

TAMC STAFF	APR 13	MAY 13	JUN 13	AUG 13	SEP 13	OCT 13	DEC 13	JAN 14	FEB 14	MAR 14	APR 14
D. Hale, Executive Director	P	P	P	P	P	P	P	P	P	P	P
A. Cook, Senior Transportation Planner	P	P	P	P	P	P	P	P	P	P	P
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	P	P	P	P	P
R. Goel, Dir. Finance & Administration	P	P	P	P	P	E	P	P	P	E	P
A. Green, Transportation Planner	P	P	P	P	P	P	P	P	P	P	P
G. Leonard, Transportation Planner	P	P	P	P	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	P	P	P	E	E	E	P	P	P	P
T. Muck, Deputy Executive Director	P	P	P	P	P	P	P	P	P	P	E
H. Myers, Sr. Trans. Planning Engineer	P	P	P	P	P	P	P	P	P	P	P
K. Reimann, Legal Counsel	E	P	P	P	P	P	P	E	P	P	P
E. Rodriguez, Senior Admin. Assistant	P	P	P	P	P	P	P	P	P	P	P
L. Terry, Accountant Assistant	P	P	E	E	E	E	E	P	E	E	E
C. Watson, Principal Trans. Planner	P	P	P	P	P	P	E	P	P	P	P
M. Zeller, Senior Trans. Planner	P	P	P	P	P	P	P	P	P	P	P

OTHERS PRESENT

Alex Vasquez	Access Monterey Peninsula	Sam Teel	Monterey Co Hospitality
Mario Romo	Access Monterey Peninsula	Dell Matt	101 Bypass Committee
Paul Greenway	MCPWD	James Serrano	City of Salinas
Kome Ajise	Caltrans Headquarters	John Arriaga	JEA & Associates
Bob Perkins	Salinas resident	Eric Petersen	Salinas resident
Tony Harris	Creative Infrastructure Solutions, LLC		

1. **CALL TO ORDER**

Staff confirmed that a quorum was present and Chair Parker called the meeting to order and led the pledge of allegiance.

2. **PUBLIC COMMENTS**

Dell Matt, 101 Bypass Committee, thanked Caltrans for the new bus enclosures in downtown Prunedale.

3. **CONSENT AGENDA**

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

ADMINISTRATION and BUDGET

- 3.1.1 Approved minutes of the Transportation Agency for Monterey County and the Joint Powers Agency for Monterey County meetings of March 26, 2014.
- 3.1.2 Accepted the list of checks written for March 2014 and credit card statements for the month of February 2014.
- 3.1.3 Received report conferences or trainings attended by agency staff. (No reports this month)

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

- 3.2.1 Regarding Federal Transit Authorization Section 5311 Program of Projects:
1. Approved the Section 5311 Program of Projects in the amount of \$732,179 for Monterey-Salinas Transit service on rural transit routes;
 2. Adopted Resolution 2014-03 authorizing federal funding under the Federal Transit Administration Section 5311 program; and
 3. Authorized the Executive Director to sign Regional Agency Certifications and Assurances as part of the project application.
- 3.2.2 Authorized the Executive Director to enter into a Memorandum of Understanding with the Metropolitan Transportation Commission for access to the 511 Ridematching System Database.
- 3.2.3 Received information on bicycle safety training contract.

PLANNING

- 3.3.1 Regarding Regional Transportation Plan Survey Contract:
1. Approved contract with EMC Research to perform surveys about priorities and preference for funding and projects supporting the Regional Transportation Plan goals in the amount not to exceed \$100,000;
 2. Authorized the Executive Director to execute the contract and changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel; and
 3. Authorized the use of up to \$100,000 for the contract.
- 3.3.2 Authorized staff to submit two Active Transportation Program grant applications for Salinas Valley Active Transportation Plan and Countywide Bicycle Safety Training for Families, pursuant to agreement from the participating stakeholders.

PROJECT DELIVERY and PROGRAMMING

- 3.4.1 Approved Electrical Vehicle Charging Station Transfer of Ownership Agreement template; and approved AB2766 Grant Maintenance and Compliance Agreement with the International Brotherhood of Electrical Workers.
- 3.4.2 Received the fiscal year 2012-2013 Freeway Service Patrol Annual Report.

RAIL PROGRAM

- 3.5.1 No items this month.

REGIONAL DEVELOPMENT IMPACT FEE

- 3.6.1 No items this month.

COMMITTEE MINUTES

- 3.7.1 Accepted minutes from Transportation Agency committees:
- Executive Committee – Draft April 2, 2014
 - Bicycle & Pedestrian Facilities Advisory Committee – Draft April 2, 2014
 - Rail Policy Committee – Draft April 7, 2014
 - Technical Advisory Committee – Draft April 2, 2014

END OF CONSENT

4. **SR 156 TOLLING EVALUATION LEGAL SERVICES REQUEST FOR QUALIFICATIONS**

The Board received report on the status of the SR 156 project;

M/S/C Craig/Sollecito/unanimous

Authorized staff to issue a Request for Qualifications for legal services related to the evaluation of tolling and a public-private partnership for delivery of the SR 156 improvements; and

M/S/C Craig/Rubio/unanimous

Authorized Agency staff to enter into confidentiality agreements with Caltrans specific to the public-private partnership process.

Kome Ajise, Caltrans, reported that his team is working very closely with staff to outline the tasks, activities and agreements necessary to consider tolling via a public-private partnership as an option to fund construction of the SR 156 project. Mr. Ajise reported that the total capital cost for the construction of the SR 156 improvements is estimated to be \$268 million. Currently, TAMC has nearly \$44 million in funds allocated to the project, which leaves an unfunded gap of \$224 million.

The cost of legal services is estimated not to exceed \$110,000. Funding for this activity is available from the \$937,000 federal earmark secured for the project. He noted that the Board had recommended Caltrans further study the feasibility of the project by preparing a supplemental environmental document, conducting a more in-depth financial analysis, and evaluating various design and financing options that would allow building both phases of the project.

Mr. Ajise noted that the next step in this process is to see if there is a reality in public-private partnership. Caltrans is recommending that the Transportation Agency enter into a Pre-Development Agreement with Caltrans and a private development team. Pre-Development Agreements are typically structured to incentivize the developer to spend part of its own money on the work, thereby reducing the public's cost to evaluate tolling as a funding option. In return for producing work "at risk", the Pre-Development Agreement developer gets the first right of refusal to proceed with the next phases of the project. The terms of the Pre-Development Agreement will include milestones at which time any party can decide tolling is not an appropriate option for the SR 156 project. The Transportation Agency and/or Caltrans would likely have to pay a larger share of the costs of the Pre-Development Agreement if tolling is determined to be feasible, but the Agency decides not to move into the final design, construction and procurement phase. In conclusion, Mr. Ajise noted that the nature of a Public Private Partnership is beneficial to all parties.

Past Chair Edelen asked if it was possible to bring cost down instead of building a four-lane facility, strategically looking at traffic flow. Mr. Ajise said various design options can be looked at as long as

they fall within the right-of-way footprint that is already within the environmentally document.

Board member Rubio expressed he is intrigued with the process and asked what the overall timing to get to a decision point. Mr. Ajise noted that Caltrans anticipates it will take about 18-24 months to prepare the Pre-Development Agreement; however, if we wait for state funding it could be more than 10 to 15 years to build the project. The private financing approach could allow the project to begin construction in 3 to 5 years. Director Hale noted that state law allowing us to use a Public-Private Partnership expires in January 2017, so there is an interest in moving quickly.

Board member Burnett commented that although the Board is not ready to make a decision at this time, it is important to continue gathering information. He noted that understanding the magnitude of the risk to the Agency is important and it is helpful to have clarification of what a Pre-Development Agreement would cost the Agency and Caltrans whether we move forward or not, and what information would still be usable should tolling not move forward.

Public comment:

Sam Teel, MCHA, thanked the Board and Caltrans for moving forward with this project so rapidly. He noted that the Hospitality Association is excited and fully supportive of this step, noting this approach seems logical.

Del Matt, 101 Bypass Committee, expressed that there are concerns with what the final design of the US 101/SR 156 interchange will look like in Prunedale, and whether or not congestion will remain at US 101. She also expressed concern on the idea of diversion of traffic from the toll road to local roads, noting the roads are not wide enough to handle diversionary traffic and may cause an increase in accidents and effect the response time of emergency vehicles.

5. **STATE LEGISLATIVE UPDATE**

M/S/C Chavez/Delgado/unanimous

The Board received state legislative update; and approved positions on legislation: support SB 1151 (Canella), ACR 67 (Alejo), SB 1077 (DeSaulnier) and oppose SB 990 (Vidak).

Christina Watson, Principal Transportation Planner, reported that the Executive Committee discussed legislation at its April 2, 2014 meeting. She noted that Assembly Bill (AB) 2036 (Mansoor), a bill requiring a 2/3 vote to approve toll facilities, is dead, so TAMC no longer needs to take a position. She noted the revised bill list contained information on: Senate Bill (SB) 1077 (DeSaulnier), which would implement a pilot program for the State Transportation Agency to investigate mileage-based fee program to replace the gas tax; and, Assembly Concurrent Resolution (ACR) 67 (Alejo), which would name some local highway segments in honor of certain famous people.

John Arriaga, JEA & Associates, noted that the Governor's proposed budget includes \$15.3 billion for transportation, including \$250 million for High Speed Rail. Mr. Arriaga reported on two Cap and Trade proposals, noting the Governor proposed spending for \$750 million in auction proceeds next year, and Senator Steinberg's proposal looks further out.

Board member Burnett asked why the legislative report didn't contain more information on proposals for funding for Bus Rapid Transit and bus projects. Mr. Arriaga responded that the California Transit Association was very active seeking more funding for transit. Mr. Sedoryk added that we need make sure there is sufficient funding for transit projects, noting MST is watching this closely. Vice Chair Craig noted it is also important to support rail funding, as the extension of rail service to Salinas is a top priority for the Agency.

Board member Delgado asked for the definition of Class IV bikeways. Staff responded that the bike paths are on roads but protected from traffic, and noted additional information could be provided in the next update.

Board member Armenta requested that the adopted TAMC Legislative Priorities be attached in future updates.

Board alternate Gowin asked for more information on why TAMC should oppose SB 990, requiring that agencies set aside a minimum share of State Transportation Improvement Program (STIP) funding for small, rural areas. Executive Director Hale replied that the Agency utilizes several funding sources, and that STIP funding in particular can be difficult for smaller communities to utilize. Experience has shown that local exchange funding is more flexible and requires less paperwork and reporting than the state funds. In addition, she added that it is important to allow regional agencies set their own priorities for programming of STIP funds.

Public comment:

Bob Perkins, Salinas resident, urged the Board not to support SB 1077, implementing a vehicle-miles traveled fee in California. Director Hale noted that this is a pilot program that would study various aspects of a vehicle mileage fee, including privacy concerns. She added that the gas tax has lost much of its purchasing power since it was last raised in 1994, and that electric and high fuel economy vehicles are not paying their fair share for their impacts on roads. Board member Burnett added that a mileage fee would provide a more equitable and direct connection between the fund source and the impact of the transportation mode.

6. **MARINA-SALINAS MULTIMODAL CORRIDOR PLAN**

The Board received an update on the Marina-Salinas Multimodal Corridor Plan and provided input on the recommended corridor alignment.

Ariana Green, Transportation Planner, reported that the purpose of the Marina-Salinas Multimodal Corridor Plan is to determine a preferred alignment and conceptual roadway design that connects the Monterey Peninsula to Salinas through a collaborative and consensus-building process.

Board member Rubio asked how people will get to CSUMB from Salinas, noting the proposed plan seems to go around it. Ms. Green replied that shuttle service to the university will be offered at 2nd and 8th Street. Board members Delgado and Craig thanked staff for their close coordination with their cities on the alignment.

Board alternate Gowin reported that Board member Calcagno could not support the interim route through Blanco Road if it includes bicycle improvements.

In conclusion, Ms. Green reported that staff would be attending meetings to seek input on the proposed corridor alignment from Marina, Salinas, County, FORA, and TAMC in April and May 2014. Once a preferred alignment has been agreed upon by all parties, the next phase of the planning process is to identify the preferred conceptual roadway design features along the agreed-upon corridor route.

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

None this month.

8. **REPORTS FROM TRANSPORTATION PROVIDERS**

Caltrans – Tim Gubbins, Caltrans Director, announced the Big Sur Marathon would be held on April 27, 2014, noting there would be traffic restrictions on Highway 1, from 4:00 a.m. to 1:30 p.m. He reported that Caltrans released the endorsement for National Association of City Transportation Officials' (NACTO) guidelines that support innovations such as buffered bike lanes and improved pedestrian walkways. Mr. Gubbins reported a call for projects for federal TIGER grants ends April 28, 2014. In conclusion, he announced there would be major construction on Highway 50, in Sacramento before and after the Memorial Holiday for more information go to website: Fix50.com.

Monterey Regional Airport District – Bill Sabo reported that the runway improvements underway. He noted that United Airlines had terminated service from Monterey to Denver in May, due to a pilot shortage. He encouraged everyone to “fly Monterey”.

Monterey-Salinas Transit District – Carl Sedoryk, General Manager, reported that a MST customer survey was recently released and 80% of the customers rated the service as good, driver safety as excellent and vehicles as clean. He stated that due to the state and federal funding fiscal cliff, MST staff has prepared a contingency plan that includes a 20% cut in service, which will impact the entire community. Mr. Sedoryk announced that on April 26th, MST will begin major service changes, including MST's new Line 81 Fort Hunter Liggett to San Jose Airport Express, with daily service stopping at San Jose International Airport and Diridon Rail Station. He also announced MST will provide a direct one-seat ride trip from the south county cities to the Natividad Medical Center. The JAZZ service along Fremont and Lighthouse Boulevard will increase service to every 15 minutes during off-peak hours Mondays through Saturdays and MST's Line 55 Monterey to San Jose service will be extended on the weekends to include the Presidio.

Board member Craig asked Mr. Sedoryk for an update on MST's plans to pursue a sales tax. Mr. Sedoryk replied that staff continues to do outreach related to imposing a small countywide sales tax increase to support a narrow set of transit services for senior citizens, veterans and people with disabilities. He noted that they continue to seek input and to identify what needs to be done to gain support. Ms. Craig noted that the City of Salinas plans to place a one cent sales tax on the November ballot, and encouraged MST to discuss joining in a transportation sales tax measure with TAMC in 2016 rather than pursue a separate measure in November 2014.

Association of Monterey Bay Area Governments – Maura Twomey, Executive Director, announced the AMBAG Board of Directors released the 2035 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) and Draft Environmental Impact Report (EIR) for Monterey, San Benito, and Santa Cruz Counties for public comment on February 12, 2014, noting the comment period was 55 days and closed on April 8, 2014.

9. **EXECUTIVE DIRECTOR'S REPORT**

Executive Director Debbie Hale thanked Carl Sedoryk, MST General Manager, for hosting a TAMC staff field trip on MST's JAZZ line, noting it is a beautiful and useful service. She announced that the 2013 Annual Report has been mailed to Monterey County residents; the theme of this year's report is "Moving Forward". She noted that staff is considering having a TAMC Board member study session in May or June to discuss Highway 156 issues. In conclusion, she mentioned that Senior Administrative Assistant Rodriguez would be contacting Boardmembers to schedule one-on-one check in meetings with her to discuss transportation issues of interest to their jurisdictions.

10. **ANNOUNCEMENTS AND/OR COMMENTS FROM TRANSPORTATION AGENCY MEMBERS**

None this month.

11. **ADJOURNMENT**

Chair Parker adjourned the meeting at 10:56 a.m.