take questions from the public and a second meeting to respond to their questions.

Board member Edelen recommended that the Agency hold a large public meeting at the Monterey Conference Center to give a presentation on the project and the various funding options, similar to the City of Monterey's water forum. He suggested working with the City of Monterey to secure a location at their Conference Center. Director Hale supported the idea. She noted that staff is currently working on gathering data and creating visuals with the expectation of holding public outreach meetings in late February and March.

7. **CLOSED SESSION:** Pursuant to Government Code section §54957, performance evaluation for the Executive Director.

**RECONVENE:** Agency Counsel Blankenship reported that the Committee met in closed session pursuant to Government Code section §54957 and gave staff direction.

8. **RECEIVED** report on draft agenda for TAMC Board meeting of January 25, 2012.

Executive Director Hale reviewed the January 25, 2012, draft agenda. She reported that the election of 2012 officers would be held at the beginning of the meeting, with the new Chair taking office immediately after the election. She also noted that an Unmet Transit Needs Public Hearing would be held and stated that there may be a representative from Rancho Cielo to address their transportation concerns. The Board will receive information on the Monterey Bay Area 511 Traveler Information System Feasibility Study and Implementation Plan.

The committee suggested that there was no need for a closed session on the personnel-related item and that the proposal to waive the recruitment and allow the Executive Director to promote from within be placed on the consent agenda. Staff indicated that instead the Final Legislative Program will be placed on the regular agenda.

Director Hale noted that the main agenda item is the 2011 Transportation Excellence Awards. The awardees are:

- MST for their military bus service;
- CHISPA, for their “Do you really need a car” campaign;
- Caltrans, for Big Sur Highway 1 slide repairs;
- Caltrans and Pavex, for the Airport Blvd Interchange project;
- Mari Lynch, bicyclist advocate; and
- Assembly Member Luis Alejo and staff Teresa Acuña for AB 484.

9. **ADJOURNMENT**

Chair Orozco thanked the Committee for their guidance through the year and adjourned the meeting at 10:00 a.m. The committee thanked Chair Orozco for her service as Chair in 2011.

Respectfully Submitted,

  
Elouise Rodriguez, Senior Administrative Assistant



## Memorandum

**To:** Executive Committee

**From:** Don Bachman, Deputy Executive Director

**Meeting Date:** February 1, 2012

**Subject:** Employee Incentive Award

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### **RECOMMENDED ACTION:**

**APPROVE** “sustained superior performance” step increase from Associate Transportation Planner Step 1 to Step 3 for Sharon Gavin.

### **SUMMARY:**

On April 23, 2003, the TAMC Board approved an employee incentive program to encourage excellence in employee performance and promote retention of superior employees. This employee incentive program includes the ability to award an additional step increase for sustained superior performance, which requires prior approval by the Executive Committee.

### **FINANCIAL IMPACT:**

The cost of this step increase to the salaries and benefits budget for the current fiscal year will be an additional \$2,155. The increase between steps is 5%. There are sufficient funds in the adopted budget for fiscal year 11/12.

### **DISCUSSION:**

Transportation Agency human resources policies state that an employee at Steps 1 through 4 is eligible for a performance-based 5% merit increase each year. After that, employees are eligible for the 6<sup>th</sup> step after an additional 3 years and eligible for the 7<sup>th</sup> step after an additional 4 years. The employee incentive program provides for an early step increase based on performance and approval by the Executive Committee (see attachment).

On January 24, 2012, the Transportation Agency for Monterey County hired Sharon Gavin as Associate Transportation Planner at Step 1. This is a new position to provide public

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outreach activities for the Prunedale Improvement Project. Because of the massive nature of the project and the possibility for major disruptions to the community, Caltrans contracted with the Agency to fund a comprehensive local outreach effort from the state project budget. Consequently, temporary position was created for the four-year duration of the project.

Ms. Gavin came to the Agency with a substantial public relations background, having worked for the Metrolink commuter rail program in Southern California and with PG&E at their Diablo Canyon Nuclear power plant in similar roles. Over the past year she has applied her abilities to the Prunedale improvement Project and has conducted a successful outreach campaign. She has developed positive working relationships with all of the stakeholders including Caltrans, the contractor and the other public agencies, as well as the public. This extends beyond the PIP project and now includes efforts in other highway projects. She has become the primary media contact for road construction in the county.

Because of her outstanding performance, Ms. Gavin has successfully completed the one-year probationary period. Typically, this would be accompanied with a merit increase of one step in the salary range. However, Agency management believes that the performance has far exceeded what would be expected at the entry Associate Transportation Planner level. Because of her capabilities, over the next year management will be assigning expanded duties.

Agency Management therefore recommends granting Ms. Gavin an additional 5% step increase.

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

Date Signed \_\_\_\_\_

Consent Agenda

Attachment: Employee Incentive Program (excerpt)

**Agenda item: 3.4 Attachment 1**

**4.4 Employee Incentive Program (excerpt)**

- 4.1.1 Total cost of this program not to exceed \$7,500 in a fiscal year. All employees that are subject to step increases are eligible for this program. The purpose of this incentive program is not to increase employee compensation, but rather to realize a public benefit through the promotion of efficiency, initiative and morale in TAMC service. This incentive program serves the substantial public purpose of ensuring continued recruitment and retention of qualified and competent employees. From a legal perspective, TAMC Counsel approves this program, provided it is not granting benefits to employees for past services, which could be construed as making a gift of public money. With this incentive program, TAMC is taking self-serving steps to further the agency's self-interest in recruiting and retaining the most competent employees.
  
- 4.1.2 If an employee demonstrates sustained superior performance over a significant period of time, the Executive Director may at his/her discretion approve a step increase for this employee. The definition of sustained superior performance includes consistent, day-to-day, unfailingly exceptional work output that is both quantitatively and qualitatively superior. Superior quality means written reports that are well thought out, timely, accurate, and written correctly for the intended audience. Superior quantity means volume of work above what would normally be expected of an average performer. This award must have prior approval by the TAMC Executive Committee.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Executive Committee  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** February 1, 2012  
**Subject:** **Three-Year Budget (FY 12/13 – FY14/15)**

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### **RECOMMENDED ACTION:**

- 1. RECOMMEND** that the Board **AUTHORIZE** Executive Director to submit enclosed draft fiscal year 12/13 budget to federal and state funding agencies for initial review; and
- 2. RECOMMEND** that the Board **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 12/13 through 14/15, and **DIRECT** Executive Director to bring the final three-year budget back to the Board on May 22, 2012 for approval.

### **SUMMARY:**

Authorization to submit the draft budget for fiscal year 12/13 is necessary to meet deadlines of federal and state funding agencies to review the Agency budget for fiscal year 12/13. The Agency continues to control expenditures to stay within its current year budget, and maintains a prudent cash reserve.

### **FINANCIAL IMPACT:**

The Agency budget separates expenditures into two types: operating and direct program. Operating expenditures include staff salaries and benefits, materials and supplies, and equipment purchases. Direct program expenditures include outside consultants, contracts, expenditures that apply to specific project delivery tasks such as rail program, highway projects, bicycle and pedestrian program etc.

The proposed fiscal year 2012-2013 operating expenditure budget is **\$2,566,975**, a net increase over fiscal year 2011-2012 of **\$29,157**. (Page 5) These increased operating costs are funded with additional revenues from project grants.

The proposed fiscal year current direct program expenditure budget is **\$10,382,380** a net decrease over fiscal year 11/12 of **\$30,985,245**. (Page 8)

**DISCUSSION:**

The Transportation Agency of Monterey County staff is preparing the budget for the 3- year period from July 1, 2012 to June 30, 2015. Staff proposed several assumptions for the operating budget, which were reviewed by the Executive Committee in November 2011.

The proposed budget assumes no change in the Federal Highway Administration Planning revenue sharing agreement with the Association of Monterey Bay Area Governments.

Overall, revenues for programs such as Service Authority for Freeways and Expressways and railroad leases are planned conservatively. Revenues are also planned conservatively for other projects such as rail; however, when managing the budget, staff time will be billed aggressively to project revenues and expenditures will be tightly controlled. Staff will also continue to look for new grants to fund staff time.

Carry forward of some of the state Planning, Programming and Monitoring funding will offset the significant drop in this revenue stream in FY 2012/13. This use of carry forward funds may also be the scenario in 2013/14 and 2014/15, depending on how much of staff costs the agency can recover from project grants. As a result, the use of reserves is expected to be minimized. The agency has saved an adequate reserve balance. This funding source tends to be cyclical and more is expected to be known about the long-term revenue stream from it in FY 2014/15 as at this time it is uncertain whether this is a short or long-term trend.

The Transportation Agency continues to subsidize the activities of the Regional Impact Fee Agency. The budget is projecting to take \$10,000 fee revenue for operating in FY 12/13 and \$0 for FY 13/14 and FY 14/15 even though the annual cost to the Transportation Agency for this activity is much higher and ongoing. In FY 12/13, an additional \$100,000 is budgeted for costs associated with updating the plan, which needs to be done every 5 years. Expenditures on regional fee activities are being tracked with the expectation that this cost will be repaid to the Transportation Agency as fees are collected.

Due to funding uncertainties, no cost of living increase (COLA) is recommended for fiscal year 12/13. 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 and permits the Agency to better forecast its obligation under the cafeteria plan and reduce the liability for future premium increases. It also allows employees the flexibility to choose from several plans that are offered by CalPERS.

Due to modifications by CALPERS to its smoothing policy and investment gains in the past year, the agency contribution to CalPERS in FY 2012/13 is lower than projected last year. The rate increase from FY 2011/12 is 0.22%. In FY 2013/14 and FY 2014/15 the rates are projected to rise between 0.2-1.3 %. The Agency's retirement formula is Miscellaneous 2% @ 55 and hence, its exposure is minimized, as it does not have a high formula e.g 3% @ 50 or any safety employees. Rates are based on several different factors such as the retirement formula offered, CalPERS investment returns, an employer's volatility index, CalPERS

discount rate assumptions etc. Also, several proposed legislative changes could impact this benefit as well.

A one-time cost for implementation of the 511 program and call box site mitigation for ADA compliance will result in the agency using some of the SAFE reserves, which are healthy at \$896,932 as of June 30, 2010.

No change is planned to the expense associated with the design, production and distribution of the annual report.

The 74.9% decrease in direct program costs from FY 11-12 is mostly a result of timing change of federal and state grants due to delayed implementation of the rail projects.

A potential risk to the agency is a reduction in federal and state planning funds. No state funding other than Planning, Programming and Monitoring has been cut or proposed for cuts due to transportation funding safeguards, but staff will keep the Board advised of any additional cuts. Should major revenue reductions occur, the agency would have to reevaluate its revenues, costs and mission to determine essential vs. discretionary activities. Staff has started identifying potential cost cuts in both operating and direct programs. Staff vacancies occurring due to attrition may be left temporarily or permanently unfilled. Billing specific projects for staff time, when possible, will continue to be a priority. Reducing the frequency of traffic counts and reducing or eliminating legislative consultant costs may be considered. Additionally, staff will seek cost reductions when contracts or leases come up for renewal.

The Agency's focus in FY 12/13 will be to limit its services to existing and essential activities. SR156 public outreach is the only new initiative planned, and staff is seeking funds from Caltrans to cover the costs of this effort.

As a result of good fiscal management, the agency has added to its reserve in the past years and has a 9 + months reserve and therefore should be able to sustain a short-term drop in revenues. The undesignated reserve is forecasted to be added to and used in some years between FY's 12-15 (4 years) but the cumulative impact should be a small increase. 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 (unassigned) reserve. Also, as requested by the Executive Committee, any excess over the six-month level will be designated as a "contingency" fund to cover future short-term revenue shortfalls or unanticipated expenses.

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

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

\_\_\_\_\_  
Date signed

Regular Agenda

Reviewed by Counsel N/A

Attachment:  
TAMC 3-Year Budget Fiscal Years 2012-2015

TAMC-3 YEAR BUDGET JULY 1, 2012 - JUNE 30, 2015

TOTAL REVENUE & EXPENDITURES - SUMMARY

SOURCE OF REVENUE/EXPENDITURE	FY PLAN		FUTURE 3 YR BUDGET			% CHANGE FY 12/13 BUDGET VS FY 11-12 APPROVED
	FY 11/12 Approved		FY 12/13 Estimated	FY 13/14 Estimated	FY 14/15 Estimated	
Operating Revenue	\$2,537,818		\$2,566,975	\$2,590,202	\$2,648,015	1.1%
Direct Program Revenue	\$41,367,625		\$10,382,380	\$37,103,285	\$48,477,993	-74.9%
<b>TOTAL REVENUE</b>	<b>\$43,905,443</b>		<b>\$12,949,355</b>	<b>\$39,693,487</b>	<b>\$51,126,008</b>	<b>-70.5%</b>
Operating Expenditures	\$2,537,818		\$2,566,975	\$2,590,202	\$2,648,015	1.1%
Direct Program Expenditures	\$41,367,625		\$10,382,380	\$37,103,285	\$48,477,993	-74.9%
<b>TOTAL EXPENDITURES</b>	<b>\$43,905,443</b>		<b>\$12,949,355</b>	<b>\$39,693,487</b>	<b>\$51,126,008</b>	<b>-70.5%</b>
<b>REVENUE MINUS EXPENDITURES</b>	<b>\$0</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

**TAMC-3 YEAR BUDGET JULY 1, 2012 - JUNE 30, 2015**

**TOTAL REVENUE BY SOURCE**

SOURCE OF REVENUE	FY PLAN FY 11/12 Approved	FUTURE 3 YR BUDGET			4 Years Cumulative Impact	% CHANGE FY 12/13 BUDGET vs FY 11-12 APPROVED
		FY 12/13 Estimated	FY 13/14 Estimated	FY 14/15 Estimated		
Federal Grants-Operating	\$280,667	\$271,891	\$271,891	\$271,891		-3.1%
Federal Grants-Direct	\$25,003,623	\$3,623	\$20,003,623	\$20,000,000		-100.0%
State Grants-Operating	\$1,938,485	\$1,904,885	\$1,899,785	\$1,833,538		-1.7%
State Grants-Direct	\$15,747,097	\$9,278,027	\$12,179,220	\$20,652,392		-41.1%
Local Funds-Operating	\$243,076	\$253,076	\$243,076	\$243,076		4.1%
Local Funds-Direct	\$298,434	\$276,750	\$4,705,488	\$7,753,699		-7.3%
RSTP- Interest-Direct-Cfwd & New Approval	\$642,596	\$663,661	\$432,635	\$366,000		3.3%
<b>Total Revenue from Outside Sources</b>	<b>\$44,153,978</b>	<b>\$12,651,913</b>	<b>\$39,735,718</b>	<b>\$51,120,596</b>		
FSP Reserve Surplus/(Usage)	\$66,273	\$75,323	\$78,323	\$78,323	\$298,242	13.7%
SAFE Reserve Surplus/(Usage)	\$66,352	(\$462,142)	(\$52,142)	(\$10,725)	(\$458,657)	-796.5%
Undesig. Reserve Surplus/(Usage)-Oper.	\$159,410	\$117,877	\$79,550	(\$44,510)	\$312,327	-26.1%
Undesig. Reserve Surplus/(Usage)-Direct	(\$43,500)	(\$28,500)	(\$63,500)	(\$28,500)	(\$164,000)	-34.5%
<b>Total Reserve Surplus/( Usage)</b>	<b>\$248,535</b>	<b>(\$297,442)</b>	<b>\$42,231</b>	<b>(\$5,412)</b>	<b>(\$12,088)</b>	<b>-219.7%</b>
<b>TOTAL REVENUE</b>	<b>\$43,905,443</b>	<b>\$12,949,355</b>	<b>\$39,693,487</b>	<b>\$51,126,008</b>		<b>-70.5%</b>

**TAMC-3 YEAR BUDGET JULY 1, 2012 - JUNE 30, 2015**

**OPERATING REVENUE & EXPENDITURES**

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
	FY 11/12 Approved	FY 12/13 Estimated	FY 13/14 Estimated	FY 14/15 Estimated	FY 12/13 BUDGET vs FY 11-12 APPROVED	FY 12/13 BUDGET vs FY 11-12 APPROVED
<b>OPERATING REVENUE</b>						
<b>FEDERAL PLANNING GRANTS</b>						
Federal Planning ( AMBAG-FHWA PL )	\$271,891	\$271,891	\$271,891	\$271,891	0.0%	\$0
Federal Planning ( AMBAG-FHWA PL )	\$8,776	\$0	\$0	\$0	-100.0%	-\$8,776
<b>SUB TOTAL FEDERAL GRANTS</b>	<b>\$280,667</b>	<b>\$271,891</b>	<b>\$271,891</b>	<b>\$271,891</b>	<b>-3.1%</b>	<b>-\$8,776</b>
<b>STATE PLANNING GRANTS</b>						
Caltrans PIP contribution	\$120,000	\$126,000	\$132,300	\$75,053	5.0%	\$6,000
Local Transportation Fund ( Current )	\$908,486	\$908,486	\$908,486	\$908,486	0.0%	\$0
Planning & Programming ( Incl Cfwd )	\$455,000	\$455,000	\$455,000	\$455,000	0.0%	\$0
Rural Planning Assistance	\$395,000	\$395,000	\$395,000	\$395,000	0.0%	\$0
Sustainable Communities.Strategies Grant	\$60,000	\$20,400	\$9,000	\$0	-66.0%	-\$39,600
<b>SUB TOTAL STATE GRANTS</b>	<b>\$1,938,486</b>	<b>\$1,904,886</b>	<b>\$1,899,786</b>	<b>\$1,833,538</b>	<b>-1.7%</b>	<b>-\$33,600</b>
<b>LOCAL PLANNING CONTRIBUTIONS</b>						
Congestion Management Program	\$243,076	\$243,076	\$243,076	\$243,076	0.0%	\$0
Impact Fee Administration Program	\$0	\$10,000	\$0	\$0		\$10,000
<b>SUB TOTAL LOCAL GRANTS</b>	<b>\$243,076</b>	<b>\$253,076</b>	<b>\$243,076</b>	<b>\$243,076</b>	<b>4.1%</b>	<b>\$10,000</b>
<b>OTHER CONTRIBUTIONS</b>						
SAFE/FSP- Staff Support	\$60,000	\$70,000	\$70,000	\$70,000	40.0%	\$20,000
Rail-Commuter Rail Extension-Staff Support	\$100,000	\$100,000	\$100,000	\$100,000	0.0%	\$0
Rail-Monterey Branch Line /Leases Staff Support	\$85,000	\$85,000	\$85,000	\$85,000	0.0%	\$0
<b>SUB TOTAL STAFF SUPPORT</b>	<b>\$235,000</b>	<b>\$255,000</b>	<b>\$255,000</b>	<b>\$255,000</b>	<b>8.5%</b>	<b>\$20,000</b>
<b>Sub Total Operating Revenue</b>	<b>\$2,697,228</b>	<b>\$2,684,852</b>	<b>\$2,669,752</b>	<b>\$2,603,606</b>	<b>-0.5%</b>	<b>-\$12,376</b>
Undesignated Res. Surplus/ (Usage)-Oper.	\$169,410	\$117,877	\$79,550	(\$44,510)	-26.1%	-\$41,533
<b>TOTAL OPERATING REVENUE</b>	<b>\$2,637,818</b>	<b>\$2,566,975</b>	<b>\$2,590,202</b>	<b>\$2,648,016</b>	<b>1.1%</b>	<b>\$29,157</b>

<b>OPERATING EXPENDITURES</b>						
Salaries	\$1,396,649	\$1,408,949	\$1,432,249	\$1,432,249	0.9%	\$12,300
Fringe Benefits	\$619,799	\$626,666	\$636,583	\$694,386	1.1%	\$6,857
Material and Services	\$499,370	\$509,370	\$499,370	\$499,370	2.0%	\$10,000
Depreciation/ Amortization	\$22,000	\$22,000	\$22,000	\$22,000	0.0%	\$0
<b>TOTAL OPERATING EXPENDITURES</b>	<b>\$2,537,818</b>	<b>\$2,566,975</b>	<b>\$2,590,202</b>	<b>\$2,648,016</b>	<b>1.1%</b>	<b>\$29,157</b>

<b>CAPITAL OUTLAY</b>						
Equipment Replacements	\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
Vehicle Replacement	\$45,000	\$0	\$0	\$0	100.0%	-\$45,000
<b>TOTAL CAPITAL OUTLAY</b>	<b>\$55,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>-81.8%</b>	<b>-\$45,000</b>

**TAMC- OPERATING REVENUE CHANGES FY 2012-2013  
FROM FY 2011-2012 APPROVED BUDGET**

	FY 11-12 APPROVED BUDGET	FY 12-13 PROPOSED BUDGET	FY 12/13 BUDGET vs FY 11-12 \$ CHANGE	% CHNG
<b><u>Operating Revenue</u></b>	<b>\$2,537,818</b>	<b>\$2,566,975</b>	<b>\$29,157</b>	<b>1.15%</b>
<b>1 <u>FEDERAL PLANNING GRANTS</u></b>	<b>\$280,667</b>	<b>\$271,891</b>	<b>-\$8,776</b>	<b>-3.13%</b>
Federal Planning ( AMBAG-FHWA PL )	\$271,891	\$271,891	\$0	0.00%
Federal Planning ( AMBAG-FHWA PL ) cfwd	\$8,776	\$0	-\$8,776	-100.00%
<b>2 <u>STATE PLANNING GRANTS</u></b>	<b>\$1,938,485</b>	<b>\$1,904,885</b>	<b>-\$33,600</b>	<b>-1.73%</b>
Caltrans PIP contribution	\$120,000	\$126,000	\$6,000	5.00%
Local Transportation Fund ( Current )	\$908,485	\$908,485	\$0	0.00%
Planning & Programming ( Incl Cfwd )	\$455,000	\$455,000	\$0	0.00%
Rural Planning Assistance	\$395,000	\$395,000	\$0	0.00%
Sustainable Communities Strategies Grant	\$60,000	\$20,400	-\$39,600	-66.00%
<b>3 <u>LOCAL PLANNING CONTRIBUTIONS</u></b>	<b>\$243,076</b>	<b>\$253,076</b>	<b>\$10,000</b>	<b>4.11%</b>
Congestion Management Program	\$243,076	\$243,076	\$0	0.00%
Impact Fee Administration Program	\$0	\$10,000	\$10,000	
<b>4 <u>OTHER CONTRIBUTIONS</u></b>	<b>\$235,000</b>	<b>\$255,000</b>	<b>\$20,000</b>	<b>8.51%</b>
SAFE/FSP- Staff Support	\$50,000	\$70,000	\$20,000	40.00%
Rail-Commuter Rail Extension-Staff Support	\$100,000	\$100,000	\$0	0.00%
Rail-Monterey Branch Line /Leases Staff Support	\$85,000	\$85,000	\$0	0.00%
<b>5 Undesignated Reserve Surplus/ (Usage)-Operating</b>	<b>\$159,410</b>	<b>\$117,877</b>	<b>-\$41,533</b>	<b>-26.05%</b>

**TAMC- OPERATING EXPENSE CHANGES  
 FY 12-13 BUDGET vs FY 11-12 APPROVED**

	FY 11-12 APPROVED BUDGET	FY 12-13 PROPOSED BUDGET	FY 12/13 BUDGET vs FY 11-12 \$ CHANGE	% CHNG
<b><u>Operating Expenses</u></b>				
1 Salaries Changes	\$2,537,818	\$2,566,975	\$29,157	1.15%
Cost of Living Adjustments @ 0.0%			\$0	
Merit step increases for employees			\$12,300	
2 Fringe Benefit Changes	\$619,799	\$626,656	\$6,857	1.11%
Other benefit changes			\$1,508	
PERS contribution increase			\$5,349	
3 Material and Services Changes	\$499,370	\$509,370	\$10,000	2.00%
4 Depreciation/Amortization Changes	\$ 22,000	\$22,000	\$0	0.00%

WE	Direct Program Revenue- Summary	Direct Program Description	Revenue Source	TOTAL GRANT AMOUNT	ITD THRU FY 10-11	FY PLAN			FUTURE 3 YR BUDGET			FY 12/13 BUDGET vs FY 11-12		
						FY 11/12 Approved	FY 12/13 Estimated	FY 13/14 Estimated	FY 14/15 Estimated	FY 12/13 Estimated	FY 13/14 Estimated	FY 14/15 Estimated	\$ CHANGE	% CHNG
1130		Public Outreach Program	RSTPI		ongoing	\$150,000	\$150,000	\$150,000	\$150,000			\$0	0%	
1770		Freeway Service Patrol	FSP		ongoing	\$225,152	\$240,392	\$240,392	\$240,392			\$15,240	7%	
1770		FSP-SAFE Match ( 25% FSP Grant )	FSP		ongoing	\$66,288	\$60,098	\$60,098	\$60,098			\$3,810	7%	
1770		SAFE/FSP-Staff Support	FSP		ongoing	(\$25,000)	(\$30,000)	(\$30,000)	(\$30,000)			-\$5,000	20%	
1770		FSP-Reserve Surplus(Usage)	FSP		ongoing	\$66,273	\$78,323	\$78,323	\$78,323			\$9,050	14%	
1780		SAFE - FSP Match	SAFE		ongoing	(\$66,288)	(\$60,098)	(\$60,098)	(\$60,098)			-\$3,810	7%	
1780		SAFE	SAFE		ongoing	\$363,994	\$340,000	\$340,000	\$340,000			-\$23,994	-7%	
1780		SAFE/FSP-Staff Support	SAFE		ongoing	(\$25,000)	(\$40,000)	(\$40,000)	(\$40,000)			-\$15,000	60%	
1780		SAFE- Reserve Surplus(Usage)	SAFE		ongoing	\$66,352	(\$462,142)	(\$52,142)	(\$10,725)			-\$528,494	-797%	
2310		Traffic Counts	RSTPI	\$220,000	\$18,700	\$50,000	\$50,000	\$50,000	\$50,000			\$0	0%	
2510		Reg.Transp. Model Planning-OD Study. AMBAG	Oper Resv	\$15,000	\$0	\$15,000	\$0	\$0	\$0			-\$15,000	-100%	
4150		Electric Vehicle Chargers	AB2766	\$38,500	\$0	\$19,250	\$19,250	\$0	\$0			\$0	0%	
6140		Bike-Bike/pedestrian events	Oper Resv		ongoing	\$7,500	\$7,500	\$7,500	\$7,500			\$0	0%	
6140		Bike-Bike/pedestrian events	Cash Don.		ongoing	\$4,000	\$2,500	\$2,500	\$2,500			-\$1,500	-38%	
6142		Bike-Carmel Hill Trail- ( TE SHOPP )	Federal	\$1,914,078	\$1,890,598	\$3,623	\$3,623	\$3,623	\$0			\$0	0%	
6142		Bike-Carmel Hill Trail- ( CMAQ )	Federal	\$653,000	\$653,000	\$0	\$0	\$0	\$0			\$0		
6142		Bike-Carmel Hill Trail- (Calif. State Parks )	State	\$25,000	\$25,000	\$0	\$0	\$0	\$0			\$0		
6142		Bike-Carmel Hill Trail- (State Resource Agency )	State	\$0	\$0	\$0	\$0	\$0	\$0			\$0		
6142		Bike-Carmel Hill Trail- (Unknown )	State	\$0	\$0	\$0	\$0	\$0	\$0			\$0		
6142		Bike-Carmel Hill Trail- ( RSTPP )	RSTPP	\$139,500	\$7,253	\$951	\$2,951	\$2,951	\$0			\$2,000	210%	
6142		Bike-Carmel Hill Trail- ( AB2766 )	Local	\$67,793	\$67,793	\$0	\$0	\$0	\$0			\$0		
6142		Bike-Carmel Hill Trail- ( Mtly Pen.Reg. Parks District )	Local	\$180,000	\$180,000	\$0	\$0	\$0	\$0			\$0		
6142		Bike-Carmel Hill Trail- ( Big Sur Land Trust )	Local	\$50,000	\$50,000	\$0	\$0	\$0	\$0			\$0		
6142		Bike-Carmel Hill Staff Support		\$0	-\$123,499	\$0	\$0	\$0	\$0			\$0		
6143		Bike-Fort Ord Dunes Park Xing ( Calif. State Parks )	State	\$30,000	\$27,909	\$0	\$0	\$0	\$0			\$0		
6144		Bike Lockers & Racks	AB2766	\$22,184	\$0	\$17,184	\$0	\$0	\$0			-\$17,184	-100%	
6145		Bike Pedestrian Master Plan	AB2766	\$63,953	\$56,268	\$0	\$0	\$0	\$0			\$0		
6146		Beach Range Road Improvement	Fed	\$295,181	\$211,193	\$0	\$0	\$0	\$0			\$0		
6146		Beach Range Road Improvement	Local	\$2,091	\$2,091	\$0	\$0	\$0	\$0			\$0		
6146		Beach Range Road Improvement Staff Support		\$0	-\$14,876	\$0	\$0	\$0	\$0			\$0		
47		Bike Sharing Study	AB2766	\$57,000	\$0	\$45,000	\$42,000	\$0	\$0			-\$3,000	-7%	
48		Tri County Bike Week	AB2766	\$0	\$4,323	\$0	\$0	\$0	\$0			\$0		
20		RTP/EIR update shared	RSTPP	\$52,554	\$17,450	\$15,000	\$15,000	\$16,000	\$0			\$0	0%	

Direct Program Revenue- Summary

WE	Direct Program Description	Revenue Source	TOTAL GRANT AMOUNT	ITD THRU FY 10-11	FY PLAN FY 11/12 Approved	FUTURE 3 YR BUDGET			FY 12/13 BUDGET vs FY 11-12 \$ CHANGE	% CHNG
						FY 12/13 Estimated	FY 13/14 Estimated	FY 14/15 Estimated		
6260	Video Conferencing-Cities	Local		ongoing	\$3,000	\$3,000	\$3,000	\$3,000	\$0	0%
6262	RDIF Study ( Reg.Imp.Fees )	RSTPI	\$140,000	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$100,000	1000%
6410	DBE-Harris	RSTPI	\$80,000	\$0	\$20,000	\$20,000	\$20,000	\$20,000	\$0	0%
6410	Project Mgmt. ( Misc. )	RSTPI	ONGOING	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$0	0%
6712	Hwy-68 & CHOMP Intersection	RSTPP	\$500,000	\$487,093	\$0	\$0	\$0	\$0	\$0	
6712	Hwy-68 & CHOMP Intersection	RSTPI	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	
6715	Project Mgmt.-Prunedate Improv. Project	RSTPI	ONGOING	ONGOING	\$10,000	\$10,000	\$10,000	\$10,000	\$0	0%
6716	Project Mgmt.-San Juan Road Project	RSTPI	ONGOING	ONGOING	\$10,000	\$10,000	\$10,000	\$10,000	\$0	0%
6719	PIP_FSP	State	\$100,000	\$0	\$0	\$37,500	\$37,500	\$10,000	\$37,500	
6803	Rail-Commuter Rail Extension- ( Earmark-MST )	Federal	\$990,644	\$966,715	\$0	\$0	\$0	\$0	\$0	
6803	Rail-Commuter Rail Extension- ( FNS )	Federal	\$75,000,000	\$0	\$25,000,000	\$20,000,000	\$20,000,000	\$20,000,000	-\$25,000,000	-100%
6803	Rail-Commuter Rail Ext.- ( Prop. 116 Rail Bonds )	State	\$4,180,000	\$120,666	\$0	\$0	\$0	\$0	\$0	
6803	Rail-Commuter Rail Ext.- ( Prop. 116 Rail Bonds )	State	\$2,067,813	\$0	\$0	\$642,184	\$0	\$0	\$642,184	
6803	Rail-Commuter Rail Extension- ( PTA Transit Fund )	State	\$10,256,000	\$0	\$0	\$0	\$0	\$10,256,000	\$0	
6803	Rail-Commuter Rail Extension- ( TCRP )	State	\$19,000,020	\$2,456,643	\$10,742,000	\$8,000,000	\$8,543,377	\$0	-\$2,742,000	-26%
6803	Rail-Commuter Rail Extension ( RSTPI )	RSTPI	\$315,000	\$50,704	\$114,371	\$197,661	\$66,635	\$0	\$83,290	73%
6803	Rail-Commuter Rail Extension ( SCCRTC )	Local	\$5,812,187	\$0	\$0	\$1,989,988	\$3,322,199	\$0	\$0	
6803	Rail-Commuter Rail Extension ( VTA )	Local	\$10,000,000	\$0	\$0	\$2,500,000	\$3,716,000	\$0	\$0	
6803	Rail-Commuter Rail Extension-Staff Support	Local		(\$463,309)	(\$100,000)	(\$100,000)	(\$100,000)	(\$100,000)	\$0	0%
6804	Rail-Leases ROW	Leases		ongoing	\$210,000	\$210,000	\$210,000	\$210,000	\$0	0%
6804	Rail-Leases ROW-Staff Support	Leases		ongoing	(\$10,000)	(\$86,000)	(\$10,000)	(\$10,000)	-\$75,000	750%
6804	Rail-Leases ROW-Reserve Surplus/Usage	Leases		ongoing	\$0	\$0	\$0	\$0	\$0	
6806	Rail-Monterey Branch Line- ( FNS )	Federal	\$75,000,000	\$0	\$0	\$0	\$0	\$0	\$0	
6806	Rail-Monterey Branch Line- ( PTA Transit Fund )	State	\$9,000,000	\$0	\$4,400,000	\$3,000,000	\$6,000,000	\$6,000,000	-\$4,400,000	-100%
6806	Rail-Monterey Branch Line- ( Prop.116 Rail Bonds )	State	\$131,525	\$106,678	\$0	\$0	\$0	\$0	\$0	
6806	Rail-Monterey Branch Line- ( Prop.116 Rail Bonds )	State	\$3,806,000	\$0	\$0	\$0	\$3,806,000	\$0	\$0	
6806	Rail-Monterey Branch Line- ( Unsecured )	State	\$62,426,000	\$0	\$0	\$0	\$0	\$0	\$0	
6806	Rail-Monterey Branch Line ( RSTPI )	RSTPI	\$420,800	\$258,575	\$162,225	\$0	\$0	\$0	-\$162,225	-100%
6806	Rail-Monterey Branch Line- ( Private Sector )	Local	\$6,781,000	\$0	\$0	\$0	\$0	\$0	\$0	
6806	Rail-Monterey Branch Line- ( FORA Fees ) HWY 1	Local	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	
6806	Rail-Monterey Branch Line- ( DEV. FEES )	Local	\$2,400,000	\$0	\$0	\$0	\$0	\$0	\$0	
6806	Rail-Monterey Branch Line-Staff Support	Local		(\$114,389)	(\$75,000)	(\$75,000)	(\$75,000)	(\$75,000)	\$75,000	-100%
	Total Direct Program Revenue				\$41,367,625	\$10,382,380	\$37,103,285	\$48,477,993	-\$30,985,245	-75%

Agenda Item 5

Direct Program Expenses-Summary

WE	Direct Program Description	CONTRACT AMOUNT	ITD THRU FY 10-11	FY PLAN			FUTURE 3 YR BUDGET			FY 12/13 BUDGET		FY 14/15		FY 12/13 BUDGET vs FY 11-12		
				FY 11/12 Approved	FY 12/13 Estimated	FY 13/14 Estimated	FY 14/15 Estimated	FY 12/13 Estimated	FY 13/14 Estimated	FY 14/15 Estimated	\$ CHANGE	% CHNG				
1020	Triennial Audit	ONGOING	ONGOING	\$0	\$0	\$25,000	\$0	\$0	\$0							
1120	Legislative Advocates	ONGOING	ONGOING	\$87,000	\$87,000	\$87,000	\$87,000	\$87,000	\$87,000						0%	
1130	Public Outreach Program	ONGOING	ONGOING	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000						0%	
1750	SAFE - 511 Deployment	ONGOING	ONGOING	\$55,000	\$355,000	\$105,000	\$105,000	\$105,000	\$105,000					\$300,000	545%	
1770	Freeway Service Patrol- Towing Contracts	ONGOING	ONGOING	\$190,167	\$195,167	\$192,167	\$192,167	\$192,167	\$192,167					\$5,000	3%	
1780	SAFE - Call Box contract costs	ONGOING	ONGOING	\$111,354	\$297,044	\$137,044	\$137,044	\$117,044	\$117,044					\$165,690	167%	
1781	SAFE - ITS Projects	ONGOING	ONGOING	\$50,000	\$50,000	\$50,000	\$50,000	\$28,583	\$28,583					\$0	0%	
2310	Traffic Counts	ONGOING	ONGOING	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000					\$0	0%	
2510	Reg. Tran. Model Plan.-QD Study, AMBAG	\$15,000	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0					-\$15,000	-100%	
4150	Electric Vehicle Chargers	\$39,500	\$0	\$19,250	\$19,250	\$0	\$0	\$0	\$0					\$0	0%	
6140	Bike-Bike/pedestrian events	ONGOING	ONGOING	\$11,500	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000					-\$1,500	-13%	
6142	Bike-Carmel Hill Trail	\$2,905,872	\$2,750,144	\$4,574	\$6,574	\$6,574	\$0	\$0	\$0					\$2,000	44%	
6143	Bike-Fort Ord Dunes Park Crossing	\$25,505	\$23,373	\$0	\$0	\$0	\$0	\$0	\$0					\$0	0%	
6144	Bike-Lockers and racks (AB 2786)	ONGOING	ONGOING	\$17,184	\$0	\$0	\$0	\$0	\$0					-\$17,184	-100%	
6145	Bike-Bike/pedestrian Master Plan	\$64,000	\$66,315	\$0	\$0	\$0	\$0	\$0	\$0					\$0	0%	
6146	Beach Range Road Improvement	\$282,395	\$198,408	\$0	\$0	\$0	\$0	\$0	\$0					\$0	0%	
6147	Bike Sharing Study	\$57,000	\$0	\$45,000	\$42,000	\$0	\$0	\$0	\$0					-\$3,000	-7%	
6148	Bike -Tri County Bike Week	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					\$0	0%	
6220	RTP/EIR update shared	\$52,554	\$17,450	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000					\$0	0%	
6250	Video Conferencing -Cities	ONGOING	ONGOING	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000					\$0	0%	
6262	RDF Validation & Nexus Study	\$145,000	\$0	\$10,000	\$110,000	\$10,000	\$10,000	\$10,000	\$10,000					\$100,000	1000%	
6410	DBE - Harris	ONGOING	ONGOING	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000					\$0	0%	
6410	Project Mgmt. ( Misc. )	ONGOING	ONGOING	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000					\$0	0%	
6715	Project Mgmt.-Prunedale Improv. Project	ONGOING	ONGOING	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000					\$0	0%	
6716	San Juan Road Project	ONGOING	ONGOING	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000					\$0	0%	
6719	PIP-FSP	\$100,000	\$0	\$0	\$37,500	\$37,500	\$37,500	\$10,000	\$10,000					\$37,500		
6803	Rail-Commuter Rail Extension	\$134,750,522	\$11,222,587	\$35,756,371	\$8,739,845	\$33,000,000	\$37,694,199	\$37,694,199	\$37,694,199					-\$27,016,526	-76%	
6804	Rail-Leases ROW-MBL Property Maint.	ONGOING	ONGOING	\$137,842	\$62,842	\$137,842	\$137,842	\$137,842	\$137,842					-\$75,000	-54%	
6805	Rail-Leases ROW- FORA Property Maint.	ONGOING	ONGOING	\$62,158	\$62,158	\$62,158	\$62,158	\$62,158	\$62,158					\$0	0%	
6806	Rail-Monterey Branch Line	\$178,649,029	\$14,273,956	\$4,487,225	\$0	\$2,925,000	\$9,731,000	\$9,731,000	\$9,731,000					-\$4,487,225	-100%	
TOTAL Direct Program Expenses				\$41,367,625	\$10,382,380	\$37,103,285	\$48,477,993	\$48,477,993	\$48,477,993						-\$30,985,245	-75%

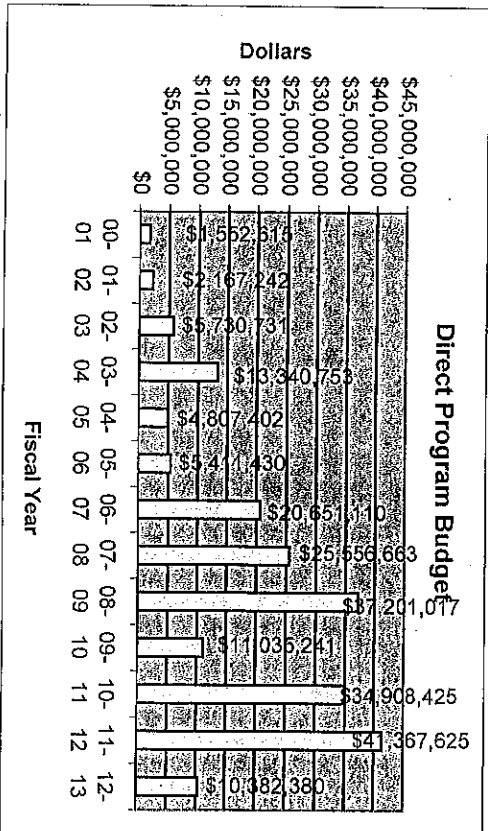
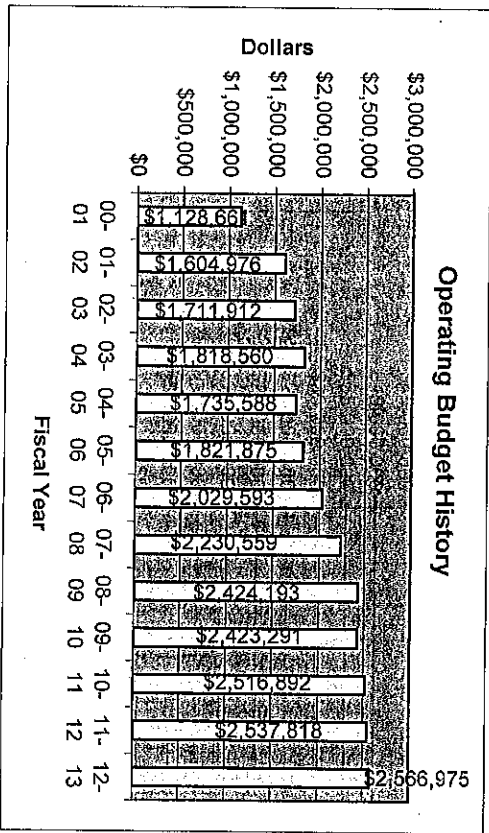


**TAMC- STAFF POSITION LIST  
FISCAL YEAR 2012-2013**

	FY 2011-2012 AUTHORIZED	FY 2012-2013 PROPOSED	CHANGE
<b><u>Management</u></b>			
Executive Director	1	1	0.0
Deputy Executive Director	1	1	0.0
Director of Finance & Administration	1	1	0.0
<b><u>Planners</u></b>			
Transportation Planners	8	8	0.0
<b><u>Support</u></b>			
Finance Officer/Analyst	1	1	0.0
Sr. Administrative Assistant	1	1	0.0
Administrative Assistant	1.5	1.5	0.0
<b>Sub-total Regular Full-Time</b>	<b>14.5</b>	<b>14.5</b>	<b>0.0</b>
<b><u>Support</u></b>			
Student Intern (Full Time Equivalent)	0	0	0.0
Sub-total Part-Time	0	0	0.0
<b>TAMC TOTAL</b>	<b>14.5</b>	<b>14.5</b>	<b>0</b>

TAMC Budget History

FY	Operating	% change	Direct Program	% change
00-01	\$1,128,661	42.2%	\$1,552,615	39.6%
01-02	\$1,604,976	6.7%	\$2,167,242	164.4%
02-03	\$1,711,912	6.2%	\$5,730,731	132.8%
03-04	\$1,818,560	-4.6%	\$13,340,753	-64.0%
04-05	\$1,735,588	5.0%	\$4,807,402	12.6%
05-06	\$1,821,875	11.4%	\$5,411,430	281.6%
06-07	\$2,029,593	9.9%	\$20,651,110	23.8%
07-08	\$2,230,559	8.7%	\$25,556,663	46.6%
08-09	\$2,424,193	0.0%	\$37,201,017	-70.3%
09-10	\$2,423,291	3.9%	\$11,035,241	216.3%
10-11	\$2,516,892	0.8%	\$34,908,425	18.5%
11-12	\$2,537,818	1.1%	\$41,367,625	-74.9%
12-13	\$2,566,975		\$10,382,380	





**Memorandum**

**To:** Executive Committee  
**From:** Christina Watson, Senior Transportation Planner  
**Meeting Date:** February 1, 2012  
**Subject:** Fort Ord Reuse Authority Legislative Effort

**RECOMMENDED ACTION**

**RECEIVE** information and **RECOMMEND** Board of Directors support legislation extending the Fort Ord Reuse Authority (FORA).

**SUMMARY**

FORA is seeking legislation to extend the Authority’s sunset date, currently June 30, 2014. FORA’s Executive Officer Michael Houlemard will attend the meeting to present the issue and request the Committee’s recommendation to the TAMC Board to support this legislative effort.

**FINANCIAL IMPACT**

If FORA were to expire, the Capital Improvement Program and underlying development impact fee would terminate. This funding source is dedicated to several planned transportation improvements in the former Fort Ord which would then be unfunded.

**DISCUSSION**

FORA has responsibilities that survive FORA’s legislative sunset date of June 30, 2014. Therefore, FORA is seeking legislation to extend FORA for a limited period of time. Such an extension retains institutional memory, expertise, and financing powers. It would also maintain existing grant and funding sources, regulatory agency reporting relationships, and the potential to continue current insurance coverage. **Attachment 1** contains further information on this effort. Executive Officer Michael Houlemard will attend the meeting to present the issue.

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

Date signed: \_\_\_\_\_  
 Regular Agenda  
 Reviewed by Counsel: N/A

- Attachment:  
 1. FORA Board Report: Fort Ord Reuse Authority extension – update

# FORT ORD REUSE AUTHORITY BOARD REPORT

## EXECUTIVE OFFICER'S REPORT

**Subject:** Fort Ord Reuse Authority extension – update

**Meeting Date:** November 18, 2011

**Agenda Number:** 8f

**INFORMATION**

### **RECOMMENDATION(S):**

Receive an update on the Fort Ord Reuse Authority's ("FORA") legislated sunset of June 30, 2014 and legislative effort to extend FORA for a fixed period.

### **BACKGROUND/DISCUSSION:**

FORA's enabling legislation set FORA's dissolution at one of the following events: 1) the Board determines that 80 percent of former Fort Ord territory designated for development or reuse in the Base Reuse Plan has been developed or reused in a manner consistent with the plan or 2) June 30, 2014, whichever occurs first.

Through FORA's enabling legislation, the State legislature created the federally required Local Reuse Authority ("LRA") and charged it with addressing the unique and special reuse problems in the former Fort Ord area of Monterey County. Given that 80 percent of the territory will not be reused or developed before June 30, 2014, without additional legislation, the dissolution date gives FORA approximately 32 months to complete its mission. This would be difficult given that FORA has numerous ongoing and fixed term obligations/responsibilities derived from the Authority Act/State law or Board authorization to complete remediation or financing demands.

Ongoing obligations that survive the June 30, 2014 sunset/transition:

- FORA-Marina Coast Water District (MCWD) Fort Ord water purveyor service agreement and the associated water allocations made by FORA but carried out by MCWD.
- FORA/US Army Economic Development Conveyance deed restrictions/compliance, including endangered species' habitat management responsibilities.
- Environmental Liability Insurance: current coverage terminates in 2014, but the risk for which coverage was obtained continues and coverage should be replaced or extended.
- Administrative Order on Consent (AOC) with EPA, DTSC and RWQB: termination of this agreement is tied to a performance standard (completion of MEC related remedial activities), not a fixed date.
- FORA is designated by US EPA as Hazardous Waste Generator for purposes of WWII contaminated building debris. Changing this designation could cost the City of Marina several hundred thousands of dollars.

Fixed term responsibilities that extend beyond the State Law June 30, 2014 sunset/transition:

- The FORA Community Facilities District (CFD) may sunset when FORA sunsets, requiring the jurisdictions or successor agency to enact a replacement mechanism to fund California Environmental Quality Act (CEQA) obligations.
- Base Reuse Plan (BRP) compliance (subject to results of BRP reassessment prior to 6/30/14).

- FORA/US Army Environmental Services Cooperative Agreement (ESCA) in munitions/explosives remediation completion (2015) and Army 5-year review in 2017-18.
- Regional Urban Water Augmentation Program (RUWAP) implementation funding (2015-2017).
- Habitat Conservation Plan (HCP) implementation funding.
- FORA Capital Improvement Program California Environmental Quality Act (CEQA) mitigation measures/projects and other obligations (2022).
- Economic Development Administration (EDA) grant compliance (2018).
- Miscellaneous contract obligations (e.g. UCSC, MPC, etc.)
- Post FORA employee retirement/health provisions (2040-2060).
- CA Department of Toxic Substances Control monitoring/reporting (Post-2014, County assumes).

FORA’s enabling legislation designated the Monterey County Local Agency Formation Commission to provide for an orderly dissolution of FORA. However, since former Fort Ord reuse is ongoing and a number of fixed-term obligations could be completed within the next 8-9 years, it appears that extending FORA for a fixed period would allow FORA to complete additional base reuse and result in a more orderly dissolution. Attached is a schedule detailing how obtaining a FORA extension through the State legislative process could occur (**Attachment A**).

On September 27, 2011, FORA held a meeting with the Ventana Chapter of the Sierra Club and other community stakeholders to discuss: 1) the proposed legislative effort to extend FORA and 2) an overview of the Fort Ord Base Reuse Plan reassessment process which stems from the 1998 FORA-Sierra Club Settlement Agreement. FORA received feedback and questions related to both issues and held another meeting on October 26, 2011 to address questions from the Sierra Club and other groups. The next meeting is scheduled for November 7<sup>th</sup>. In addition, the League of Women Voters and others have scheduled public discussion forums to focus on these topics and FORA staff have been invited to participate.

**FISCAL IMPACT:**

Reviewed by FORA Controller \_\_\_\_\_

Staff time related to this item is included in FORA’s annual budget.

**COORDINATION:**

Executive Committee, Administrative Committee, Legislative Committee, State & Federal legislative offices.

Prepared by \_\_\_\_\_ Reviewed by \_\_\_\_\_  
 Jonathan Garcia Steve Endsley

Approved by \_\_\_\_\_  
 Michael A. Houlemard, Jr.