

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

Meeting of May 25, 2016

**Agricultural Center Conference Room  
1428 Abbott Street  
Salinas, California  
9:00 AM**

**WIFI INFO:**  
**Network: ABBOTT CONF-GUEST**  
**Password (all caps): 1428AGGUEST**

*(Agendas are on display and are posted 72 hours prior to the scheduled meeting at the Transportation Agency office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, King City, Hartnell College, Monterey Peninsula College, and Cal State University Monterey Bay. Any person who has a question concerning an item on this agenda may call the Transportation Agency office at 831-775-0903 to make inquiry concerning the nature of the item described on the agenda.) The agenda and all enclosures are available on the Transportation Agency website: [www.tamcmonterey.org](http://www.tamcmonterey.org), by clicking on Transportation Agency Board, meetings & agendas, click on agenda item and open it, click on report attachments listed at end of report.*

**1. QUORUM CHECK – CALL TO ORDER.** Transportation Agency by-laws require a quorum of a minimum of 9 voting members, including a minimum of 7 city representatives and 1 county representative.

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

**PLEDGE OF ALLEGIANCE**

**1.1 ADDITIONS or CORRECTIONS** to the agenda.

**1.2** **ADOPT** Resolution 2016-10 to acknowledge the many contributions made by Jeanette Pantoja to improve transportation in Monterey County. – Wright

*This resolution acknowledges Ms. Pantoja contributions and advocacy for transportation safety, active transportation and equity in Monterey County. Her invaluable input has contributed to the development of Transportation Safety & Investment Plan, the Regional Bicycle and Pedestrian Wayfinding Plan and the 2014 Regional Transportation Plan.*

**2. PUBLIC COMMENTS.** Any person may address the Transportation Agency Board at this time. Presentations should not exceed three minutes, should be directed to an item **NOT** on today's agenda, and should be within the jurisdiction of the Transportation Agency Board. *Though it is not required, the Transportation Agency Board appreciates your cooperation in completing a speaker request form available on the table at the entrance to the meeting room. Please give the completed form to the Transportation Agency Administrative Assistant. If you have handouts, please provide 30 copies for the entire Board before the meeting starts or email to Agency Administrative Assistant 24 hours in advance of the meeting.*

**3. CONSENT AGENDA**

**APPROVE** the staff recommendations for items 3.1.1 - 3.7.1 by majority vote with one motion. Any member may pull an item off the Consent Agenda to be considered for discussion and action after the Consent Agenda.

**4. Wayfinding Plan - Murillo**

- 1. ADOPT** the Regional Pedestrian and Bicyclist Wayfinding Plan for Monterey County, and
- 2. AUTHORIZE** the Executive Director to submit a grant application for State funding for implementation of the Wayfinding Plan.

*The Regional Bicycle and Pedestrian Wayfinding Plan will provide standard guidelines for bicycle and pedestrian wayfinding signs throughout Monterey County. The Plan includes wayfinding sign design guidelines, identification and*



***branding of regional bicycle and pedestrian routes, and provides an implementation strategy. Staff is preparing an application for State Active Transportation Program funding for implementation of the Wayfinding Plan.***

**5.    Transportation Safety & Investment Plan Ordinance - Zeller**

- 1.    INTRODUCE** a proposed ordinance for the adoption of the Transportation Agency for Monterey County Transportation Safety & Investment Plan and Retail Transactions & Use Tax;
- 2.    WAIVE** the reading of the proposed ordinance;
- 3.    SET** June 22, 2016 at 9:00 a.m. as the date and time to consider adoption of the proposed ordinance;
- 4.    DIRECT** Transportation Agency Counsel to prepare a summary of the proposed ordinance to be published no less than five days prior to the June 22, 2016 Transportation Agency Board meeting and within 15 days of adoption in a newspaper of general circulation and,
- 5.    ADOPT** the revised Policies and Project Descriptions.

***These actions are the next steps towards placement of an ordinance on the ballot for consideration by the voters on November 8, 2016. The measure as proposed would implement a Transportation Safety and Investment Plan in order to improve safety on local roads and highways; repair potholes; maintain streets and roads; improve transportation for seniors, young people, and people with disabilities; and make walking and biking safer by the imposition of a 3/8 percent sales tax.***

**6. Regional Development Impact Fees – Zeller**

- 1. RECEIVE** presentation on the Regional Development Impact Fee program and FORA Fee Study update;
- 2. APPROVE** removal of South County interchanges from the Regional Development Impact Fee project list and the revised fee schedule; and
- 3. PROVIDE** policy input on coordinating the Fort Ord Reuse Authority (FORA) Community Facilities District fees with the Regional Development Impact Fee after the dissolution of FORA.

*The South County cities requested removal of their US-101 interchange projects from the regional fee program. This would lower their fee and the program would still serve as CEQA mitigation. The Agency is also updating FORA's fee program. FORA's unfunded obligations will need to be transferred to relevant agencies after FORA dissolves in 2020.*

- 7. APPROVE** Resolution 2016-09 adopting the fiscal year 16/17 budget and overall work program and estimated budgets for fiscal years 17/18 and 18/19 as recommended by the Executive Committee. - Goel/Muck

*At its February adoption of the draft budget, the Board did not have any suggested changes for the final budget. This version makes changes to reflect the latest information on revenues and expenditures. The Executive Committee reviewed the budget on May 4, 2016 and recommends approval.*

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

**9.** Reports from transportation providers:

- Caltrans Director's Report - Project Update - Gubbins
- Monterey Peninsula Airport District - Sabo
- Monterey-Salinas Transit – Sedoryk

**10.** Executive Director's report

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

**14. ADJOURN**

Next Transportation Agency for Monterey County meeting will be on  
June 22, 2016

**Agricultural Center Conference Room  
1428 Abbott Street  
Salinas, California  
9:00 A.M.**

**BEGINNING OF CONSENT AGENDA:** Approve the staff recommendations for items 3.1.1 - 3.7.1 below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

### **ADMINISTRATION and BUDGET**

**3.1.1 APPROVE** minutes of the Transportation Agency For Monterey County (TAMC) Service Authority for Freeways and Expressways and Monterey County Regional Development Impact Fee Joint Powers Agency of December 2, 2015. – Rodriguez

**3.1.2 ACCEPT** the list of checks written for April 2016 and credit card statements for the month of March 2016. – Delfino

*The list of checks and copies of credit card statements are submitted to the Transportation Agency Board each month in accordance with the recommendation from the Transportation Agency's independent Certified Public Accountant to keep the Board informed about the Transportation Agency's financial transactions.*

**3.1.3 RECEIVE** report on educational training attended by agency staff. – Muck

*Agency staff occasionally attends conferences or training at Agency expense that are pertinent to their roles in pursuing the Agency's mission. These events allow the staff to stay current and participate in the development of transportation practices and policies related to their roles.*

**3.1.4 Access Monterey Peninsula Contract – Wright**

1. **AUTHORIZE** the Executive Director to execute a contract with Access Monterey Peninsula to provide video recording, production, broadcasting and live stream services of Transportation Agency Board meetings;
2. **AUTHORIZE** the Executive Director to make administrative changes to the contracts if such changes do not increase the Agency's net cost, subject to approval by Agency counsel;
3. **AUTHORIZE** the use of \$ 50,400 from administration funds budgeted to this purpose.

*The agreements for services with Access Monterey Peninsula for video production and television broadcasting services of the Agency's Board meetings expire on June 30, 2016. This authorization seeks to enter into a new contract with Access Monterey Peninsula to provide these services.*

**3.1.5 APPROVE the updated Construction Contract Administration Policies and Procedures Manual. – Myers**

*The Transportation Agency prepared and submitted this manual to Caltrans for review on September 30, 2015. These revisions are proposed pursuant to recommendations by Caltrans in their letter of March 16, 2016.*

## **BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES**

- 3.2.1 AUTHORIZE** the Executive Director to submit a grant application for State Active Transportation Program funding for implementation of a segment of the Fort Ord Regional Trail and Greenway. - Murillo

*The Fort Ord Regional Trail and Greenway is a proposed 30-mile regional active transportation trail corridor that connects Marina, Seaside, Del Rey Oaks, Monterey and the Monterey Bay Sanctuary Scenic Trail. The trail will provide better opportunities for residents and visitors to access Cal State Monterey Bay, the Fort Ord National Monument and surrounding destinations without driving. The project is well-suited to apply for this state funding source, which is not expected to be available again for a few years.*

## **PLANNING**

- 3.3.1 RECEIVE** information on ballot initiative and **ADOPT** an oppose position. - Watson

*The Executive Committee recommends an oppose position on the “No Blank Checks” initiative on the November 2016 ballot.*

- 3.3.2 RECEIVE** state legislative update and **ADOPT** positions on bills of interest to the Agency. - Watson

*Assembly Bill 2730, authored by Assembly Member Alejo, passed through the Assembly Transportation Committee with amendments and goes to the Appropriations Committee next. Staff pulled Senate Bill 1197 to allow for more time to develop bill language that can be supported by all stakeholders. The bill list has been updated.*

**3.3.3 RECEIVE** federal legislative update. - Watson

*The federal appropriations bill for fiscal year 2017 is pending action on the Senate floor.*

**3.3.4 RECEIVE** update on the US 101 Central Coast California Freight Strategy Report. – Myers

*The Association of Monterey Bay Area Governments (AMBAG) has been developing a five county goods movement plan for the US Highway 101 between San Benito County and Santa Barbara County. The purpose of the effort was to design a strategy to preserve and improve this critical economic corridor which supports the entire Central California Coast. The final report has been completed and it better positions the Monterey Bay Area Region and the Central Coast to capture potential project funding for this key freight corridor.*

**PROJECT DELIVERY and PROGRAMMING**

**3.4.1 City of Greenfield Regional Surface Transportation Program Fair Share Allocation** - Zeller

1. **APPROVE** the request by the City of Greenfield to reprogram \$427,258.28 in Regional Surface Transportation Program fair share funds to the Greenfield Street Rehabilitation Project; and
2. **APPROVE** amending Exhibit A of the local funding agreement to include this project and funding.

*The Agency has distributed Regional Surface Transportation Program fair share funding by population to the local jurisdictions for a wide range of eligible transportation projects. Funding is available at the discretion of the local jurisdiction for their chosen projects, upon approval by the Transportation Agency Board.*

**RAIL PROGRAM**



**3.5.1 Caltrain Agreement - Watson**

1. **AUTHORIZE** the Executive Director to negotiate and execute an agreement with the Peninsula Joint Powers Board (Caltrain) to review designs in support of the Rail Extension to Monterey County project; and
2. **AUTHORIZE** the use of no more than \$25,400 from funding budgeted for this project for the agreement.

*This agreement will enable the Transportation Agency to pay Caltrain to perform review of engineering designs of Santa Clara County stations in support of the project to extend passenger rail to Monterey County. This agreement will be for actual costs incurred by Caltrain for staff work related to this project.*

**3.5.2 City of Marina Maintenance Agreement – Myers**

1. **AUTHORIZE** the Executive Director to execute a Maintenance Agreement with The City of Marina; and
2. **AUTHORIZE** the Executive Director to make changes, as necessary, to the Maintenance Agreement and encroachment permit; subject to review and approval of Agency Counsel.

*City of Marina is proposing reconstruction of the intersection of Del Monte Boulevard and Beach Road, partially within the TAMC Monterey Branch Line rail right-of-way. Prior to approval of the encroachment permit for the construction work, the City of Marina must execute a maintenance agreement with the Transportation Agency for the portion of the improvements within the Monterey Branch Line right of-way.*

## **REGIONAL DEVELOPMENT IMPACT FEE**

### **COMMITTEE MINUTES**

#### **3.7.1 ACCEPT minutes from Transportation Agency committees**

- Executive Committee – Draft May 4, 2016
  - Bicycle & Pedestrian Facilities Advisory Committee  
– Draft May 4, 2016 (online at [www.tamcmonterey.org](http://www.tamcmonterey.org))
  - Rail Policy Committee – No meeting this month
  - Technical Advisory Committee – Draft May 5, 2016  
(online at [www.tamcmonterey.org](http://www.tamcmonterey.org))
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#### **END OF CONSENT AGENDA**

#### **CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS**

Online at [www.tamcmonterey.org](http://www.tamcmonterey.org)

- C1** Letters of support for AB2730 (Alejo): Department of Transportation: Prunedale Bypass: Cities of Carmel, Gonzales and Soledad; Grower-Shipper Association of Central California; Monterey Peninsula Chamber of Commerce
- C2** Letters of support from Debra L. Hale, Executive Director, for legislation:
- AB1746 (Stone): Transit buses
  - AB2090 (Alejo): Low Carbon Transit Operations Program
  - AB2374 (Chiu): Construction Manager/General Contractor method: regional transportation agencies: ramps
  - AB2014 (Melendez): Freeway Service Patrol Program Assessment;
  - SBX1-1 (Beall): Transportation funding: environmental mitigation: oversight – as amended

- [C3](#) May 3, 2016 letter of opposition from Debra L. Hale, Executive Director, for SB1170 (Wieckowski): Public contracts: water pollution prevention plans: delegation
- [C4](#) April 27, 2016 letter from Matthew Sundt to the Transportation Agency Board of Directors re: Roundabouts - Smart Transportation Infrastructure
- [C5](#) May 10, 2016 letter from Debra L. Hale, Executive Director, to Ms. Susan Bransen, California Transportation Commission, re: Cuts to the 2016 State Transportation Improvement Program
- [C6](#) Letter to Assembly Member Luis Alejo from the Department of Finance, opposing AB2730
- [C7](#) May 16, 2016 letter from Debra L. Hale, Executive Director, to Mr. Bob Alvarado, Chair, California Transportation Commission, re: Opposition to Proposition 1B deprogramming of the Coast Daylight Track and Signal Project (\$25M), California Transportation Commission on May 18-19, 2016 (Tab 58)

**Please send any items for the June 22, 2016 Transportation Agency agenda to Senior Administrative Assistant Elouise Rodriguez by 12 noon, Thursday, June 9, 2016.** The Transportation Agency Agenda will be prepared by Transportation Agency staff and will close at noon Thursday, June 9, 2016 nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

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

Documents relating to an item on the open session that are distributed to the Board less than 72 hours prior to the meeting shall be available for public inspection at the Office of the Transportation Agency for Monterey County,

55-B Plaza Circle, Salinas, CA. Documents distributed to the Agency Board at the meeting by staff will be available at the meeting; documents distributed to the Board by members of the public shall be made available after the meeting.

The Transportation Agency web site contains information from the Transportation Agency Resource Guide, including Transportation Agency Board members, Transportation Agency committee members, grant programs, etc. Visit us at: <http://www.tamcmonterey.org>.

**Transportation Agency for Monterey County  
55-B PLAZA CIRCLE, SALINAS, CA 93901-2902**

**Monday through Friday**

**8:00 a.m. – 5:00 p.m.**

**TEL: 831-775-0903**

**FAX: 831-775-0897**



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Theresa Wright, Community Outreach Coordinator/  
Associate Transportation Planner  
**Meeting Date:** May 25, 2016  
**Subject:** Resolution for Jeanette Pantoja

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### **RECOMMENDED ACTION**

**ADOPT** Resolution 2016-10 to acknowledge the many contributions made by Jeanette Pantoja to improve transportation in Monterey County.

### **SUMMARY**

This resolution acknowledges Ms. Pantoja contributions and advocacy for transportation safety, active transportation and equity in Monterey County. Her invaluable input has contributed to the development of Transportation Safety & Investment Plan, the Regional Bicycle and Pedestrian Wayfinding Plan and the 2014 Regional Transportation Plan.

### **FINANCIAL IMPACT**

None.

### **DISCUSSION**

Ms. Pantoja has served as a member of the Transportation Safety & Investment Plan Community Leaders Group in an exemplary manner, with participation that has been thoughtful and well received. She applied her considerable skills, experience, and knowledge as a diligent advocate for transportation safety and equity issues in Monterey County, whose efforts resulted in a "Transportation Safety & Investment Plan" that is both well balanced and equitable, making her an invaluable asset to the Community Leaders Group.

As the Land Use Coordinator for Building Healthy Communities – East Salinas, Ms. Pantoja, provided testimony at several public hearings of the 2014 Regional Transportation Plan, emphasizing the needs of low income and vulnerable populations, resulting in a regional plan that represents the diverse communities in Monterey County.

As a Community Worker with California Rural Legal Assistance, she advanced the need for alternative transportation in the rural areas of South Monterey County, including San Ardo and San Miguel, through the Unmet Transit Needs process, helping to highlight the funding needs of these disadvantaged areas.

Ms. Pantoja will leave her position as the Land Use Coordinator for Building Healthy Communities in June 2016 to pursue a Master's Degree in Design for Urban Planning at Harvard University. Before she departs to begin her studies at Harvard University, the Transportation Agency for Monterey County would like to acknowledge the many contributions that Ms. Pantoja has made to improve transportation in Monterey County.

Approved by:   
Debra L. Hale, Executive Director

Date signed: May 16, 2016

Consent Agenda

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

Attachment: Resolution 2016-10 Jeanette Pantoja



**RESOLUTION NO. 2016-10 OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
JEANETTE PANTOJA RECOGNITION**

***TO APPROVE THE JEANETTE PANTOJA RESOLUTION TO ACKNOWLEDGE THE MANY ACCOMPLISHMENTS THAT SHE HAS MADE TO IMPROVE TRANSPORTATION IN MONTEREY COUNTY.***

**WHEREAS**, Ms. Pantoja has served as a member of the Transportation Safety & Investment Plan Community Leaders Group in an exemplary manner, with participation that has been thoughtful and well received;

**WHEREAS**, Ms. Pantoja applied her considerable skills, experience, and knowledge as a diligent advocate for transportation safety and equity issues in Monterey County, whose efforts resulted in a “Transportation Safety & Investment Plan” that is both well balanced and equitable, making her an invaluable asset to the Community Leaders Group;

**WHEREAS**, Ms. Pantoja, as the Land Use Coordinator for Building Healthy Communities – East Salinas, provided testimony at several public hearings of the 2014 Regional Transportation Plan, emphasizing the needs of low income and vulnerable populations, resulting in a regional plan that represents the diverse communities in Monterey County; and,

**WHEREAS**, Ms. Pantoja, as a Community Worker with California Rural Legal Assistance, advanced the need for alternative transportation in the rural areas of South Monterey County, including San Ardo and San Miguel, through the Unmet Transit Needs process, helping to highlight the funding needs of these disadvantaged areas; and,

**WHEREAS**, Ms. Pantoja is a leader in advocating for active transportation options in Monterey County, and has participated in organizing the annual Ciclovía Salinas event, and provided valuable input on the development of the Regional Bicycle and Pedestrian Wayfinding Plan;

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Transportation Agency for Monterey County hereby:

- (a) Acknowledge the many accomplishments that Jeannette Pantoja has made to improve transportation in Monterey County; and
- (b) Approve Resolution 2016-10;

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of

*Jeanette Pantoja Resolution*

*Resolution 2016-10  
May 25, 2016*

California this 25th day of May 2016, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

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**FERNANDO ARMENTA, CHAIR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors

**From:** Virginia Murillo, Assistant Transportation Planner

**Meeting Date:** May 25, 2016

**Subject:** Regional Bicycle and Pedestrian Wayfinding Plan

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### **RECOMMENDED ACTION:**

1. **ADOPT** the Regional Pedestrian and Bicyclist Wayfinding Plan for Monterey County, and
2. **AUTHORIZE** the Executive Director to submit a grant application for State funding for implementation of the Wayfinding Plan.

### **SUMMARY:**

The Regional Bicycle and Pedestrian Wayfinding Plan will provide standard guidelines for bicycle and pedestrian wayfinding signs throughout Monterey County. The Plan includes wayfinding sign design guidelines, identification and branding of regional bicycle and pedestrian routes, and provides an implementation strategy. Staff is preparing an application for State Active Transportation Program funding for implementation of the Wayfinding Plan.

### **FINANCIAL IMPACT:**

Staff expenses and funding for a \$30,000 contract with Alta Planning + Design to design the wayfinding signs and update the Monterey County Bicycle Map was included in the Agency's adopted FY 2015-16 budget. The Transportation Agency has budgeted \$75,000 of Regional Surface Transportation Funds to begin implementation of the Wayfinding Plan.

### **DISCUSSION:**

The need for a Wayfinding Plan was identified in the Transportation Agency's 2011 Master Bicycle and Pedestrian Plan as a means for promoting bicycling and walking throughout the county. Wayfinding signs can ease navigation for bicyclists and pedestrians, reduce travel times, and enhance a region's brand by reinforcing key regional destinations. When combined with secure bicycle storage and a connected network of bicycle paths and lanes, a wayfinding system can attract the estimated 60% of potential bicyclists who indicate that they would cycle more often if it were safer and easier to do so. By enhancing the environment for bicycling and

walking signs can also improve the visibility and safety for these alternative forms of transportation.

The Regional Bicycle and Pedestrian Wayfinding Plan will provide standard guidelines for bicycle and pedestrian wayfinding signs throughout Monterey County, including sign design, sign locations and implementation strategies. The goal of the Wayfinding Plan is to improve access to regional destinations, provide consistent wayfinding signs for regional connections, and promote key signage features that jurisdictions will be encouraged to incorporate into their own signs in order to improve wayfinding across city boundaries.

The plan was developed in coordination with a Wayfinding Plan Advisory Committee composed of project stakeholders including representatives from the Bicycle and Pedestrian Committee, the County of Monterey, local cities, the Monterey County Health Department, Building Healthy Communities, Fort Ord Reuse Authority, the Velo Club, Green Pedal Couriers, Fort Ord Recreation Trails Friends, Pebble Beach Company, and Monterey-Salinas Transit. In addition, staff solicited public input on the proposed routes and sign design using the mySidewalk page: <https://tamc.mysidewalk.com/>. Some of the key routes to be signed are:

- Salinas Periphery Route
- Monterey Peninsula Loop
- Salinas to King City & San Ardo

**Attachment 1** summarizes the Wayfinding Plan content, which includes goals, regional bicycle and pedestrian routes, wayfinding sign design and a phased implementation strategy. **Attachment 2** shows the regional routes that will be signed.

Implementation will begin with placing signs along key routes where connectivity from one bike facility to another is confusing, such as Monterey Bay Sanctuary Scenic Trail in Sand City. Next, regional routes that have existing bicycle facilities along the entirety of the route, such as the Salinas periphery route, will be signed. The wayfinding sign design package prepared by Alta Planning + Design and the regional routes are posted online at: <http://bit.ly/wayfindingplan>

At their May meetings, TAMC's Bicycle and Pedestrian Facilities Advisory Committee and the Technical Advisory Committee recommended the Wayfinding Plan to the TAMC Board for approval (**Web Attachment**). Implementation of the Wayfinding Plan will begin shortly after it is adopted. TAMC will coordinate with the underlying jurisdictions to begin installing signs in high priority areas, and will seek grant funding for full plan implementation.

Approved by:   
Debra L. Hale, Executive Director

Date signed: May 10, 2016

Regular Agenda

Counsel Approval: N/A  
Finance Approval: Yes

Attachments:

1. Executive Summary: Regional Bicycle & Pedestrian Wayfinding Plan
2. Map of Regional Routes

Web Attachment: Regional Bicycle & Pedestrian Wayfinding Plan for Monterey County

# Regional Pedestrian and Bicyclist Wayfinding Plan for Monterey County



Transportation Agency for Monterey County • 55-B Plaza Circle, Salinas, CA • [www.tamcmonterey.org](http://www.tamcmonterey.org)

May 2016

## Executive Summary

The Transportation Agency for Monterey County developed the Regional Pedestrian and Bicycle Wayfinding Plan for Monterey County to provide standard guidelines for bicycle and pedestrian wayfinding throughout Monterey County.

The goal of the Wayfinding Plan is to improve access to regional destinations, provide consistent wayfinding signs for regional connections, and promote key sign features that jurisdictions will be encouraged to incorporate into their own signs in order to improve wayfinding within city boundaries. Uniform signage supports residents and visitors who want to bicycle or walk for transportation and recreation, and can enhance each jurisdiction's brand as a regional destination.

The Wayfinding Plan includes:

- **Introduction:** The overall goal of the Wayfinding Plan is to improve bicycle and pedestrian facilities, and to promote bicycling and walking as viable transportation alternatives for Monterey County residents and visitors. This section describes the need and purpose for bicycle and pedestrian wayfinding signage, funding, the function of the Wayfinding Plan Advisory Committee and community involvement in the development of the Plan.
- **Existing Conditions:** While the county is currently served by a wide variety of bicycle facilities, the majority of the area lacks a clear, comprehensive, and consistent sign system that provides bicycle users with directional information and mileage to points of interest. This section includes a summary of regulatory criteria for wayfinding signage, and includes design criteria developed by the Wayfinding Plan Advisory Committee. This section includes criteria for the development of regional routes and destinations.
- **Development of Wayfinding Signage:** Development of the preferred sign design was a three-step process guided by an extensive community input process. This section describes the visioning process, concept development, and final design of the wayfinding signage.
- **Implementation Strategy:** This section includes information about the regional routes that will be signed, sign placement guidelines, sign production, and an estimate of the number of signs per mile. Potential funding sources, a discussion about jurisdiction agreements and information about implementation phasing are also included in this section.

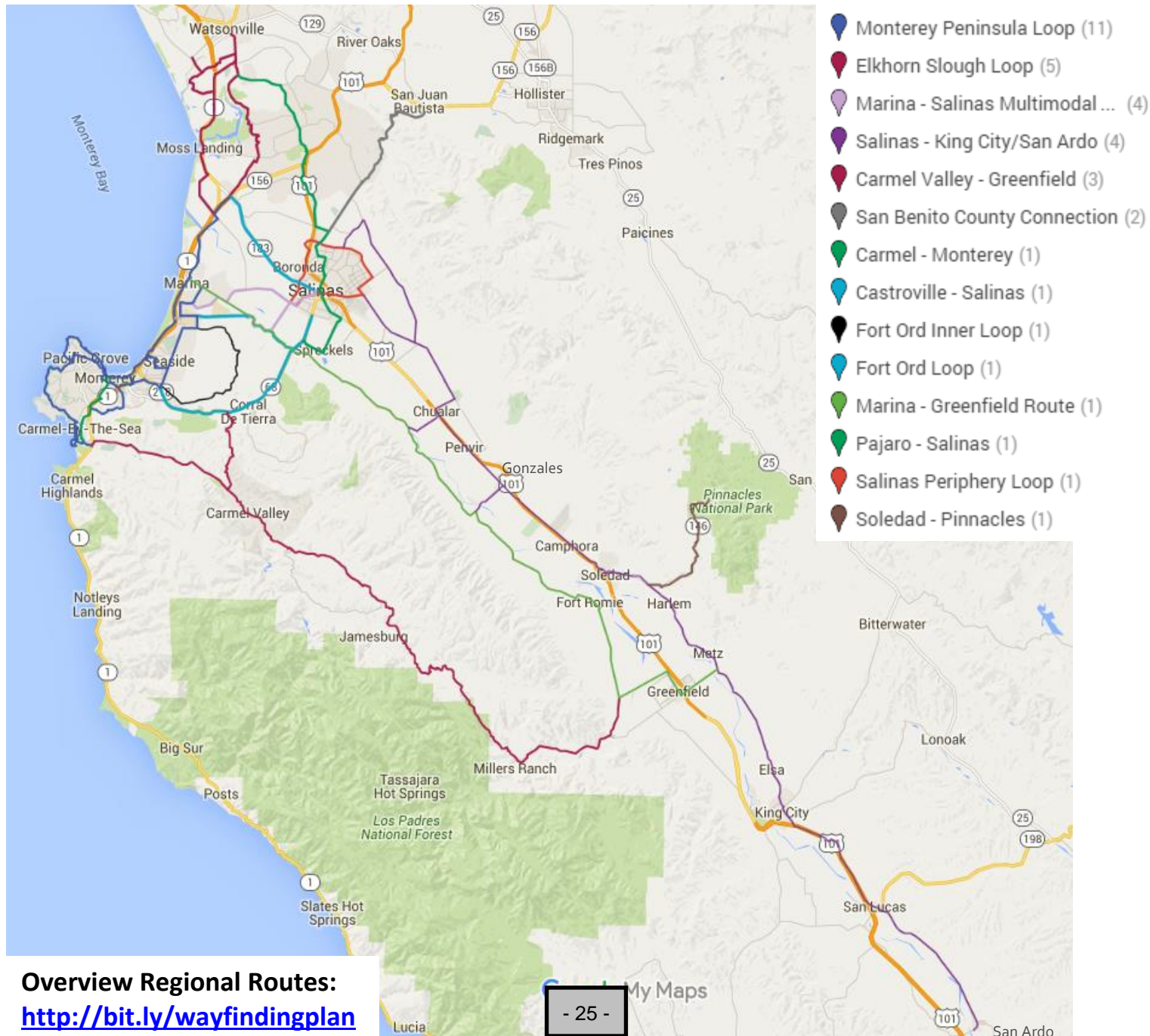
Implementation of the Wayfinding Plan will begin once the Plan is adopted. TAMC will apply for grant funding for full implementation of the Plan, work on the procurement of signage, and will coordinate with the underlying jurisdictions to install signage.

**Table 2: Regional Routes**

	<b><u>North County Routes</u></b>	<b><u>Description</u></b>	<b><u>Miles</u></b>
1	Elkhorn Slough Loop	<u>Connects</u> Pajaro, Las Lomas, Moss Landing and Castroville; <u>via</u> Salinas Road, Highway 1, Molera Road and Elkhorn Road	32.42
2	Pajaro – Salinas	<u>Connects</u> Pajaro, Las Lomas, Prunedale Shopping Centers, Prunedale Park and Ride lot, Manzanita County Regional Park, North Salinas, Salinas, Spreckles <u>via</u> Hall Road, San Miguel Canyon Road, Prunedale South Road, Harrison Road	24.28
3	Salinas Periphery Loop	<u>Connects</u> Southwest Salinas, North Salinas Shopping Center, Northeast Salinas schools and parks, Hartnell College Main Campus and Hartnell College Alisal Campus; <u>via</u> Davis Road and Boronda Road and crosses Salinas through Alisal Street	16.29
4	Marina – Salinas Multimodal Corridor	<u>Connects</u> Oldtown Salinas, Salinas Amtrak Station, MST Salinas Transit Center, City of Salinas and Monterey County Government Centers, Hartnell College Main Campus, East Garrison, California State University Monterey Bay Campus, Marina Shopping Center, MST Marina Transit Exchange; <u>via</u> West Alisal Street, Blanco Road, Davis Road, Reservation Road, Imjin Parkway, 2 <sup>nd</sup> Avenue and Divaty Street	14.94
5	North Salinas to San Benito County via San Juan Grade Rd	<u>Connects</u> North Salinas and San Juan Bautista, San Benito County; <u>via</u> San Juan Grade Road	12.12
6	Castroville – Salinas	<u>Connects</u> Castroville and Oldtown Salinas; <u>via</u> Merritt Street, Castroville Boulevard and West Market Street	8.17
	<b><u>Peninsula Routes</u></b>		<b><u>Miles</u></b>
7	Monterey Peninsula Loop	<u>Connects</u> Castroville, Marina, California State University Monterey Bay, Seaside, Sand City, Monterey, Pacific Grove, Pebble Beach and Carmel-by-the-Sea; <u>via</u> Monterey Bay Sanctuary Scenic Trail along the Peninsula, and California Avenue, General Jim Moore Boulevard, Canyon Del Rey Boulevard and Aguajito among other internal local city streets	40.89
8	Carmel – Monterey	<u>Connects</u> Carmel-by-the-Sea and Monterey; <u>via</u> San Carlos Street,	5.11



		Carpenter Street, the Highway 1 bike path, Viejo Road, and Munras Avenue	
9	Fort Ord Loop	<u>Connects</u> Salinas, Spreckles, California State University Monterey Bay, and Fort Ord; <u>travels via</u> Highway 68 and Reservation Road	23.44
10	Fort Ord Inner Loop	<u>Connects</u> California State University Monterey Bay, Seaside, Fort Ord, Ryan Ranch and Del Rey Oaks; <u>via</u> Gigling Road, Hennekens Ranch Road, Barloy Canyon Road and South Boundary Road	11.63
	<b><u>South County Routes</u></b>		<b><u>Miles</u></b>
11	Marina – Greenfield via Reservation Rd & River Rd	<u>Connects</u> Marina, East Garrison, Salinas, Spreckles, Fort Romie and Greenfield; <u>travels via</u> Reservation Road and River Road	49.31
12	Salinas – King City & San Ardo	<u>Connects</u> Salinas, Chualar, Gonzales, Soledad, Greenfield, King City, San Lucas and San Ardo ; <u>travels via</u> Natividad Road, Old Stage Road, Old US 101 roads, Metz Road and Cattleman Road	65.31
13	Carmel Valley – Greenfield	<u>Connects</u> Carmel Valley to Greenfield; <u>via</u> Carmel Valley Road	55.52
14	Soledad – Pinnacles	<u>Connects</u> Soledad to the Pinnacles National Park; <u>via</u> Highway 146	9.31



Overview Regional Routes:  
<http://bit.ly/wayfindingplan>

# Regional Pedestrian and Bicyclist Wayfinding Plan for Monterey County



Prepared by: Transportation Agency for Monterey County • 55-B Plaza Circle, Salinas, CA • [www.tamcmonterey.org](http://www.tamcmonterey.org)  
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## Executive Summary

The Transportation Agency for Monterey County developed the Regional Pedestrian and Bicycle Wayfinding Plan for Monterey County to provide standard guidelines for bicycle and pedestrian wayfinding throughout Monterey County.

The goal of the Wayfinding Plan is to improve access to regional destinations, provide consistent wayfinding signs for regional connections, and promote key sign features that jurisdictions will be encouraged to incorporate into their own signs in order to improve wayfinding within city boundaries. Uniform signage supports residents and visitors who want to bicycle or walk for transportation and recreation, and can enhance each jurisdiction's brand as a regional destination.

The Wayfinding Plan includes:

- **Introduction:** The overall goal of the Wayfinding Plan is to improve bicycle and pedestrian facilities, and to promote bicycling and walking as viable transportation alternatives for Monterey County residents and visitors. This section describes the need and purpose for bicycle and pedestrian wayfinding signage, funding, the function of the Wayfinding Plan Advisory Committee and community involvement in the development of the Plan.
- **Existing Conditions:** While the county is currently served by a wide variety of bicycle facilities, the majority of the area lacks a clear, comprehensive, and consistent sign system that provides bicycle users with directional information and mileage to points of interest. This section includes a summary of regulatory criteria for wayfinding signage, and includes design criteria developed by the Wayfinding Plan Advisory Committee. This section includes criteria for the development of regional routes and destinations.
- **Development of Wayfinding Signage:** Development of the preferred sign design was a three-step process guided by an extensive community input process. This section describes the visioning process, concept development, and final design of the wayfinding signage.
- **Implementation Strategy:** This section includes information about the regional routes that will be signed, sign placement guidelines, sign production, and an estimate of the number of signs per mile. Potential funding sources, a discussion about jurisdiction agreements and information about implementation phasing are also included in this section.

Implementation of the Wayfinding Plan will begin once the Plan is adopted. TAMC will apply for grant funding for full implementation of the Plan, work on the procurement of signage, and will coordinate with the underlying jurisdictions to install signage.



## Introduction

Bicycle and pedestrian facilities are integral components of Monterey County’s multimodal transportation system. This Wayfinding Plan is part of a regional effort to enhance the bicycle and pedestrian network to encourage people to bike or walk for transportation purposes.

## Purpose

The need for a Wayfinding Plan was identified in the Transportation Agency’s 2011 Master Bicycle and Pedestrian Plan as a means for promoting bicycling and walking throughout the county. Wayfinding signs can ease navigation for bicyclists and pedestrians, reduce travel times, and enhance a region’s brand by reinforcing key regional destinations. When combined with secure bicycle storage and a connected network of bicycle paths and lanes, a wayfinding system can attract the estimated 60% of potential bicyclists who indicate that they would cycle more often if it were safer and easier to do so<sup>1</sup>. By enhancing the environment for bicycling and walking signs can also improve the visibility and safety for these alternative forms of transportation. Cities around the nation with significant bicycle ridership and pedestrian activity have implemented similar wayfinding plans and programs including: Berkeley and Oakland in California along with Portland, Oregon (Figure 1).

Figure 1: Examples of Signs



<sup>1</sup> “Four Types of Cyclists”; Source: Roger Geller, Portland Office of Transportation.



## Funding

TAMC programmed \$30,000 of Regional Surface Transportation Funds in the 2014/2015 fiscal year to prepare this Wayfinding Plan. For the next three years, TAMC has programmed a total of \$90,000 for the implementation of the Wayfinding Plan.

## Wayfinding Plan Advisory Committee & Community Involvement

The Wayfinding Plan Advisory Committee is an ad-hoc committee comprised of project stakeholders including representatives from TAMC's Bicycle and Pedestrian Facilities Advisory Committee, the County of Monterey, local cities, the Monterey County Health Department, Building Healthy Communities, Fort Ord Re-use Authority, the Velo Club, Green Pedal Couriers, Fort Ord Recreation Trails Friends, Pebble Beach, and Monterey-Salinas Transit. **Table 1** lists the full Committee membership. The purpose of the group was to develop plan goals, assist in the identification of regional routes to be signed, provide input on the preferred sign design and implementation. The group met monthly from February to November, 2015, and again in February 2016 to provide final input on the Plan.

In addition to Wayfinding Plan Advisory Committee input, Agency staff consulted with TAMC's Bicycle and Pedestrian Facilities Advisory Committee (BPC), which is composed of volunteer representatives from each supervisorial district and city in Monterey County as well as representatives from public agencies and a bicycle/pedestrian interest group, as appointed by the TAMC Board of Directors, and TAMC's Technical Advisory Committee (TAC), comprised of public works representatives from each of the twelve cities in Monterey County, Monterey County Public Works, Monterey County Planning, Caltrans, Monterey-Salinas Transit, the Fort Ord Reuse Authority, the Monterey Bay Unified Air Pollution Control District, and the Association of Monterey Bay Area Governments.

**Table 1: Wayfinding Plan Advisory Committee members.**

Stakeholder	Representative
Association of Monterey Bay Area Governments	Eliza Yu
TAMC Bicycle and Pedestrian Facilities Advisory Committee	D.L. Johnson
Building Healthy Communities	Jeanette Pantoja
City of Carmel-by-the-Sea	Victoria Beach
City of Marina	Justin Meek
City of Monterey	Andrea Renny
City of Salinas	James Serrano Victor Gomez

City of Soledad	Brent Slama
California State University Monterey Bay	Bernard Green
Fort Ord Reuse Authority	Josh Metz
Green Pedal Couriers	Michael Baronial
Monterey County	Ryan Chapman
Monterey County Health Department	Krista Hanni
Monterey-Salinas Transit	Lisa Rheinheimer
Pebble Beach Company	Kevin Cole
Fort Ord Recreation Trails Friends/Pedal Alpini, Inc.	Eric Peterson
Velo Club	Bill Boosman

Lastly, TAMC staff developed a project specific Wayfinding Plan page on the TAMC website. Wayfinding Plan Advisory Committee meeting agendas, meeting minutes and draft documents were posted on this site. Staff gathered community input using the TAMC Wayfinding Plan mySidewalk page, an online public engagement tool similar in layout to Facebook. Agency staff used the mySidewalk to obtain input on regional routes and sign designs. The mySidewalk tool was particularly useful in obtaining feedback on sign design, as people were able to vote for their preferred design. **Figure 2** illustrates the Wayfinding Plan mySidewalk page, along with page view statistics.

Figure 2: Wayfinding Plan mySidewalk page.



## Goals

The overall goal of the Wayfinding Plan is to improve bicycle and pedestrian facilities in order to promote bicycling and walking as viable transportation for Monterey County residents and visitors. Directing bicyclists and pedestrians to safer routes will increase traffic safety for all street users and will encourage bicycling and walking in Monterey County. Outlined below are the Wayfinding Plan's specific goals.

1. Create uniform wayfinding sign design guidelines

2. Promote connectivity between communities and encourage connectivity to regional destinations, such as parks, trails, educational institutions, employment centers, transit, park and ride lots, and tourist destinations
3. Identify and brand pedestrian and bicycle routes and provide signage that supports new and infrequent users to walk and bicycle more frequently
4. Support the local economy by providing Monterey County residents and tourists with directional and distance information
5. Use wayfinding signage to provide distance information and facilitate pedestrian and bicyclist access to regional destinations within Monterey County Wayfinding signage should incorporate technology, and be accessible via GPS and online map tools
6. Wayfinding signage should be distributed equitably across the County
7. Create safer pedestrian and bicyclists facilities by using wayfinding signage to make bicycle and pedestrian routes more visible
8. Maintain community engagement throughout the planning process

## Existing Conditions

The region's mild climate and relatively flat topography make biking and walking a viable mode of travel for county residents. There are currently 213 bikeway miles in Monterey County, consisting of 43.7 miles of Class I separated bike paths, 115.1 miles of Class II striped bike lanes, and 54.5 miles of Class III shared bicycle routes<sup>2</sup>. Among the bike and pedestrian facilities in Monterey County, the Monterey Bay Sanctuary Scenic Trail is the largest Class I facility, extending from Lovers Point in Pacific Grove to Del Monte Boulevard north of Marina (14 miles). In addition, there are 8.4 bikeway miles on the California State University, Monterey Bay campus: 0.3 miles of Class I separated bike paths, 2.5 miles of Class II striped bike lanes, 4.7 miles of Class III shared bicycle routes and 0.9 miles of Class IV protected bike lanes.

While the county is currently served by a wide variety of bicycle facilities, the majority of the area lacks a clear, comprehensive, and consistent sign system that provides bicycle users with directional information and mileage to points of interest. The County of Monterey and each of the jurisdictions currently use the standard California Manual on Uniform Traffic Control Device guide signage indicating the existence of Class I, II and III bikeways. *Caution Watch for Bicyclists* signs are also used to warn motorists of potential bicyclist activity, such as where the Monterey Bay Sanctuary Scenic Trail intersects Sand Dunes Road in Monterey. **Figure 8** shows the typical bikeway signage present throughout the region.

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<sup>2</sup> Data source: TAMC 2015 bikeways data.



Figure 3: California Manual on Uniform Traffic Control Devices design spectrum. (Source: Alta Planning + Design)



## Regulatory Requirements

There are many different types of bicycle wayfinding signs used in the United States. The most commonly-used signs are from the Federal Highway Administration's Manual on Uniform Traffic Control Devices (Federal Manual), as national compliance provides liability protection.

The California Manual on Uniform Traffic Control Devices (California Manual) is the most commonly used guide in the State, and it conforms to and contains most of the signs in the Federal Manual, along with state-specific additions and modifications.

The goal of both manuals is to ensure consistency of traffic control devices. In the California Manual, street sign traffic control devices are defined as “signs, signals, markings...used to regulate, warn or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, bikeway, or private road open to public travel.” Both the Federal Manual and the California Manual require that wayfinding signage meet certain regulatory requirements, such as font type and text size. On the other hand, section 2D.50 of the Federal Manual, which deals with community wayfinding, allows for custom colors and enhanced graphics. **Figure 3** illustrates the spectrum of Federal Manual compliance. In the visioning portion of the planning process, the Wayfinding Plan Advisory Committee, along with input from community stakeholders, choose to develop a sign design similar to options #1 and #2 of the State Manual design spectrum.

### Wayfinding Sign Design Criteria

This Wayfinding Plan sets uniform wayfinding sign design guidelines. In consideration of signage regulatory requirements, the Wayfinding Plan Advisory Committee developed criteria for signs based on Plan goals. Signs should be clear, concise, consistent and compatible with existing wayfinding signs across jurisdictional boundaries, including into Santa Cruz County and San Benito County. More specifically, wayfinding signs design should meet the following criteria:

1. There will be three wayfinding sign types, including: gateway signage, directional and distance information signage, and add-on signage that can be placed on existing signage
2. Wayfinding signage should be accessible to people of all literacy levels, be legible to a wide range of users, and use symbols to convey directional information
3. Wayfinding signage should improve access to regional destinations, such as regional parks and open spaces, trails, educational institutions, major employment centers, transit, park and ride lots and tourist destinations
4. Wayfinding signage should provide information such as: location of bike supportive amenities, comfort level and ADA accessibility
5. Wayfinding signage should be eye-catching and have space for a city logo or identifier
6. Wayfinding signage should reflect the character of the region
7. When applicable, wayfinding signage will be placed in accordance with the regulatory requirements spelled out in the California Manual on Uniform Traffic Control Devices.

## Identification of Regional Routes

In order to meet the goals of the Wayfinding Plan to promote walking and bicycling, connect bicyclists and pedestrians to regional destinations within their communities, and encourage connectivity between communities, it a best practice for signs to identify cities, downtown areas, neighborhood districts, regional parks and recreation areas, academic institutions, and civic destinations. The regional routes and destinations proposed for wayfinding directional and distance signs meet the following criteria.

### Criteria for Wayfinding Signs on Bicycle and Pedestrian Routes

- Regional bicycle routes identified in the Transportation Agency's 2011 Bicycle and Pedestrian Master Plan classified as Class I, II, III and planned Class I, II, III, and IV facilities
- Routes with low volume automobile traffic Routes near transit

### Criteria for Identification of Regional Destinations & Points of Interest in Signs

- Destinations located along a route that attract intercity or intercounty travel, such as transit centers, regional parks, colleges and job centers.
- Points of interest located within vicinity of a regional route but not directly along a route, such as transit centers, regional parks, colleges and job centers.

Using the Transportation Agency's 2011 Bicycle and Pedestrian Master Plan as a foundation, the Wayfinding Plan Advisory Committee went through a regional bicycle mapping exercise. Based on this exercise, and on the input from a variety of stakeholder groups, including TAMC's Bicycle and Pedestrian Committee and Technical Advisory Committee, the team created a map of key regional routes along which wayfinding signs will be placed, shown in **Figure 4**. **Table 2** lists the length of these routes, a high-level description of the route's streets and roads and destinations. An interactive map with these routes will also be maintained on the TAMC website. **Appendix A** contains a more detailed set of maps, and a table that includes regional route beginning and end points, and underlying jurisdictions.

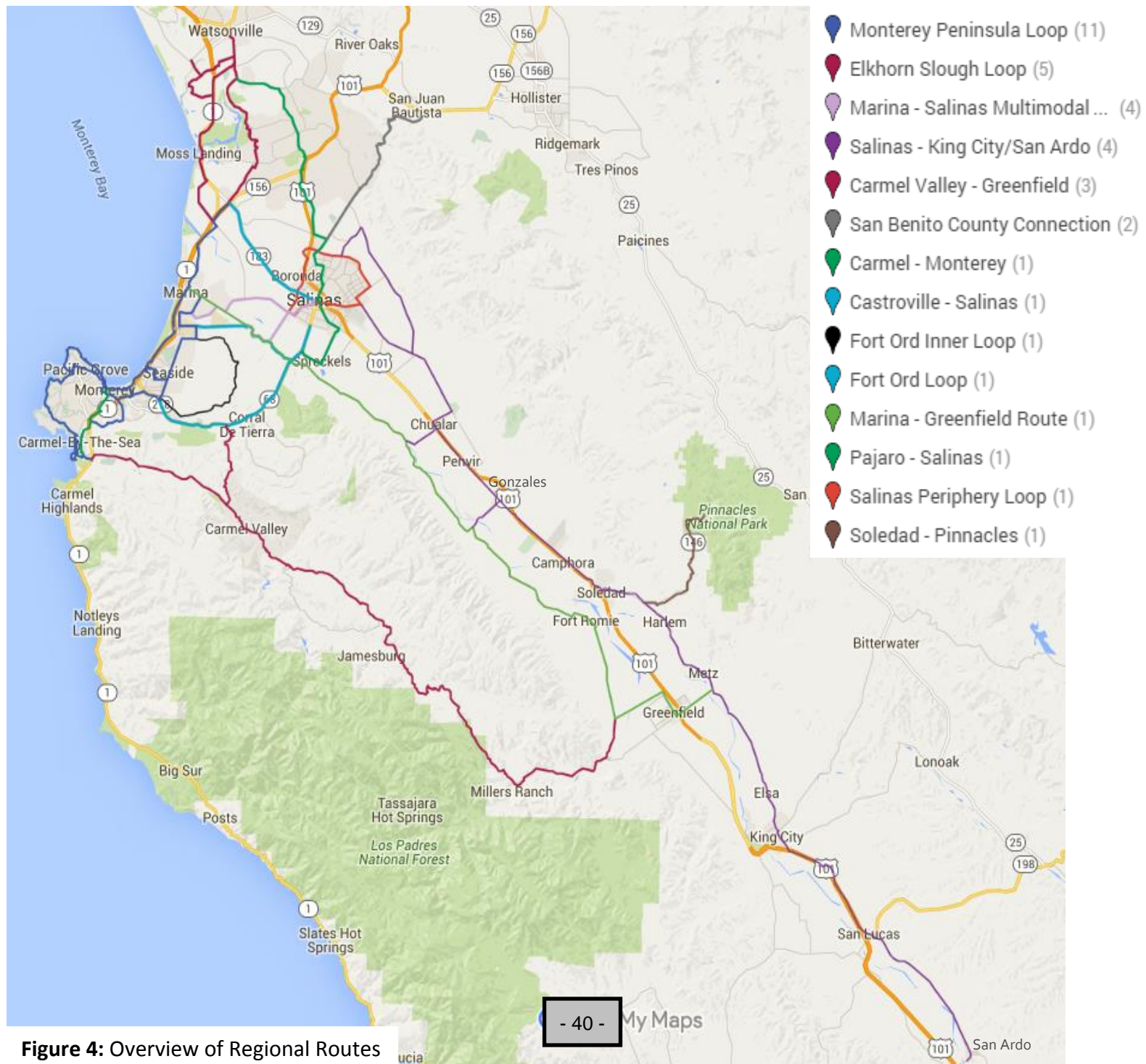
Jurisdictions can also develop and place signage along their own local routes that may connect to the larger regional routes. In these cases, local jurisdictions are encouraged to use the signs in this Plan to promote their own local destinations.

**Table 2: Regional Routes**

	<b><u>North County Routes</u></b>	<b><u>Description</u></b>	<b><u>Miles</u></b>
1	Elkhorn Slough Loop	<u>Connects</u> Pajaro, Las Lomas, Moss Landing and Castroville; <u>via</u> Salinas Road, Highway 1, Molera Road and Elkhorn Road	32.42
2	Pajaro – Salinas	<u>Connects</u> Pajaro, Las Lomas, Prunedale Shopping Centers, Prunedale Park and Ride lot, Manzanita County Regional Park, North Salinas, Salinas, Spreckles <u>via</u> Hall Road, San Miguel Canyon Road, Prunedale South Road, Harrison Road	24.28
3	Salinas Periphery Loop	<u>Connects</u> Southwest Salinas, North Salinas Shopping Center, Northeast Salinas schools and parks, Hartnell College Main Campus and Hartnell College Alisal Campus; <u>via</u> Davis Road and Boronda Road and crosses Salinas through Alisal Street	16.29
4	Marina – Salinas Multimodal Corridor	<u>Connects</u> Oldtown Salinas, Salinas Amtrak Station, MST Salinas Transit Center, City of Salinas and Monterey County Government Centers, Hartnell College Main Campus, East Garrison, California State University Monterey Bay Campus, Marina Shopping Center, MST Marina Transit Exchange; <u>via</u> West Alisal Street, Blanco Road, Davis Road, Reservation Road, Imjin Parkway, 2 <sup>nd</sup> Avenue and Divaty Street	14.94
5	North Salinas to San Benito County via San Juan Grade Rd	<u>Connects</u> North Salinas and San Juan Bautista, San Benito County; <u>via</u> San Juan Grade Road	12.12
6	Castroville – Salinas	<u>Connects</u> Castroville and Oldtown Salinas; <u>via</u> Merritt Street, Castroville Boulevard and West Market Street	8.17
	<b><u>Peninsula Routes</u></b>		<b><u>Miles</u></b>
7	Monterey Peninsula Loop	<u>Connects</u> Castroville, Marina, California State University Monterey Bay, Seaside, Sand City, Monterey, Pacific Grove, Pebble Beach and Carmel-by-the-Sea; <u>via</u> Monterey Bay Sanctuary Scenic Trail along the Peninsula, and California Avenue, General Jim Moore Boulevard, Canyon Del Rey Boulevard and Aguajito among other internal local city streets	40.89
8	Carmel – Monterey	<u>Connects</u> Carmel-by-the-Sea and Monterey; <u>via</u> San Carlos Street,	5.11



		Carpenter Street, the Highway 1 bike path, Viejo Road, and Munras Avenue	
9	Fort Ord Loop	<u>Connects</u> Salinas, Spreckles, California State University Monterey Bay, and Fort Ord; <u>travels via</u> Highway 68 and Reservation Road	23.44
10	Fort Ord Inner Loop	<u>Connects</u> California State University Monterey Bay, Seaside, Fort Ord, Ryan Ranch and Del Rey Oaks; <u>via</u> Gigling Road, Hennekens Ranch Road, Barloy Canyon Road and South Boundary Road	11.63
	<b><u>South County Routes</u></b>		<b><u>Miles</u></b>
11	Marina – Greenfield via Reservation Rd & River Rd	<u>Connects</u> Marina, East Garrison, Salinas, Spreckles, Fort Romie and Greenfield; <u>travels via</u> Reservation Road and River Road	49.31
12	Salinas – King City & San Ardo	<u>Connects</u> Salinas, Chualar, Gonzales, Soledad, Greenfield, King City, San Lucas and San Ardo ; <u>travels via</u> Natividad Road, Old Stage Road, Old US 101 roads, Metz Road and Cattleman Road	65.31
13	Carmel Valley – Greenfield	<u>Connects</u> Carmel Valley to Greenfield; <u>via</u> Carmel Valley Road	55.52
14	Soledad – Pinnacles	<u>Connects</u> Soledad to the Pinnacles National Park; <u>via</u> Highway 146	9.31



**Figure 4: Overview of Regional Routes**

It is important to note that there are routes, such as the Carmel Valley to Greenfield Route, identified along corridors that do not have official existing or planned bicycle facilities, but instead are considered commonly used routes. In these cases, route segments will be analyzed for potential inclusion in the upcoming Bicycle and Pedestrian Master Plan update, and can be signed at a later phase.

## Development of Wayfinding Sign Design


### Step 1: Vision

The Transportation Agency contracted with Alta Planning + Design to develop designs for gateway signs, directional and distance information signs, and add-ons that can be placed on existing signs. On June 4, 2015, the Wayfinding Plan Advisory Committee participated in a visioning exercise to assist in the development of the wayfinding sign design concepts. As part of the visioning meeting, Committee members shared the opportunities and challenges in navigating Monterey County's active transportation network and provided input on the preferred sign designs. **Figure 5** summarizes the input from the visioning meeting.

Figure 5: Poster boards from the June 4, 2015 visioning meeting prepared by Alta Planning + Design.

# 1 WAYFINDING THEMES

MONTEREY COUNTY BIKE & PEDESTRIAN WAYFINDING SIGN DESIGN | VISION MEETING | 06.04.15 | ALTA PLANNING + DESIGN



## WHAT MESSAGES BEST CONVEY MONTEREY CO.


Place your stickers next to a word or words that best describes the message or values of Monterey County or write in your own!

Simple <i>*✓</i>	Fun <i>*✓*</i>	Inviting <i>*</i>
Pragmatic	Friendly <i>* **</i>	Timeless <i>*</i>
Enduring <i>*</i>	Energetic	Relaxed
Rigid	Trendy	Organic
<i>Pleasant +</i>	<i>Family friendly *</i>	<i>Scenic * **</i>
<i>Beauty * ** *</i>	<i>International destination *</i>	<i>Local</i>
<i>UNIQUE *</i>	<i>Hills</i>	
<i>SAFE *</i>	<i>Rugged</i>	

## WHAT THEMES BEST CONVEY MONTEREY CO.

Building upon the themes and symbols seen in logos around Monterey County, write down or draw themes and symbols that best represent the active transportation network.

*ag/wine*  
*Coast & Ocean*  
*Mountains*  
*Tourism*



When asked about the message that best conveys Monterey County, Committee members most frequently mentioned: beauty, scenic, friendly and fun.



## 2 WAYFINDING STYLE

MONTEREY COUNTY BIKE & PEDESTRIAN WAYFINDING SIGN DESIGN | VISION MEETING | 06.04.15 | ALTA PLANNING + DESIGN



### COLOR PALETTE

Place your stickers in the boxes below to vote for your preferred color palette. You can vote for two or place both stickers in one box.

MOUNTAINS TO SEA	SUNBURST	NAUTICAL	VINEYARDS	SEA LIFE
				
				
				

NATURAL
CONTEMPORARY

### MATERIALS & STYLE

Place your stickers in the boxes below to vote for your preferred material & style. You can vote for two or place both stickers in one box.

WOOD & STONE	CORTEN STEEL	BRUSHED STAINLESS STEEL AND CONCRETE	LAYERED / TEXTURED ALUMINUM	COLORFUL POWDER COATED STEEL
				
				
				

Committee members, staff and the public gave the highest ranking to: the Mountains to Sea color palette and textured aluminum, brushed steel and concrete to corten steel materials .

## Step 2: Concept Development

Based on Committee, staff and public input gathered during the visioning session, Alta Planning + Design prepared three draft wayfinding design concepts. Each of the design concepts included a directional sign, a sign topper to be placed on existing signs, an information gateway kiosk treatment and a trail post design. **Figure 6** shows examples of the three directional sign design concepts. The full set of draft design concepts are shown in **Appendix B**.

**Figure 6: Directional Sign Design Concepts**



## Step 3: Final Wayfinding Sign Designs

Following an extensive community outreach effort and Wayfinding Plan Advisory Committee discussion, Alta Planning + Design developed a package of final wayfinding sign designs, based on Concept #1, with elements from Concept #2. Two design options were developed to allow local jurisdictions the flexibility to choose their level of conformity with the California Manual on Uniform Traffic Control Devices. In addition, the decorative non-standard sign elements are now in the sign topper. **Figure 7** shows an example of the final wayfinding sign design, with the complete design package shown in **Appendix C**.

**Figure 7: Final Wayfinding Sign Designs**




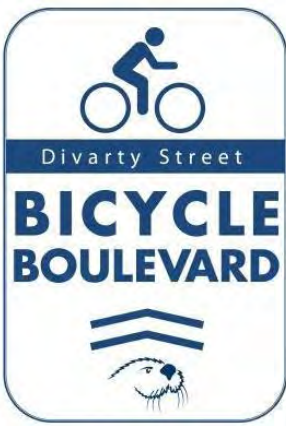





## Implementation Strategy

### Coordination with Existing and Future Signage

There will be coordination of signs with other current and future wayfinding signs in order to avoid sign clutter, as sign clutter is unsafe and undesirable. Existing signage for the Pacific Coast bike route along Highway 1, Monterey Bay Sanctuary Scenic Trail, signage for CSU Monterey Bay's bicycle boulevard network, along with standard bike path, bike lane and bike route signs currently exist throughout the region. **Figure 8** provides an overview of the existing signs throughout Monterey County.

**Figure 8: Examples of Existing Bicycle Facility Sign Types**

<u>Pacific Coast Bike Route</u>	<u>CSU Monterey Bay, Bike Boulevard</u>	<u>Class I Bike Path</u>	<u>Class II Bike Lane</u>	<u>Class III Bike Route</u>
				



Wayfinding Plan signs will supplement existing signs, such as those that denote bike lanes and bike routes. Directional signs will be placed as prescribed by the California Manual of Uniform Traffic Control Devices along a route. **Appendix C** contains typical placement scenarios. Sign toppers to identify the regional route name will be placed on top of existing bike path, bike lane and bike route signs, where feasible. **Figure 9** shows an example of how toppers can be used to supplement existing bicycle facility signage. Gateway kiosks will be placed at trailheads, and can be placed in downtown areas or other areas with more pedestrian activity. It is the goal to place signs along regional bicycle routes identified in this Wayfinding Plan.

Local jurisdictions are encouraged to use the sign designs to sign their own local bicycle and pedestrian routes. The City of Monterey is in the process of initiating a citywide vehicle, bicycle and pedestrian wayfinding sign plan. TAMC staff will remain involved in the process to ensure regional and local coordination in wayfinding sign locations and designs.

### Sign Production

Two sign options were developed to accommodate local city preferences of using the standard directional plate that does not include miles or minute information and for Wayfinding Plan Advisory Committee members that have advocated for in-house local sign shop production of the directional sign portion when possible. However, due to the limitations of local sign shops, Committee members discussed the need to contract out for the add-on signs that may be beyond the capability of local city sign shops. Committee members have also suggested that TAMC should take the lead in the procurement of signage. TAMC will issue an invitation for bids for production of the sign toppers and directional sign templates.

### Signs Per Mile

Overall installation costs will be determined based on the number of signs per mile. In general, the number of signs will be determined by the number of destinations along a route. **Appendix C** includes sign placement guidance. Signs will be placed in conformance with the California Manual on Uniform Traffic Control Devices. For on-street regional bike routes, directional signs will be placed at decision points where two routes intersect and confirmation signs, such as the sign topper pictured in **Figure 9**, will be placed about every 2 to 3 blocks on existing bikeway signs along a regional route. For the regional routes identified in the plan, **Table 3** shows the approximate number of signs needed



**Figure 9: Sign Topper on Existing Sign**

per route based on route length and number of destinations. **Appendix A** provides detailed information about the street network and destinations along routes proposed for signage.

**Table 3 – Signs per Regional route mile**

<u>Route</u>	<u>Miles</u>	<u>Destinations (approx.)</u>	<u>Directional Signs with Sign Toppers (approx.)</u>	<u>Sign Toppers for Confirmation Signs (approx.)</u>
Elkhorn Slough Loop	32.42	10	30	38
Pajaro – Salinas	24.28	11	65	85
Salinas Periphery Loop	16.29	11	32	18
Marina – Salinas Multimodal Corridor	14.94	8	8	10
North Salinas to San Benito County	12.12	3	9	14
Castroville – Salinas	8.17	3	6	16
Monterey Peninsula Loop	40.89	41	80	65
Carmel – Monterey	5.11	4	4	6
Fort Ord Loop	23.44	6	10	36
Fort Ord Inner Loop	11.63	10	10	18
Marina – Greenfield via Reservation Rd & River Rd	49.31	8	28	40
Salinas – King City & San Ardo	65.31	16	50	130
Carmel Valley – Greenfield	55.52	6	12	60
Soledad – Pinnacles	9.31	2	8	16

Mile marker posts should be used at intersections with other separated bike paths or when a direction sign is not used and at locations where the route is not explicit. Mile marker posts should be located at ½ to 2-mile intervals along a corridor. For on-street bike routes, signs will be placed at decision points where two routes intersect, and in advance of turns. Pavement markings are recommended to be used in between signs to confirm that a bicyclist is on a preferred route, and to minimize sign clutter.

### Potential Funding Sources

TAMC currently has a total of \$75,000 of Regional Surface Transportation Funds budgeted over the next three years for the implementation of the Wayfinding Plan. However, this funding may be leveraged to pursue grants for full implementation of the plan. Other potential funding sources include: state Active Transportation Program, Transportation Development Act 2% for bicycle/pedestrian projects, city or county road funds, and local transportation sales tax revenues. Individual jurisdictions or TAMC can apply for Active Transportation Program funds to assist in the implementation of regional route portions.

### Jurisdiction Agreements for Sign Installation and Maintenance

TAMC staff will work coordinate sign installation and maintenance with local jurisdictions. Agreements, contracts or memorandums of understanding to install signs along a route will be handled on a case-by-case basis.

Maintenance is a crucial component of the Wayfinding Plan. Once signs are installed, a GIS database should be maintained to keep track of sign stock. This database will assist in the development of a maintenance schedule. In case of theft, signs will be replaced on an as-needed basis.

### Implementation Phasing

Throughout the planning process, Wayfinding Plan Advisory Committee members and members of the community expressed the need to prioritize signage along key areas where connectivity from one bike facility to another is confusing. Such areas, which will be signed in the first phase include:

- Canyon del Rey Boulevard (SR 218)
- Monterey Bay Sanctuary Scenic Trail in Sand City
- Carmel-by-the-Sea to Monterey route

The following routes will be signed in the second phase of the implementation program:

- Monterey Bay Sanctuary Scenic Trail from Marina to Pacific Grove
- Salinas Periphery Loop

The regional routes that do not yet have existing or proposed designated bikeway facilities may or may not be signed until the facilities are in place. However, in some cases placing signs on proposed Class III facilities located along a regional route will make those routes Class III. Similarly, future regional routes and trails, such as the Fort Ord Recreational Trail and Greenway, will be signed once they are constructed. Routes that will be signed in the third phase include:

- South County route via River Rd (Marina – Greenfield via Reservation Rd & River Rd)
- Salinas – King City/San Ardo

### Cost Estimates

TAMC staff obtained estimates for sign fabrication and third party installation. Final cost will depend on local jurisdiction sign option preference, hardware preference and whether a third-party contractor or local jurisdiction staff will install signs. A visual of sign options with accompanying cost estimates for fabrication are shown in **Figure 10**, and cost estimates for hardware and third-party contractor installation are shown in **Table 3**.

**Figure 10: Sign Cost Estimate**

**Destination Sign  
Option 1A**



**Topper Only**  
\$68.00

**Sign Face Only**  
\$90.00

**Total Sign Only**  
\$158.00

**Destination Sign  
Option 1B**



**Topper Only**  
\$64.00

**Sign Face Only**  
\$90.00

**Total Sign Only**  
\$154.00

**Destination Sign  
Option 2A**



**Topper Only**  
\$58.00

**Sign Face Only**  
\$105.00

**Total Sign Only**  
\$163.00

**Destination Sign  
Option 2B**



**Topper Only**  
\$56.00

**Sign Face Only**  
\$101.00

**Total Sign Only**  
\$157.00

**Table 3: Hardware & Installation Estimates**

<u>Item</u>	<u>Cost Estimate</u>
Galvanized Steel Unistrut Pole	\$158.00
Galvanized Steel Cylindrical Pole	\$78.00
Installed into a Concrete Footer	\$676.00
Installed into soil 3' deep, no concrete	\$360.00

In considering the fabrication costs and the costs of new cylindrical sign poles TAMC has developed a draft estimate for the implementation of the Wayfinding Plan. The estimate was prepared assuming a sign cost of \$250 per sign, which includes the cost of a sign with topper and a cylindrical pole, and \$70 per sign topper to act as a confirmation sign and to be placed on an existing sign. The total cost estimate for signs for all three phases is \$125, 710. **Table 4** summarizes this budget for the cost of purchasing signs only, and does not include installation costs. Local jurisdiction ability to install signs or the need to use a third-party contractor will determine the final installation cost.

**Table 4: Cost Estimate for Each Phase of Implementation**

<u>Phase 1</u>	<u>Cost per Route</u>	<u>Total Signs</u>	<u>Directional Signs</u>	<u>Confirmation Signs</u>
Monterey Bay Sanctuary Scenic Trail in Sand City	\$1,140	6	4	2
Carmel-by-the-Sea to Monterey route	\$1,420	10	4	6
Canyon del Rey Boulevard (SR 218)	\$1,530	9	5	4
<b>Total Signs Phase 1</b>		25	13	12
<b>Total Cost Estimate for Signs - Phase 1</b>	\$4,090		\$3,250	\$840
<u>Phase 2</u>	<u>Cost per Route</u>	<u>Total Signs</u>	<u>Directional Signs</u>	<u>Confirmation Signs</u>
Monterey Peninsula Loop: Monterey Bay Sanctuary Scenic Trail from Marina to Pacific Grove	\$20,950	145	60	85
Salinas Periphery Loop	\$9,260	50	32	18
<b>Total Signs Phase 1</b>		195	92	103
<b>Total Cost Estimate for Signs - Phase 2</b>	\$30,210		\$23,000	\$7,210

<b><u>Phase 3</u></b>	<b>Cost per Route</b>	<b>Total Signs</b>	<b>Directional Signs</b>	<b>Confirmation Signs</b>
Elkhorn Slough Loop	<b>\$10,160</b>	68	30	38
Pajaro – Salinas	<b>\$22,200</b>	150	65	85
Marina – Salinas Multimodal Corridor	<b>\$2,700</b>	18	8	10
North Salinas to San Benito County	<b>\$3,230</b>	23	9	14
Castroville – Salinas	<b>\$2,620</b>	22	6	16
Fort Ord Loop	<b>\$5,020</b>	46	10	36
Fort Ord Inner Loop	<b>\$3,760</b>	28	10	18
Marina - Greenfield via Reservation Rd & River Rd	<b>\$9,800</b>	68	28	40
Salinas - King City & San Ardo	<b>\$21,600</b>	180	50	130
Carmel Valley - Greenfield	<b>\$7,200</b>	72	12	60
Soledad - Pinnacles	<b>\$3,120</b>	24	8	16
<b>Total Signs Phase 3</b>		749	268	481
<b>Total Cost Estimate for Signs - Phase 3</b>	<b>\$91,410</b>		\$67,000	\$33,670
<b><u>Total for all 3 Phases</u></b>	<b>\$125,710</b>			

Implementation of the Wayfinding Plan will begin once the Plan is adopted. TAMC will pursue grant funding for implementation of the Plan as opportunities arise, work on the procurement of signage, and will coordinate with the underlying jurisdictions to install signage.

## Appendix A – Regional Bicycle Routes, Underlying Jurisdictions & Destinations

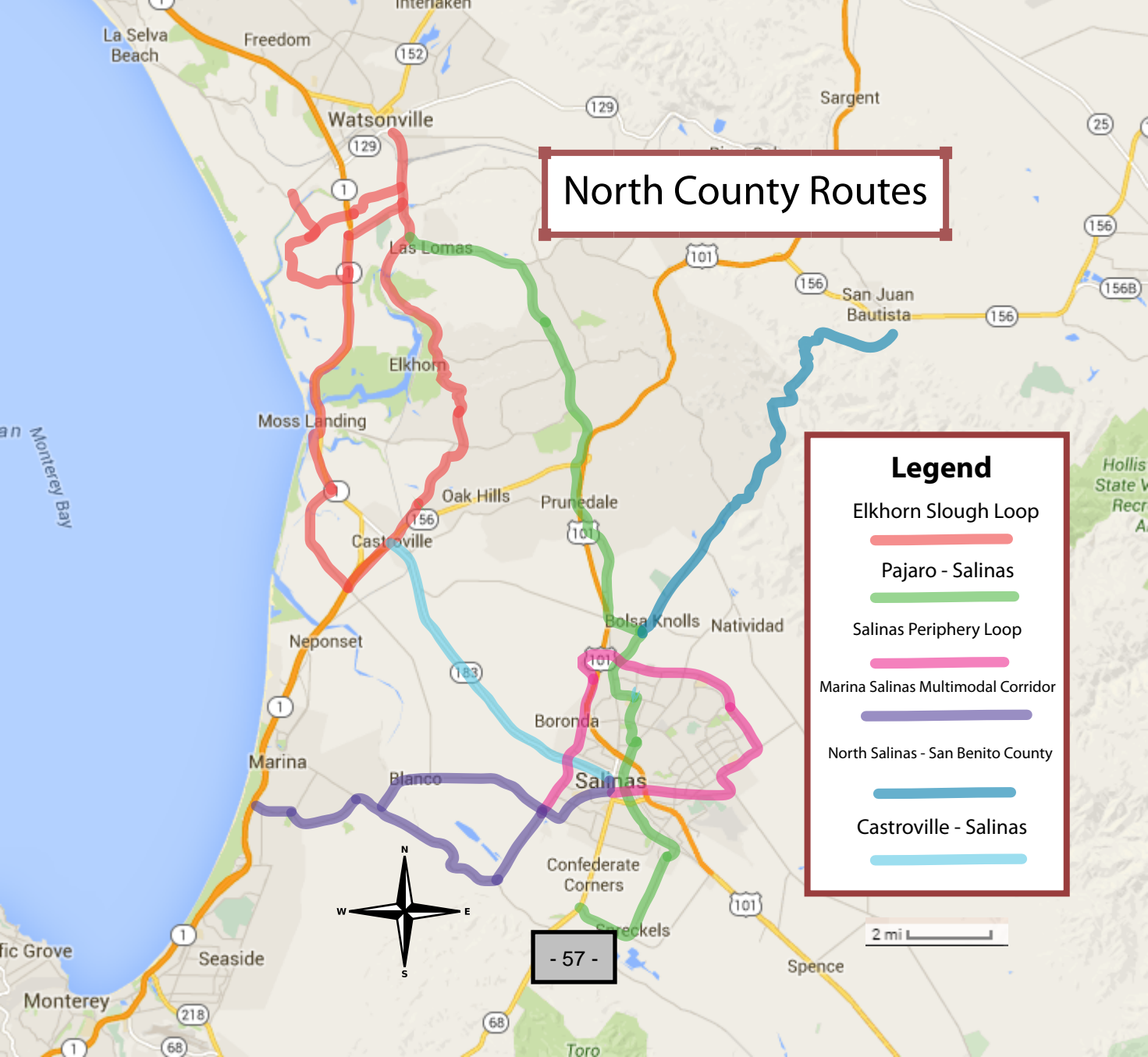
The regional routes identified in the Wayfinding Plan will be signed and are detailed in this section. This section also includes maps of the regional routes. An interactive map of the routes will also be maintained on the TAMC website.

<b>North County Routes</b>				
<b><u>Route</u></b>	<b><u>Miles</u></b>	<b><u>Underlying Jurisdiction(s)</u></b>	<b><u>Street Network</u></b>	<b><u>Destinations &amp; Points of Interest</u></b>
Elkhorn Slough Loop	32.42	Monterey County Caltrans	<u>On the West Side:</u> <ul style="list-style-type: none"> <li>- McGowan Road</li> <li>- Trafton Road</li> <li>- Bluff Road</li> <li>- Jensen Road</li> <li>- Highway 1</li> <li>- Molera Road</li> </ul> <u>On the East Side:</u> <ul style="list-style-type: none"> <li>- Salinas Road</li> <li>- Elkhorn Road</li> <li>- Omart Road</li> <li>- Del Monte Farms Road</li> <li>- Castroville Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>- Watsonville</li> <li>- Pajaro</li> <li>- Pajaro Middle School</li> <li>- Las Lomas</li> <li>- Elkhorn Slough Preserve</li> <li>- Kirby Park</li> <li>- Moss Landing</li> <li>- Moss Landing State Wildlife Area</li> <li>- Royal Oaks County Park</li> <li>- Castroville</li> </ul>
Pajaro – Salinas	24.28	Monterey County City of Salinas	<u>From Las Lomas/Prunedale:</u> <ul style="list-style-type: none"> <li>- Hall Road</li> <li>- San Miguel Canyon Road</li> <li>- Prunedale North Road</li> <li>- Prunedale South Road</li> <li>- Reese Circle</li> <li>- County Meadows Road</li> <li>- Harrison Road</li> </ul> <u>From Salinas:</u>	<ul style="list-style-type: none"> <li>- Las Lomas</li> <li>- Manzanita County Park</li> <li>- Prunedale Shopping Center</li> <li>- Bolsa Knolls School</li> <li>- Santa Rita School</li> <li>- North Salinas Shopping District</li> <li>- Salinas Sports</li> </ul>



			<ul style="list-style-type: none"> <li>- Russell Road</li> <li>- San Juan Grade Road</li> <li>- North Main Street</li> <li>- East Alvin Drive</li> <li>- Maryal Drive</li> <li>- East Bernal Drive</li> <li>- Sherwood Drive</li> <li>- East Front Street</li> <li>- East Abbott Street</li> <li>- Harkins Road</li> <li>- Spreckles Avenue</li> </ul>	<p>Complex</p> <ul style="list-style-type: none"> <li>- Sherwood Park</li> <li>- Oldtown Salinas</li> <li>- Spreckles</li> <li>- Highway 68</li> </ul>
Salinas Periphery Loop	16.29	City of Salinas	<p><u>From the East:</u></p> <ul style="list-style-type: none"> <li>- East Alisal Street</li> <li>- Bardin Road</li> <li>- Williams Road</li> <li>- East Boronda Road</li> </ul> <p><u>From the North:</u></p> <ul style="list-style-type: none"> <li>- Boronda Road</li> <li>- North Davis Road</li> </ul> <p><u>From the West:</u></p> <ul style="list-style-type: none"> <li>- South Davis Road</li> <li>- Blanco Road</li> <li>- West Alisal Street</li> </ul>	<ul style="list-style-type: none"> <li>- Hartnell College Alisal Campus</li> <li>- Alisal High School</li> <li>- Natividad Creek Park</li> <li>- Everett Alvarez High School</li> <li>- North Salinas Shopping District</li> <li>- North Davis Shopping District</li> <li>- Hartnell Park</li> <li>- Hartnell College</li> <li>- Monterey County Civic Center</li> <li>- Salinas City Hall</li> <li>- Oldtown Salinas</li> </ul>
Marina – Salinas Multimodal Corridor	14.94	City of Salinas Monterey County	<p><u>From Salinas:</u></p> <ul style="list-style-type: none"> <li>- Salinas Street</li> </ul>	<ul style="list-style-type: none"> <li>- Oldtown Salinas</li> <li>- Monterey County</li> </ul>

		City of Marina	<ul style="list-style-type: none"> <li>- West Alisal</li> <li>- Blanco Road</li> </ul> <p><u>To Marina:</u></p> <ul style="list-style-type: none"> <li>- South Davis Road</li> <li>- Reservation Road</li> <li>- Imjin Parkway</li> <li>- 2<sup>nd</sup> Avenue</li> <li>- Divarty Street</li> </ul>	<ul style="list-style-type: none"> <li>- Civic Center</li> <li>- Hartnell College</li> <li>- Hartnell Park</li> <li>- East Garrison</li> <li>- Marina Equestrian Center</li> <li>- California State University, Monterey Bay</li> <li>- Monterey Peninsula College at Marina</li> </ul>
North Salinas to San Benito County via San Juan Grade Rd	12.12	City of Salinas Monterey County	<ul style="list-style-type: none"> <li>- San Juan Grade Road</li> <li>- Salinas Road</li> </ul>	<ul style="list-style-type: none"> <li>- Bolsa Knolls School?</li> <li>- San Juan Bautista</li> </ul>
Salinas – Castroville	8.91	City of Salinas Monterey County	<p><u>From Salinas:</u></p> <ul style="list-style-type: none"> <li>- East Market Street</li> <li>- West Market Street</li> </ul> <p><u>To Castroville:</u></p> <ul style="list-style-type: none"> <li>- Castroville Boulevard</li> <li>- Merritt Street</li> </ul>	<ul style="list-style-type: none"> <li>- Oldtown Salinas</li> <li>- Salinas Rail Station</li> <li>- Castroville</li> </ul>



## North County Routes

### Legend

Elkhorn Slough Loop

Pajaro - Salinas

Salinas Periphery Loop

Marina Salinas Multimodal Corridor

North Salinas - San Benito County

Castroville - Salinas

<b>Peninsula Routes</b>				
<b><u>Route</u></b>	<b><u>Miles</u></b>	<b><u>Underlying Jurisdictions</u></b>	<b><u>Street Network</u></b>	<b><u>Destinations &amp; Points of Interest</u></b>
Monterey Peninsula Loop	40.89	Monterey County City of Marina City of Seaside Sand City California State Parks City of Monterey Monterey Peninsula Regional Park District City of Pacific Grove Pebble Beach Company City of Carmel-by-the-Sea	<u>On the Peninsula Side (North to South):</u> <i>Castroville Area:</i> <ul style="list-style-type: none"> <li>- Castroville Bike Path (parallel to Highway 156)</li> <li>- Nashua Road</li> <li>- Monte Road</li> </ul> <i>Marina, Seaside, Sand City Area:</i> <ul style="list-style-type: none"> <li>- Monterey Bay Sanctuary Scenic Trail (parallel to Del Monte Boulevard)</li> </ul> <i>Monterey Area:</i> <ul style="list-style-type: none"> <li>- Monterey Bay Sanctuary Scenic Trail (parallel to Highway 1)</li> <li>- Monterey Bay Sanctuary Scenic Trail (City of Monterey portion)</li> </ul> <i>Pacific Grove Area:</i> <ul style="list-style-type: none"> <li>- Monterey Bay Sanctuary Scenic Trail (City of Pacific Grove portion)</li> <li>- Oceanview Boulevard</li> <li>- Sunset Drive</li> </ul> <i>Pebble Beach Area:</i> <ul style="list-style-type: none"> <li>- 17 Mile Drive</li> <li>- Spyglass Hill Road</li> </ul>	<u>On the Peninsula Side (North to South):</u> <ul style="list-style-type: none"> <li>- Castroville</li> <li>- Marina</li> <li>- Locke-Paddon Park</li> <li>- Marina Courthouse</li> <li>- Fort Ord Dunes State Park</li> <li>- Seaside High School</li> <li>- Sand City</li> <li>- Monterey State Beach</li> <li>- Del Monte Lake</li> <li>- Naval Post Graduate School</li> <li>- Fisherman's Wharf</li> <li>- Fisherman's Shoreline Park</li> <li>- San Carlos Beach Park</li> <li>- Presidio of Monterey</li> <li>- Cannery Row</li> <li>- Monterey Bay Aquarium</li> <li>- Lover's Point Park</li> <li>- Asilomar State</li> </ul>

			<ul style="list-style-type: none"> <li>- 17 Mile Drive</li> </ul> <p><i>Carmel Area:</i></p> <ul style="list-style-type: none"> <li>- Carmel Way</li> <li>- North San Antonio Avenue</li> <li>- Ocean Avenue</li> <li>- Scenic Drive</li> <li>- Carmelo Street</li> <li>- Dolores Street</li> <li>- Lasuen Drive</li> <li>- Rio Road</li> </ul> <p><u>On the Inland Side (North to South):</u></p> <p><i>Marina, Seaside, Sand City Area:</i></p> <ul style="list-style-type: none"> <li>- California Avenue</li> <li>- Imjin Parkway</li> <li>- 2<sup>nd</sup> Avenue</li> <li>- Inter-Garrison Road</li> <li>- 7<sup>th</sup> Avenue</li> <li>- General Jim Moore Boulevard</li> <li>- Broadway Avenue</li> <li>- Noche Buena Street</li> <li>- Playa Avenue</li> <li>- Metz Road</li> <li>- Tioga Avenue</li> </ul> <p><i>Del Rey Oaks, Seaside, Monterey Area:</i></p> <ul style="list-style-type: none"> <li>- General Jim Moore Boulevard</li> <li>- Canyon del Rey Boulevard</li> </ul>	<p>Beach</p> <ul style="list-style-type: none"> <li>- Pebble Beach</li> <li>- 17 Mile Drive</li> <li>- Carmel Beach</li> <li>- Carmel Mission</li> <li>- Mission Trail Park</li> <li>- Carmel River State Beach</li> <li>- Carmel Valley Shopping Center</li> </ul> <p><u>On the Inland Side (North to South):</u></p> <ul style="list-style-type: none"> <li>- Marina Equestrian Center</li> <li>- Marina Shopping</li> <li>- California State University, Monterey Bay</li> <li>- Fort Ord National Monument</li> <li>- Seaside Broadway Shopping</li> <li>- Frog Pond</li> <li>- Del Rey Oaks City Hall</li> <li>- Laguna Grande Regional Park</li> <li>- Monterey County Fairgrounds</li> <li>- Monterey Regional Airport</li> </ul>
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			<ul style="list-style-type: none"> <li>- North Fremont Street</li> <li>- Casa Verde Way</li> <li>- Fairgrounds Road</li> <li>- Mark Thomas Drive</li> <li>- Aguajito Road</li> <li>- Fremont Street</li> <li>- Abrego Street</li> <li>- Pearl Street</li> <li>- Van Buren Street</li> <li>- Scott Street</li> <li>- Pacific Street</li> <li>- Artillery Street</li> <li>- Corporal Ewing Road</li> <li>- Pvt Bolio Road</li> <li>- Hawthorne Street</li> <li>- Laine Street</li> </ul> <p><i>Pacific Grove Area:</i></p> <ul style="list-style-type: none"> <li>- David Avenue</li> <li>- Spencer Street</li> <li>- Pine Avenue</li> </ul> <p><i>Pebble Beach Area:</i></p> <ul style="list-style-type: none"> <li>- 17 Mile Drive</li> </ul> <p><i>Carmel Area:</i></p> <ul style="list-style-type: none"> <li>- Carmelo Street</li> <li>- 15<sup>th</sup> Avenue</li> <li>- Dolores Street</li> </ul>	<ul style="list-style-type: none"> <li>- Santa Catalina School</li> <li>- Monterey Peninsula College</li> <li>- Presidio of Monterey</li> <li>- New Monterey</li> <li>- Pacific Grove</li> <li>- George Washington Park</li> <li>- Pebble Beach</li> </ul>
Carmel – Monterey	5.11	City of Carmel-by-the-Sea Monterey County Caltrans City of Monterey	<p><i>Carmel Area:</i></p> <ul style="list-style-type: none"> <li>- Rio Road</li> <li>- 13<sup>th</sup> Avenue</li> <li>- San Carlos Street</li> <li>- Camino Del Monte</li> </ul>	<p><i>Carmel Area:</i></p> <ul style="list-style-type: none"> <li>- Carmel Mission</li> <li>- Ocean Avenue Shopping</li> </ul>

			<ul style="list-style-type: none"> <li>- Serra Avenue</li> <li>- Carpenter Street</li> <li>- Carpenter Street</li> <li>- Highway 1</li> <li>- Highway 68</li> <li>- Highway 1 Bike Path</li> </ul> <p><i>Monterey Area:</i></p> <ul style="list-style-type: none"> <li>- Viejo Road</li> <li>- Soledad Drive</li> <li>- Munras Avenue</li> <li>- Abrego Street</li> <li>- Washington Street</li> </ul>	<p><i>Monterey Area:</i></p> <ul style="list-style-type: none"> <li>- Del Monte Shopping</li> <li>- Monterey Sports Center</li> </ul>
Fort Ord Loop	23.44	City of Del Rey Oaks Monterey County Bureau of Land Management Fort Ord Reuse Authority California State University, Monterey Bay	<p><u>From Northwest to Southwest:</u></p> <ul style="list-style-type: none"> <li>- Gigling Road</li> <li>- Hennekens Ranch Road</li> <li>- Eucalyptus Road</li> <li>- Barloy Canyon Road</li> <li>- South Boundary Road</li> </ul>	<ul style="list-style-type: none"> <li>- California State University Monterey Bay</li> <li>- Fort Ord National Monument</li> <li>- Laguna Seca Raceway</li> <li>- York School</li> <li>- Ryan Ranch</li> <li>- Del Rey Oaks</li> </ul>
Fort Ord Inner Loop	11.63	Caltrans Monterey County California State University, Monterey Bay	<p><u>From Salinas to Del Rey Oaks:</u></p> <ul style="list-style-type: none"> <li>- Highway 68</li> </ul> <p><u>From California State University, Monterey Bay to Highway 68:</u></p> <ul style="list-style-type: none"> <li>- Inter-Garrison Road</li> <li>- Reservation Road</li> </ul>	<p><u>From Salinas to Del Rey Oaks:</u></p> <ul style="list-style-type: none"> <li>- South Salinas</li> <li>- Toro County Park</li> <li>- San Benancio</li> <li>- Corral de Tierra</li> <li>- Fort Ord National</li> </ul>

				<p>Monument</p> <ul style="list-style-type: none"> <li>- Laguna Seca</li> <li>- Ryan Ranch</li> </ul> <p><u>From California State University, Monterey Bay to Highway 68:</u></p> <ul style="list-style-type: none"> <li>- California State University, Monterey Bay</li> <li>- East Garrison</li> <li>- Fort Ord National Monument</li> </ul>
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## Peninsula Routes

### Legend

Monterey Peninsula Loop

Carmel - Monterey

Fort Ord Loop

Fort Ord Inner Loop



<b>South County Routes</b>				
<b><u>Route</u></b>	<b><u>Miles</u></b>	<b><u>Underlying Jurisdictions</u></b>	<b><u>Street Network</u></b>	<b><u>Destinations &amp; Points of Interest</u></b>
Marina – Greenfield via Reservation Road and River Road	49.31	City of Marina Monterey County Caltrans City of Gonzales City of Greenfield	<b><u>From North to South:</u></b>  <i>Marina/South Salinas Area:</i> <ul style="list-style-type: none"> <li>- Reservation Road</li> <li>- River Road</li> </ul> <i>Chualar Area:</i> <ul style="list-style-type: none"> <li>- Chualar River Road</li> <li>- River Road</li> </ul> <i>Gonzales Area:</i> <ul style="list-style-type: none"> <li>- Gonzales River Road</li> <li>- River Road</li> </ul> <i>Soledad/Greenfield Area:</i> <ul style="list-style-type: none"> <li>- Fort Romie Road</li> <li>- Arroyo Seco Road</li> <li>- Thorne Road</li> <li>- El Camino Real</li> <li>- Elm Avenue</li> </ul>	<b><u>From North to South:</u></b> <ul style="list-style-type: none"> <li>- Marina Library</li> <li>- Marina Shopping</li> <li>- UC MBEST</li> <li>- East Garrison</li> <li>- Chualar</li> <li>- Gonzales</li> <li>- Soledad Mission</li> <li>- Downtown Greenfield</li> </ul>
Salinas – King City/San Ardo	65.31	City of Salinas Monterey County City of Gonzales City of Soledad King City	<b><u>From North to South:</u></b>  <i>Salinas Area:</i> <ul style="list-style-type: none"> <li>- Natividad Road</li> <li>- Old Stage Road</li> <li>- Alisal Road</li> <li>- Old Stage Road</li> </ul>	<b><u>From North to South:</u></b>  <i>Salinas Area:</i> <ul style="list-style-type: none"> <li>- Natividad Hospital</li> <li>- Rancho Cielo</li> <li>- Hartnell College</li> <li>- Alisal Campus</li> <li>- Old Stage Road</li> </ul>

			<p><i>Chualar/Gonzales Area:</i></p> <ul style="list-style-type: none"> <li>- Chualar River Road</li> <li>- Payson Street</li> <li>- Grant Street</li> <li>- Chualar Road</li> <li>- Foletta Road</li> <li>- Alta Street (Old US Highway 101)</li> <li>- Tavernetti Road</li> <li>- Gonzales River Road</li> </ul> <p><i>Soledad Area*:</i></p> <ul style="list-style-type: none"> <li>- Pending Soledad frontage roads</li> <li>- Front Street</li> <li>- Monterey Street</li> <li>- East Street</li> <li>- Metz Road</li> <li>- Metz-Soledad Road</li> </ul> <p><i>King City Area:</i></p> <ul style="list-style-type: none"> <li>- Metz-King City Road</li> <li>- 1<sup>st</sup> Street</li> <li>- Mesa Verde Road</li> <li>- Wildhorse Road</li> <li>- Cattleman Road</li> </ul>	<p><i>South County:</i></p> <ul style="list-style-type: none"> <li>- Chualar</li> <li>- Gonzales</li> <li>- Downtown Gonzales</li> <li>- Gonzales City Hall</li> <li>- Soledad</li> <li>- Downtown Soledad</li> <li>- Soledad City Hall</li> <li>- YMCA</li> <li>- King City</li> <li>- Downtown King City</li> <li>- San Lucas</li> <li>- San Ardo</li> </ul>
Carmel Valley – Greenfield	55.52	Monterey County	<p><u>North to South:</u></p> <ul style="list-style-type: none"> <li>- Bike path parallel to Highway 1 between Rio Road &amp; Carmel Valley Road</li> <li>- West Carmel Valley Road</li> </ul>	<p><i>Carmel Area:</i></p> <ul style="list-style-type: none"> <li>- Carmel Mission</li> <li>- Carmel Valley Shopping</li> <li>- Garland Ranch Regional Park</li> </ul>

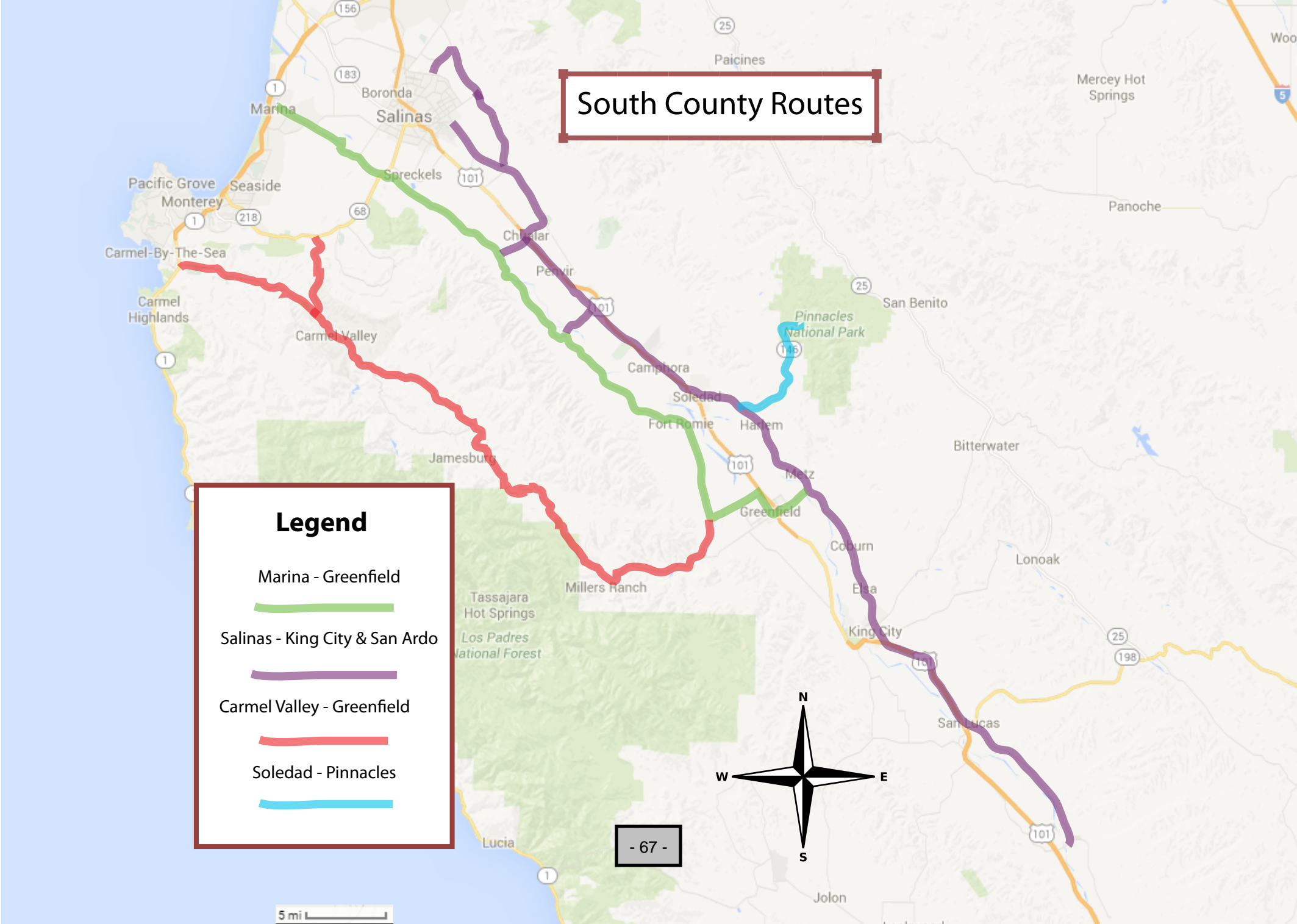
			<ul style="list-style-type: none"> <li>- Laureles Grade Road (connection to Highway 68)</li> <li>- East Carmel Valley Road</li> <li>- Arroyo Seco Road</li> </ul>	<ul style="list-style-type: none"> <li>- Carmel Valley</li> <li>- Los Padres National Forest</li> <li>- Greenfield</li> </ul>
Soledad – Pinnacles	9.31	City of Soledad Caltrans	<u>West to East:</u> <ul style="list-style-type: none"> <li>- Metz Road</li> <li>- Shirtail Canyon Road</li> </ul>	<ul style="list-style-type: none"> <li>- Soledad</li> <li>- Pinnacles National Park</li> </ul>

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# South County Routes

## Legend

- Marina - Greenfield
- Salinas - King City & San Ardo
- Carmel Valley - Greenfield
- Soledad - Pinnacles



## **Appendix B – Draft Conceptual Designs**



# WAYFINDING CONCEPT DESIGN

This package presents concept designs for bicycle and pedestrian wayfinding signs and bike map. The concepts build upon the guidance provided by Transit Agency of Monterey County (TAMC) Wayfinding Plan Advisory Committee and TAMC staff.

## COMMON ELEMENTS FOR SIGN CONCEPTS:

- Based on the preferred “Mountains to Sea” color palette
- Provide guidance for implementing a cohesive County-wide sign system while providing flexibility for local jurisdictions to choose wayfinding elements that fit within the local community context.
- Provide opportunities to incorporate City names and logos on sign elements
- Provide for 2” minimum font height for destination names on signs to be read when bicyclists are in motion.

## SIGN CONCEPT OVERVIEW:

Elements within each concept can be combined to form a preferred option.

### 1- EXPLORE MONTEREY COUNTY - MODERN CONTEMPORARY

- “Explore Monterey County” by walking and biking logo developed as a unifying theme. Directional signs compare to options 2 and 3 on the CAMUTCD spectrum.

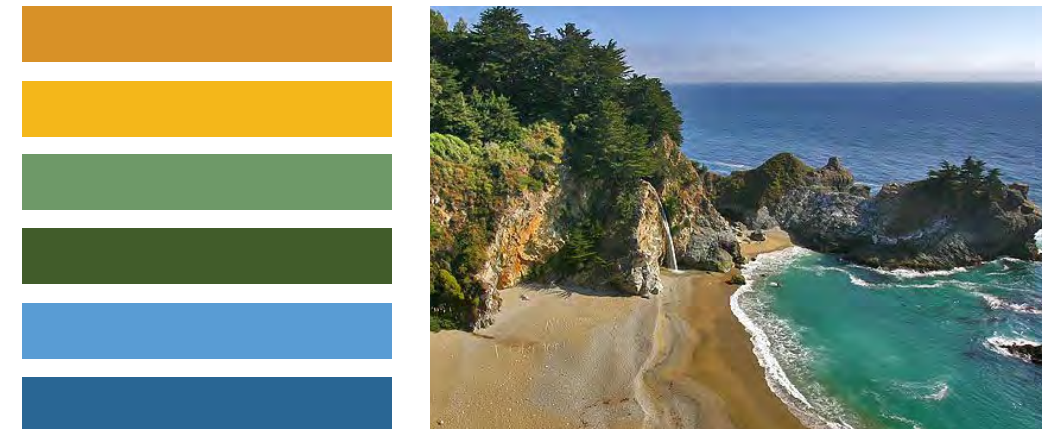
### 2- EXPLORE MONTEREY COUNTY - GROUNDED CONTEMPORARY

- A compass rose icon used as a unifying theme. Unique colors identify County identified bike routes. Directional signs compare to options 2 and 3 on the CAMUTCD spectrum.

### 3- MONTEREY COUNTY REGIONAL ICONS

- Features four icons representing the coast, the mountains, vineyards and agricultural lands. Directional sign options compare to option 1 on the CAMUTCD spectrum (FHWA approved). Sign toppers highlight County and local branding.

## MOUNTAINS TO SEA COLOR PALETTES

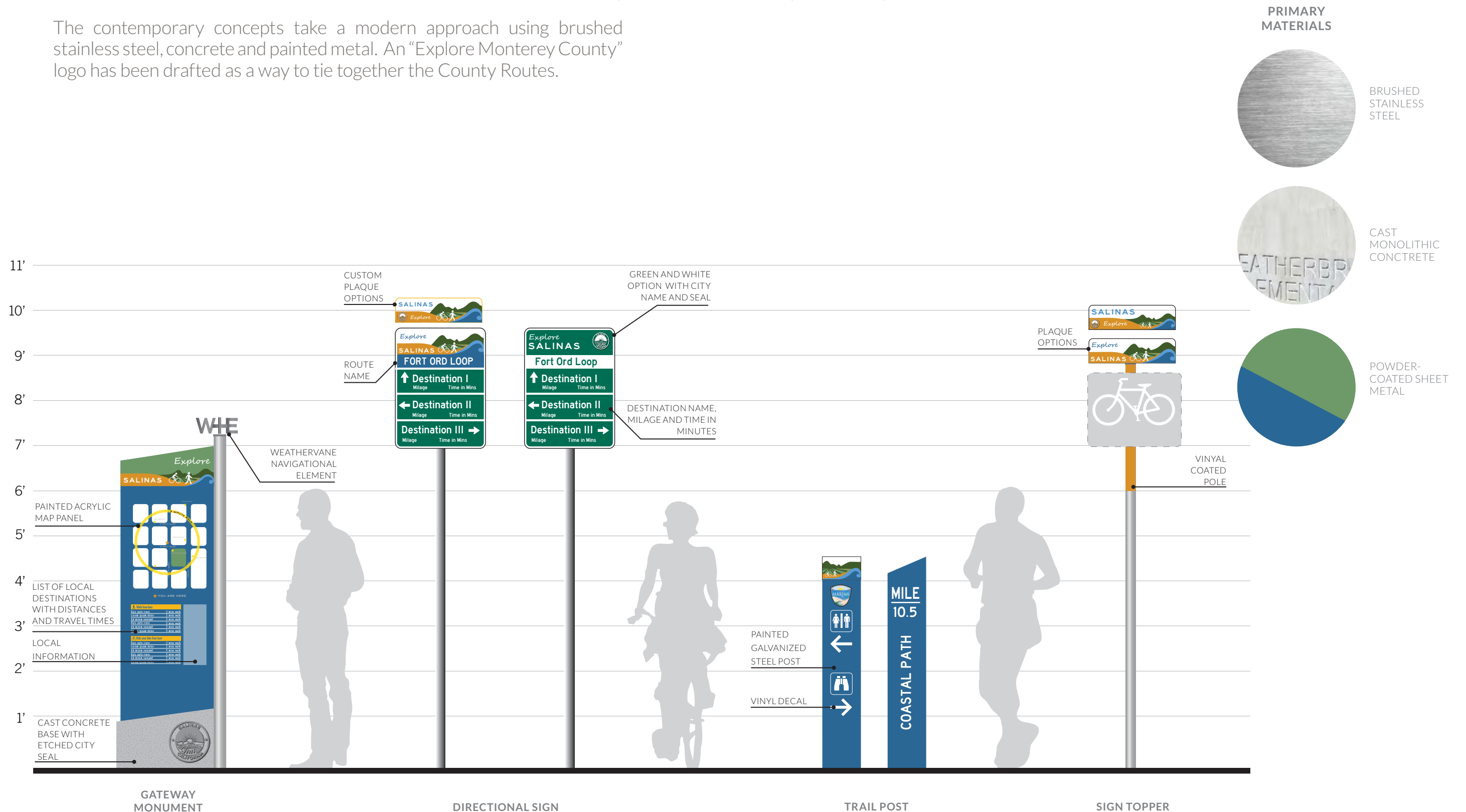




# 1 EXPLORE MONTEREY COUNTY - MODERN CONTEMPORARY

MONTEREY COUNTY BIKE & PEDESTRIAN WAYFINDING SIGN DESIGN | CONCEPT DESIGN | 07.31.15 | ALTA PLANNING + DESIGN

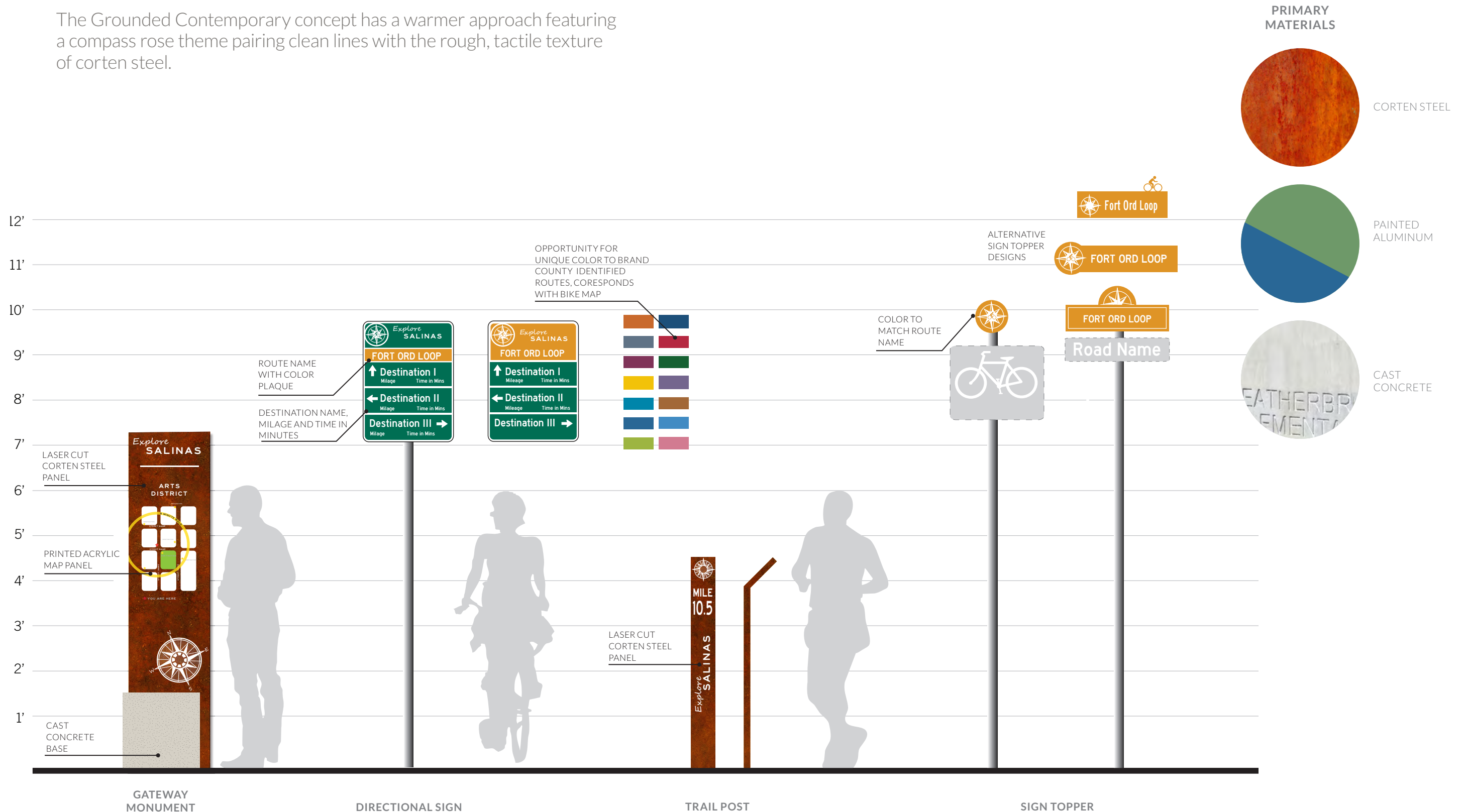
The contemporary concepts take a modern approach using brushed stainless steel, concrete and painted metal. An “Explore Monterey County” logo has been drafted as a way to tie together the County Routes.



## 2 EXPLORE MONTEREY COUNTY - GROUNDED CONTEMPORARY

MONTEREY COUNTY BIKE & PEDESTRIAN WAYFINDING SIGN DESIGN | CONCEPT DESIGN | 07.31.15 | ALTA PLANNING + DESIGN

The Grounded Contemporary concept has a warmer approach featuring a compass rose theme pairing clean lines with the rough, tactile texture of corten steel.



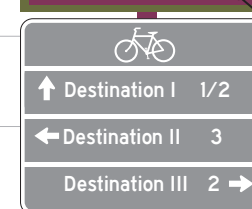
# 3 MONTEREY COUNTY REGIONAL ICONS

MONTEREY COUNTY BIKE & PEDESTRIAN WAYFINDING SIGN DESIGN | CONCEPT DESIGN | 07.31.15 | ALTA PLANNING + DESIGN

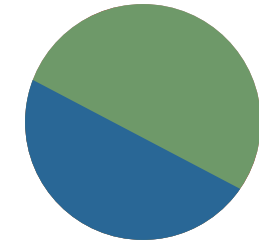


The Regional Icon concept features iconic elements representing the main regions of Monterey County; the coast, the mountains, vineyards, and agricultural lands.

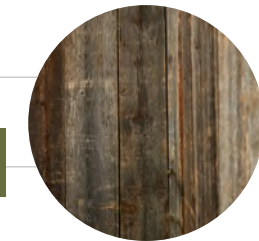
EXAMPLE ICONS FOR COASTAL, AGRICULTURE AND MOUNTAINOUS AREAS



PRIMARY MATERIALS



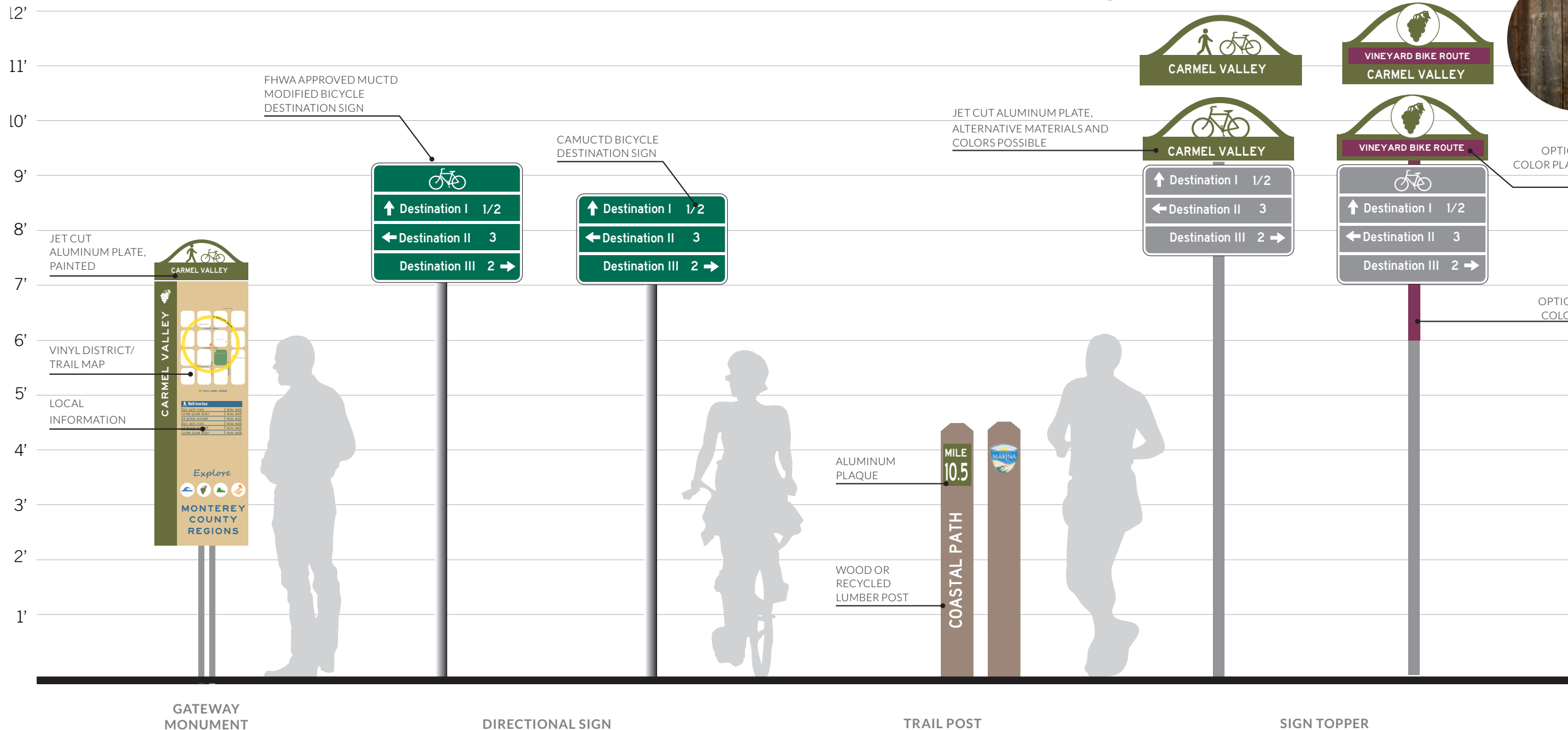
PAINTED METAL, TBD



WOOD OR RECYCLED LUMBER

OPTION FOR UNIQUE COLOR PLAQUE TO MATCH BIKE ROUTE

OPTION FOR UNIQUE COLOR VINYL DECAL



DRAFT

**Appendix C – Final Wayfinding Sign Designs and Placement Scenarios**





# Monterey County

## BIKE & PEDESTRIAN WAYFINDING SIGN DESIGN

MARCH 2016

# WAYFINDING CONCEPT DESIGN

This package presents preferred concept designs for regional bicycle and pedestrian wayfinding signs. Through a public engagement process led by the Transportation Agency of Monterey County (TAMC) and a series of work sessions with the TAMC Wayfinding Plan Advisory Committee a final design was developed that is a reflection of the County's community assets. Standards, unique branding, visibility, and cost were considered when developing and finalizing the sign family. This suite of options is both durable and flexible. It uses materials that resist the natural elements and deter vandalism. In addition, this design considers modular components that may be fabricated and maintained by City facilities staff.

The "Explore Monterey County" theme draws upon the environment that makes Monterey County unique; the mountains, agriculture, vineyards, and the sea. A mountains to sea color palette was selected to highlight these assets. The signage family provides guidance for implementing a cohesive county-wide sign system while providing flexibility for local jurisdictions to choose wayfinding elements that fit within the local community context. The family also provides opportunities to incorporate City names and logos on sign elements.



## FONTS

### Direction Sign Typography

**ABCDEFGHIJKLMNOPQRSTUVWXYZ**  
**abcdefghijklmnopqrstuvwxyz**  
**1234567890**

HIGHWAY GOTHIC

### Kiosk Typography

**ABCDEFGHIJKLMNOPQRSTUVWXYZ**  
**abcdefghijklmnopqrstuvwxyz**  
**1234567890**






HIGHWAY GOTHIC EXPANDED

### Kiosk Destination Distance Typography

**ABCDEFGHIJKLMNOPQRSTUVWXYZ**  
**abcdefghijklmnopqrstuvwxyz**  
**1234567890**

UNIVERS LT STD 59 ULTRA CONDENSED

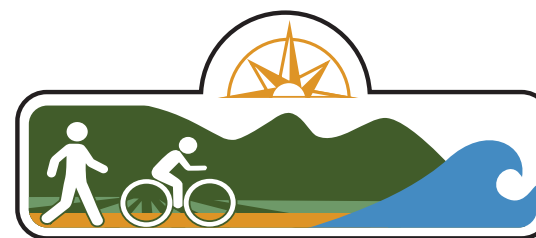
## COLORS

	C=11 M=46 Y=99 K=1
	C=61 M=24 Y=72 K=4
	C=72 M=42 Y=100 K=35
	C=63 M=27 Y=0 K=0
	C=88 M=59 Y=22 K=4

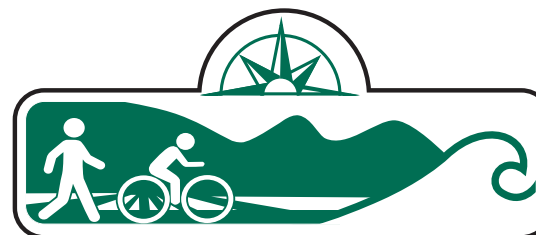
Sign faces to be retroflective for low light and nighttime visibility.

## ARTWORK

### Sign Topper Design



COLOR



GREEN/WHITE

### Kiosk Topper Design



KIOSK OPTION 1



KIOSK OPTION 2

### Compass Design



COLOR



GREEN/WHITE



LASER CUT

Font: Segoe Script

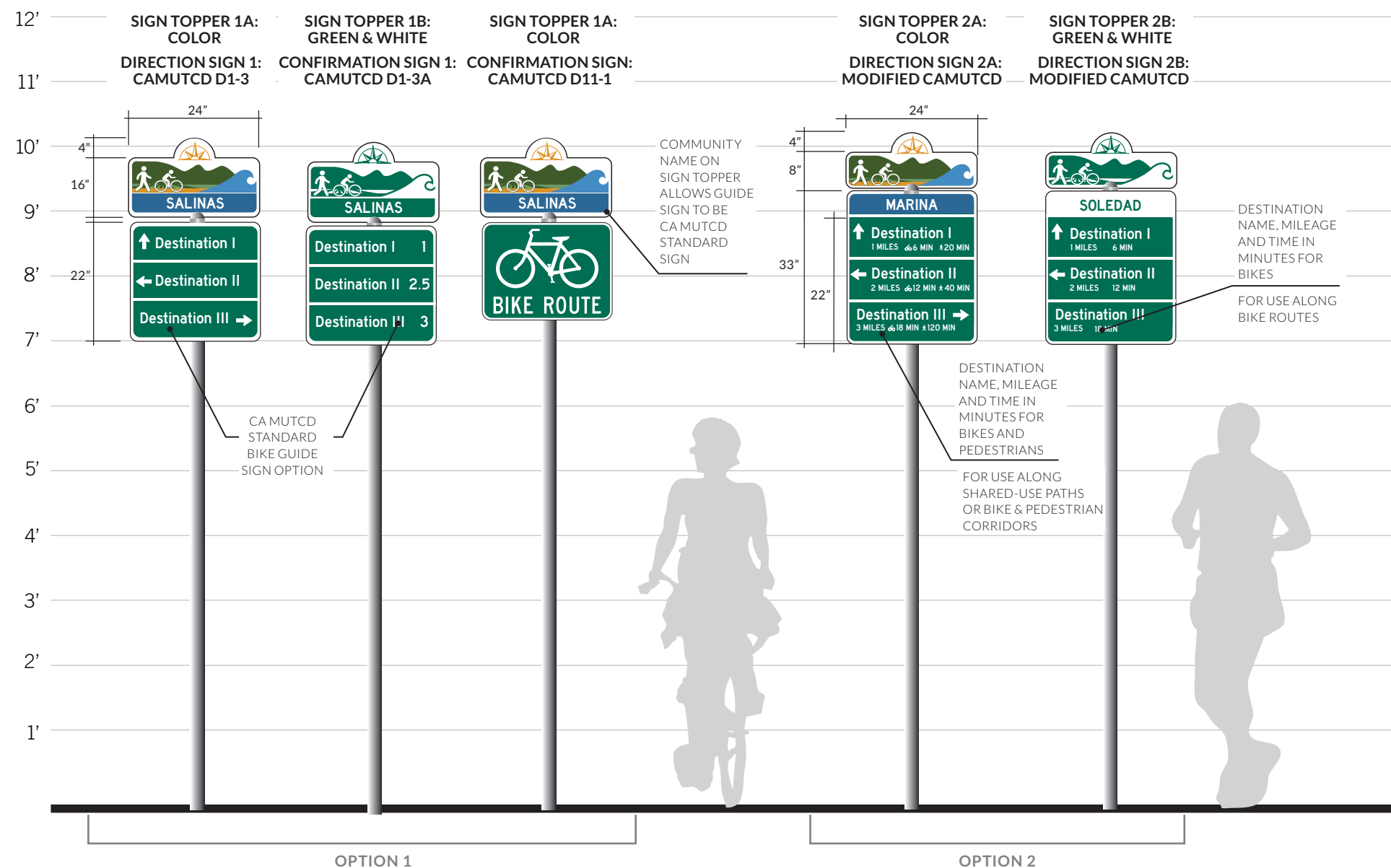


## 2 WAYFINDING SIGNS



## Direction Signs and Confirmation Signs

The concepts below provide modular components to provide flexibility for the various jurisdictions in the County while maintaining consistency along County routes. Two sign topper designs have options for a full color or a green and white topper. Direction and confirmation sign “1” uses CAMUTCD standard bike guide sign plaques. Direction signs “2A” and “2B” use a modified CAMUTCD guide sign where city name, distance, and travel time to destinations is provided.



### Description

Destination signs inform people riding bikes or walking of the designated regional route to access key destinations. The signs mark the junction of two or more regional bikeways or pedestrian routes. Each sign has space for a maximum of three destinations. Travel times for bicycles and pedestrians are optional but recommended.

Confirmation signs indicate to people walking and riding bikes that they are on a designated County Route.

## Placement

Direction signs are to be placed on the near-side of intersections in advance of a junction with another bicycle or pedestrian route. They can also be placed along a route to indicate a nearby destination.

Sign toppers can be placed along a route to provide supporting confirmation to users that they are on a County route.

Confirmation sign 1 (D1-3) can be used in conjunction with Direction sign 1 (D1-3A).

### Sign Details

- All signs are 2' wide with bottom of sign 7' from the ground.
- Destination text to be 2" minimum height and distance letter height to be 1.25" minimum height.
- All lettering and symbols to be retroreflective.
- Aluminum sign panel, 1/4" corner radius, typical.
- Front of sign to be screened, all exposed surfaces to be painted.
- A casual pace travel time of 6 minutes per mile (10 mph) should be used for bicyclist time estimates and 20 minutes per mile (3 mph) for pedestrian time estimates.

2 WAYFINDING SIGNS

Pedestrian Kiosk

Two kiosk options showcase the look of corten steel (or faux corten steel finish) and painted aluminum. Jurisdictions can select the preferred material based on the proposed location of the kiosk.

**Description**

Pedestrian Kiosks are freestanding two-sided information displays that orient users to Monterey County’s regional bicycle and pedestrian routes. Kiosks provide regional and local maps, destinations, rules of use, and safety information. A detailed map should show the local district or trail, indicating “you are here”, highlight major/minor access points, landmarks, restrooms and other trail and on-street bikeway networks.

The kiosk could provide additional information on local destinations within a 5 minute ride or 10 minute walk from the current location. The kiosk is also an opportunity to illustrate ecological, historical or cultural interpretive information of the local area.

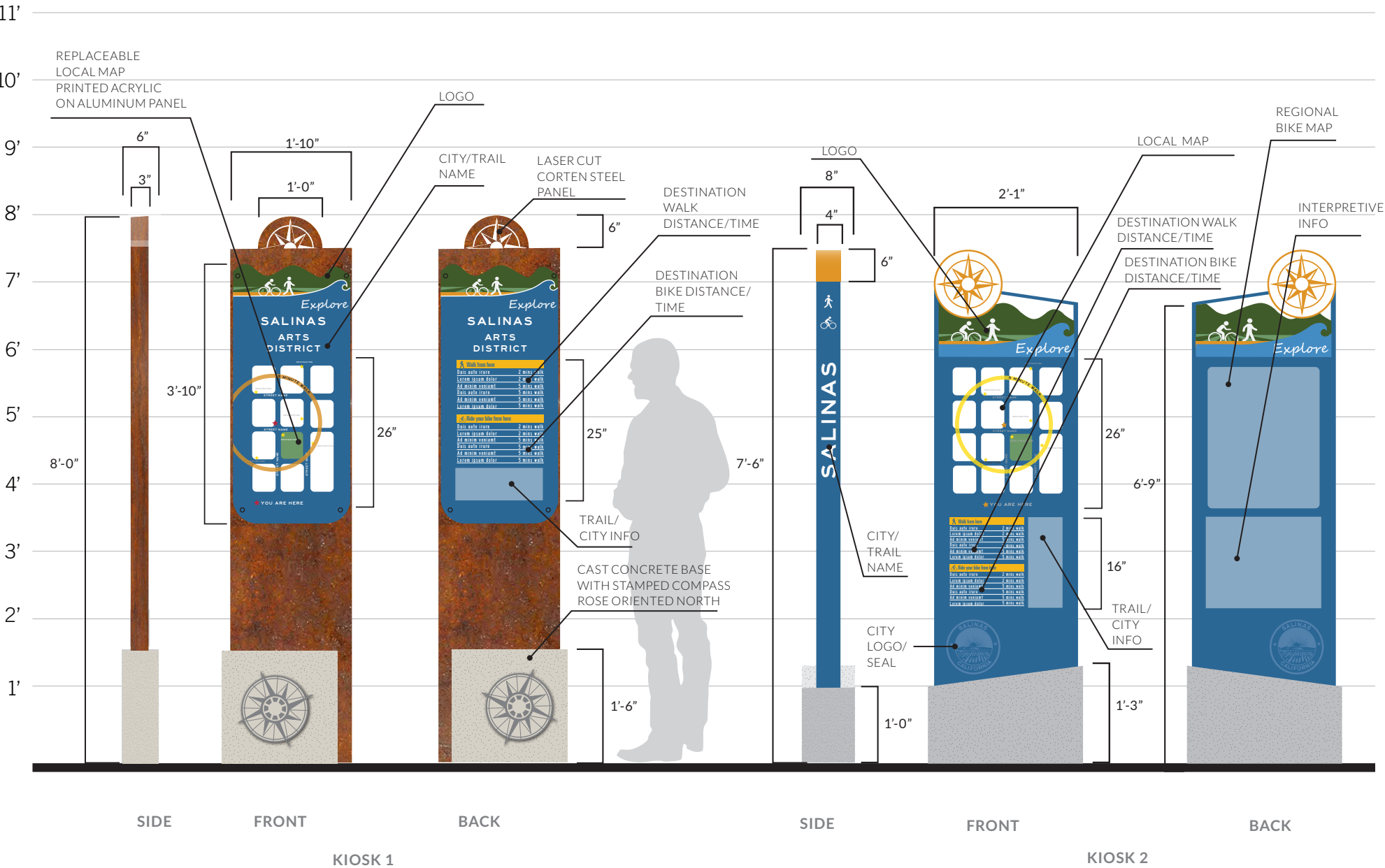
**Placement**

Kiosks can be located at trailheads, trail access points and selected public gathering spaces. The Kiosk should be setback from the path a minimum of 3 feet to provide space for people to read and consider the information without blocking the trail. A minimum of 3 feet should also be provided for each side of the mapboard per accessibility guidelines.

**Sign Details**

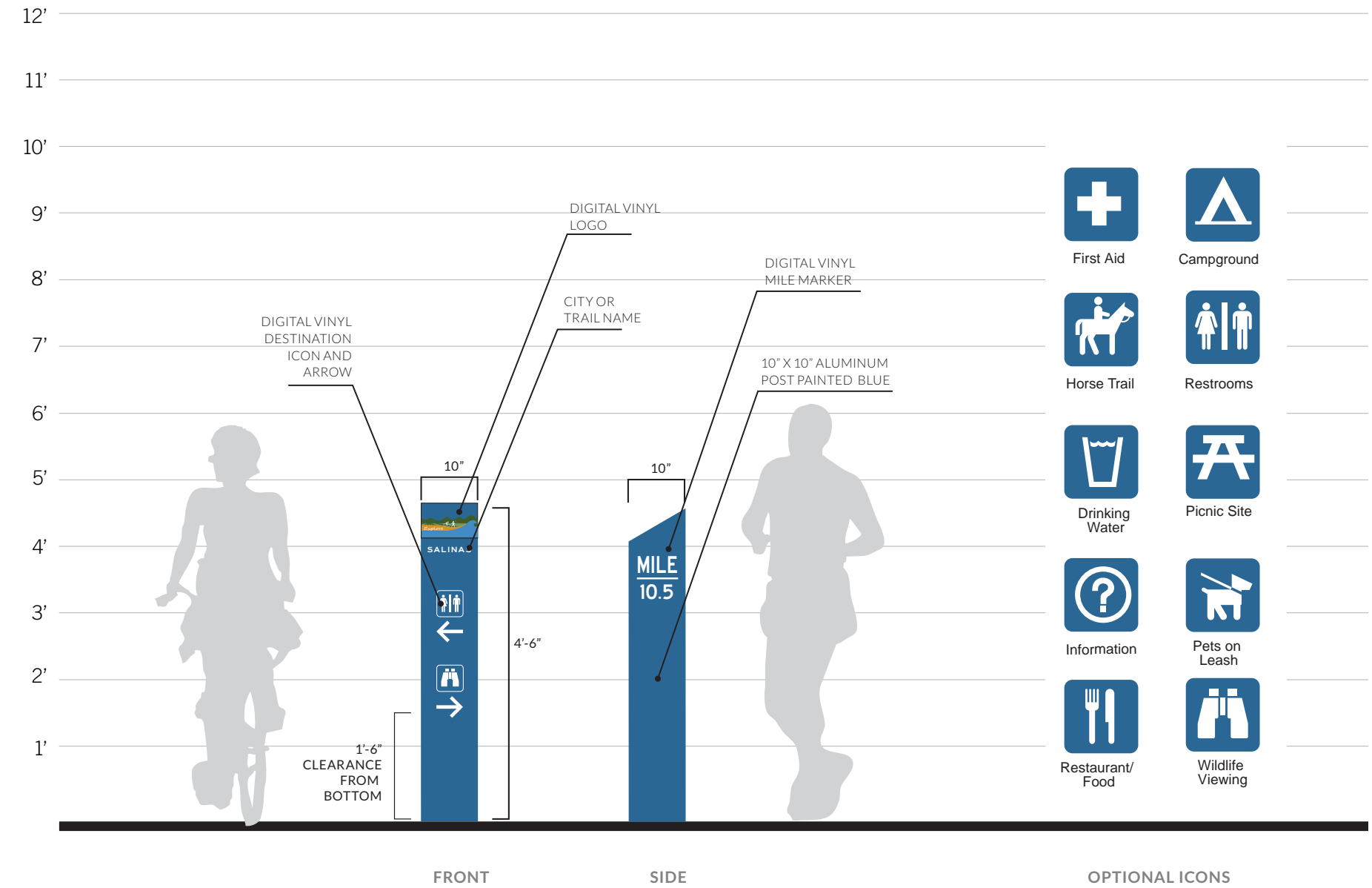
Design material options available for the Kiosks detailed below:

	Corten Steel	Faux Corten Steel Finish	Painted Aluminum
PROS	<ul style="list-style-type: none"><li>• Strong, durable material.</li><li>• Capable of conveying a warm, natural feel as well as longevity and permanence</li><li>• Unique custom shapes possible</li><li>• Low maintenance</li></ul>	<ul style="list-style-type: none"><li>• Strong, durable material</li><li>• Lightweight</li><li>• Less expensive than corten</li></ul>	<ul style="list-style-type: none"><li>• Strong, durable material</li><li>• Lightweight</li><li>• Less expensive than corten</li><li>• Low maintenance</li></ul>
CONS	<ul style="list-style-type: none"><li>• Unpredictable weathering process</li><li>• Rust may run and stain adjacent surfaces</li><li>• Visibility of cut-out style can be compromised depending on the background environment</li><li>• Highest cost</li></ul>	<ul style="list-style-type: none"><li>• Quality of faux finish may not compare to Corten</li></ul>	<ul style="list-style-type: none"><li>• Lacks warm, natural feel</li></ul>



2 WAYFINDING SIGNS

Pedestrian Directional Post



Description
<p>Pedestrian directional posts provide en route reassurance of trail identity and inform users they are on the designated regional route. They display the “Explore Monterey County” brand and trail name. The pedestrian directional posts also provide space for supplemental directional arrows to help users stay on the identified regional route.</p> <p>Pedestrian directional posts can also serve as mile markers. Mile markers are a small feature with large significance and are an important element of wayfinding along pathways. They allow users to track how far they have traveled and help people put their location in context by matching the marker to a map. Most trail users identify strongly with distance from home, distance from their favorite place, or simply with knowing a certain location based on its relationship to a mile point.</p> <p>Knowing one’s location on a trail is critical to assisting emergency responders trying to locate a person in distress. Mile markers could also be provided as a pavement marking.</p>
Placement
<p>Place pedestrian directional posts at minor pathway access points, intersections with other trails or when a direction sign is not used and at locations where the route is not explicit. Mile markers should be located at half to two mile intervals along the corridor.</p>
Sign Details
<ul style="list-style-type: none"><li>Painted Aluminum with digital vinyl icons and lettering</li></ul>

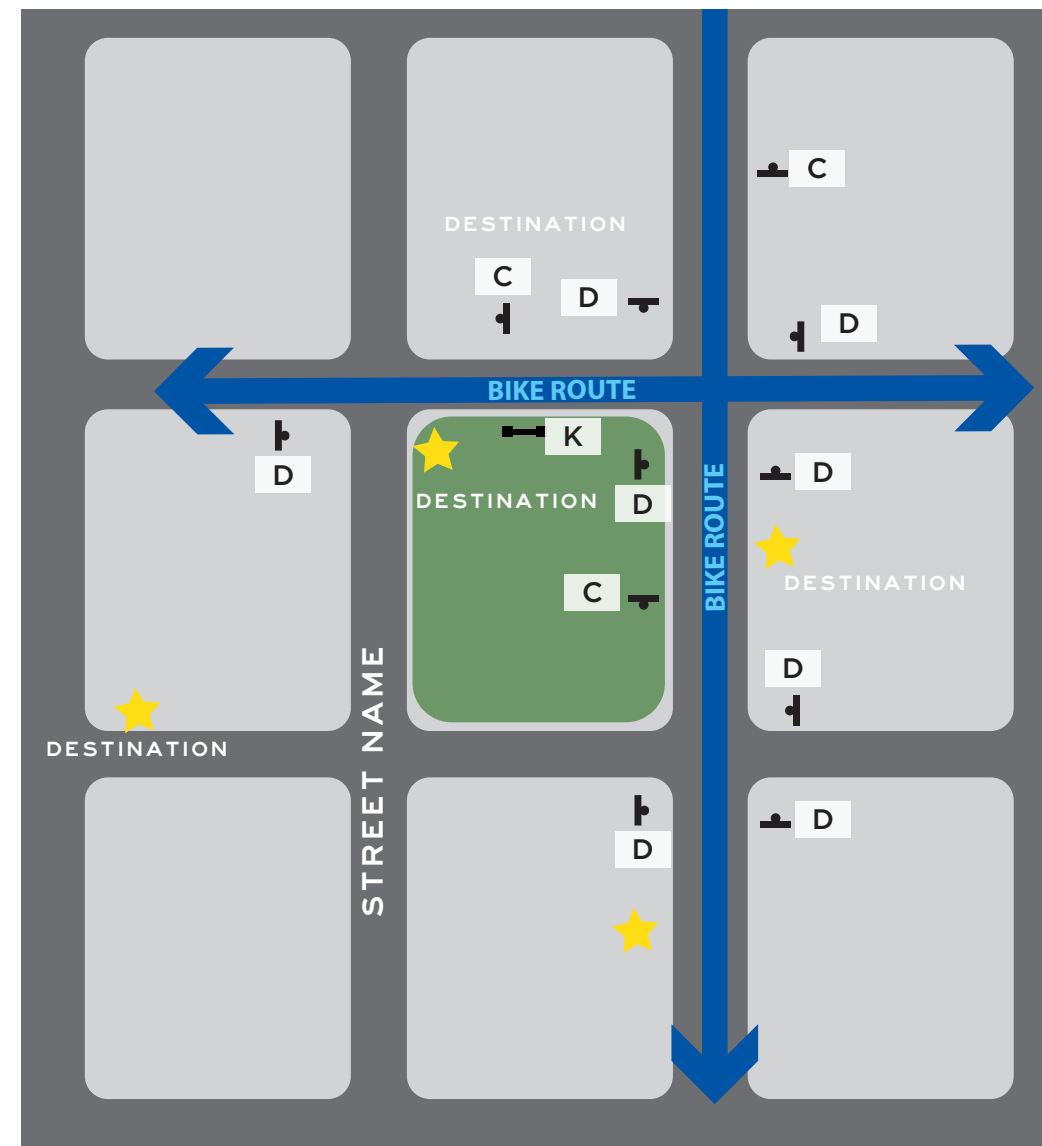
## Sign Placement

The Monterey County wayfinding elements should be located in a consistent manner across all jurisdictions. The following diagrams represent typical sign placement scenarios seen throughout Monterey County.

- Downtown Pedestrian / Bike Route Intersection
- On-Street Bike Route
- On-Street Shared-Use Path Connection
- Shared-Use Path Intersection

Per both the CA MUTCD and the California Highway Design Manual, the nearest edge of any sign should be a minimum of two feet from the edge of the shared-use path, 3 feet preferred. The lowest sign edge shall be seven feet. Follow local agency design standards for on-street signs.

## Downtown Pedestrian/Bike Route Intersection



### K- Kiosk

In downtown pedestrian areas, kiosks should be placed in selected public gathering spaces along regional routes. It is an opportunity to display the Monterey County map and interpretive information.

### D- Direction Signs

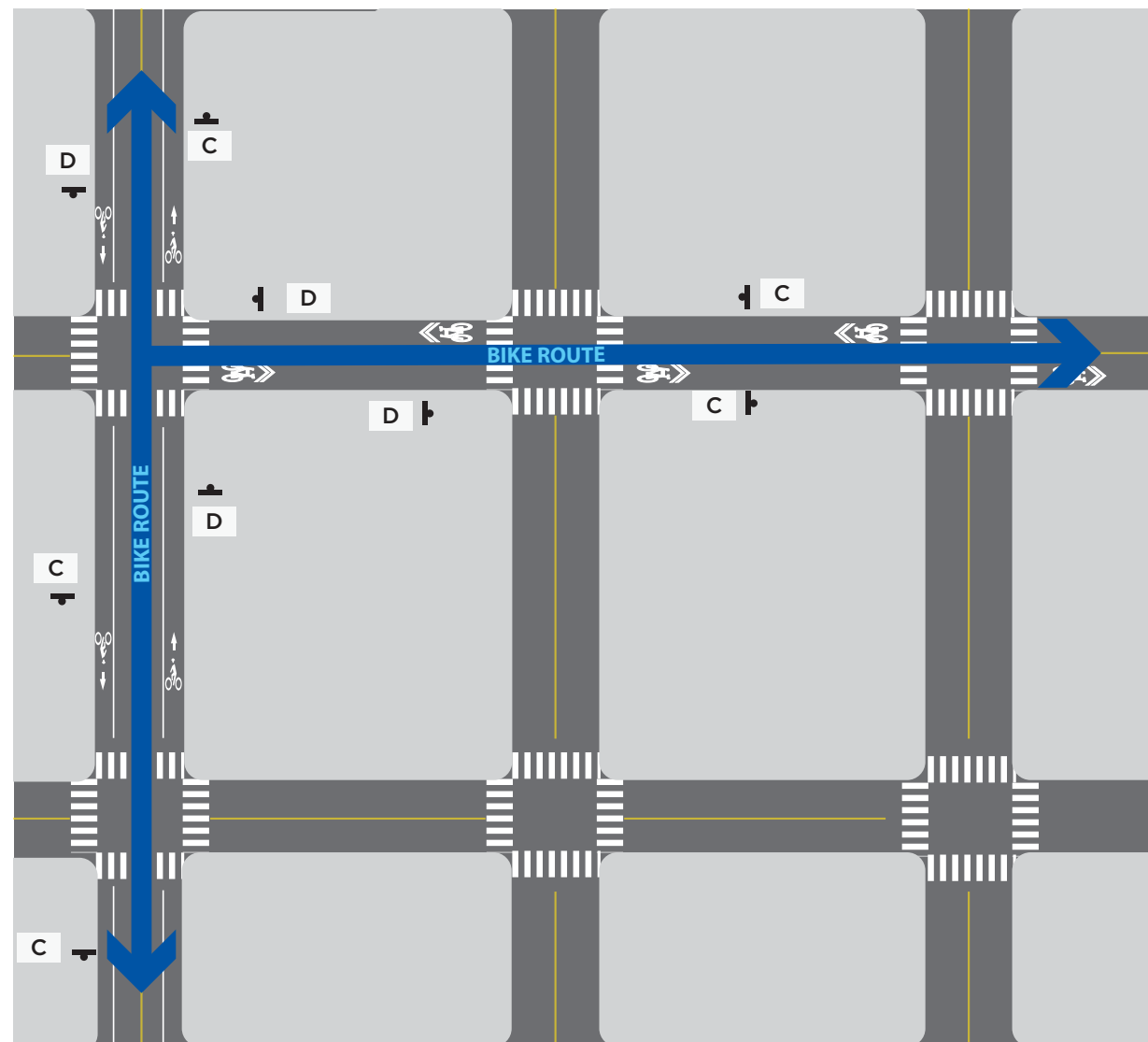
Direction signs should be placed advance of turns to local destinations and services.

### C- Confirmation Signs

Confirmation signs indicate to bicyclists that they are on a designated bikeway. They can be placed every 2 to 3 blocks along regional bike routes. They should be placed soon after turns to confirm the intended direction was taken. The "Explore Monterey County" sign topper can be used as a confirmation sign. Confirmation sign 1 (D1-3a) can be used in conjunction with direction sign 1 (D1-3).

# 3 SIGN PLACEMENT

## On-Street Bike Route



### D- Direction Signs

Direction signs should be placed in advance of turns to local destinations and services.

### C- Confirmation Signs

Confirmation signs indicate to bicyclists that they are on a designated bikeway. They can be placed every 2 to 3 blocks along regional bike routes. They should be placed soon after turns to

The typical pattern for on-street wayfinding signs includes a direction sign prior to the intersection of route options, followed by an optional confirmation sign. The table below provides design and placement standards for the on-street bikeway sign types.

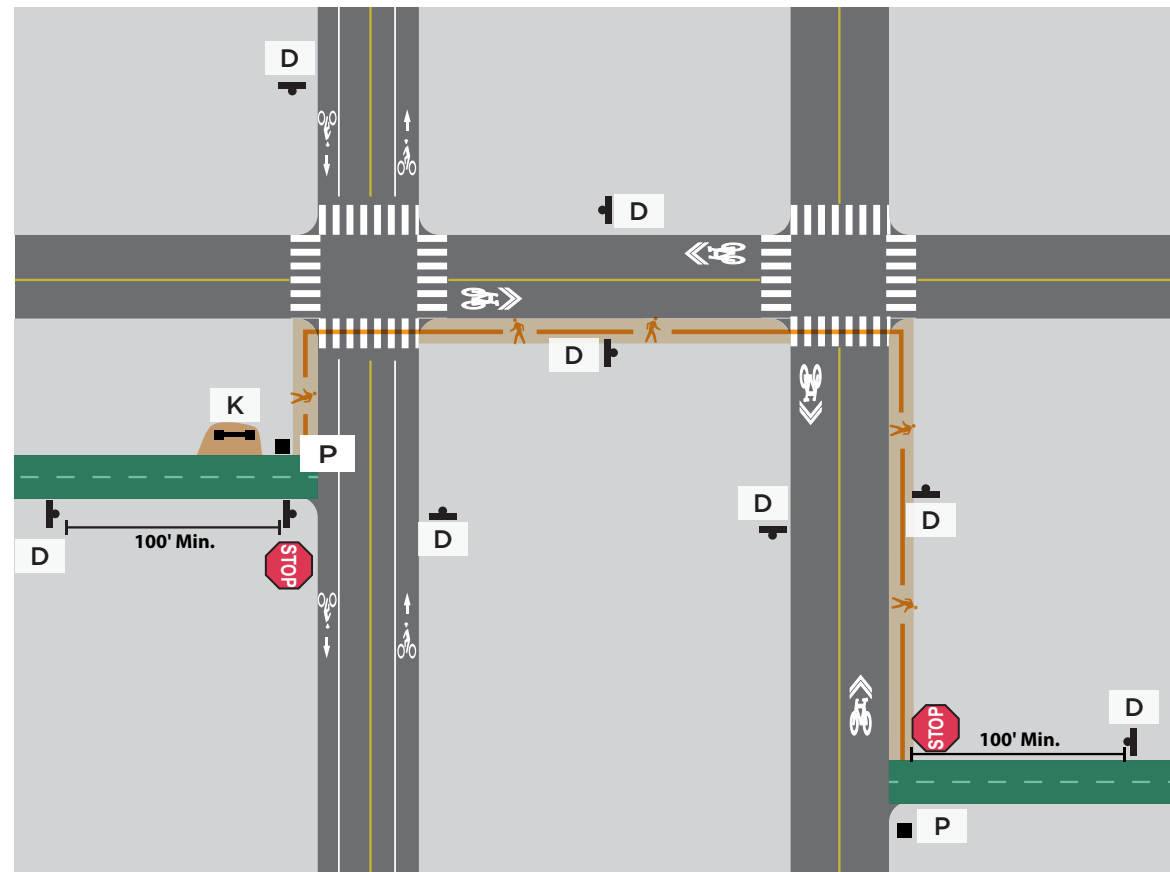
Type	Sign Type	Design Standards	Placement
Confirmation Sign	<ul style="list-style-type: none"> <li>Explore Monterey County Sign Topper</li> <li>Monterey County Confirmation Sign 1: CA MUTCD D1-3a (destinations with mileage)</li> </ul>	<ul style="list-style-type: none"> <li>Opportunities to add Explore Monterey County sign topper to existing bike and pedestrian signs where appropriate.</li> </ul>	<ul style="list-style-type: none"> <li>One sign per ¼ directional mile (mid-block) and at the far side of key intersections</li> </ul>
Decision Signs	<ul style="list-style-type: none"> <li>Direction Sign 1: CAMUTCD D1-3 (destinations with arrow)</li> <li>Monterey County Direction Sign 2A and 2B: Modified CAMUTCD</li> </ul>	<ul style="list-style-type: none"> <li>Maximum of three destinations per plaque</li> <li>Destinations shall use upper case and lower case letters</li> <li>For destination names that do not fit on one line abbreviations or two-line entry may be used</li> <li>Destinations shall be listed by closest proximity to the sign placement</li> <li>Left and straight arrows shall be aligned left on the sign; right arrows shall be aligned to the right</li> </ul>	<ul style="list-style-type: none"> <li>Signs should be placed the at the following distances before an intersection depending on the number of lanes a bicyclist must travel across in order to initiate a legal left turn: <ul style="list-style-type: none"> <li>25 feet before a zero lane merge</li> <li>100 feet before a one lane merge</li> <li>200 feet before a two lane merge</li> </ul> </li> </ul>

confirm the intended direction was taken. The “Explore Monterey County” sign topper can be used as a confirmation sign. Confirmation sign 1 (D1-3a) can be used in conjunction with direction sign 1 (D1-3).

*\*Refer to California MUTCD Chapter 9B for current setback requirements for signs from intersections.*

### 3 SIGN PLACEMENT

#### On-Street Shared-Use Path Connection



##### K- Kiosk

Place kiosks at access points of shared-use paths. It is an opportunity to display the Monterey County map and interpretive information.

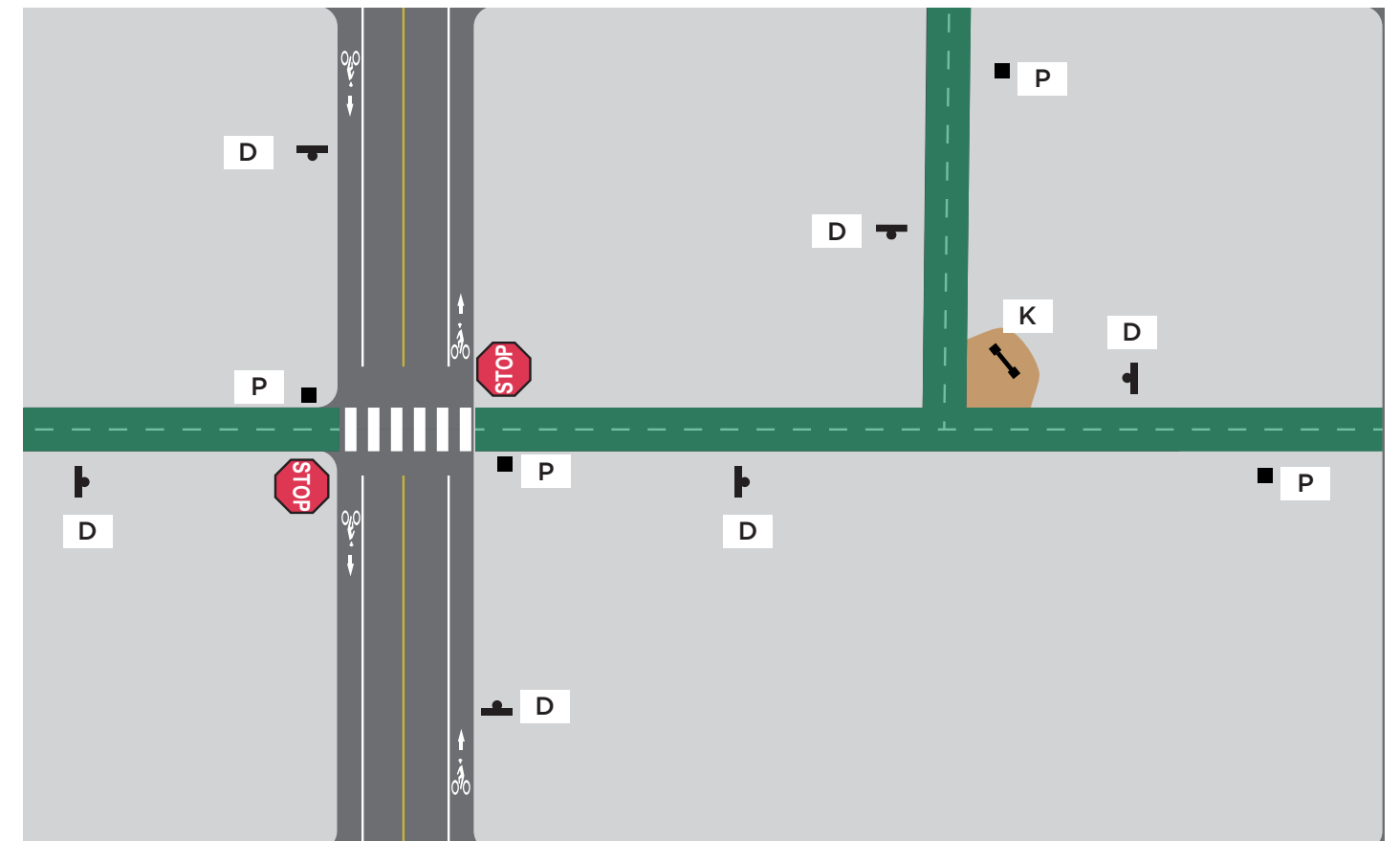
##### D- Direction Signs

Direction signs should be placed advance of turns to local destinations and services.

##### P- Pedestrian Directional Post

Posts reinforce the identity and direction along a shared-use path.

#### Shared-Use Path Intersection



##### K- Kiosk

Place kiosks at the intersection of connecting shared-use paths. It is an opportunity to display the Monterey County map and interpretive information.

##### D- Direction Signs

Direction signs should be placed advance of turns to local destinations and services.

##### P- Pedestrian Directional Post

Posts reinforce the identity and direction along a shared-use path.



# 4 COST ESTIMATES

Destination Sign  
Option 1A



Topper Only  
\$68.00

Sign Face Only  
\$90.00

Total Sign Only  
\$90.00

Destination Sign  
Option 1B



Topper Only  
\$64.00

Sign Face Only  
\$90.00

Total Sign Only  
\$90.00

Destination Sign  
Option 2A



Topper Only  
\$58.00

Sign Face Only  
\$105.00

Total Sign Only  
\$105.00

Destination Sign  
Option 2B



Topper Only  
\$56.00

Sign Face Only  
\$101.00

Total Sign Only  
\$101.00

*Note: This total does not include costs for installation. Installation cost will vary depending on pole hardware, need for concrete footer and use of a third-party contractor or local jurisdiction staff.*

April 2016 cost estimate provided by  
AD/S COMPANIES [www.ad-s.com](http://www.ad-s.com)



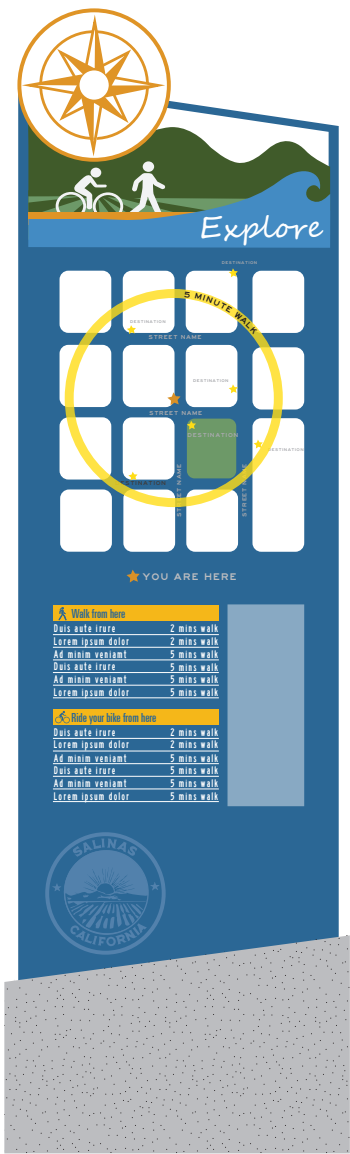
Kiosk Option 1



Corten Steel  
\$6,850.00

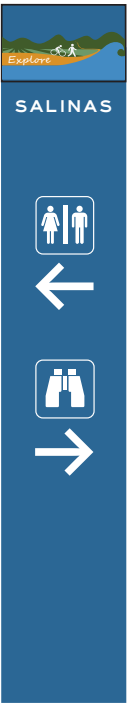
Faux Corten Steel  
\$5,700.00

Kiosk Option 2



Total Cost  
\$6,350.00

Pedestrian  
Directional Post



Total Cost  
\$2,350.00

Note: Singular item pricing.  
April 2016 cost estimate provided by  
AD/S COMPANIES [www.ad-s.com](http://www.ad-s.com)

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**Appendix D – Wayfinding Plan Advisory Committee Meeting Minutes**

## Wayfinding Plan Advisory Committee

**Tuesday, February 10, 2015**

**1:35 p.m. – 2:35 p.m.**

**Call in: (760)569-0800    Participant Code:580128#**

Transportation Agency for Monterey County—Conference Room  
55-B Plaza Circle, Salinas, CA 93901-2902

### 1. Welcome & Introductions

#### Committee members present:

Eric Peterson	Fort Ord Friends Trails, and Pedal Alpini
Lisa Rheinheimer	Monterey-Salinas Transit
D.L. Johnson	TAMC Bicycle and Pedestrian Facilities Advisory Committee
Jeanette Pantoja	Building Healthy Communities
Eliza Yu	Association of Monterey Bay Area Governments
Bill Boosman	Velo Club Monterey
James Serrano	City of Salinas
Justin Meek	City of Marina
Krista Hanni	Monterey County Health Department
Daniel Gho (by phone)	City of Pacific Grove
Kevin Cole (by phone)	Pebble Beach
Brent Slama (by phone)	City of Soledad
Todd Bodem (by phone)	City of Sand City
Ryan Chapman (by phone)	County of Monterey Public Works
Andrea Renny (small group meeting February 10, 2015)	City of Monterey
Bernard Green (small group meeting February 10, 2015)	California State University, Monterey Bay

#### TAMC staff present:

Debbie Hale, Executive Director	Todd Muck, Deputy Executive Director
Ariana Green, Associate Transportation Planner	Virginia Murillo, Assistant Transportation Planner

#### Others present:

Cory Caletti (by phone)	Santa Cruz County Regional Transportation Commission
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## **2. Wayfinding Plan Advisory Committee Purpose**

Pages 1-4

Virginia Murillo, Assistant Transportation Planner, reviewed the purpose of the ad-hoc Wayfinding Plan Advisory Committee. Ms. Murillo noted that the purpose of the Committee is to assist staff with the development of the Regional Bicycle and Pedestrian Wayfinding Plan that will provide standard guidelines for bicycle and pedestrian wayfinding signage throughout Monterey County. She noted that Committee members are expected to provide input on the content of the plan, the content of the wayfinding sign design and will assist staff in soliciting public input. Ms. Murillo also reviewed the Committee meeting schedule, noting that the committee is expected to meet biweekly from February to June.

In our small group meeting on Friday, February 10<sup>th</sup>, Committee member Andrea Renny suggested that as part of our Wayfinding Plan implementation strategies we look into using business improvement district funding for sign installation, and mentioned that we adhere to the California Manual on Uniform Traffic Control Devices guidelines on signage font sizes and signage placement.

## **3. Overview of Wayfinding Sign Programs**

Presentation

Virginia Murillo, Assistant Transportation Planner, presented an overview of wayfinding sign programs, including examples of gateway and directional signage, and reviewed the goals and timeline of the Wayfinding Plan.

Questions from the committee members:

- Will on-pavement markings be included in the plan? - Yes
- Will there be a bike map that reflects the routes? - Yes

There was difficulty setting up the telephone for conference calling, and participants were connected at approximately 1:45pm. The Committee had a second round of introductions, and Ms. Murillo quickly reviewed the committee purpose and wayfinding sign programs.

## **4. Develop Wayfinding Plan Purpose and Goals**

Page 5

Virginia Murillo, Assistant Transportation Planner, reviewed the draft Wayfinding Plan background, content and goals with the Committee and asked for Committee input.

Committee members offered the following input:

- The advisory committee should develop criteria to identify regional destinations
- The Wayfinding Plan should encourage connectivity between communities, and provide connectivity to regional parks and open space, trails, educational institutions, employment centers, transit, park and ride lots and tourist destinations
- Signage should: be accessible to people of all literacy levels, be legible for a wide range of users, clear and concise, demonstrate multimodal access, denote difficulty level for trails and ADA access, show where restrooms, bike shops and other bike-supportive amenities are, and have space for a city logo or identifier
- Sign design should be consistent/compatible across jurisdictional boundaries, including into Santa Cruz County and San Benito County
- Signs should be eye-catching as opposed to standard MUTCD signs which blend in

- Signs should be distributed equitably across the County
- Wayfinding signage should also incorporate technology, and be accessible via GPS and online (consider using existing apps/tech such as Strava and Google Multimodal Trip Planner)
- Staff and the Wayfinding Plan Advisory Committee should maintain community engagement throughout the process

Committee member Bill Boosman also mentioned that wayfinding should not be restricted to signage, and that maps are also a part of wayfinding. He also mentioned that Map my Ride and Strava are examples of mobile apps that already exist to track routes. Ms. Murillo noted that a part of the Wayfinding Plan will be branding routes. Committee member James Serrano said this was a great idea, and that it is an opportunity for each city to promote its own identity.

In our small group meeting on Friday, February 10<sup>th</sup>, Committee member Andrea Renny suggested that we clarify that the Wayfinding Plan will “create safer pedestrian and bicyclists facilities by using signage to make routes more visible.”

## 5. Discussion Items:

### a) Stakeholder Outreach

Virginia Murillo, Assistant Transportation Planner, noted that staff will begin using MindMixer (<http://mindmixer.com/>), which is an online public participation tool as an outreach tool to gather Committee and public feedback on the Wayfinding Plan.

Ms. Murillo asked the committee if there are special groups that staff should outreach to. Committee members recommended that staff reach out to:

- MST’s Mobility Advisory Committee
- Caltrans District 5
- Business groups, such as Chambers of Commerce
- Regional Parks
- State Parks
- Monterey Peninsula College
- Local hospitals
- Monterey Off Road Cycling Association (MORCA)
- South County

In our small group meeting on Friday, February 10<sup>th</sup>, Committee member Andrea Renny suggested that staff present the draft Wayfinding Plan to city councils to receive feedback. Staff will be adding city council presentations to the Wayfinding Plan project timeline. She also suggested that we use Scribble Maps (<http://scribblemaps.com/>) as we identify regional routes and sign locations.

### b) Site Visits to Identify Sign Locations and Routes

Virginia Murillo, Assistant Transportation Planner, noted that staff is interested in doing site visits to gather an inventory of existing signage as part of the planning process. She also noted that there is a free signage inventory iPhone/iPad app called GIS Assets

(<https://itunes.apple.com/us/app/gisassets/id723243246?mt=8>) that staff will plan on using as part of the inventory process.

In our small group meeting on Friday, February 10<sup>th</sup>, Committee member Andrea Renny mentioned that the City of Monterey has an inventory of existing signage along the Monterey Bay Sanctuary Scenic Trail.

### **c) Meeting Schedule and Location**

Virginia Murillo, Assistant Transportation Planner, asked if this meeting time works best for everyone. Committee member Eric Peterson said Tuesday afternoon might not be the best time, as that is the Board of Supervisor's meeting time. Ms. Murillo said that she will be sending out another Doodle poll for the next meeting.

## Wayfinding Plan Advisory Committee

**Thursday, February 26, 2015**

**10:00a.m. - 11:00a.m.**

**Call in: (760)569-0800 Participant Code:580128#**

Transportation Agency for Monterey County—Conference Room  
55-B Plaza Circle, Salinas, CA 93901-2902

### 1. Welcome & Introductions

#### Committee members present:

Eric Petersen	Fort Ord Friends Trails, and Pedal Alpini
Lisa Rheinheimer	Monterey-Salinas Transit
Jeanette Pantoja	Building Healthy Communities
Eliza Yu	Association of Monterey Bay Area Governments
Josh Metz	Fort Ord Re-use Authority
Brent Slama (by phone)	City of Soledad
Andrea Renny	City of Monterey
Bernard Green	California State University, Monterey Bay
Victoria Beach (by phone)	City of Carmel-by-the-Sea

#### TAMC staff present:

Virginia Murillo, Assistant Transportation Planner	Ariana Green, Associate Transportation Planner
Todd Muck, Deputy Executive Director	

#### Others present:

### 2. Review Draft February 10, 2015 Meeting Minutes Pages 2-5

The Committee members did not have comments on the draft meeting minutes.

### 3. Review Wayfinding Plan Advisory Committee membership Page 6

Virginia Murillo, Assistant Transportation Planner, noted that in the first meeting a Committee member asked about the membership of the Wayfinding Plan Advisory Committee. She noted that the Committee membership list shows which stakeholder groups are represented on the Committee.

### 4. Finalize Wayfinding Plan Goals and Wayfinding Sign Design Pages 7-10



## Criteria

Virginia Murillo, Assistant Transportation Planner, reviewed the revised draft Wayfinding Plan background, content and goals with the Committee and asked for Committee input.

Committee members offered the following input:

- Wayfinding Sign Design Criteria section goal #2 should include safety language, and indicate the use of symbology for legibility of signage
- Wayfinding Sign Design Criteria section goal #4 should include comfort level
- Wayfinding Sign Design Criteria section goal #7 should include “When applicable, wayfinding signage will be placed in accordance with the regulatory requirements spelled out in the California Manual on Uniform Traffic Control Devices.”

Committee member Victoria Beach noted that she really liked the use of symbology, and distance and directional information in the Rochester wayfinding sign example that was shown at the February 10<sup>th</sup> meeting. Committee member Andrea Renny noted that we should use the wayfinding signage to capitalize on missed opportunities, such as areas of the Monterey Bay Sanctuary Scenic Trail where tourists get lost, and routes such as Monterey to Marina and a route from North Monterey County and Big Sur.

## 5. Review Bicycle Facilities Classification

Handout

Virginia Murillo, Assistant Transportation Planner, shared a handout from the City of Emeryville’s Resources for the Design of Bicycle Facilities Manual that outlined and described the three classes of bicycle facilities. She also mentioned that there are now Class IV bicycle facilities, and asked Committee member Bernard Green to share more about the new Class IV facilities. Committee member Bernard Green mentioned that Class IV facilities, also known as cycle tracks are bicycle paths that are protected from traffic. Committee member Eric Petersen expressed his concern about the design.

## 6. Develop Criteria for:

### a) Regional Bicycle and Pedestrian Routes

### b) Regional Destinations

Virginia Murillo, Assistant Transportation Planner, reviewed the draft regional route and destination criteria and asked for Committee input. Ariana Green, Associate Transportation Planner, reminded the Committee that this is a regional project and the Committee will be asked to think about this project in a regional context. Ms. Green pointed out that some routes will cross through local cities, but noted that this project would not be focused on local city routes. Ms. Murillo pointed out that because this is a regional project, the regional destinations would include areas like regional parks and colleges.

Committee member Bernard Green mentioned that it is still important to include local routes that continue on to become regional routes. Committee member Jeanette Pantoja mentioned that this would be a great opportunity to include South County routes. Committee member Brent Slama mentioned that a South County wine corridor could be a regional route in South County. Mr.

Slama mentioned that this route would follow River Road and continue on to Metz Trail. Another route he mentioned is the route to the Pinnacles National Monument, which would be along Metz Road. Committee member Victoria Beach noted that it would be interesting to see if the Committee could identify one continuous regional route for Monterey County.

Committee member Josh Metz mentioned that identifying routes is a task that can be efficiently accomplished by the Committee using large maps that identify existing bicycle facilities. Virginia Murillo, Assistant Transportation Planner, noted that this route mapping is a task that staff would like Committee members to complete before our next meeting, which will be a working meeting to identify regional routes.

## **7. Review Revised Meeting Schedule**

Virginia Murillo, Assistant Transportation Planner, reviewed the revised meeting schedule with the Committee noting that the Committee would now be meeting monthly. She noted that she expects the Committee to begin meeting biweekly once a design consultant is chosen.

## **8. Discuss:**

### **a) Route Mapping Activity**

Virginia Murillo, Assistant Transportation Planner, asked Committee members to use the maps from the Transportation Agency's 2011 Bicycle and Pedestrian Master Plan to highlight the regional routes. Ms. Murillo mentioned that staff will work on enlarging the regional maps for the next meeting.

### **b) Meeting Schedule**

Virginia Murillo, Assistant Transportation Planner, noted that she would be sending out another Doodle Poll to schedule the March meeting.

## Wayfinding Plan Advisory Committee

Thursday, March 19, 2015

11:00 a.m. – 12:00 p.m.

Transportation Agency for Monterey County—Conference Room  
55-B Plaza Circle, Salinas, CA 93901-2902

## Minutes

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### 1. Welcome & Introductions

#### Committee Members Present

Eliza Yu	Association of Monterey Bay Area Governments
Bernard Green	California State University, Monterey Bay
Victoria Beach	City of Carmel-by-the-Sea
Justin Meek	City of Marina
Brent Slama	City of Soledad
Ryan Chapman	County of Monterey Public Works
Eric Petersen	Fort Ord Recreation Trails Friends, and Pedal Alpini
Josh Metz	Fort Ord Reuse Authority
Lisa Rheinheimer	Monterey-Salinas Transit

#### TAMC Staff Present

Virginia Murillo, Assistant Transportation Planner	Ariana Green, Associate Transportation Planner
Todd Much, Deputy Executive Director	

### 2. Review Draft February 26, 2015 Minutes

Pages 2-4

Committee member Victoria Beach noted that she had phoned in for that meeting and was not listed as present. Virginia Murillo, Assistant Transportation Planner, corrected the meeting minutes to reflect this.

### **3. MindMixer Training**

[www.Tamc.MindMixer.com](http://www.Tamc.MindMixer.com)

Virginia Murillo, Assistant Transportation Planner, walked the Committee through the Wayfinding Plan MindMixer page. She mentioned that she would like to gather more input from Committee members and from members of the public using the MindMixer page. Committee member Bernard Green noted that the topic is text heavy, and it would be nice to keep the topic short. He also mentioned that it might be best to rename the bike classes so more people can understand the differences between the classes. Ms. Murillo noted she would work on making these changes.

### **4. Receive Update on Request for Proposals** **No Enclosure**

Virginia Murillo, Assistant Transportation Planner, provided an update to the Committee on the Request for Proposals (RFP) for the design of wayfinding signage and the update of the Monterey County bike map. She notified members that the review committee, comprised of Transportation Agency staff and Wayfinding Plan Advisory Committee members, chose Alta Planning + Design. Alta Planning + Design was the most experienced firm and offered additional items, such as cost comparison matrices for signage.

Committee member Josh Metz asked why Committee members were not notified of the RFP's circulation. Ms. Murillo reported that the RFP had been out for the month of February, and that members of the Committee were invited to review the proposals. Committee member Bernard Green, who was part of the RFP review committee, noted that Alta Planning + Design was the highest ranked firm, and that some of the other proposals did not have as much experience with wayfinding signage for bicyclists and pedestrians. Committee members Lisa Rheinheimer and Victoria Beach mentioned that they have worked with Alta Planning + Design in the past and that they have been content with the firm's work. Ms. Murillo mentioned that she would email the RFP to Committee member Josh Metz.

### **5. Review Regional Route Criteria** **Pages 5-7**

Virginia Murillo, Assistant Transportation Planner, reminded the Committee about the route criteria noting that routes must be identified in the Transportation Agency's 2011 Bicycle and Pedestrian Master Plan classified as Class I, II, and III and planned Class I, II, III, and IV facilities. The routes and destinations must be regional.

### **6. Identify** **Activity**

#### **i. Regional Bicycle and Pedestrian Routes**

#### **ii. Regional Destinations**

Virginia Murillo, Assistant Transportation Planner, asked Committee members to identify regional routes using map handouts that include bicycle facilities routes. Committee member Victoria Beach asked if certain areas of maps could be enlarged to make it easier to see. Ariana Green, Associate Transportation Planner, mentioned that the map is accessible online and may be found

on TAMC's MindMixer pager (<http://tamc.mindmixer.com/>). The Committee members spent the rest of the meeting identifying regional bike routes using the maps provided by TAMC staff.

Committee member Victoria Beach asked if staff could map the routes that committee members identified to make it easier for all to collaborate. Virginia Murillo, Assistant Transportation Planner, noted that she would try and consolidate the maps into one map that includes the routes identified by the Committee.

Virginia Murillo, Assistant Transportation Planner, thanked the Committee members for identifying regional routes.

## **6. Site Visit Sign-ups**

There was no time to discuss this.



## Wayfinding Plan Advisory Committee

Thursday, April 23, 2015

10:00 a.m. – 11:00 a.m.

Call in: (760)569-0800 Participant Code:580128#

**\*DIFFERENT LOCATION: City of Monterey—Orca Room  
735 Pacific Street, Monterey**

## AGENDA

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### 1. Welcome & Introductions

#### Committee Members Present

Victoria Beach	City of Carmel-by-the-Sea
Ryan Chapman	County of Monterey
Kevin Cole	Pebble Beach
Andrea Renny	City of Monterey
Josh Metz	Fort Ord Reuse Authority
Eric Petersen	Fort Ord Recreation Trails Friends, and Pedal Alpini
Lisa Rheinheimer	Monterey-Salinas Transit
Krista Hanni (by phone)	Monterey County Health Department
Brent Slama	City of Soledad

#### Staff Present

Virginia Murillo, Assistant Transportation Planner	Ariana Green, Associate Transportation Planner
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### 2. Review Draft March 19,2015 Minutes

**Pages 2-4**

There were no comments on the March 19<sup>th</sup> meeting minutes.

### 3. Update on Consultant Timeline

No Enclosure

Virginia Murillo, Assistant Transportation Planner, provided an update on Alta Planning + Design's timeline, noting that the project is expected to wrap up in September. Ms. Murillo noted that the Committee would likely meet during the week of May 18<sup>th</sup> to discuss the theme for the wayfinding signage, and that Alta Planning + Design would create draft designs based on the preferred theme during the month of June.

### 4. Regional Bicycle and Pedestrian Routes and Destinations

Activity

- a) Review Routes from March 19<sup>th</sup> Meeting
- b) Discuss Route Limits: Length and Connectivity
- c) Discuss Destinations
- d) Discuss Route Branding

Ms. Murillo demonstrated the combined regional routes based on the Committee's route map exercise activity. She asked the Committee for input on the preliminary routes, noting that there are route length and connectivity limitations. Committee members provided the following input:

#### Peninsula Routes:

- Include connection along Casa Verde Way in Monterey to connect the Peninsula Cities Route to the Monterey Bay Sanctuary Scenic Trail
- Scenic Road in Carmel-by-the-Sea is one way, so consider adding a parallel route, such as San Antonio Street or Carmelo Street
- 17 Mile Drive in Pebble Beach is narrow and may not be suitable for all riders but is one of the few routes between Pebble Beach and Carmel.
- Tehama Road is a private road, so there is no connection between Carmel Valley and the Peninsula through Tehama Road
- Include route from Sand City to Seaside that connects to the Monterey Bay Sanctuary Scenic Trail
- Include a connection to Fort Ord via Ryan Ranch and South Boundary Road

#### North County – Salinas Routes:

- Include a connection from Castroville to North Salinas via Espinosa Road
- Connect the Prunedale-Salinas Route to San Miguel Canyon Road north of Prunedale
- Consider a North Main Street Route in Salinas, as an alternative to taking Russell Road and San Juan Grade Road
- Include a connection from East Boronda Road to Old Stage Road via Natividad Road

#### South County Routes:

- Prioritize River Road as a regional South County route

Ms. Murillo mentioned that she received a comment requesting the consideration of a regional



route connecting the Soledad Mission to the San Antonio Mission. The Committee asked about connectivity to Pinnacles National Park from King City. Committee Member Ryan Chapman said he would look into which roads are County maintained roads in South County, which can help the Committee identify the most appropriate route for this connection. Committee Member Victoria Beach mentioned that the Big Sur Land Trust is planning an access point between Carmel and Palo Corona Regional Park as part of the Carmel River FREE project.

Committee Member Kevin Cole said he would be willing to do some reconnaissance work along the 17 Mile Drive route, and asked staff to look into apps, such as Map my Ride, that could help with this task. Committee Member Cole said it would be worthwhile for the Committee to take a ride on the suggested regional routes to get a better sense of their feasibility. Ariana Green, Associate Transportation Planner, and Ms. Murillo noted that staff would brainstorm and research some apps that might be appropriate for this and would send out more information to the Committee.

Ms. Murillo also noted that the regional routes map is accessible online through the MindMixer site.



## Wayfinding Plan Advisory Committee

Thursday, June 4, 2015

1:30p.m. – 3:00 p.m.

Call in: (760)569-0800 Participant Code:580128#

Transportation Agency for Monterey County —Conference Room  
55-B Plaza Circle, Salinas

## MINUTES

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### 1. Welcome & Introductions

#### Committee Members Present

Kevin Cole	Pebble Beach
Andrea Renny	City of Monterey
Josh Metz	Fort Ord Reuse Authority
Eric Petersen	Fort Ord Recreation Trails Friends, and Pedal Alpini
D.L. Johnson	TAMC Bicycle and Pedestrian Committee
Justin Meek	City of Marina
Brent Slama	City of Soledad

#### Staff Present

Debbie Hale, Executive Director	Ariana Green, Associate Transportation Planner
Todd Muck, Deputy Executive Director	Virginia Murillo, Assistant Transportation Planner

#### Others Present:

Jerry Landesman	Mary Stewart, Alta Planning + Design
Linda Petersen (by phone)	Emily Duchon, Alta Planning + Design

## 2. Review Draft April 23, 2015 Minutes

There were no comments on the April 23<sup>rd</sup> meeting minutes.

## 4. Wayfinding Visioning Exercise

## Activity

### a) Project Overview

### b) Introduction to Wayfinding

### c) Wayfinding Strategy (Facilitated Discussion)

### d) Wayfinding System (Breakout Exercise)

### e) Next Steps

Virginia Murillo, Assistant Transportation Planner, introduced Mary Stewart and Emily Duchon, the wayfinding sign design consultants from Alta Planning + Design's. Ms. Duchon provided a project overview, and discussed wayfinding principles with the Committee. Ms. Duchon and Ms. Stewart facilitated the discussion on choosing a preferred wayfinding sign design, color palette, and bike map design. More detailed visioning exercise notes are on the following page.

#### Visioning Meeting Goals:

The primary intent of the visioning meeting was to introduce the project stakeholders, learn about the Monterey County audience and what is currently effective and challenging in navigating the active transportation network and gather preferences regarding sign design

ITEM	COMMENTS
<b>Project Overview</b>	
<ul style="list-style-type: none"> <li>Mary Stewart, Alta Planning + Design's Project Manager, presented an overview of Alta's scope, schedule and workshop goals</li> </ul>	
<b>Introduction to Wayfinding</b>	
<ul style="list-style-type: none"> <li>Emily Duchon, Alta's Wayfinding Designer presented a brief introduction to wayfinding and discussed wayfinding principals, best practices, and technical guidance</li> </ul>	
<b>Wayfinding Strategy (Facilitated Discussion)</b>	
<ul style="list-style-type: none"> <li>Participants shared overall thoughts on the existing active transportation network</li> </ul>	<ul style="list-style-type: none"> <li>Monterey County has a <b>unique</b> way of</li> </ul>

- 
- What is the character and experience of the pathway network?
    - getting to destinations
    - Limitation of connectivity
    - Scenic. Want to get out and absorb the experience, like openness, vistas. Enjoy the view.
    - **Comfortable** and safe
    - People use trails for their health
    - Lots of families, enjoy the view, **beauty**
    - Diversity of experiences
- 
- What existing navigational elements are effective?
    - Sharrows and pavement markings on road. They are easier to read and doesn't compete with sign clutter
    - Like having minutes on sign. Account for uphill riding.
    - Like Portland, OR style signs with minutes. Like pavement markings, good use when routes jog/detour and are hard to track
    - Like standard/not too creative signs for easy use by visitors
    - Be consistent with neighbors (adjacent Counties)
    - Strong hardware to keep from getting stolen
    - Allow space for place name and logo for each community.
    - City additions for existing route signs. Include unincorporated communities.
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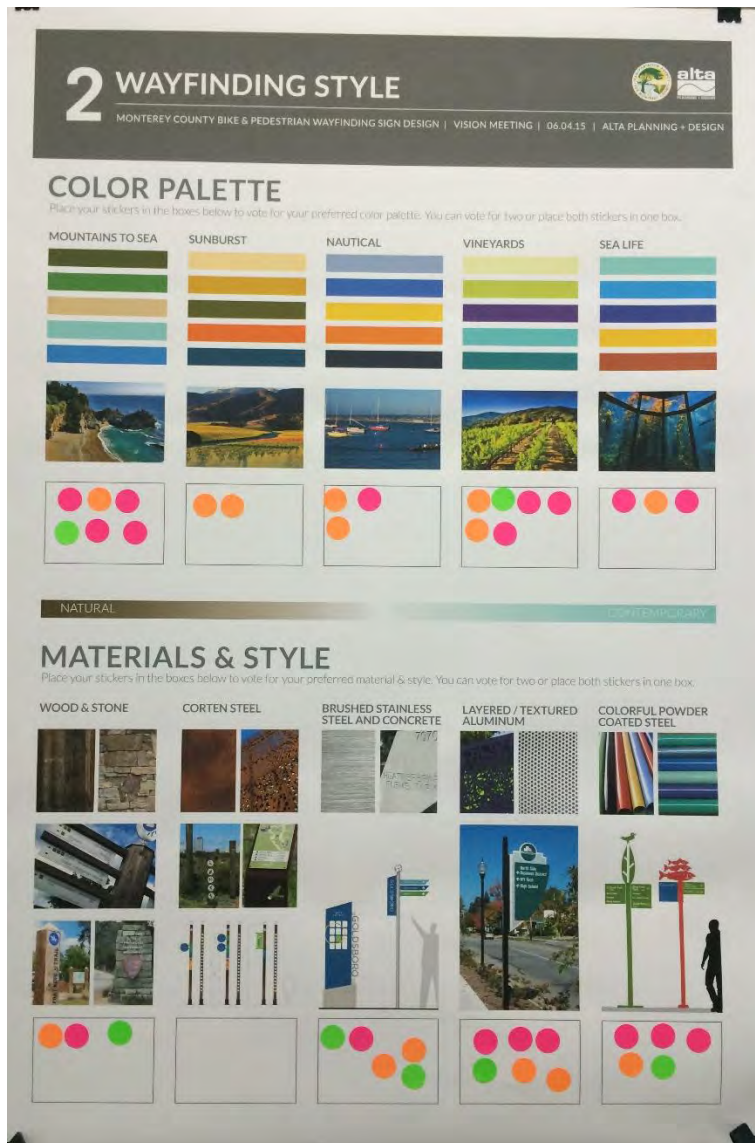
### Wayfinding System Input

The group broke out to participate in an interactive exercise to capture input on wayfinding design preferences. Three boards asked the advisory committee members to vote on preferred options for wayfinding themes, style and flexibility of sign design. In addition, participants were asked to provide

comments on the existing bicycle map.

Following the meeting the workshop boards were posted on the social media site MySidewalk to solicit additional input from committee members who were not able to attend in person. A summary of the input is outlined below.

## Board 2: Wayfinding Style



### Color Palette:

The top ranked preferred color palettes are “Mountains to the Sea” a more natural and muted palette and “Vineyards” a more contemporary palette.

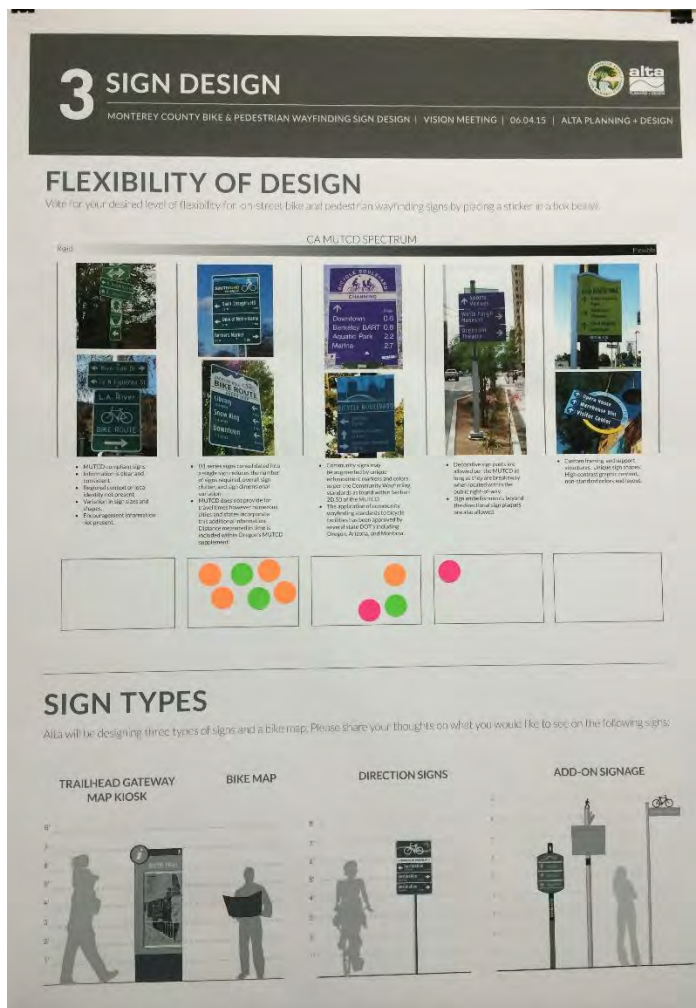
### Materials and Style:

Meeting participants leaned toward the contemporary end of the design spectrum with the layered and textured aluminum style receiving the most votes, and brushed stainless steel and concrete and colorful powdered coated steel one vote behind.

### TAMC Input:

- Color preference?
- Style Preference?

## Board 3: Sign Design



### Flexibility of Design:

Total votes including results of the MySidewalk online poll are as follows:

#1- 0 votes

#2 – 12 votes

#3 – 4 votes

#4 – 2 votes

The majority of committee members preferred a slightly modified CAMUTCD sign which allows for customization of a regional identity, local place name, route name, while still maintaining the standard CAMUTCD green background, shape and dimensions.

### Sign Types:

Alta is scoped to design three sign types, a map kiosk, direction sign and add-on signage.

### TAMC Input:

- Develop options that fall into one or two styles?

## Monterey County Bicycle Map Comments

### *Global*

- Overall Map- Too busy, Break into Regions- Accuracy?
- Global-Use consistent North Arrow
- Eye is drawn to San Benito County because of darker color, the viewer should see the bike routes/paths 1<sup>st</sup>
- Consider making land color white or more neutral color
- Create multiple Maps at different Scale
  - Countywide
  - Monterey Peninsula
  - North County
  - Etc.
- Map too large, use smaller paper size
- Bigger Blowups
  - Agreed too much blank space, consider scale and blow up
- Too much green color. Topographic/slope color are distraction/confusing
  - Make path/late/route lines more prominent inside
- Choose fewer colors/paths
- Remove proposed lanes/paths

### *North End*

- Inset 1-Too busy, simplify
- Caltrans Route 101 North of Russell – Bike route?
  - In Legend (Caltrans Route) – Make clear that this is non-bike route or remove
- Old Stage at Zabala-Simplify as one line due to map scale

### *South End*

- Too much blank space (in Los Padres NF near Tassajara Hot Springs)
  - Larger scale-blow up on more populated areas
- Connect Elm to Metz

## 3. mySidewalk training

## No Enclosure

Ms. Murillo provided a training on the new mySidewalk public forum tool. Ms. Murillo noted that the new mySidewalk tool is much easier to use, and that participants can sign up using their email, through their Facebook, LinkedIn or Google+ account. Committee Member Justin Meek suggested reaching out to students using this tool.





## Wayfinding Plan Advisory Committee

Thursday, June 18<sup>th</sup>, 2015

9:30 a.m. – 10:30 a.m.

Call in: (760)569-0800 Participant Code:580128#

Transportation Agency for Monterey County —Conference Room  
55-B Plaza Circle, Salinas

## MINUTES

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### 1. Welcome & Introductions

#### Committee Members Present

Eliza Yu	Association for Monterey Bay Area Governments
Jeanette Pantoja (by phone)	Building Healthy Communities
Bernard Green	California State University, Monterey Bay
Justin Meek (by phone)	City of Marina
Andrea Renny	City of Monterey
Brent Slama	City of Soledad
Ryan Chapman	County of Monterey Public Works
Josh Metz	Fort Ord Reuse Authority
Krista Hanni (by phone)	Monterey County Health Department
Lisa Rheinheimer (by phone)	Monterey-Salinas Transit

#### Staff Present

Todd Muck, Deputy Executive Director	Ariana Green, Associate Transportation Planner
	Virginia Murillo, Assistant Transportation Planner

## **2. Review Draft June 4, 2015 Minutes**

**Pages 2-7**

There were no comments on the June 4<sup>th</sup> meeting minutes.

## **3. Discuss Visioning Meeting and Next Steps**

**No Enclosure**

Virginia Murillo, Assistant Transportation Planner, provided an overview of the June 4<sup>th</sup> visioning meeting, and highlighted the poster board votes included in the June 4<sup>th</sup> meeting minutes.

Ms. Murillo also mentioned that these materials were placed in the [www.tamc.mysidewalk.com](http://www.tamc.mysidewalk.com) page for vote. Ms. Murillo reported that the next step will be for Alta Planning + Design to develop draft wayfinding signs.

Ms. Murillo reported that option #2 in the flexibility of sign Manual on Uniform Traffic Control Devices (MUTCD) design spectrum was the most popular during the visioning meeting and in the mySidewalk poll. Committee Member Ryan Chapman expressed concern about design option #2, and mentioned that MUTCD compliance is a requirement for federal funding. Committee Member Chapman also expressed concern about long term maintenance for this design option. Committee Member Andrea Renny agreed that the design option should be more on the rigid MUTCD compliance spectrum.

Committee Member Victoria Beach asked about the materials, and expressed her preference for corten steel. Committee Member Beach mentioned that architects tend to prefer this material because it is very durable and has a more natural aesthetic. Committee Member Jeanette Pantoja asked about the costs associated with the materials and sign design. Ms. Murillo mentioned that in Alta Planning + Design's presentation at the visioning meeting, the materials and sign design included an associated range of costs.

Committee Member Beach asked about the branding portion of the Wayfinding Plan. Committee Member Beach asked about Alta's capacity to develop a brand for the regional routes, and used the Napa Vine Trail as an example of a branded regional bike network. Ariana Green, Associate Transportation Planner, mentioned that one Alta Planning + Design's ideas was that the word "explore" can be incorporated into the signage as a way to maintain uniformity while allowing jurisdictions the opportunity to maintain their local identities. For example, a sign can say "Explore: Seaside" when a portion of the route is in Seaside, and "Explore: Marina" when a portion of the route is in Marina. Ms. Murillo mentioned that Alta is not scoped to develop a brand, but that the branding portion of the Wayfinding Plan is something that the Committee can do. Committee Member Beach asked staff to do more research on how other regions have successfully branded their regional bike networks.

## **4. Update on Regional Routes**

**Page 8-10**

### **a) Review Regional Route List**

### **b) Discuss Route Limitations**

### **c) Discuss Route Prioritization**

Ms. Murillo reported that the Agency's legal counsel suggested that only routes that have existing or proposed bicycle facilities be signed, with a priority for existing facilities. Ms. Murillo mentioned that routes identified by the Committee that are not in listed as existing or proposed will be compiled and analyzed in the next Bicycle and Pedestrian Master Plan update.

Ms. Murillo walked the Committee through the consolidated regional routes. Ms. Green mentioned that Alta Planning + Design introduced the idea of creating loops for a variety of users, and mentioned that staff will try and take a look at potential loops already present in the regional routes. Committee Member Beach and Todd Muck, Deputy Executive Director, asked whether Molera Road is the most direct route to Castroville, since Dolan Road appears to be a more direct connection. Ms. Green noted Molera Road is a popular route choice for cyclists. Committee members offered the following input:

- The Hartnell College Route via Alisal Street can close the loop for the Salinas Periphery Route. This loop can be known as the Ag Loop.
- San Juan Grade Road can be a connection to San Benito County.
- Consider Divarty as a connection through the California State University, Monterey Bay area.
- Consider the AIDS route.

Committee Member Bernard Green showed the Committee the [www.nationalbikechallenge.org](http://www.nationalbikechallenge.org) page, which maps the routes that cyclists using the Strava app currently take.



## Wayfinding Plan Advisory Committee

Thursday, August 13<sup>th</sup>, 2015

2:00p.m. – 3:00p.m.

Call in: ~~(760)569-0800~~ (641)569-0800 Participant Code:580128#

Transportation Agency for Monterey County —Conference Room  
55-B Plaza Circle, Salinas

## MINUTES

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### 1. Welcome & Introductions

#### Committee Members Present

Bernard Green	California State University, Monterey Bay
Victoria Beach (by phone)	City of Carmel-by-the-Sea
Andrea Renny	City of Monterey
Ted Lopez	Fort Ord Reuse Authority
Lisa Rheinheimer	Monterey-Salinas Transit
Eric Petersen	Pedal Alpini/Fort Ord Recreation Trails Friends

#### Staff Present

Todd Muck, Deputy Executive Director	Ariana Green, Associate Transportation Planner
	Virginia Murillo, Assistant Transportation Planner

### 2. Review Draft June 18, 2015 Minutes

There were no comments on the June 18<sup>th</sup> meeting minutes.

### 3. Discuss Draft Wayfinding Sign Designs & Bike Map

### Presentation

#### Layouts

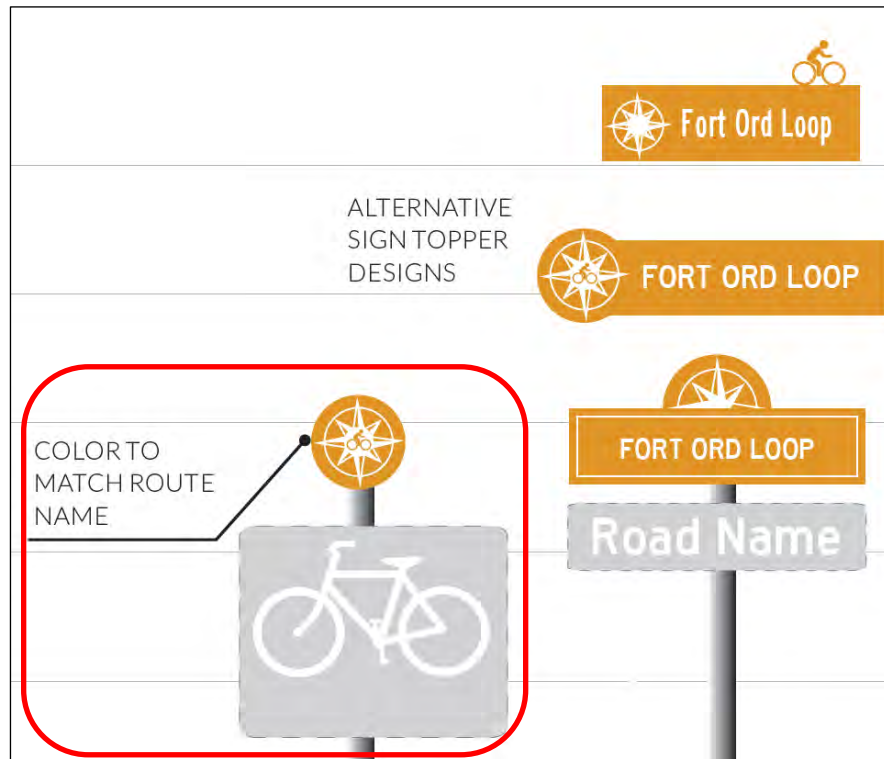
Virginia Murillo, Assistant Transportation Planner, presented the three draft wayfinding sign design concepts and the draft bike map layouts to the Committee for input. Ms. Murillo noted that the elements from the three different sign design concepts can be combined into a preferred design.

Committee Member Eric Petersen asked about the size of the directional signs. Ms. Murillo noted that the size of the signs will comply with the Manual on Uniform Traffic Control Devices (MUTCD). Committee Member Petersen also asked about the possibility of placing distance information in kilometers and miles. Ted Lopez, Fort Ord Reuse Authority alternate asked about translation for the wayfinding sign designs. Committee members offered the following input:

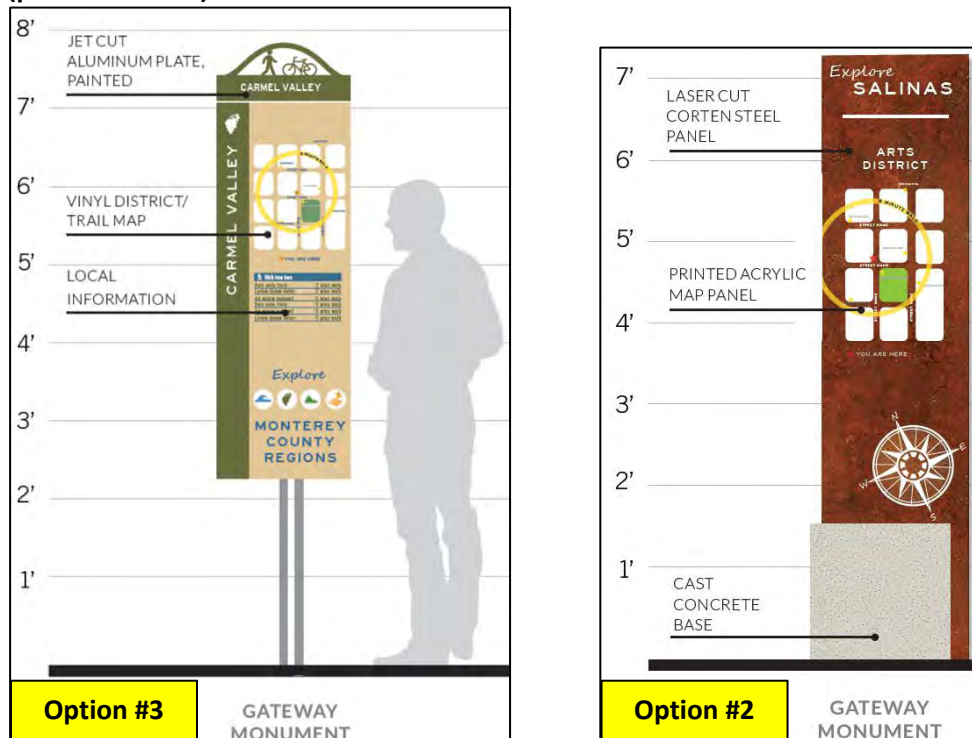
- Preference for **Option #1 (pictured below) – Modern, Contemporary directional sign.** Committee Members Bernard Green and Andrea Renny and Todd Muck, Deputy Executive Director, liked the “Explore by bicycling and walking” logo. Committee Member Renny mentioned that the logo can easily be created with vinyl stickers. Committee members liked the “Explore Salinas” text order, over the “Salinas Explore” text order. In general, Committee members liked the destination, mileage and minutes distance information for the directional signs. Ms. Murillo mentioned that the [www.TAMC.mySidewalk.com](http://www.TAMC.mySidewalk.com) voting results also show a preference for **Option #1**.



- Preference for the **Option #2 (pictured below) – Grounded, Contemporary compass rose add-on sign.** Committee Member Victoria Beach noted that this is a cost-effective option for add-on signs. Mr. Muck asked about the possibility of having the compass rose be a bicycle wheel.



- Preference for the layout of Option #3 in the Option #2 structure of the gateway kiosk (pictured below).



Committee Member Renny noted that the continual structure of **gateway kiosk option #2** was important for Americans with Disabilities (ADA) compliance, since someone that is visually impaired can detect the continual structure. Committee Member Beach also expressed her preference for the more natural aesthetic of **gateway kiosk option #2**, and noted that the other options would not have a high durability. Both she and Committee Member Renny liked the materials of the **gateway kiosk option #2**, noting that these materials have a high durability. Committee Member Renny also mentioned that baked enamel maps are a durable option for the gateway treatments.

Ms. Murillo also presented the planning level cost estimates for the sign designs, and noted that these estimates include the cost of installation and fabrication. Ms. Murillo mentioned that the cost of fabrication for the directional signs ranges from \$100 (**directional sign option #3**) to \$250-\$300 (**directional sign option #1**). Ms. Murillo mentioned that the planning level cost estimates pictured below are based on current bids. Committee Member Renny noted that it would be more cost-effective to go out to bid for the production of customized signs.

Planning Level Sign Cost Estimates				
Concept	Gateway	Direction Sign	Trail Post	Sign Topper (plaque only)
1: Modern Contemporary	\$2,500-\$4,000	\$600-\$800	\$1,200	\$100-\$150
2: Grounded Contemporary	\$4,000-\$5,000	\$600-\$800	\$1,000	\$50-\$300
3: Regional Icons	\$1,200-\$2,500	\$600-\$700	\$800	\$300-\$500
Notes: Planning level costs capture shop drawings, fabrication, footings, posts and installation. Costs based on the suggested materials and design shown on the concept drawings. Costs could vary depending on final design and fabrication technique.				

Committee Member Renny suggested that TAMC set up a contract with a sign shop that can produce the customized signs, as local sign shops have limited capacity for fabrication of **directional sign option #1**. That way the jurisdictions can have better access to the signage when replacements are needed. Ms. Murillo mentioned that Emily Duchon, from Alta Planning + Design, suggested that TAMC order extra blank signs to keep as replacements.

Committee Members expressed a preference for **Vertical Bicycle Map Layout #3**. Committee Member Eric Petersen mentioned that this layout would work well with handle bar map holders. Committee Members Green and Beach also liked the vertical map layout, noting that it would be useful for cyclists looking at individual city panels. Committee Member Lisa Rheinheimer noted that the bike map colors should match the sign design color palette.





## Wayfinding Plan Advisory Committee

Thursday, November 19<sup>th</sup>, 2015

1:30 p.m. – 3:00 p.m.

\*Join online: <https://zoom.us/j/617724260>

Call in: 1(415)762-9988 Meeting ID: 617-724-260

Transportation Agency for Monterey County —Conference Room  
55-B Plaza Circle, Salinas

## DRAFT MINUTES

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### 1. Welcome & Introductions

#### Committee Members Present:

Bernard Green	California State University, Monterey Bay
Victoria Beach (by phone)	City of Carmel-by-the-Sea
Justin Meek	City of Marina
Lisa Rheinheimer	Monterey-Salinas Transit
Eric Petersen	Pedal Alpini/Fort Ord Recreation Trails Friends
Jeanette Pantoja	Building Healthy Communities
James Serrano	City of Salinas
Kevin Cole (by phone)	Pebble Beach Company
Doug Thurston	Big Sur Marathon
Krista Hanni (by phone)	Monterey County Health Department

#### Staff Present

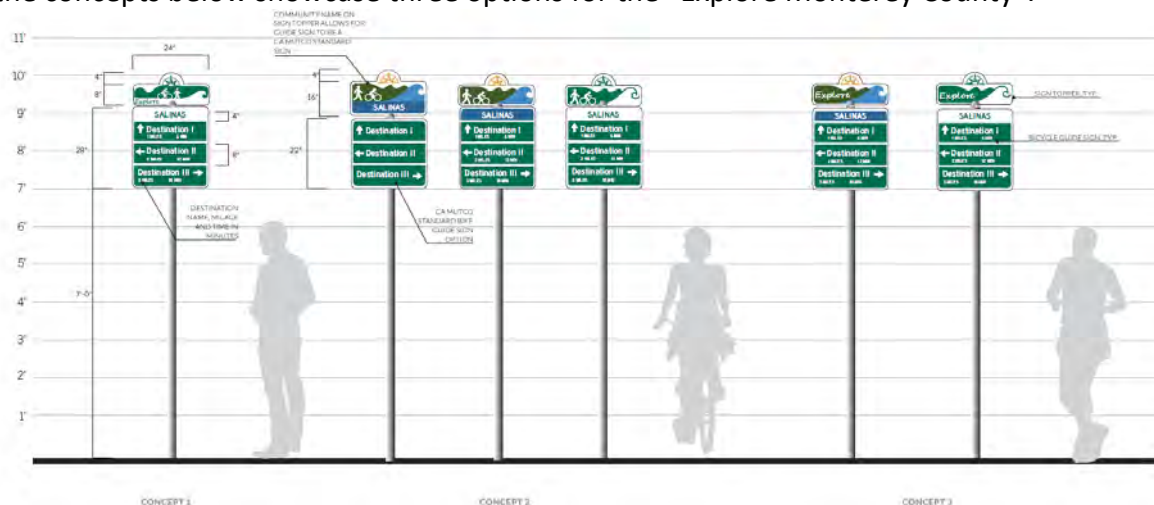
Todd Muck, Deputy Executive Director	Ariana Green, Associate Transportation Planner
Maria Montiel, Administrative Assistant	Virginia Murillo, Assistant Transportation Planner
Debbie Hale, Executive Director (by phone)	

## 2. Review Draft September 14th, 2015 Minutes

There were no comments on the September 14<sup>th</sup> meeting minutes.

## 3. Discuss Final Wayfinding Sign Design Concept

Virginia Murillo, Assistant Transportation Planner, noted that enhancing the environment for bicycling and walking with signage can increase the number of bicyclists and pedestrians using the county's roadway network, and can improve the visibility and safety for these alternative forms of transportation. Having uniform signs can support residents and visitors who want to bicycle and in the cities and in the county, and can enhance each jurisdiction's brand as a regional destination. Ms. Murillo walked the committee through the concepts below showcase three options for the "Explore Monterey County".



The Committee had the following suggestions and comments to the Final Wayfinding Sign Design Concept:

- Consider having two sign options for cities to choose from
- Consider including the agriculture fields on design
- Consider including destination information
- Consider removing the word "Explore" to make the bike/pedestrian bigger
- Consider looking at a proof before printing production
- Consider having each city decide to have miles and minutes

Committee member James Serrano noted that the toppers will provide the theme. He noted that less information will make it easier for those biking to read. The Committee agreed on Option #2 as the final design option, noting the need to maintain all three design options to provide jurisdictions with flexibility. Ms. Murillo noted that Alta Planning + Design would finalize this option to include agricultural fields in the design.

Committee member Lisa Rheinheimer noted that having the information of how far things and places are would be helpful for those who are on a timely schedule and for those who don't walk or bike far. She also, noted that using kilometers would possibly benefit better for the tourist.

Virginia Murillo, Assistant Transportation Planner, noted that the two kiosk options showcase the looks of corten steel and painted aluminum. She went over the pros and cons of the two kiosk material options.

The Committee had the following suggestions and comments to the two kiosk options:

- Consider in the urban area the corten steel
- Consider in the modern area the painted aluminum

#### **4. Review Draft Wayfinding Plan & Discuss Implementation Strategies**

Virginia Murillo, Assistant Transportation Planner, noted that there will be a three step phasing.

The Committee had the following suggestions on the draft Wayfinding Plan:

- Consider directional signage at Canyon Del Rey, Seaside
- Consider signage at Fort Ord Monument
- Consider ATP grant
- Consider having signage at Chular
- Consider signage at River Road (wine corridor)
- Consider signage to monuments and trailheads

#### **5. Bike Map Status Update**

Virginia Murillo, Assistant Transportation Planner, updated the Committee on the status of the bike map. Ms. Murillo shared the draft bike map with the Committee.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

# Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** May 25, 2016  
**Subject:** Transportation Safety & Investment Plan Ordinance

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## RECOMMENDED ACTION

1. **INTRODUCE** a proposed ordinance for the adoption of the Transportation Agency for Monterey County Transportation Safety & Investment Plan and Retail Transactions & Use Tax;
2. **WAIVE** the reading of the proposed ordinance;
3. **SET** June 22, 2016 at 9:00 a.m. as the date and time to consider adoption of the proposed ordinance;
4. **DIRECT** Transportation Agency Counsel to prepare a summary of the proposed ordinance to be published no less than five days prior to the June 22, 2016 Transportation Agency Board meeting and within 15 days of adoption in a newspaper of general circulation and,
5. **ADOPT** the revised Policies and Project Descriptions.

## SUMMARY

These actions are the next steps towards placement of an ordinance on the ballot for consideration by the voters on November 8, 2016. The measure as proposed would implement a Transportation Safety and Investment Plan in order to improve safety on local roads and highways; repair potholes; maintain streets and roads; improve transportation for seniors, young people, and people with disabilities; and make walking and biking safer by the imposition of a 3/8 percent sales tax.

## FINANCIAL IMPACT

The Transportation Safety & Investment Plan is anticipated to generate an estimated \$600 million over thirty years through a retail transactions and use tax of a three-eighths' of one-percent (3/8%).

## DISCUSSION

As of May 10, 2016, the County and all twelve cities in Monterey County have adopted the Transportation Safety & Investment Plan. This action meets (and exceeds) the state requirement that the County and a majority of cities representing a majority of the population in incorporated areas adopt a transportation expenditure plan that is to be placed on the ballot.

May 25, 2016

As such, the Transportation Agency can now proceed with adopting the Transportation Safety & Investment Plan and an implementing ordinance to finance the Plan through a 3/8 cents sales tax, and request that the Board of Supervisors place the measure before the voters on the November 2016 ballot. Below is the schedule for future actions.

**November 8, 2016 Election Timeline**

Introduce ordinance and waiver of reading:	May 25, 2016
Adopt ordinance and request Supervisors place measure on ballot:	June 22, 2016
Preferred date for Board of Supervisors action:	July 19, 2016
Last Board of Supervisors regular meeting before deadline:	July 26, 2016
Last day to place measures on the ballot:	August 12, 2016
Election Day:	November 8, 2016

**Ordinance and Ballot Language Adoption**

Adoption of the implementing ordinance (see **Attachment 1**) is required by a 2/3rds vote of the Transportation Agency Board to specify the election date and to specify that the ballot language reads substantially as follows:

“Shall the Transportation Agency for Monterey County fund a Transportation Safety and Investment Plan to:

- Improve safety on local roads and highways
- Repair potholes
- Maintain streets and roads
- Reduce traffic congestion
- Improve transportation for seniors, young people, and people with disabilities, and
- Make walking and biking safer,

by enacting a three-eighths’ percent sales tax, raising approximately twenty million dollars annually over 30 years, plus state and federal matching funds, with citizen oversight and annual independent audits?”

According to the Transportation Safety & Investment Plan, of the estimated \$600 million in revenues generated, \$360 million would be distributed to the local jurisdictions for road maintenance, based on 50% population and 50% lane miles. The remaining \$240 million would be used for regional safety and mobility projects as described in the Transportation Safety & Investment Plan, and the Policies and Project Descriptions (see **Web Attachment 1**). The Policies and Project Descriptions have been updated for clarity and to reflect minor changes requested at the various city and County meetings.

Approved by:   
Debra L. Hale, Executive Director

Date Signed: May 12, 2016

Regular Agenda

Counsel Approval: Yes

Finance Approval: N/A

Attachment: 2016-01 Transportation Safety & Investment Plan Ordinance

Web Attachment: Transportation Safety & Investment Plan, and  
Policies and Project Descriptions

## **ORDINANCE NO. 2016-01**

### **TRANSPORTATION AGENCY FOR MONTEREY COUNTY TRANSPORTATION SAFETY AND INVESTMENT PLAN AND RETAIL TRANSACTIONS AND USE TAX ORDINANCE**

#### **Preamble**

Our transportation system in Monterey County is aging and the county roads and city streets are crumbling. There are still significant safety concerns and traffic jams, such as those on Highway 68, Highway 156 and US 101. These issues stifle our regional economy and make it more difficult for our vulnerable populations – the elderly, children and the disabled – to get around.

Community leaders have joined with the Transportation Agency for Monterey County to develop this Transportation Safety & Investment Plan, which identifies solutions to regional safety and local road needs of the highest priority.

The Transportation Agency for Monterey County's local elected officials want to make our transportation system better by filling potholes, making our roads safer, and reducing traffic. Representative of the County's diversity, our Board has one elected official from each of our twelve cities, and all five county supervisors.

Working with our local, state, and federal partners, our Agency has made great progress on making our highways safer and reducing traffic, ranging from large projects, such as US 101 at San Juan Road; to rail or bus service; to smaller projects such as neighborhood sidewalks, bicycle paths and bike racks, but we still have over \$2 billion dollars in unfunded road maintenance, safety and traffic reduction needs in Monterey County.

The challenge facing us is that we have fallen off the fiscal cliff when it comes to transportation revenues. Our primary transportation funding source, the gas tax, hasn't been raised for 20 years, and our cars are more fuel-efficient than ever. We can't count on the State and federal government to bail us out. Meanwhile, the cost of projects rises with inflation, and road repairs become more expensive the longer we wait.

This Transportation Safety and Investment Plan will help address our transportation needs in every community in Monterey County, to support and improve our quality of life.

The Board of Directors of the Transportation Agency for Monterey County ordains as follows:

Section 1. TITLE. This Ordinance shall be known as the "Transportation Safety and Investment Plan Ordinance". The Transportation Agency for Monterey County is referred to herein as "TAMC." This Ordinance shall be applicable in the incorporated and unincorporated territory of Monterey County, which is referred to herein as "County."

Section 2. SUMMARY. This Ordinance provides for: the adoption of a transportation expenditure plan, referred to herein after as the “Transportation Safety and Investment Plan”, which is attached to this Ordinance as Exhibit “A” and hereby incorporated by reference as if fully set forth herein, to:

- Improve safety on local roads and highways
- Repair potholes
- Maintain streets and roads
- Reduce traffic congestion
- Improve transportation for seniors, young people, and people with disabilities, and
- Make walking and biking safer;

the imposition of a retail transactions and use tax of a three-eighths’ of one-percent (3/8%) over thirty (30) years; the authority to issue bonds secured by such taxes; and, the ability of the TAMC to administer the tax proceeds and form of a citizen oversight committee, with the requirement to conduct annual independent audits.

Section 3. ADMINISTRATION OF PLAN. TAMC shall impose the transportation tax and enter into an agreement with the State Board of Equalization to collect the funds, shall allocate revenues derived therefrom and shall administer the Transportation Safety and Investment Plan, consistently with the authority cited herein.

Section 4. ADMINISTRATIVE COSTS. TAMC shall expend only that amount of the funds generated from this Ordinance for staff support, audits, annual reports and other administrative expenses, and contract services that are necessary and reasonable to carry out its responsibilities pursuant to Division 2 of the Revenue and Taxation Code. In no case shall the funds expended for salaries and benefits exceed one percent (1%) of the annual amount of revenue raised by this Ordinance net of the amount of fees paid to the State Board of Equalization and prior to the distribution of funds to the local jurisdictions as provided in the Transportation Safety and Investment Plan (Exhibit A).

Section 5. AUTHORITY. This Ordinance is enacted, in part, pursuant to the provisions of Division 19 (commencing with section 180000) of the Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code.

Section 6. OPERATIVE DATE. This Ordinance shall become effective on the Operative Date only if a two-thirds majority of the electors voting on the measure at a special election to be called for such purpose vote to approve the Ordinance. "Operative Date" means the first day of the first calendar quarter commencing more than 110 days after the adoption of this Ordinance.

Section 7. PURPOSE. This Ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

A. To implement specific projects and programs in Transportation Safety and Investment Plan, as approved by the Monterey County Board of Supervisors, the city councils of all 12 cities in Monterey County and the Transportation Agency for Monterey County.



B. To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code and Section 180050 et. seq. of the Public Utilities Code which authorize the Authority to adopt this Ordinance which shall be operative if a two-thirds (2/3rds) majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.

C. To adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

D. To adopt a retail transactions and use tax ordinance that imposes a County-wide transportation tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Sales and Use Taxes.

E. The funds generated by this ordinance may only be used for transportation purposes including: the administration of the Expenditure Plan, as amended, defense or prosecution of legal actions related thereto, the construction, acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and for related transportation purposes, including project management and oversight of the projects to be funded using the Transportation Tax, such as coordination with other responsible agencies as well as project delivery and negotiation of project agreements. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures also include, but are not limited to, debt service on bonds or other indebtedness, and expenses and reserves in connection with the issuance of the same.

Section 8. TRANSPORTATION SAFETY AND INVESTMENT PLAN. The revenues generated from the imposition of the retail sales and use tax provided for in this ordinance shall be made available for and allocated to the specified transportation projects and programs in accordance with the Transportation Safety and Investment Plan, subject to the Policies and Project Descriptions for this Transportation Safety and Investment Plan, adopted by TAMC. The revenues are to be split with 60% dedicated to local road maintenance, pothole repairs and safety projects, and 40% dedicated to regional safety and mobility projects. The funding for local road maintenance, pothole repairs and safety projects is divided among the cities and the County according to the formula 50% population/50% lane miles. In the allocation of all revenues made available from the retail transactions and use tax, TAMC shall make every effort to maximize state and federal transportation funding to the region. TAMC may amend the Transportation Safety and Investment Plan, in accordance with this Ordinance, as needed, to maximize the transportation funding to Monterey County.

Section 9. ELECTION. TAMC requests the Board of Supervisors to call an election for voter approval of this Ordinance, which election shall be held on November 8, 2016. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. Pursuant to Section 180203 of the Public Utilities Code, the sample ballot to be mailed to

the voters shall be the full proposition as set forth in this Ordinance, and the voter information handbook shall include the entire Transportation Safety and Investment Plan. The proposition to be placed on the ballot shall read substantially as follows:

Shall the Transportation Agency for Monterey County fund a Transportation Safety and Investment Plan to:

- Improve safety on local roads and highways
- Repair potholes
- Maintain streets and roads
- Reduce traffic congestion
- Improve transportation for seniors, young people, and people with disabilities, and
- Make walking and biking safer,

by enacting a three-eighths' percent sales tax, raising approximately twenty million dollars annually over 30 years, plus state and federal matching funds, with citizen oversight and annual independent audits?

\_\_\_\_yes                      \_\_\_\_no

Section 10. ANNUAL REPORT. The Executive Director of TAMC shall annually cause to be prepared a report setting forth (a) the amount of funds collected and expended pursuant to this Ordinance; and (b) the status of any projects authorized to be funded in the Investment Plan adopted by TAMC.

Section 11. LOCAL ROAD MAINTENANCE, POTHOLE REPAIRS AND SAFETY FUNDS.

A. State Law. Pursuant to section 180200 of the Public Utilities Code, the revenues provided from transactions and use taxes imposed by this Ordinance shall be used to supplement existing revenues being used for transportation improvements and programs. Each local jurisdiction receiving funds pursuant to this ordinance shall meet the requirements of that section. Under State enabling legislation, funds generated pursuant to the retail transactions and use tax are to be used to supplement and not replace existing local revenues used for transportation purposes. To meet these requirements, a jurisdiction must demonstrate maintenance of a minimum level of local street and road expenditures in conformance with the requirements below.

B. Maintenance of Effort Requirements. Each local jurisdiction shall expend each fiscal year from its general fund for street and highway purposes an amount not less than the annual average of its expenditures from its general fund during the preceding three fiscal years, as reported to the Controller pursuant to Streets and Highways Code section 2151. For purposes of this calculation an average of the prior three (3) years spent for local transportation purposes as defined in this document will be used. Exemptions from this calculation include onetime capital expenses, and expiration of any voter-approved fund sources that were used for local transportation purposes. In the case of expired voter-approved fund sources, the three-year average baseline would be recalculated in the next annual verification period without said expired fund sources. Revenues from a fee imposed or contribution first received by a local jurisdiction on or after January 1, 2016 which are used on or after July 1, 2016, by that local jurisdiction for maintenance or improvement purposes on its streets and highways shall be considered as general fund

expenditures for the purposes of compliance with the provisions of this Section in the fiscal year in which such expenditures are made.

C. Separate Account. For ease of tracking and to assure full transparency, all revenues received and expenditures of these funds will be accounted for and tracked in its own separate budget and fund titled "Transportation Safety & Investment Plan Account" and will not be comingled with any other funds.

D. Verification of Maintenance of Effort. TAMC may request fiscal data from local jurisdictions, in addition to data provided pursuant to Streets and Highways Code Section 2151 for the three previous fiscal years. Each local jurisdiction shall furnish the data to the TAMC not later than 120 days after receiving a request therefor. TAMC may withhold payments to local jurisdictions which do not comply with requests for information or which provide incomplete information. At the conclusion of each fiscal year, each local jurisdiction shall verify compliance with the provisions in this ordinance. Subject to compliance with the provisions of this Ordinance and to any adjustment in the amount of such payments in accordance with this Ordinance, TAMC shall distribute Local Road Maintenance, Pothole Repair and Safety payments pursuant this Ordinance.

E. New Cities. For each local jurisdiction incorporated after the effective date of this Ordinance, the maintenance of effort requirement defined in Section 5 shall not apply for three years thereafter commencing with the date that the local jurisdiction was incorporated.

F. Pavement Management Program. Each city and the County of Monterey shall develop, or participate in the development of by TAMC, a pavement management program. They shall submit regular reports on the conditions of their streets, to ensure timely repairs and keep the public informed. Development of the pavement management program by TAMC is eligible to be funded out of this program prior to distribution of funds to the cities and County.

G. Regional Development Impact Fee. Each city and the County of Monterey shall maintain participation in the Transportation Agency for Monterey County's Regional Development Impact Fee program and impose these fees on new development as applicable to assure that new development pays for its impacts on the regional transportation system.

H. Tax Sharing Agreements. Each city and the County of Monterey shall enter into tax sharing agreements with TAMC that will include enforcement procedures, designed to reassure the public that tax revenues are spent in accordance with the ballot language. For example, each of the above conditions will be subject to verification and annual audit by the Transportation Agency for Monterey County. Failure to meet any of the above conditions will result in the suspension of the distribution of funds from the County Auditor-Controller to the deficient city/county. Resumption of funding distribution by the County Auditor-Controller to the deficient city/county will resume only after full repayment for any misuse, and conformation of compliance to each of the above conditions by the Transportation Agency for Monterey County. Transportation Safety & Investment Plan funding accrued due to the failure of a city/county to meet the above conditions will be held in trust for up to two (2) years for said jurisdiction, after which the funds will be redistributed to the remaining cities/county in Monterey County per formula. The tax sharing agreements will also provide that resumption of funding can occur at any time during the life of the Transportation Safety & Investment Plan upon compliance with the above conditions and full repayment of any prior misused funds.

Section 12. CITIZENS OVERSIGHT COMMITTEE. As provided in the Transportation Safety and Investment Plan, a Citizens Oversight Committee representing a diverse range of community interests shall be formed within 6 months after the effective date of this Ordinance. The committee shall meet at least once a year or as often as monthly. Meetings shall be open to the public. The Committee shall:

A. Independent Audits: Have full access to the Agency's independent auditor and review the annual audits, have the authority to request and review specific financial information, and provide input on the audit to assure that funds are being expended in accordance with the requirements of this plan;

B. Plan Changes: Review and make recommendations on any proposed changes to the plan, prior to Transportation Agency Board consideration, subject to a 2/3 vote of the voting oversight committee members;

C. Project Delivery and Priorities: Review and comment on project delivery schedules and make recommendations to the Transportation Agency on any proposals for changing project delivery priorities;

D. Annual and Final Reports: Prepare annual reports regarding the administration of the program. Report to be presented to the Transportation Agency Board of Directors and posted on TAMC's website.

Section 13. AMENDMENTS TO THE INVESTMENT PLAN. TAMC may propose amendments to the Investment Plan to respond to unforeseen circumstances, or to provide for the use of additional federal, state, local or other funds. To amend the Investment Plan, an amendment must be approved by not less than a two-thirds vote of the TAMC Board of Directors and by a simple majority weighted vote of the TAMC Board of Directors based on population, following a noticed public hearing, a 45-day comment period, and review and recommendation by the Citizens Oversight Committee.

Section 14. CONTRACT WITH STATE. Prior to the operative date, TAMC shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if TAMC shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 15. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the County at the rate of three-eighths of one percent (3/8 %) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this Ordinance.

Section 16. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to

which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Section 17. USE TAX RATE. An excise tax is hereby imposed on the storage, use or other consumption in the District of tangible personal property purchased from any retailer on and after the operative date of this Ordinance for storage, use or other consumption in said territory at the rate of three-eighths of one percent ( $3/8$  %) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Section 18. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein.

Section 19. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of TAMC shall be substituted therefor. However, the substitution shall not be made when:

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, Victim Compensation & Government Claims Board, State Board of Equalization, State Treasury, or the Constitution of the State of California;

2. The result of that substitution would require action to be taken by or against TAMC or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this Ordinance.

3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code; or

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The word "County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

Section 20. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

Section 21. EXEMPTIONS AND EXCLUSIONS.

A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

B. There are exempted from the computation of the amount of transactions tax the gross receipts from:

1. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

2. Sales of property to be used outside the County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

b. With respect to commercial vehicles, by registration to a place of business out-of-County and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.

4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this Ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

C. There are exempted from the use tax imposed by this Ordinance, the storage, use or other consumption in this County of tangible personal property:

1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.

4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6. Except as provided in subparagraph (7) below, a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

7. "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an

D. Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a County imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Section 18. AMENDMENTS TO THE ORDINANCE. All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of



Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

Section 19. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the TAMC, or against any officer of the State or the TAMC, to prevent or enjoin the collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Section 22. ESTABLISHMENT OF BONDING AUTHORITY. TAMC is authorized to issue bonds to finance capital outlay expenditures as may be provided for in the Investment Plan, payable from the proceeds of the transactions and use tax. TAMC may issue limited tax bonds, from time to time, to finance any program or project in the Investment Plan. The maximum bonded indebtedness, including issuance costs, interest, reserve requirements, and insurance, shall not exceed the total amount of the proceeds anticipated to be collected by imposition of this transactions and use tax. All costs associated with the issuance of such bonds shall be accounted for within the program category in which the bond proceeds are used. The bonds shall be payable solely from, and shall be secured by a pledge of, the proceeds of the retail transactions and use tax, and may be issued any time before expiration of the tax. TAMC, in allocating the revenues from the Ordinance, shall meet all debt service requirements and other bond related costs prior to allocating funds for other projects or purposes.

Section 23. SEVERABILITY. If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the Ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

Section 24. EFFECTIVE DATE. This Ordinance relates to the levying and collecting of transactions and use taxes and shall take effect immediately, subject only to the Operative Date set forth in in this Ordinance.

Section 25. EXPIRATION DATE. The authority to levy the tax imposed by this Ordinance shall expire thirty (30) years from the operative date of this Ordinance.

PASSED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, by the following vote:

AYES: Directors

NOES: Directors

ABSENT: Directors

ABSTAIN: Directors

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FERNANDO ARMENTA, Chairman

ATTEST:

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DEBRA L. HALE, Executive Director



Keep  
Monterey  
County  
Moving



# Transportation Safety & Investment Plan

# Our Plan

## ROADS & POTHOLES



## MOBILITY & ACCESS



## SAFETY & TRAFFIC



## WALKING & BIKING



### Safety & Investment Plan – \$600 million (est.)

The Safety & Investment Plan is estimated to receive \$20 million per year, or \$600 million total, funded by a 3/8-percent sales tax over 30-years. The revenues are split with 60% dedicated to local road maintenance, pothole repairs and safety projects, and 40% dedicated to regional safety and mobility projects.

### Local Road Maintenance, Pothole Repairs & Safety – \$360 million (est.)

- Funding is divided among the cities and the County according to the formula 50% population/50% lane miles
- Cities and County select their projects, with Transportation Agency oversight.
- Funding is restricted to expenditures for local road maintenance and safety projects.
- Local safety projects are defined as projects that directly correlate to safety of the user and do not increase motor vehicle lane miles with the exception of the Pinnacles Parkway Connection project.
- Maintenance of prior years' funding levels from other sources is required.

### Local Road Maintenance, Pothole Repairs & Safety

Jurisdiction	Est. 30-Year Distribution
Carmel	\$4,292,000
Del Rey Oaks	\$1,566,000
Gonzales	\$4,386,000
Greenfield	\$9,131,000
King City	\$8,097,000
Marina	14,370,000
Monterey	\$22,643,000
Pacific Grove	\$12,314,000
Salinas	\$91,383,000
Sand City	\$586,000
Seaside	\$22,193,000
Soledad	\$12,595,000
County Roads	\$156,444,000
<b>Total</b>	<b>\$360,000,000</b>



# Our Plan

## ROADS & POTHoles



## MOBILITY & ACCESS



## SAFETY & TRAFFIC



## WALKING & BIKING



### Regional Safety, Mobility & Walkability Projects - \$240 million (est.)

- Constructs regionally significant improvements selected based on input from key community leaders, transportation planners and engineers, and your elected representatives.
- Includes traffic flow improvements on Highways 68, 101 and 1.
- Includes safety improvements at the top collision locations and corridors within the county.

#### Highway & Road Safety

**\$160 million**

Highway 68 Safety & Traffic Flow <i>Salinas to Monterey</i>	\$50 million
US 101 Safety Improvements - South County	\$30 million
State Route 156 Safety Improvements <i>Castroville Boulevard Interchange</i>	\$30 million
Imjin Safety & Traffic Improvements <i>Multimodal Corridor Improvements</i>	\$20 million
Highway 1 Rapid Bus Corridor	\$15 million
Holman Highway 68 Safety & Traffic Flow <i>Monterey to Pacific Grove</i>	\$10 million
Habitat Preservation/Advance Mitigation <i>Habitat Plan and Advance Right-of-way for Projects</i>	\$5 million

#### Mobility for All

**\$80 million**

Pedestrian & Bike Safety <i>Fort Ord Regional Trail and Greenway - paved pathway</i>	\$20 million
Transportation for Youth, Seniors Disabled & Working Families <i>Safe Routes to Schools</i>	\$20 million
<i>Senior &amp; Disabled Transportation</i>	\$15 million
<i>Commuter Bus, Salinas Valley Transit Center(s) &amp; Vanpools</i>	\$25 million

Visit [tamcmonterey.org](http://tamcmonterey.org) for policies and project descriptions.

# Our Plan

## ROADS & POTHOLES



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

Our Board of Directors is made up of local elected officials who want to make our transportation system better by filling potholes, making our roads safer, and reducing traffic. Representative of the County's diversity, our Board has one elected official from each of our twelve cities, and all five county supervisors.

## MOBILITY & ACCESS



The Transportation Agency for Monterey County, working with our local, state, and federal partners, has made great progress on making our highways safer and reducing traffic, ranging from large projects, such as US 101 at San Juan Road; to rail or bus service; to smaller projects such as neighborhood sidewalks, bicycle paths and bike racks. However, our transportation system in Monterey County is aging and the county roads and city streets are crumbling. There are still significant safety concerns and traffic jams, such as those on Highway 68, Highway 156 and US 101. These issues stifle our regional economy and make it more difficult for our vulnerable populations – the elderly, children and the disabled – to get around.

## SAFETY & TRAFFIC



The challenge facing us is that we have fallen off the fiscal cliff when it comes to transportation revenues. The gas tax hasn't been raised for 20 years, and our cars are more fuel-efficient than ever before. We can't count on the State and federal government to bail us out. Meanwhile, the cost of projects rises with inflation, and road repairs become more expensive the longer we wait. We have over \$2 billion dollars in unfunded road maintenance, safety and traffic reduction needs in Monterey County.

Community leaders have joined with the Transportation Agency for Monterey County to develop this Transportation Safety & Investment Plan, which identifies solutions to regional safety and local road needs of the highest priority.

## WALKING & BIKING



*Community Leaders have joined with the Transportation Agency for Monterey County to develop this Transportation Safety & Investment Plan*

# \$600 Million Estimated Tax Revenues

## ROADS & POTHoles



### Road Projects

- \$360 million to Local Road Maintenance, Pothole Repairs & Safety
- \$160 million to Regional Road Safety & Congestion Improvements

### Mobility for All

- \$80 million to Pedestrian & Bike Safety and Mobility Projects

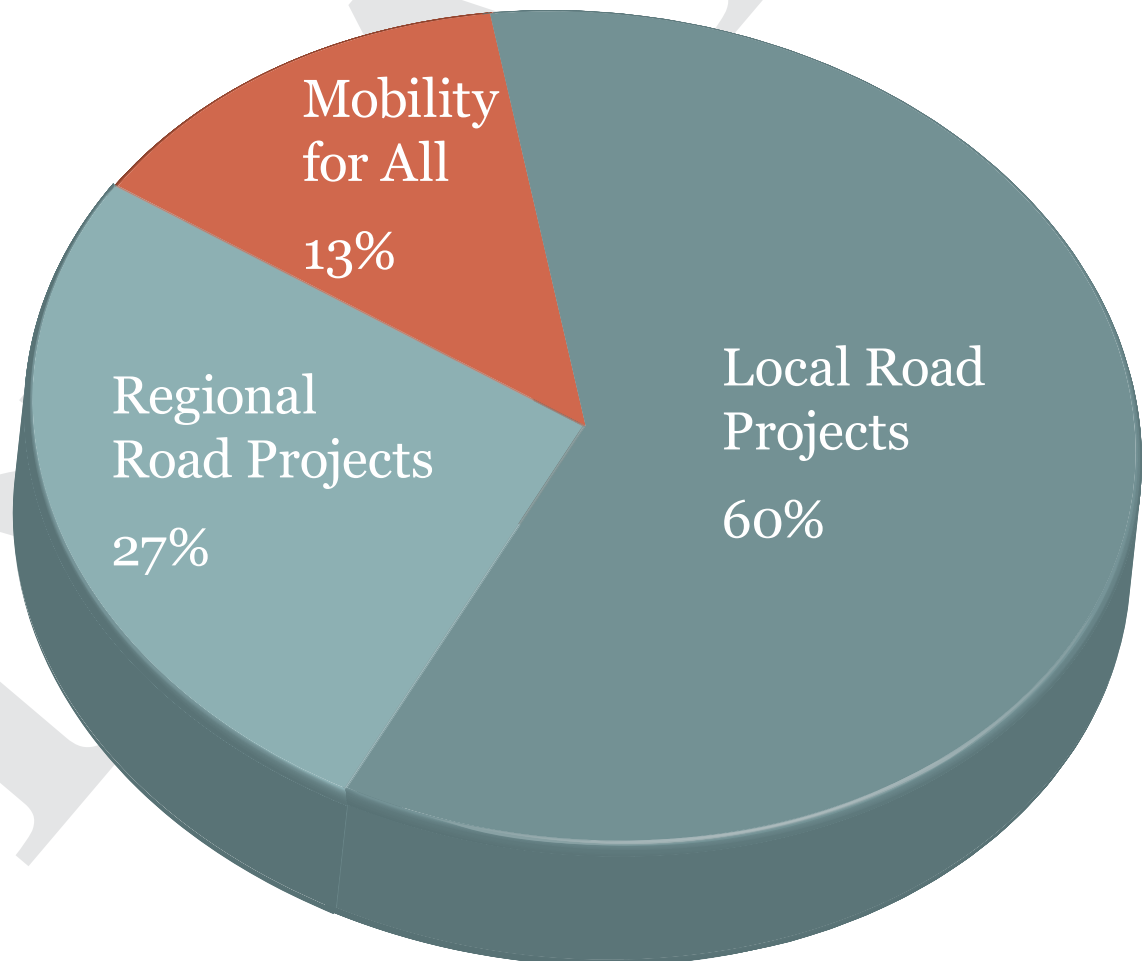
## MOBILITY & ACCESS



## SAFETY & TRAFFIC



## WALKING & BIKING





# Our Plan

## ROADS & POTHOLES



### Local Road Maintenance, Pothole Repairs & Safety

\$360 million for maintenance of local streets, pothole repairs, and safety improvements.

### Transportation for Youth, Seniors, Disabled & Working Families

Investing in transportation options for older adults to support their ability to live independently in their homes and communities. Also, funding for youth transportation and new bus and vanpool service for workers to reach jobs throughout the region.

## MOBILITY & ACCESS



### Increase Safety and Reduce Traffic Congestion

Constructing regionally significant improvements based on input from key community leaders, the TAMC Board, city managers and mayors. These projects include safety improvements at the top collision locations and/or corridors within the county.

## SAFETY & TRAFFIC



### Make Walking and Biking Safer

Improving the safety and health of children by funding Safe Routes to Schools projects and programs that promote safe walking, bicycling and rides to schools, including transportation to Rancho Cielo. Also includes funding for a safe, paved regional biking and walking path that links California State University Monterey Bay, local schools and residents to parks, shops and jobs in Seaside, Marina, Del Rey Oaks, and Monterey (the Fort Ord Recreational Trail and Greenway).

### Matching Funds

With an approved transportation measure, our County will qualify for State and federal matching funds, essentially doubling our money. Making this investment now in our future transportation needs will help to maintain our quality of life and ensure safer travel for all of Monterey County's residents, workers and visitors.

## WALKING & BIKING



*Making this investment now in our future transportation needs will help to maintain our quality of life and ensure safer travel for all of Monterey County's residents, workers and visitors.*

# Our Plan

ROADS &  
POTHOLES



MOBILITY &  
ACCESS



SAFETY &  
TRAFFIC



WALKING &  
BIKING



## Taxpayer Safeguards

To ensure proper safeguards for these funds, this Investment Plan will be approved by the County, the cities, and then the voters. Strong taxpayer safeguards have been put in place to ensure that the projects and programs proposed in this balanced plan can be funded over its lifetime. This plan:

- Guarantees that funding raised by the sales tax can only be used for the transportation projects and programs in this investment plan;
- Specifies that the Transportation Agency for Monterey County will oversee the distribution of revenues to the projects and programs in this plan;
- Assures that these local monies cannot be taken and used for other purposes by TAMC or another government agency;
- Appoints an independent Citizens Oversight Committee to assure that revenues are spent according to the plan;
- Requires annual independent audits and reports to the taxpayers;
- Limits the ability to change the programs or projects in the Investment Plan;
- Limits funds for administrative costs; and
- Provides the ability to issue bonds to deliver projects ahead of schedule.

*Strong taxpayer safeguards ensure that the projects and programs will be funded over the lifetime of the plan.*

# TAMC Board of Directors

## **Voting Representatives**

County of Monterey Board of Supervisors

City of Carmel-by-the-Sea

City of Del Rey Oaks

City of Gonzales

City of Greenfield

City of King City

City of Marina

City of Monterey

City of Pacific Grove

City of Salinas

City of Sand City

City of Seaside

City of Soledad

## **Non-voting Ex-officio Representatives**

Association of Monterey Bay Area Governments

Caltrans District 5

City of Watsonville

Monterey Bay Unified Air Pollution Control District

Monterey Regional Airport

Monterey-Salinas Transit





# Keep Monterey County Moving



## Policies & Project Descriptions for the Transportation Safety & Investment Plan

# Project Descriptions & Policies

## ROADS & POTHOLES



Since May of 2015, the Transportation Agency has engaged in a public outreach effort to inform the public about our transportation needs, funding challenges and the “self-help” option. For the Investment Plan, we gathered the input from months of presentations to our “Community Leaders” stakeholders’ group, city managers and public works directors, and elected officials. Based upon the responses we heard from these groups, the following categories have been identified as priorities for the Transportation Investment Plan:

- Local Road Maintenance, Pothole Repairs & Safety
- Increase Safety and Reduce Traffic Congestion
- Improve Transportation for Youth, Seniors, Disabled and Working Families
- Make Walking and Biking Safer

## MOBILITY & ACCESS



## SAFETY & TRAFFIC



The goals of this investment plan are to make traveling safer, reduce traffic, fix potholes and improve the condition of our local roads, and provide meaningful alternatives to driving alone. The funding is divided into two basic programs to reach these goals:

- Local Road Maintenance, Pothole Repairs & Safety – 60%
- Regional Safety, Mobility, & Walkability – 40%

## WALKING & BIKING



As funds are received, they will be set aside for these two separate accounts according to the percentages listed above, after deducting no more than 1% on funds to pay for administrative salaries and benefits. All interest earned shall remain within its respective program category.

# Project Descriptions & Policies

## ROADS & POTHOLES



## MOBILITY & ACCESS



## SAFETY & TRAFFIC



## WALKING & BIKING



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### Local Road Maintenance, Pothole Repairs and Safety Priority Projects\*

These are just some of the local projects that will be constructed using the money from this measure.

### County Roads

Safety, operations and major maintenance improvements to selected segments along county arterials, including:

- River Road
- Carmel Valley Road
- Laureles Grade Road
- Alisal Road
- Jolon Road
- Reservation Road
- Elkhorn Road
- Gonzales River Road
- Harkins Road/Hatton Road
- Gloria/Iverson Road

Intersection safety improvements at locations such as:

- Carmel Valley Road/Laureles Grade
- Castroville Blvd/San Miguel Canyon Road
- Elkhorn Road/Werner Road/Salinas Road

Street repairs countywide, including pavement patching and slurry sealing program in local communities, such as Pajaro, Castroville, Boranda and Chualar.





### Carmel

Overlay city streets, such as:

- Santa Rita St. between Ocean and Mountain View
- 8th Ave. between Junipero and Mountain View
- Monte Verde St. between Ocean and 8th

Make concrete pavement repairs in the downtown area.

### Del Rey Oaks

Redesign intersections at:

- Carlton and 218;
- Rosita and 218

Construct a Bicycle and Pedestrian Trail from Fort Ord to Fremont Blvd

Conduct a Citywide Roundabout Study

### Gonzales

Repair surface streets including:

- Alta Street
- Fifth Street
- Other locations



### Greenfield

Conduct deferred maintenance and repair of City streets

Replace curbs, repair and replace gutters

Resurface, reconstruct and construct existing street pavement or dirt streets

Reconstruct or construct needed sidewalks

Add ADA pedestrian intersection ramps

Repair traffic control devices (signals, stop signs, etc.)

### King City

Resurface and slurry seal local streets.

Grind and overlay new pavement on:

- Haven Drive
- Broadway St from Mildred to Russ
- South Third Street from Division Street to Pearl Street
- Broadway Circle from River Drive to Broadway Street

### Marina

Make road maintenance and improvements identified in the Pavement Management Program.

Maintain and improve sidewalks

Improve the Del Monte and SR 1 Interchange

Improve the Del Monte Blvd/ Reservation Road intersection



### Monterey

Construct intersection improvements based on highest safety needs, at:

- Munras / Soledad
- Del Monte / Washington
- Del Monte / Camino El Estero
- Del Monte / Camino Aguajito

### Pacific Grove

Overlay pavement on major roads and install pedestrian safety improvements on locations such as:

- Sinex Avenue
- Del Monte Blvd.
- Upper and Lower Lighthouse, between 1st Street and 11th St
- Portions of Congress Avenue
- Multiple residential streets

Conduct annual maintenance on about 4 miles of roadways per year.



### Salinas

**Boronda Road Improvements:** Complete funding for a greenbelt arterial that will utilize roundabouts and paths to improve safety and reduce traffic congestion for pedestrians, bicyclists and cars while enhancing stormwater treatment.

**Bardin Road/east Alisal Roundabout:** Construct roundabouts at the intersection of Bardin Road and East Alisal; resurface and repair adjoining streets.

**Laurel Street Extension and Trail System:** Create safe pedestrian and bicycle access adjacent to a six lane arterial that currently lacks sidewalks and or trails.

**Intermodal Center Enhancement:** Provide pedestrian links to downtown, public restrooms when depots are closed, benches and wayfinding signs among other improvements.

**Chinatown Pedestrian Bridge:** Link affordable housing in the Chinatown area with the intermodal transit/rail station and the downtown Monterey-Salinas Transit station.

**Street/Sidewalk/Curb Repair and Rehabilitation Program**

**New Bicycle/Pedestrian Pathways**

### Sand City

Supplement larger street improvements in the following locations:

- **West End District:** Orange, Shasta, Elder, Ortiz, Dias, Olympia and California Avenues; Contra Costa, Catalina, Hickory, and Holly Streets
- **East Dunes District:** California, Bay, Park, Ocean View, East, Lincoln Avenues; Scott, Hayes, Fell Streets and Sylvan Park
- **South of Tioga District:** California, East, Fir, Afton and Tioga Avenues



### Seaside

Complete West Broadway streetscape

Reconstruct Hilby Avenue

Reconstruct Playa Avenue

Residential paving program

### Soledad

Pinnacles Parkway Connection – Extend existing Los Coches Rd to SR-146/Metz Road, to:

- Improve access to the Pinnacles National Park, increase safety and promote wayfinding for park visitors, and
- Improve safety for local drivers, bicyclists and pedestrians on the former Highway 146.



# Project Descriptions & Policies

## ROADS & POTHOLES



## Regional Safety, Mobility, & Walkability

The Regional Safety, Mobility, and Walkability program will receive 40% of the revenues.

These revenues, estimated at approximately \$240 million, will be matched with development fees and state and federal funding to pay for key safety and congestion relief, transit, and bicycle/pedestrian projects. Most projects will be funded by a mix of funding sources, using the sales tax revenues to leverage outside sources of funding.

Projects will be designed to meet current standards, and will include bicycle and pedestrian access whenever possible. They will be thoroughly studied for environmental impacts and the identified environmental mitigations will be included in the project.

### Eligible Project Costs

Eligible project costs include all conceptual studies, project development costs, right-of-way acquisition, construction costs and any other costs needed to deliver the projects, unless otherwise noted in the project description.

### Funding or Cost Changes

Transportation planning experts, including independent financial and engineering professionals have carefully crafted these policies and project descriptions with conservative revenue estimates and reasonable project cost contingencies. There are, however, many unforeseen circumstances that can arise over 30 years. The actual funding needs to construct the regional roadway projects may be higher or lower due to factors that are outside their control. The effects of inflation or rising construction costs may impact the total amount of funding needed to complete the projects. As such, the project funding shares in this plan will be revised annually to account for inflation. Sales tax revenues or anticipated matching funds may also fall below or above projections. Should funding fall short, the Transportation Agency will prioritize the delivery of safety and congestion relief projects. Should revenues for a given phase exceed projections, monies shall first be used to accelerate the delivery of projects, and only then consider adding new safety or mobility projects to the list.

## MOBILITY & ACCESS



## SAFETY & TRAFFIC



## WALKING & BIKING





## Local Road Maintenance, Pothole Repairs & Safety

Through tax sharing agreements with the cities and the County of Monterey, this program will receive 60% of the transportation sales tax funds, estimated at a total of \$360 million over 30 years.

This program will provide flexible funding to cities and the County of Monterey to help them reduce the maintenance backlog on their aging street and road systems. In addition, these funds can be used for other local transportation needs that will reduce accidents and improve operations for all people and transportation modes, including local bicycle and pedestrian projects.

City and county formula shares shall be allocated based 50% on population and 50% lane miles. The Transportation Agency for Monterey County will update the funding shares formula annually at the beginning of each fiscal year using Department of Finance population figures and Association of Monterey Bay Area Governments (or equivalent) lane mile data. If the number of incorporated cities changes, the funding calculation shall account for changes in population and lane miles for the new and existing jurisdictions.

City and the county formula shares will be distributed to each city and the County by the County of Monterey Auditor-Controller on a quarterly basis by an agreement between TAMC and the County. This program is intended to augment, rather than replace, existing transportation expenditures; accordingly, the tax sharing agreements with cities and the County will include each of the following requirements to receive funds:

### **Use for Transportation Purposes Only**

The cities and County must agree to use sales tax funds for transportation purposes only, subject to full repayment for any misuse.





## Local Road Maintenance, Pothole Repairs & Safety

### **Transportation Safety & Investment Plan Account**

For ease of tracking and to assure full transparency, all revenues received and expenditures of these funds will be accounted for and tracked in its own separate budget and fund titled “The Transportation Safety & Investment Plan Account” and will not be comingled with any other funds.

### **Regional Development Impact Fees**

Cities and the County shall maintain participation in the Transportation Agency for Monterey County’s Regional Development Impact Fee program and impose these fees on new development as applicable to assure that new development pays for its impacts on the regional transportation system.

### **Eligibility Verification**

The cities and County will select transportation projects that meet eligibility criteria as identified in this plan. The local jurisdictions will certify in the annual verification submitted to TAMC that these transportation funds were used for eligible expenses.

### **Maintaining Local Transportation Funding Efforts**

The local jurisdictions will certify in the annual verification submitted to TAMC that these transportation funds will be used to augment and not supplant local resources spent. For purposes of this calculation an average of the prior three (3) years spent for local transportation purposes as defined in this document will be used. Exemptions from this calculation include onetime capital expenses, and expiration of any voter-approved fund sources that were used for local transportation purposes. In the case of expired voter-approved fund sources, the three-year average baseline would be recalculated in the next annual verification period without said expired fund sources.



## Local Road Maintenance, Pothole Repairs & Safety

### Monitor Local Street and Road Conditions

In order to receive these funds, the cities and County shall develop, or participate in the development of by TAMC, a pavement management program. They shall submit regular reports on the conditions of their streets, to ensure timely repairs and keep the public informed. Development of the pavement management program by TAMC is eligible to be funded out of this program prior to distribution of funds to the cities and County.

### Enforcement of Policies

The tax sharing agreements will also include enforcement procedures, designed to reassure the public that tax revenues are spent in accordance with the ballot language. For example, each of the above conditions will be subject to verification and annual audit by the Transportation Agency for Monterey County. Failure to meet any of the above conditions will result in the suspension of the distribution of funds from the County Auditor-Controller to the deficient city/county. Resumption of funding distribution by the County Auditor-Controller to the deficient city/county will resume only after full repayment for any misuse, and conformation of compliance to each of the above conditions by the Transportation Agency for Monterey County. Transportation Safety & Investment Plan funding accrued due to the failure of a city/county to meet the above conditions will be held in trust for up to two (2) years for said jurisdiction, after which the funds will be redistributed to the remaining cities/county in Monterey County per formula. The tax sharing agreements will also provide that resumption of funding can occur at any time during the life of the Transportation Safety & Investment Plan upon compliance with the above conditions and full repayment of any prior misused funds.



## Local Road Maintenance, Pothole Repairs & Safety

### Eligibility Criteria

#### Road and Street Maintenance and Repairs

Filling potholes, repairing, resurfacing or reconstructing roads, streets and bridges, or otherwise conducting maintenance to extend the lifetime of the roadway network and/or reduce or eliminate liability and safety concerns. Repairs, reconstruction or maintenance of walkways or bikeways are also eligible.

#### Road Safety and Operations

Improvements designed to reduce traffic collisions and related injuries and fatalities, as well as projects designed to reduce traffic delays. Examples of safety projects include, but are not limited to: roundabouts, turning lanes, traffic signals or other intersection improvements, hazard eliminations, safety barriers, traffic calming or speed reduction measures. New lane miles or roadways are not eligible with the exception of the Pinnacles Parkway Connection project.

#### Walkability and Pedestrian Safety

Projects designed to make neighborhoods or corridors walkable by making walking safer, more comfortable and convenient. Examples include, but are not limited to: sidewalks, lighted crosswalks, walking paths, landscaping or other barriers from traffic, bulbouts to shorten the crossing distance, safe haven islands, pedestrian countdown signals, street or path lighting and traffic calming.

#### Bike Safety Projects

Projects designed to support safe and convenient bicycling for all levels of riders. Examples include, but are not limited to: new or improved bikeways (lanes, paths, bridges, protected lanes or other barriers to automobile traffic); removing barriers to bicycling (curbs, medians, etc.); signal detectors; and, bicycle racks, lockers and other storage facilities.



## Local Road Maintenance, Pothole Repairs & Safety

### Street Enhancements

Streetscape projects that enhance the safety and experience of the transportation corridor. Examples include, but are not limited to: lighting, landscaping, drainage improvements.

### New Technology

Projects that support or include new technology to promote transportation safety, mobility, cost savings or air quality improvements. Examples include, but are not limited to: electric vehicle chargers, vehicle detection systems, traffic signal synchronization.

### Matching Funds

These funds can be utilized to match grants, loans, programs and pay annual debt service to fund eligible local road maintenance or safety projects as defined in this document. Eligible costs include those directly-related to projects or programs described above, including: corridor studies, research and planning, environmental review and mitigation, right-of-way acquisition, construction, improvement, maintenance, and operations. Examples are not exhaustive but projects must be transportation-oriented. However, in no instance shall funding be used to pay for general operating or staff costs that are not directly related to an eligible transportation project.

### Environmental and Engineering Standards

Projects will be designed to meet current standards, and will include bicycle and pedestrian access whenever possible. Projects will be thoroughly studied for environmental impacts and the identified environmental mitigations will be included in the project.



## Top 10 Traffic Collision Corridor in Monterey County

### Highway 68 Safety & Traffic Flow

#### Salinas to Monterey

Make intersection and other capacity & operational improvements to increase safety and improve traffic flow between Toro Park and Highway 1.

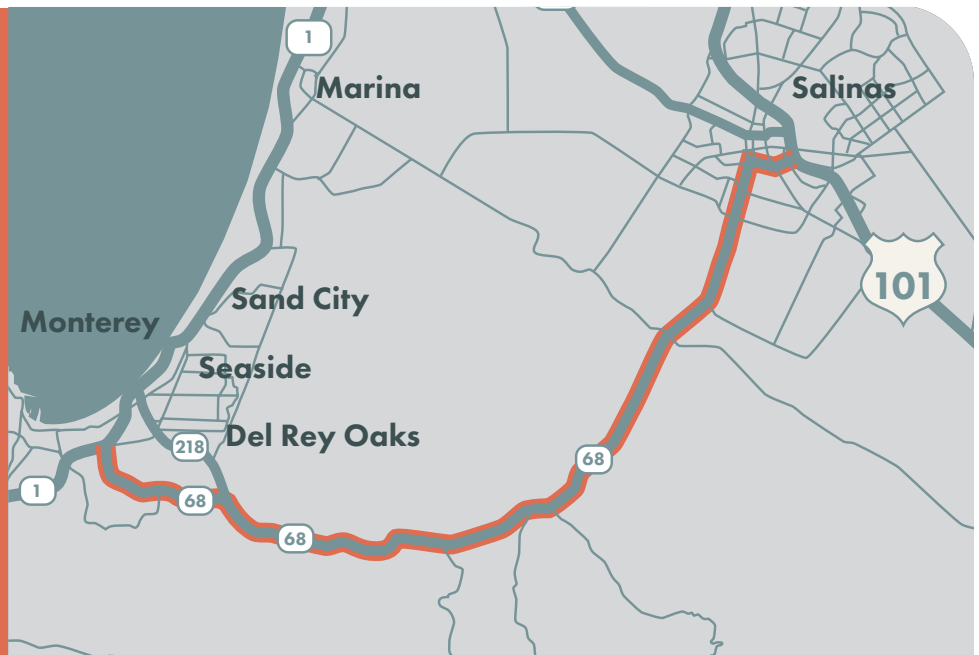
#### Project Purpose

Highway 68 is the main connector between Monterey County's two principal urbanized areas, Salinas and the Monterey Peninsula, serving commuters and the residents, schools and business parks along the corridor. Traffic congestion along Highway 68 is currently at gridlock during the morning and afternoon commute periods. This project will provide relief to commuters in the Highway 68 corridor in a manner that is cost-effective and environmentally sensitive. A team of planners, engineers and community representatives is currently developing the proposed corridor improvements.

**Investment Plan Funding: \$50 Million**

#### Project Benefits:

- Improves safety
- Reduces congestion and delays on Highway 68
- Supports regional travel between Monterey Peninsula and Salinas
- Improves access for local residents







## Top 10 Traffic Collision Corridor in Monterey County

### State Route 156 Safety Improvements

#### State Route 156/Castroville Boulevard Interchange

Build a new interchange at Castroville Boulevard and Highway 156, with connections to Blackie Road to improve access for commercial traffic.

#### Project Purpose

Highway 156 at Castroville Boulevard is the top collision location in Monterey County. In addition, Highway 156 is the major link connecting the San Francisco Bay area and North Monterey County to the Monterey Peninsula. With its present narrow configuration, it currently operates over capacity, with substantial delays and safety concerns, particularly during special events on the Monterey Peninsula. This congestion affects travel to and from the Peninsula as well as travel between US 101 and Highway 1 for local residents. In addition, the traffic impedes access to the Oak Hills neighborhood. This project will direct truck traffic from Merritt Street in Castroville and away from the accident-ridden Highway 183 / 156 interchange. It will also help relieve traffic congestion on Highway 156 while improving safety and local traffic circulation in North Monterey County.

#### Project Benefits:

- Provides traffic congestion relief for 32,000 vehicles per weekday
- Improves safety for Oak Hills and other local communities
- Improves safety at intersections
- Supports our \$2 billion per year visitor economy
- Improves movement of valuable goods to market

#### Investment Plan Funding: \$30 Million





## Top 10 Traffic Collision Corridor in Monterey County

### US-101 Safety Improvements - South County

#### South County Frontage Roads

Construct frontage roads along US-101 between South Salinas (Abbott Street on/off-ramp) and King City.

#### Project Purpose:

Traffic on US 101 in South County is increasingly impacting the highway as well as adjoining interchanges. The lack of frontage roads means that agricultural trucks must use the highway to make local trips, adding to traffic congestion and forcing U-turns and other tricky maneuvers on US 101. Antiquated interchanges all along US 101 will not be able to accommodate traffic in the near future. The purpose of this project is to improve safety and relieve future traffic congestion by eliminating multiple highway crossings while providing the necessary frontage roads to allow farmers access to their lands.

#### Investment Plan Funding: \$30 Million

#### Project Benefits:

- Improves safety and relieves traffic congestion on US 101
- Reduces conflicts with slow moving agricultural vehicles
- Supports regional travel between Salinas and south Monterey County cities
- Improves access for local residents







## Top 10 Traffic Collision Corridor in Monterey County

### Imjin Safety & Traffic Flow Improvements

#### Multimodal Corridor Improvements

Widen Imjin from 2 to 4 lanes between Reservation Road and Imjin Road and make bike and pedestrian safety and transit improvements along the corridor.

#### Project Purpose

This project will provide a transit, bicycle, pedestrian and auto corridor that will connect Salinas to Marina and California State University Monterey Bay. Features of the project will include new travel lanes, bicycle facilities, sidewalks, transit stops/shelters, transit prioritization at signalized intersections.

**Investment Plan Funding: \$20 Million**

#### Project Benefits:

- Reduced travel times between Salinas and the Peninsula
- Improves safety for all travelers
- Creates a more comfortable regional bicycle route
- Improves pedestrian safety in the corridor





## Top 10 Traffic Collision Corridor in Monterey County

### Highway 1 Traffic Relief - Busway

Create a new rapid bus corridor along Highway 1 between Monterey and Marina, with possible extensions to Castroville, utilizing the shoulder of the highway and / or portions of the parallel rail right-of-way, to provide a way for commuters to spend less time in traffic.

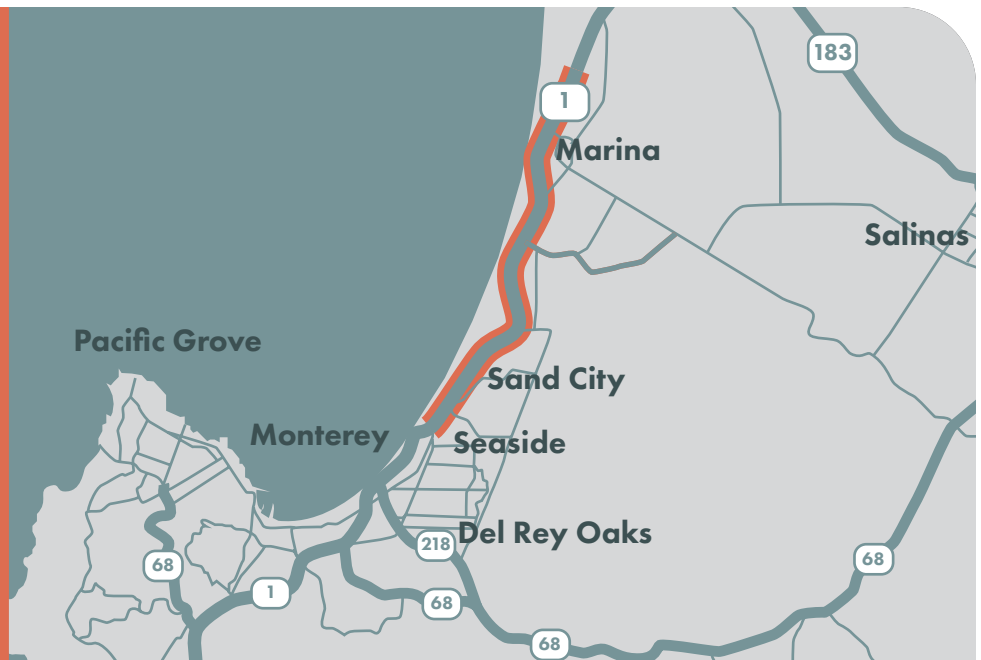
#### Project Purpose

Rapid bus corridors, also known as “bus rapid transit”, are an innovative concept to build improvements to that allow buses to travel more rapidly than cars in a corridor. This project is a low cost way to reduce travel times on the busy Highway 1 corridor.

**Investment Plan Funding: \$15 Million**

#### Project Benefits:

- Increases transit service
- Reduces bus and automobile travel times
- Improves air quality





## Holman Highway 68 Safety & Traffic Flow

### Monterey to Pacific Grove – Holman Highway

Make road, bike and pedestrian safety improvements on Holman Highway 68 between Highway 1 and Asilomar.

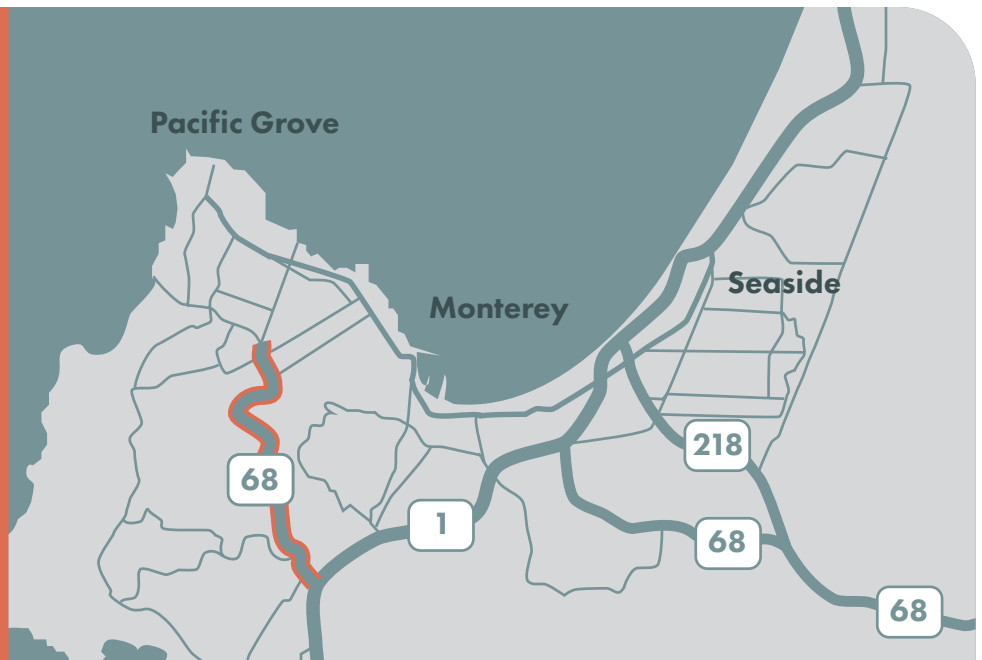
#### Purpose

With its present narrow configuration, Holman Highway currently is very congested during peak commute periods and during special events on the Monterey Peninsula. This project, phase 2 of the improvements to this area, will improve emergency access to the hospital and facilitate the flow of traffic between Highway 1 and Pacific Grove.

**Investment Plan Funding: \$10 Million**

### Project Benefits:

- Provides safety improvements
- Improves emergency access for patients going to the hospital
- Facilitates commuter and other travel to and from Pacific Grove, Pebble Beach and Monterey
- Reduces congestion on Highway 68 leading to the Highway 1 interchange





## Habitat Preservation/ Advance Mitigation



### Habitat Plan and Advance Right-of-way

Create a plan that identifies high quality habitat to acquire to replace land that is needed to construct the transportation projects in this investment plan. The plan will allow early preservation of quality habitat, while reducing the cost and the time it takes to build transportation projects.

### Project Purpose

By surveying the project right of way needs and planning ahead, this project will allow quality habitat parcels to be purchased early to better meet strict environmental conservation requirements. Eligible uses of funds include creation of a habitat conservation plan, contributions towards the purchase of habitat, and purchase of interest or credit in a “land conservation bank”.

Transportation projects may have unavoidable impacts to sensitive habitat. The projects in this plan will be carefully designed to preserve sensitive habitat whenever possible, but where impacts are unavoidable, habitat must be preserved elsewhere, to more than offset the project’s impacts. The goal of this program is to mitigate habitat impacted by transportation projects in a more comprehensive and cost-effective manner so as to benefit both taxpayers and the environment.

### Project Benefits

- Preserves quality habitat at a lower cost
- Accommodates a wide range of projects that vary greatly in size and scope
- Reduces uncertainty for landowners

**Investment Plan Funding: \$5 million**





## Pedestrian & Bike Safety

### Fort Ord Regional Trail and Greenway (FORTAG) – Paved Transportation Corridor

Create a new paved regional active transportation route to serve as a safe pedestrian and bicycle corridor connecting Seaside, Marina, Del Rey Oaks, Monterey, and unincorporated county residents to California State University Monterey Bay, Fort Ord National Monument, and the Monterey Bay Sanctuary Scenic Trail transportation corridor.

#### Project Purpose

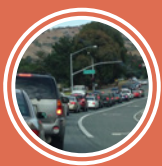
The project is a continuous 12-ft wide paved bikeway with an open space buffer on both sides incorporating habitat, parks, playing fields, developed outdoor recreation sites and associated amenities. The northern loop of FORTAG encircles Marina, following a 13 mile route that includes 3 miles of the existing “Coastal Rec Trail”. The southern loop of FORTAG encircles Seaside and bisects Del Rey Oaks, following a 15 mile route that includes 4 miles of the existing coastal trail system. The route includes spurs connecting with existing and planned bike/pedestrian infrastructure. Several sections of the paved trail will link to nearby unpaved trails

#### Project Benefits

- Provides a safe connection between residential areas, schools, workplaces, regional parks, and city services
- Enhances property values along the greenway corridor
- Provides community health benefits from active transportation alternatives
- Creates economic benefits from associated retail, hospitality, and competitive events

**Investment Plan Funding: \$20 million**





## Transportation for Youth, Seniors, Disabled & Working Families

### Safe Routes to Schools

Improve the safety and health of children by funding projects and programs (such as sidewalks, bikeways and educational programs) that promote safe walking and bicycling to school. Also, funds may be used to transport young people to vocational training at Rancho Cielo and similar non-profit programs.

### Project Purpose

Thirty years ago, 60% of children living within a 2-mile radius of a school walked or bicycled to school. Today, that number has dropped to less than 15%. Roughly 25% commute by school bus, and well over half are driven to or from school in vehicles. And back then, 5% of children between the ages of 6 and 11 were considered to be overweight or obese. Today, that number has climbed to 20%. These statistics point to a rise in preventable childhood diseases, worsening air quality and congestion around schools. This program is intended to reverse these trends by funding projects that improve children's health by making walking and bicycling safer and easier.

### Project Benefits

- Improves safety for children walking and biking to school
- Creates better connections between schools, such as Ranch Cielo, and residential areas
- Enhances air quality
- Provides healthier transportation choices for school children and parents

**Investment Plan Funding: \$20 million**





## Transportation for Youth, Seniors, Disabled & Working Families



### Senior & Disabled Transportation Services

Increase transportation services for older adults and persons with disabilities to support their ability to live independently in their homes and communities.

#### Program Purpose

The number of Monterey County residents 75 years of age and older is projected to increase from 19,000 in 2000 to 44,000 in 2030. The health and well-being of seniors and persons with disabilities depends on their ability to travel to health care, engage in social activities, and go shopping independently. Providing low-cost transportation services will allow working adults to help their parents and grandparents thrive. This program will fund non-profit transportation that will support seniors and persons with disabilities.

#### Project Benefits:

- Gives seniors more transportation options
- Supports independent travel by people with disabilities
- Provides safer and more reliable senior transportation services

#### Investment Plan Funding: \$15 million





## Transportation for Youth, Seniors, Disabled & Working Families



### **Commuter Bus, Salinas Valley Transit Center(s) & Vanpools**

This Program will fund new bus and vanpool services for workers to reach jobs throughout the region, create a new bus maintenance facility in King City, and create a new bus facility in the Salinas area to reduce operating costs.

#### **Project Purpose**

Commuters are looking for alternatives to driving on congested roads between Monterey and Salinas and the Salinas Valley. Bus travel between these cities is very popular, with buses often at standing room only during rush hour, with long travel times and waits. Increasing the frequency of this commuter bus service will make this alternative to driving more convenient for commuters. In addition, new bus facilities in the Salinas Valley will help to reduce operating costs for Monterey-Salinas Transit.

#### **Project Benefits**

- Increases transit service and frequency, including service between King City and Salinas
- Reduces greenhouse gas emissions
- Improves traffic flow and travel times

**Investment Plan Funding: \$25 million**

# Project Descriptions & Policies

## ROADS & POTHOLES



### Use of Excess Revenues

If a five-year average of revenues exceeds the estimates in this plan, funding may be allocated in this order of priority by the TAMC Board:

- To cover cost increases or new features of projects on the list;
- To incorporate new technologies into the plan; and,
- To add new projects to the list.

## MOBILITY & ACCESS



### Removal or Addition of Projects

Removal or addition of any project on the safety and congestion relief project list, for any reason, shall require an amendment to the Investment Plan.

### Expenditure Plan

The Transportation Agency will prepare and adopt by a vote of the Transportation Agency Board a Strategic Expenditure Plan within twelve months of the sales tax taking effect. The expenditure plan will include project cost estimates, revenue estimates, other matching funds, and a draft timeline for regional project delivery.

## SAFETY & TRAFFIC



The Transportation Agency will consider the following criteria when establishing the delivery schedule of the Transportation Improvement Projects:

- Project Readiness: including the degree of completion of environmental and design phases; well-documented preliminary cost estimates, and documented community support as appropriate;
- Project Funding: Availability of matching funds from other sources, including federal, state and local monies;
- Relative Level of Need or Urgency for the project, in consideration of safety and congestion relief impacts;
- Cost Effectiveness, including the ability to construct the project in the short term for a large long-term gain in safety or congestion relief; and,
- Fair Geographic Distribution of projects reflecting where growth is occurring throughout the County.

## WALKING & BIKING



# Project Descriptions & Policies

## ROADS & POTHOLES



### Governance & Safeguards

The investment plan includes strong taxpayer safeguards to ensure that the projects and programs approved by the voters are funded and delivered over its 30-year lifetime. These safeguards are as follows:

#### Firm Sunset Date

This tax will be imposed for a period of 30 years. Collection of the tax will start on April 1, 2017 and cease after 30 years.

#### Funds Are Exclusively for Transportation

Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation projects, programs and activities.

#### Independent Audits

The sales tax program shall be subject to an annual audit by an independent firm to confirm that the program is meeting the voter-approved requirements in the plan and following accepted accounting standards.

#### Program Administration

The Transportation Agency for Monterey County shall have the responsibility for administering and distributing the transportation sales tax proceeds. The Transportation Agency is an independent agency composed of one representative from each city in the county plus the five County supervisors.

#### One-Percent Spending Limit on Salaries and Benefits

The purpose of this measure is to deliver transportation improvements. Administrative costs shall be kept to the minimum required to deliver projects on time and within budget. In no case shall more than 1% of revenues from this measure be used to pay for Transportation Agency administrative salaries and benefits, and only for activities related to the sales tax program.

## MOBILITY & ACCESS



## SAFETY & TRAFFIC



## WALKING & BIKING





# Project Descriptions & Policies

## ROADS & POTHOLES



## MOBILITY & ACCESS



## SAFETY & TRAFFIC



## WALKING & BIKING



### Amendments to the Plan

It is the intent that this plan will be implemented as approved by the voters. However, there may be unforeseen circumstances that occur over the 30-year implementation period. The Transportation Agency for Monterey County may propose amendments to the Plan to respond to unforeseen circumstances, or to provide for the use of additional federal, state, local or other funds. To modify the plan, an amendment must be approved by a 2/3 vote of the Transportation Agency for Monterey County Board of Directors, and by a simple majority weighted vote of the Transportation Agency for Monterey County Board of Directors based on population, following a noticed public hearing, a 45-day comment period and Citizens Oversight Committee review and recommendation of approval.

### Loans Within the Program

Unspent funds may be loaned from one category to another at prevailing interest rates provided that repayment occurs within five years. Loans may also be made to projects outside of this program to projects at risk of delays due to a shortfall in State or federal funding, provided repayment is made within five years. Such loans may not interfere with the implementation of programs or projects in the loaning category and must be approved with a 2/3 vote of the Transportation Agency for Monterey County Board of Directors and by a simple majority weighted vote of the Board of Directors based on population, with Citizens Oversight Committee review and recommendation of approval.

### Bonding Provisions

Early delivery of projects is a goal of this program to maximize project benefits and reduce costs. This Investment Plan anticipates accelerating the delivery of projects in the Regional Safety, Mobility, & Walkability program by issuing bonds. The issuance of bonds is based on the assurance that repayment of bonds is the first priority for the use of sales tax funds.

### Published Results of Audits and Annual Reports

Results of the Independent Audit, Citizens Oversight Committee findings, and the Annual Report must be published and made available to the general public.

# Project Descriptions & Policies

## ROADS & POTHoles



## MOBILITY & ACCESS



## SAFETY & TRAFFIC



## WALKING & BIKING



### Citizens Oversight Committee

A Citizens Oversight Committee representing a diverse range of community interests shall be formed within 6 months of voter approval of this measure. The committee shall meet at least once a year or as often as monthly. Meetings shall be open to the public. The Committee's duties shall be as follows:

- Independent Audits: Have full access to the Agency's independent auditor and review the annual audits, have the authority to request and review specific financial information, and provide input on the audit to assure that funds are being expended in accordance with the requirements of this plan;
- Plan Changes: Review and make recommendations on any proposed changes to the plan, prior to Transportation Agency Board consideration;
- Project Delivery and Priorities: Review and comment on project delivery schedules as represented in the Strategic Expenditure Plan and make recommendations to the Transportation Agency on any proposals for changing project delivery priorities; and
- Annual and Final Reports: Prepare annual reports regarding the administration of the program, to be presented to the Transportation Agency Board of Directors and posted on the Transportation Agency for Monterey County website.

# Project Descriptions & Policies

## ROADS & POTHOLES



The Citizens Oversight Committee membership shall include one representative from each of the following organizations or interests:

1. League of Women Voters
2. A bona fide taxpayers association from the Salinas Valley
3. A bonafide taxpayers association from the Monterey Peninsula
4. Senior or disabled services agency
5. Pedestrian or bicycle transportation advocate
6. Transit users
7. Labor organization
8. Central Coast Builders Exchange
9. Chamber of Commerce –Salinas Valley
10. Chamber of Commerce - Monterey Peninsula
11. Agriculture
12. Habitat preservation
13. Hospitality
14. Education

## MOBILITY & ACCESS



## SAFETY & TRAFFIC



## WALKING & BIKING



Members and their alternates shall be nominated by the bona fide organization they are representing and appointed by the Transportation Agency Board of Directors. Additional members may be appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the committee; however, no case shall Committee membership excluding alternates exceed 20. Initial member terms shall be staggered with half serving a 2-year term and half serving a 3-year term as specified by the Transportation Agency. Any member may be reappointed to a 2-year term for an unlimited number of terms.



# Project Descriptions & Policies

## ROADS & POTHOLES



### Matching Funds Opportunity

This program will give Monterey County the opportunity to double its transportation resources. With an approved transportation measure, our county will qualify as “self-help.” Residents in “self- help” counties have passed sales tax measures to meet the transportation needs of their communities. These are locally controlled dollars that can’t be taken by the state and can only be used for projects approved by the voters.

## MOBILITY & ACCESS



Self-Help Counties are able to compete for matching state and federal grants, thereby leveraging their local dollars to further enhance their ability to meet their transportation needs.

### Risk of Not Investing

Our transportation infrastructure is aging and county roads and city streets are crumbling. The current state of transportation in Monterey County is detrimental to our regional economy. There are many key corridors, such as Highway 68 between Salinas and Monterey, which suffer collisions and traffic jams that make commuting difficult. The transit system can be crowded and serviced by infrequent buses, which discourages motorists from taking alternative forms of transportation. In many communities, there is a lack of safe walkways and bicycle routes between neighborhoods and schools.

## SAFETY & TRAFFIC



Failure to invest in our transportation future will prolong and exacerbate the current issues and make it that much more difficult and expensive to fix the problems later. Our county will also lose out on our fair share of matching state and federal funds. Now is the time to construct the projects in the Transportation Safety & Investment Plan and keep Monterey County moving.

## WALKING & BIKING



For more information on our transportation needs, visit the Transportation Agency for Monterey County's website at [tamcmonterey.org](http://tamcmonterey.org).

# Community Leaders Advisory Group

## ROADS & POTHoles



## MOBILITY & ACCESS



## SAFETY & TRAFFIC



## WALKING & BIKING



Alliance for Jobs

Alliance on Aging

Bay Bikes

Big Sur International Marathon

Big Sur Land Trust

Building Healthy Communities

California State University Monterey Bay

Carpenters Union

Castroville Community Service District

Central Coast Center for Independent Living

Central Labor Council (including Unite Here, SEIU)

Communities Organized for Relational Power in Action

Community Hospital of the Monterey Peninsula

Community Housing Improvement Systems and Planning Association, Inc. (CHISPA)

Elkhorn Slough Foundation

Fort Ord Recreational Trail and Greenway

Gourley Construction

Graniterock Company

International Brotherhood of Electrical Workers

LandWatch Monterey County

League of Women Voters of Monterey County

Meals on Wheels of the Monterey Peninsula

Monterey Bay Area Managers

Monterey County Convention & Visitors Bureau

Monterey County Farm Bureau

Monterey County Hospitality Association

Monterey County Office of Education

Monterey County Public Works

Monterey County Vintners and Growers Association

Monterey Peninsula Chamber of Commerce

Monterey Peninsula Taxpayers Association

Monterey-Salinas Transit

North County Fire District

North Monterey County LULAC

Salinas Seniors Center

Salinas United Business Association

Salinas Valley Chamber of Commerce

Salinas Valley Taxpayers Association

Sierra Club

Southern Monterey County Rural Coalition

Supervisor Parker's Office



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** May 25, 2016  
**Subject:** **Regional Development Impact Fees**

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### **RECOMMENDED ACTION**

1. **RECEIVE** presentation on the Regional Development Impact Fee program and FORA Fee Study update;
2. **APPROVE** removal of South County interchanges from the Regional Development Impact Fee project list and the revised fee schedule; and
3. **PROVIDE** policy input on coordinating the Fort Ord Reuse Authority (FORA) Community Facilities District fees with the Regional Development Impact Fee after the dissolution of FORA.

### **SUMMARY**

The South County cities requested removal of their US-101 interchange projects from the regional fee program. This would lower their fee and the program would still serve as CEQA mitigation. The Agency is also updating FORA's fee program. FORA's unfunded obligations will need to be transferred to relevant agencies after FORA dissolves in 2020.

### **FINANCIAL IMPACT**

Over 20 years, the Regional Development Impact Fee program is projected to generate \$129 million, with a South County zone fee per trip of \$467. The proposed change would lower the total program to \$87.9 million, with a South County fee per trip at \$225. FORA's 2015 Capital Improvement Program transportation obligation is \$120.9 million.

### **DISCUSSION**

The Regional Development Impact Fee program was adopted by the Transportation Agency Board of Directors in August 2008. As part of the Joint Powers Agreement that established the program, the agency is required to update the fee program once every five years, which was completed in 2013.

During the initiation of the fee program, the Agency included four US-101 interchange projects, one in each of the South County cities at their request. This was done to garner the support of the South County cities for the regional fee program, but also resulted in the South County zone having the highest fee.

May 25, 2016

When the fee program was updated in 2013, Agency staff held several meetings with the South County cities to discuss whether they would prefer to keep their local US-101 interchange projects in the fee program, or remove them to lower the fee. The agreement amongst the four South County cities was to keep the projects in the program, but lower the overall project costs so their regional fees would remain the same at \$467 per trip.

However, since that time, development has remained slow in the South County zone despite improvements in the overall economy and housing market. As a result, the cities revisited the idea of reducing fees to attract development by eliminating the local US-101 interchange projects from the regional fee program.

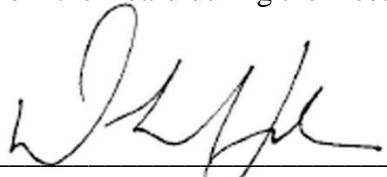
City	Location	Total Cost	Fee Share
Gonzales	US-101 / Gloria Rd Interchange	\$29,960,000	\$10,190,026
Soledad	US-101 / South Soledad Interchange	\$14,020,499	\$2,944,097
Soledad	US-101 / North Soledad Interchange	\$13,037,040	\$5,199,838
Greenfield	US-101 / Walnut Avenue Interchange	\$20,148,450	\$6,370,864
King City	US-101 / First Street Interchange	\$29,814,334	\$4,976,271

This proposal to remove the above projects from the regional fee program has been coordinated jointly with the city managers of each of the South County cities. Each of the respective city councils approved a resolution requesting the removal of the US-101 interchange projects from the regional fee program (**Attachment 1**). This change would lower the fee per trip in the South County zone to \$225 (**Attachment 2**). Since these projects were originally included in the regional fee program at the request of the South County cities, their removal from the program does not affect the regional fee program's ability to serve as CEQA mitigations for cumulative transportation impacts.

In addition to the issue of the South County US-101 interchange projects, Transportation Agency staff has also been working with FORA to update FORA's Community Facilities District fee. The 2014 FORA Capital Improvement Program Review – Phase III report acknowledges the need to revisit the 2005 FORA Fee Reallocation Study to assess the validity of the transportation obligations required by the Fort Ord Base Reuse Plan.

With the planned sunset of the Fort Ord Reuse Authority in 2020, a process needs to be established to transfer the post-FORA Capital Improvement Program obligations to other jurisdictions or agencies. An update to the 2005 FORA Fee Reallocation Study provides an opportunity to identify the extent of post-FORA Capital Improvement Program obligations and provide policy options to the relevant agencies to manage the collection of fees to retire the obligations. Agency staff will review potential policy options and solicit feedback from the Board during the meeting.

Approved by:



Debra L. Hale, Executive Director

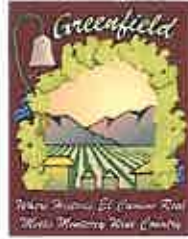
Date Signed: May 10, 2016

Regular Agenda

Counsel Approval: N/AFinance Approval: N/A

Attachment:

- 1) South County Cities' Resolutions
- 2) Revised Regional Development Impact Fee Schedule



May 2, 2016

Debra L. Hale  
Executive Director  
Transportation Agency of Monterey County  
55-B Plaza Circle  
Salinas, CA 93901

***RE: 2013 TAMC Regional Traffic Improvement Fee Update – South County Region –  
Removal of South County Interchanges***

Dear Ms. Hale:

On June 13, 2013, the Mayors from the four South County Cities submitted a joint letter in regards to the 2013 Regional Traffic Fee Update, in support of a “70% proposal” in order to maintain certain South County interchange improvements in the fee program without having to increase the overall amount of the fees. The Cities participated in numerous meetings to let TAMC know, that we collectively view these projects as critical links between our communities and the vital transportation artery that is US 101. We all view regional transportation as a common interest to all our Cities, and we believe that acting in unison on these matters is of great importance.

As we are all aware, these interchanges are in most cases approaching 50 years old, are all severely outdated per current CalTrans standards, and were built in a time when the Cities were much smaller and traffic was minimal. As the Salinas Valley has prospered and significant growth has occurred throughout the region, our transportation infrastructure has not been modernized to keep up with increased traffic demand.

The lack of interchange capacity in each of our Cities severely limits the opportunity for South County as a whole, to succeed in attracting a regional shopping center with the retail, entertainment, and employment opportunities that our residents currently have to travel long distances to either Salinas, or Paso Robles to reach. Traffic constraints will continue to be the number one reason deterring both commercial and industrial growth in South County for the foreseeable future.

Unfortunately, it is of our collective opinion that after nearly eight years of seeing minimal development since the implementation of the Regional Traffic Fee, the backlog of projects and lack of funding sources available to TAMC make us believe that the South County interchange



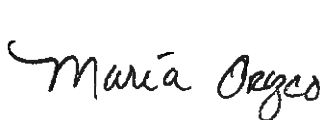
projects, will not be funded through the Regional Traffic Fee program for many years, well beyond the sunset of the current fee program.

Given that our Cities are starting to see renewed signs of optimism for future economic development, these current impact fees represent a significant obstacle that jeopardizes the ability to build needed facilities to facilitate job creation in the Salinas Valley. As such, we find it an unfair burden on developers to pay this fee for projects that will not be developed in the lifetime of the program, and respectfully request that TAMC remove the interchanges from the Regional Traffic Fee program, and lower the fees accordingly.

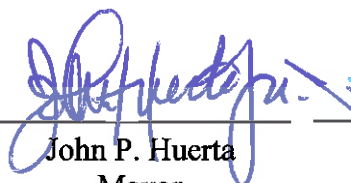
However, the elimination of the interchanges from the impact fee program CANNOT eliminate the projects from prioritization on TAMC's radar for funding. We strongly support including these interchange projects in any future expenditure plans from a potential future sales tax increase to be paid by our local residents, along with a commitment of the local jurisdictions to provide a fair-share contribution through their own revenue sources. Having an available amount of regional money to contribute to an interchange project when necessary, will greatly assist in our combined efforts to increase the local tax base by bringing more business into South County.

The four South County Cities are in agreement that the removal of the interchanges from the Regional Traffic Impact Fee, is a prudent course to take given the lack of available funding in the program. In addition, we agree that any future sales tax revenues should include in its expenditure plan funding, specifically for future South County interchange projects as the need arises for such improvements, in collaboration through local revenues. We remain committed to working with TAMC and our jurisdictions to wisely plan for regional infrastructure needs in the future, properly phase these improvements, and maintain a fee structure that does not drive potential business out of the Salinas Valley. We sincerely thank TAMC staff for their cooperation and request that the TAMC Board support this proposal at the next available opportunity.

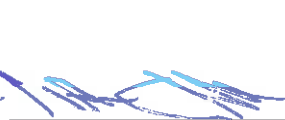
Sincerely,



Maria Orozco  
Mayor  
City of Gonzales



John P. Huerta  
Mayor  
City of Greenfield



Robert Cullen  
Mayor  
King City



Fred Ledesma  
Mayor  
City of Soledad





**RESOLUTION NO. 2016-22**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
GREENFIELD REQUESTING THE TRANSPORTATION AGENCY OF  
MONTEREY COUNTY (TAMC) REDUCE REGIONAL DEVELOPMENT  
IMPACT FEES FOR THE SOUTH MONTEREY COUNTY ZONE**

**WHEREAS**, the Transportation Agency for Monterey County (TAMC) established a regional development impact fee program in 2008 based upon a nexus study; and

**WHEREAS**, the regional development impact fee program is structured to calculate fees by four zones based upon a list of projects; and

**WHEREAS**, the list of projects for the South County zone includes local interchange projects;

**WHEREAS**, issues regarding implementation of the local interchange projects include lack of revenues generated by the program, the need for cities within the zone to compete for the sequence of obtaining the funding for projects within their jurisdiction, and the need for local jurisdictions to generate additional required project funding; and

**WHEREAS**, the regional development impact fee program should be viewed as a CEQA mitigation measure rather than as a revenue source to fund local interchange projects;

**NOW, THEREFORE, BE IT RESOLVED AND ORDERED** by the City Council of the City of Greenfield that the City of Greenfield hereby requests TAMC to amend its regional development impact fee program in order to reduce the regional development impact fees charged to the South County zone by removing all local interchange projects in the South County regional development impact fee project list.

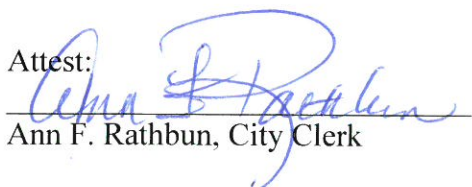
**PASSED AND ADOPTED** by the City Council of the City of Greenfield at a regular meeting duly held on the 12<sup>th</sup> day of April 2016, by the following vote:

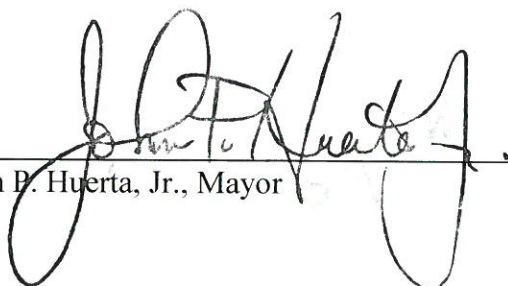
**AYES, and in favor thereof, Councilmembers:** Mayor Huerta, Mayor Pro-tem Rodriguez, Councilmembers Walker, Torres and Santibanez

**NOES, Councilmembers:** None

**ABSENT, Councilmembers:** None

Attest:

  
Ann F. Rathbun, City Clerk

  
John P. Huerta, Jr., Mayor

**RESOLUTION NO. 2016-21**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GONZALES  
REQUESTING THE TRANSPORTATION AGENCY OF MONTEREY COUNTY TO  
REDUCE THE SOUTH COUNTY REGIONAL DEVELOPMENT IMPACT FEE**

**WHEREAS**, the Transportation Agency for Monterey County (TAMC) established a regional development impact fee program in 2008 based upon a nexus study that was prepared; and

**WHEREAS**, the regional development impact fee program is structured to calculate fees by four zones based upon a list of projects; and

**WHEREAS**, the list of projects for the South County zone includes local interchange projects;

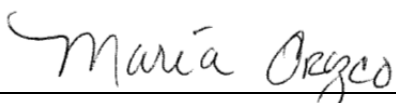
**WHEREAS**, issues regarding implementation of the local interchange projects include lack of revenues generated by the program, the need for Cities within the zone to compete for the sequence of obtaining the funding for projects within their jurisdiction, and the need for local jurisdictions to generate other project funding required; and

**WHEREAS**, the local interchange projects have not been projected as necessary to address future deficiencies in the regional transportation system.


**NOW, THEREFORE, BE IT RESOLVED AND ORDERED** by the City Council of the City of Gonzales that the City of Gonzales hereby requests TAMC to amend its regional development impact fee program in order to reduce the regional development impact fees charged to the South County zone by removing all local interchange projects in the South County regional development impact fee project list; and authorize the Mayor to sign a joint letter to TAMC requesting the reduction.

**PASSED AND ADOPTED** by the City Council of the City of Gonzales at a regular meeting duly held on the 2<sup>nd</sup> day of May 2016, by the following vote:

<b>AYES:</b>	<b>COUNCIL MEMBERS:</b>	Mayor Pro Tem Liz Silva, Scott Funk, Jose G. Lopez, Robert Bonincontri, and Mayor Maria Orozco
<b>NOES:</b>	<b>COUNCIL MEMBERS:</b>	None
<b>ABSTAIN:</b>	<b>COUNCIL MEMBERS:</b>	None
<b>ABSENT:</b>	<b>COUNCIL MEMBERS:</b>	None

  
\_\_\_\_\_  
**Maria Orozco, The Honorable Mayor**

**ATTEST:**

  
\_\_\_\_\_  
**René L. Mendez, City Clerk**

**RESOLUTION NO. 2016-4503**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KING  
REQUESTING THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY  
TO REDUCE REGIONAL DEVELOPMENT IMPACT FEES  
FOR THE SOUTH MONTEREY COUNTY ZONE**

**WHEREAS**, the Transportation Agency for Monterey County (TAMC) established a regional development impact fee program in 2008 based upon a nexus study that was prepared; and

**WHEREAS**, the regional development impact fee program is structured to calculate fees by four zones based upon a list of projects; and

**WHEREAS**, the list of projects for the South County zone includes local interchange projects;

**WHEREAS**, issues regarding implementation of the local interchange projects include lack of revenues generated by the program, the need for cities within the zone to compete for the sequence of obtaining the funding for projects within their jurisdiction, and the need for local jurisdictions to generate other project funding required; and

**WHEREAS**, the local interchange projects have not been projected as necessary to address future deficiencies in the regional transportation system.

**NOW, THEREFORE, BE IT RESOLVED AND ORDERED** by the City Council of the City of King that the City of King hereby requests TAMC to amend its regional development impact fee program in order to reduce the regional development impact fees charged to the South County zone by removing all local interchange projects in the South County regional development impact fee project list.

This resolution was passed by the Mayor and Council this 23<sup>rd</sup> day of February by the following vote:

**AYES**, and in favor thereof, Councilmembers: Acosta, Hendrickson, LeBarre, Jernigan, Cullen

**NAYS**, Councilmembers:

**ABSENT**, Councilmembers:

**ABSTAIN**, Councilmembers:

**APPROVED:**

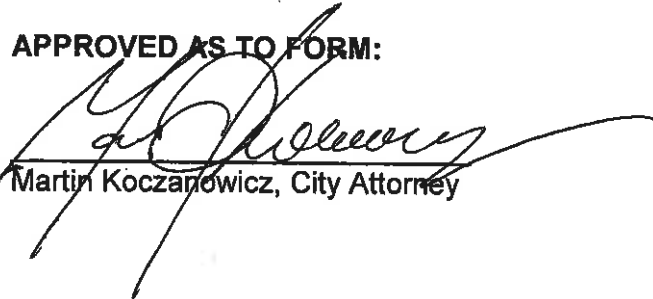


Robert Cullen, Mayor

**ATTEST:**

  
\_\_\_\_\_  
Steven Adams, City Clerk

**APPROVED AS TO FORM:**

  
\_\_\_\_\_  
Martin Koczanowicz, City Attorney

**RESOLUTION NO. 5164**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOLEDAD  
REQUESTING THE TRANSPORTATION AGENCY OF MONTEREY COUNTY  
(TAMC) TO REDUCE REGIONAL DEVELOPMENT IMPACT FEES FOR THE  
SOUTH MONTEREY COUNTY ZONE**

**WHEREAS**, the Council of the City of Soledad ("City") has adopted Ordinance No. 659 ("Ordinance") establishing a Regional Development Impact Fee ("RDIF") to be paid by new development within the City to fund, in part, the cost of regional transportation improvements needed to accommodate new development of land within the county;

**WHEREAS**, the Council of the City has authorized the execution and delivery of a Joint Powers Agreement ("JPA") establishing the Regional Development Impact Fee Agency ("RDIF Agency") to coordinate the activities of the parties to the JPA in connection with the collection, transmittal and expenditure of Regional Development Impact Fees;

**WHEREAS**, the City is a voting member of the RDIF Agency Board of Directors;

**WHEREAS**, issues regarding implementation of the local interchange projects include lack of revenues generated by the program, the need for cities within the zone to compete for the sequence of obtaining funding for projects within their jurisdiction, and the need for local jurisdictions to generate other project funding required; and

**WHEREAS**, the Council of the City deems it necessary and appropriate to request that TAMC update the RDIF as provided in this Resolution.

**NOW THEREFORE, BE IT HEREBY RESOLVED**, by the City Council of the City of Soledad that the City of Soledad requests TAMC to amend its regional development impact fee program in order to reduce the regional development impact fees charged to the South County zone by removing all local interchange projects in the South County regional development impact fee project list.

**BE IT FURTHER RESOLVED**, that the City Council authorizes the Mayor to sign a letter, a copy of which is attached hereto as Exhibit A and by this reference incorporated herein, to send to TAMC requesting that South County interchanges be considered for regional projects as part of a proposed transportation sales tax.

**PASSED AND ADOPTED** this 6<sup>th</sup> day of April 2016, by the following vote:

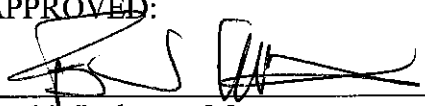
**AYES**, and in favor thereof, Councilmembers: Christopher K. Bourke, Mayor Pro Tem  
Alejandro Chavez, Richard J. Perez, Patricia D. Stephens, and Mayor Fred J. Ledesma

NOES, Councilmembers: None

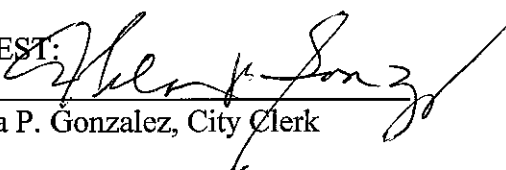
ABSTAIN, Councilmembers: None

ABSENT, Councilmembers: None

APPROVED:

  
Fred J. Ledesma, Mayor

ATTEST:

  
Adela P. Gonzalez, City Clerk



# Transportation Agency for Monterey County

## Regional Development Impact Fees

Fee Schedule By Land Use - No South County Interchanges

**DRAFT**

LAND USE DESIGNATION	ITE CODE	ITE TRIP RATES	NORTH COUNTY	GREATER SALINAS	PENINSULA / SOUTH COAST	SOUTH COUNTY
<b>Residential Average (dwelling unit)</b>						
Single-Family	210	9.57	\$4,291	\$2,948	\$1,939	\$2,149
Apartment	220	6.72	\$3,013	\$2,070	\$1,362	\$1,509
Condo/Townhome	230	5.86	\$2,628	\$1,805	\$1,187	\$1,316
Multi-Family / Secondary Unit	251	3.71	\$1,664	\$1,143	\$752	\$833
<b>Retail (Square Feet)</b>		<b>44.32</b>	<b>\$6.08</b>	<b>\$4.17</b>	<b>\$2.66</b>	<b>\$3.04</b>
Building Materials and Lumber Store	812	45.16	\$6.19	\$4.25	\$2.71	\$3.10
Free-Standing Discount Superstore	813	49.21	\$6.75	\$4.64	\$2.95	\$3.38
Specialty Retail Center	814	44.32	\$6.08	\$4.17	\$2.66	\$3.04
Free-Standing Discount Store	815	56.02	\$7.68	\$5.28	\$3.36	\$3.85
Hardware/Paint Store	816	51.29	\$7.03	\$4.83	\$3.08	\$3.52
Nursery (Garden Center)	817	36.08	\$4.95	\$3.40	\$2.16	\$2.48
Nursery (Wholesale)	818	39.00	\$5.35	\$3.67	\$2.34	\$2.68
Shopping Center	820	42.94	\$5.89	\$4.04	\$2.58	\$2.95
Factory Outlet Center	823	26.59	\$3.65	\$2.50	\$1.60	\$1.83
New Car Sales	841	33.34	\$4.57	\$3.14	\$2.00	\$2.29
Automobile Parts Sales	843	61.91	\$8.49	\$5.83	\$3.71	\$4.25
Tire Store	848	24.87	\$3.41	\$2.34	\$1.49	\$1.71
Tire Superstore	849	20.36	\$2.79	\$1.92	\$1.22	\$1.40
Supermarket	850	102.24	\$14.02	\$9.63	\$6.13	\$7.02
Discount Supermarket	854	96.82	\$13.27	\$9.12	\$5.81	\$6.65
Discount Club	861	41.80	\$5.73	\$3.94	\$2.51	\$2.87
Home Improvement Superstore	862	29.80	\$4.09	\$2.81	\$1.79	\$2.05
Electronics Superstore	863	45.04	\$6.18	\$4.24	\$2.70	\$3.09
Discount Home Furnishing Superstore	869	47.81	\$6.56	\$4.50	\$2.87	\$3.28
Apparel Store	870	66.40	\$9.10	\$6.25	\$3.98	\$4.56
Arts and Crafts Store	879	56.55	\$7.75	\$5.33	\$3.39	\$3.88
Pharmacy/Drugstore (no Drive-Thru)	880	90.06	\$12.35	\$8.48	\$5.40	\$6.18
Pharmacy/Drugstore (Drive-Thru)	881	88.16	\$12.09	\$8.30	\$5.29	\$6.05
Furniture Store	890	5.06	\$0.69	\$0.48	\$0.30	\$0.35
<b>Office (Square Feet)</b>		<b>11.01</b>	<b>\$4.96</b>	<b>\$3.41</b>	<b>\$2.24</b>	<b>\$2.49</b>
General Office	710	11.01	\$4.96	\$3.41	\$2.24	\$2.49
Government Office	730	27.92	\$12.58	\$8.65	\$5.67	\$6.30
Office Park	750	11.42	\$5.15	\$3.54	\$2.32	\$2.58
Medical-Dental Office	720	36.13	\$16.28	\$11.19	\$7.34	\$8.16
Business Park	770	12.76	\$5.75	\$3.95	\$2.59	\$2.88
<b>Industrial / Ag (Square Feet)</b>		<b>3.82</b>	<b>\$1.91</b>	<b>\$1.31</b>	<b>\$0.88</b>	<b>\$0.96</b>
Light Industrial	110	6.97	\$3.49	\$2.39	\$1.61	\$1.75
Heavy Industrial	120	1.50	\$0.75	\$0.52	\$0.35	\$0.38
Warehouse	150	4.96	\$2.48	\$1.70	\$1.15	\$1.24
Manufacturing	140	3.82	\$1.91	\$1.31	\$0.88	\$0.96
<b>Lodging (room)</b>						
Hotel	310	8.17	\$3,663	\$2,517	\$1,655	\$1,835
Motel	320	5.63	\$2,525	\$1,734	\$1,141	\$1,264

<b>Fee per Trip</b>			<b>\$448</b>	<b>\$308</b>	<b>\$203</b>	<b>\$225</b>
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<b>Current Fee per Trip</b>			<b>\$460</b>	<b>\$327</b>	<b>\$209</b>	<b>\$467</b>
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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Rita Goel, Director of Finance & Administration  
Todd Muck, Deputy Executive Director  
**Meeting Date:** May 25, 2016  
**Subject:** **Three-Year Budget (FY16/17-FY18/19) and  
FY 16/17 Overall Work Program**

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### **RECOMMENDED ACTION**

**APPROVE** Resolution 2016-09 adopting the fiscal year 16/17 budget and overall work program and estimated budgets for fiscal years 17/18 and 18/19 as recommended by the Executive Committee.

### **SUMMARY**

At its February adoption of the draft budget, the Board did not have any suggested changes for the final budget. This version makes changes to reflect the latest information on revenues and expenditures. The Executive Committee reviewed the budget on May 4, 2016 and recommends approval.

### **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 overall work program tasks such as rail program, highway projects, bicycle and pedestrian program etc.

The proposed fiscal year operating expenditure budget is \$2,616,738, a net increase over fiscal year 2015/16 of \$194,439.

The proposed fiscal year direct program expenditure budget is \$14,825,795, a net decrease over fiscal year 2015/16 of \$1,983,440.

**DISCUSSION**

**Three Year Budget:** Changes since the Board reviewed the draft budget on February 24, 2016 are:

<b>Operating Budget</b>	<b>February Draft</b>	<b>May Final</b>	<b>Difference</b>
Revenue & Expenditures	\$2,616,738	\$2,616,738	\$0

Revenues changed due to:

1. Planning, Programming & Monitoring funds increased by \$45,600.
2. Reserve usage decreased by \$45,600

Expenditures changed due to: No change.

<b>Direct Program</b>	<b>February Draft</b>	<b>May Final</b>	<b>Difference</b>
Revenue & Expenditures	\$14,410,795	\$14,825,795	\$415,000

Revenues changed due to:

1. SAFE funds increased by \$60,000.
2. Reserve usage increase by \$10,000.
3. Regional Surface Transportation Program funds increased by \$345,000.

Expenditures changed due to:

1. \$40,000 added for 511 deployment.
2. \$20,000 added for Rideshare printing and marketing materials.
3. \$10,000 added for contribution to AMBAG for ortho-imagery.
4. \$345,000 increased Complete Streets Implementation for engineering on-call services.

As a result of good fiscal management, the agency has added to its reserve in the 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 FY 16/17, 17/18 & 18/19 for Operating and Direct Program activities.

Potential risks to the agency continue to include a reduction in federal, state or planning funds and minimal new development and therefore reduced funds for the Regional Development Impact Fee Agency. 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. Should major revenue reductions occur, the agency will need to reevaluate its revenues, costs and mission to determine essential vs. discretionary activities. Billing specific projects for staff time, when possible will continue to be priority.

Benefit and salary changes are set forth in the resolution. Also, the authority for out-of state travel trips is outlined in the resolution.

**Annual Work Program:**

The attached final overall work program contains minor changes made in response to comments by Caltrans. These edits effectively have very little change to the 2016/17 work program the Executive Committee and Board reviewed in February.

Highlights of the 2016/17 Overall Work Program include the following activities:

- Provide public outreach services during the construction of the Highway 68 roundabout.
- Conduct a comprehensive planning process to identify operational and safety improvements for the Monterey – Salinas Scenic Highway 68 corridor.
- Complete the Pacific Grove Hwy 68 Corridor Study.
- Oversee completion of the Level 2 Traffic & Revenue study evaluating funding and diversion impacts of tolling the Hwy 156 Corridor Improvement Project.
- Support construction of the Via Salinas Valley safety projects.
- Develop a plan for operational improvements in the Monterey to Salinas Highway 68 Corridor.
- Implement a 511 traveler information system and the Monterey County Rideshare Program.
- Evaluate usage and need for current and alternative callbox locations.
- Prepare the 2018 Regional Transportation Plan project lists and funding estimates.
- Support local utilization of the Complete Street guidelines and implementing other components of the region's Sustainable Communities Strategies.
- Fund bicycle racks and related hardware as part of the Bicycle Secure Program.
- Install signs for initial routes identified in the Regional Bicycle Wayfinding Plan.
- Continue the right-of-way acquisition and final design of the Rail Extension to Salinas.
- Work with MST and Caltrans to evaluate the feasibility of operating buses on the shoulder of Highway 1 or construct a busway within the Monterey Peninsula Branch Line right-of-way.

Approved by:

  
Debra L. Hale, Executive Director

Date Signed: May 10, 2016

Regular Agenda

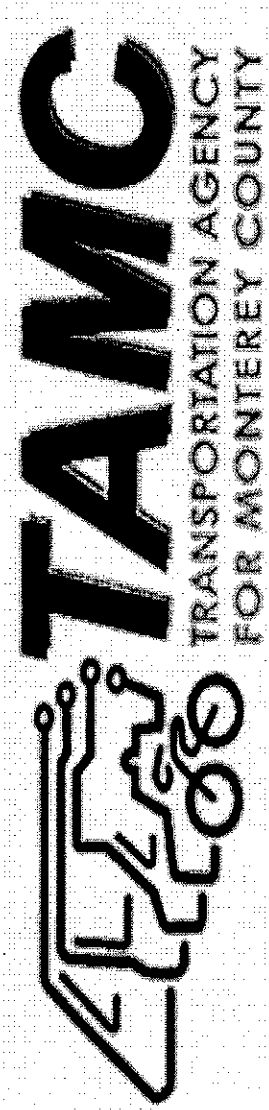
Counsel Approval: N/A

Finance Approval: Yes

Attachments:

1. TAMC 3- year Budget Fiscal Years 2016/2019
2. Resolution 2016-09
3. Overall Work Program Summary for fiscal year 2016/17

Web Attachment: Overall Work Program for fiscal year 2016/17



# **3 YEAR BUDGET**

## **FISCAL YEARS**

**2016 - 2017**

**to**

**2018 - 2019**

# TAMC-3 YEAR BUDGET JULY 1, 2016 - JUNE 30, 2019

## TOTAL REVENUE & EXPENDITURES - SUMMARY

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE FY 16/17 BUDGET vs FY 15-16 APPROVED
		FY 16/17 Estimated	FY 17/18 Estimated	FY 18/19 Estimated	
Operating Revenue	FY 15/16 Approved				
Direct Program Revenue					
TOTAL REVENUE					
Operating Expenditures					
Direct Program Expenditures					
TOTAL EXPENDITURES					
REVENUE MINUS EXPENDITURES					



**TAMC-3 YEAR BUDGET JULY 1, 2016 - JUNE 30, 2019**

**TOTAL REVENUE BY SOURCE**

SOURCE OF REVENUE	FY PLAN	FUTURE 3 YR BUDGET			4 Years Cumulative Impact	% CHANGE FY 16/17 BUDGET vs FY 15-16 APPROVED
	FY 15/16 Approved	FY 16/17 Estimated	FY 17/18 Estimated	FY 18/19 Estimated		
Federal Grants-Operating	\$296,810	\$250,000	\$49,000	\$0		-15.8%
Federal Grants-Direct	\$554,323	\$275,000	\$14,000	\$14,000		-50.4%
State Grants-Operating	\$1,635,685	\$1,628,685	\$1,623,685	\$1,653,685		-0.4%
State Grants-Direct	\$15,361,207	\$13,293,127	\$10,872,178	\$9,568,607		-13.5%
State Funds-Operating	\$340,536	\$310,210	\$436,076	\$478,076		-8.9%
State Funds-Direct	\$448,725	\$368,172	\$643,000	\$243,000		-18.0%
RSTP- Direct-Cfwd & New Approval	\$465,000	\$640,000	\$338,726	\$185,000		37.6%
Total Revenue from Outside Sources	\$19,102,286	\$16,765,194	\$13,976,665	\$12,142,368		-12.2%
FSP Reserve Surplus/(Usage)	\$68,759	\$68,759	\$68,759	\$68,759	\$275,036	0.0%
SAFE Reserve Surplus/(Usage)	\$447	(\$74,069)	\$25,598	\$25,598	(\$22,426)	-16670.2%
Rail-Leases ROW-Reserve Surplus/(Usage)	\$118,000	\$53,000	\$118,000	\$118,000	\$407,000	-55.1%
Undesig. Contingency Surplus/(Usage)-Oper.	\$110,732	(\$102,843)	(\$232,631)	(\$216,887)	(\$441,630)	-192.9%
Undesig. Contingency Surplus/(Usage)-Direct	(\$427,186)	(\$622,186)	(\$297,186)	(\$197,186)	(\$1,543,744)	45.6%
Total Contingency Fund Surplus/ (Usage)	(\$129,248)	(\$677,339)	(\$317,460)	(\$201,716)	(\$1,325,764)	424.1%
TOTAL REVENUE	\$19,231,534	\$17,442,533	\$14,294,125	\$12,344,084		-9.3%

## OPERATING REVENUES

SOURCE OF REVENUE/EXPENDITURE	FY PLAN		FUTURE 3 YR BUDGET		% CHANGE FY 16/17 BUDGET VS FY 15-16 APPROVED	\$ CHANGE FY 16/17 BUDGET VS FY 15-16 APPROVED
	FY 15/16 Approved	FY 16/17 Estimated	FY 17/18 Estimated	FY 18/19 Estimated		
<b>OPERATING REVENUE</b>						
<b>FEDERAL PLANNING GRANTS</b>						
Federal Planning ( AMBAG-FHWA PL )	\$0	\$0	\$0	\$0		\$0
INVEST Grant	\$20,000	\$0	\$0	\$0	-100.0%	-\$20,000
SR156 West Proj. Mgmt. -EARMARK	\$225,000	\$225,000	\$42,000	\$0	0.0%	\$0
HWY 68 Corridor Study-Monterey to Salinas	\$25,000	\$25,000	\$7,000	\$0	0.0%	\$0
Highway 68 -Pacific Grove Grant	\$26,810	\$0	\$0	\$0	-100.0%	-\$26,810
<b>SUB TOTAL FEDERAL GRANTS</b>	<b>\$296,810</b>	<b>\$250,000</b>	<b>\$49,000</b>	<b>\$0</b>	<b>-15.8%</b>	<b>-\$46,810</b>
<b>STATE PLANNING GRANTS</b>						
SR156 West Proj. Mgmt. -STIP	\$0	\$0	\$0	\$0		\$0
Local Transportation Fund ( Current )- LTF	\$908,485	\$908,485	\$908,485	\$908,485	0.0%	\$0
Planning & Programming -PPM	\$213,000	\$231,000	\$231,000	\$231,000	8.5%	\$18,000
Rural Planning Assistance-RPA	\$422,000	\$397,000	\$392,000	\$422,000	-5.9%	-\$25,000
Complete Street Project Implementation-RSTP	\$92,200	\$92,200	\$92,200	\$92,200	0.0%	\$0
<b>SUB TOTAL STATE GRANTS</b>	<b>\$1,635,685</b>	<b>\$1,623,685</b>	<b>\$1,623,685</b>	<b>\$1,653,685</b>	<b>-0.4%</b>	<b>-\$7,000</b>
<b>LOCAL PLANNING CONTRIBUTIONS</b>						
Congestion Management Program-CMP	\$243,076	\$243,076	\$243,076	\$243,076	0.0%	\$0
Impact Fee Administration Program	\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
SR156 West Proj. Mgmt. -RDIF	\$0	\$0	\$183,000	\$225,000		\$0
Roundabout Outreach Construction ( AB 2766 )	\$57,460	\$0	\$0	\$0	-100.0%	-\$57,460
Roundabout Outreach Construction (City MRY-RSTP)	\$0	\$42,134	\$0	\$0		\$42,134
FORA Fee Update	\$30,000	\$15,000	\$0	\$0	-50.0%	-\$15,000
<b>SUB TOTAL LOCAL GRANTS</b>	<b>\$340,536</b>	<b>\$310,210</b>	<b>\$436,076</b>	<b>\$478,076</b>	<b>-8.9%</b>	<b>-\$30,326</b>
<b>OTHER CONTRIBUTIONS</b>						
FSP- Staff Support	\$25,000	\$25,000	\$25,000	\$25,000	0.0%	\$0
SAFE- Staff Support	\$25,000	\$25,000	\$25,000	\$25,000	0.0%	\$0
SAFE- 511 Deployment Staff Support	\$25,000	\$25,000	\$25,000	\$25,000	0.0%	\$0
SAFE- Ride Share Staff Support	\$10,000	\$75,000	\$75,000	\$75,000	650.0%	\$65,000
Rail-Rail Extension to Salinas-Staff Support	\$125,000	\$125,000	\$125,000	\$125,000	0.0%	\$0
Rail-Monterey Branch Line /Leases Staff Support	\$50,000	\$50,000	\$50,000	\$50,000	0.0%	\$0
<b>SUB TOTAL STAFF SUPPORT</b>	<b>\$260,000</b>	<b>\$325,000</b>	<b>\$325,000</b>	<b>\$325,000</b>	<b>25.0%</b>	<b>\$65,000</b>
<b>Sub Total Operating Revenue</b>	<b>\$2,533,031</b>	<b>\$2,513,895</b>	<b>\$2,433,761</b>	<b>\$2,456,761</b>	<b>-0.8%</b>	<b>-\$19,136</b>
Undesig. Contingency Res. Surplus/ (Usage)-Oper.	\$110,732	(\$102,843)	(\$232,631)	(\$216,887)	-192.9%	(\$213,575)
<b>TOTAL OPERATING REVENUE</b>	<b>\$2,422,299</b>	<b>\$2,616,738</b>	<b>\$2,666,392</b>	<b>\$2,673,648</b>	<b>8.0%</b>	<b>\$194,439</b>

**TAMC- OPERATING REVENUE CHANGES FY 2016-2017  
FROM FY 2015-2016 APPROVED BUDGET**

<u>Operating Revenue</u>		FY 15-16 APPROVED BUDGET	FY 16-17 PROPOSED BUDGET	FY 16/17 BUDGET vs FY 15-16	
				\$ CHANGE	% CHNG
1	<u>FEDERAL PLANNING GRANTS</u>	\$296,810	\$250,000	-\$46,810	-15.8%
	INVEST Grant	\$20,000	\$0	-\$20,000	-100.0%
	Highway 68-Pacific Grove Grant	\$26,810	\$0	-\$26,810	-100.0%
2	<u>STATE PLANNING GRANTS</u>	\$1,635,685	\$1,628,685	-\$7,000	-0.4%
	Planning & Programming - PPM	\$213,000	\$231,000	\$18,000	8.5%
	Rural Planning Assistance-RPA	\$422,000	\$397,000	-\$25,000	-5.9%
3	<u>LOCAL PLANNING CONTRIBUTIONS</u>	\$340,536	\$310,210	-\$30,326	-8.9%
	Roundabout Outreach Construction ( AB 2766 )	\$57,460	\$0	-\$57,460	-100.0%
	Roundabout Outreach Construction ( City of MRY )	\$0	\$42,134	\$42,134	
	FORA Fee Update	\$30,000	\$15,000	-\$15,000	-50.0%
4	<u>OTHER CONTRIBUTIONS</u>	\$260,000	\$325,000	\$65,000	25.0%
	SAFE- Ride Share Staff Support	\$10,000	\$75,000	\$65,000	650.0%
5	<u>UNDESIGNATED CONTINGENCY SURPLUS/ ( USAGE )</u>	\$110,732	(\$102,843)	(\$213,575)	-192.9%
OPERATING REVENUE TOTAL		\$2,422,299	\$2,616,738	\$194,439	8.0%

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**TAMC-3 YEAR BUDGET JULY 1, 2016 - JUNE 30, 2019**

**OPERATING EXPENSES**

SOURCE OF REVENUE/EXPENDITURE	FY PLAN FY 15/16 Approved	FUTURE 3 YR BUDGET		% CHANGE FY 16/17 BUDGET VS FY 15-16 APPROVED	\$ CHANGE FY 16/17 BUDGET VS FY 15-16 APPROVED
		FY 16/17 Estimated	FY 17/18 Estimated		
<b><u>OPERATING EXPENSES</u></b>					
Salaries	\$1,380,560	\$1,478,644	\$1,502,842	7.1%	\$98,084
Fringe Benefits	\$547,640	\$633,052	\$645,581	15.6%	\$85,412
Material and Services	\$484,099	\$495,042	\$507,969	2.3%	\$10,943
Depreciation/ Amortization	\$10,000	\$10,000	\$10,000	0.0%	\$0
<b>TOTAL OPERATING EXPENSES</b>	<b>\$2,422,299</b>	<b>\$2,616,738</b>	<b>\$2,666,392</b>	<b>8.0%</b>	<b>\$194,439</b>

**TAMC- OPERATING EXPENSE CHANGES  
FY 16-17 BUDGET vs FY 15-16 APPROVED**

<u>Operating Expenses</u>		FY 15-16 APPROVED BUDGET	FY 16-17 PROPOSED BUDGET	FY 16/17 BUDGET vs FY 15-16	
				\$ CHANGE	% CHNG
1	Salaries Changes	\$1,380,560	\$1,478,644	\$98,084	7.1%
	Cost of Living Adjustments @ 0.00%			\$0	
	Merit step increases for employees			\$33,084	
	New hire			\$65,000	
2	Fringe Benefit Changes	\$547,640	\$633,052	\$85,412	15.6%
	PERS retirement contribution			\$13,365	
	Health ins benefits			\$39,404	
	GASB 45 ( OPEB ) contributions			\$1,600	
	Others			\$4,733	
	New hire			\$26,310	
3	Materials and Services Changes	\$484,099	\$495,042	\$10,943	2.3%
	Accounting Service OPEB & Others			-\$4,000	
	Computer Services			\$2,000	
	Dues			\$4,600	
	Rent			\$2,843	
	Agenda Pal Software			\$5,000	
	Title VI Services			\$500	
4	Depreciation/Amortization Changes	\$ 10,000	\$10,000	\$0	0.0%
OPERATING EXPENSE TOTAL		\$ 2,422,299	\$ 2,616,738	\$ 194,439	8.0%

**TAMC-3 YEAR BUDGET JULY 1, 2016 - JUNE 30, 2019**

**CAPITAL OUTLAY**

<u>CAPITAL OUTLAY</u>	FY PLAN	FUTURE 3 YR BUDGET				% CHANGE FY 16/17 BUDGET VS FY 15-16 APPROVED	\$ CHANGE FY 16/17 BUDGET VS FY 15-16 APPROVED
		FY 15/16 Approved	FY 16/17 Estimated	FY 17/18 Estimated	FY 18/19 Estimated		
Equipment Replacements	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
Vehicle Replacement	\$0	\$13,750	\$30,000	\$0	\$0		\$13,750
<b>TOTAL CAPITAL OUTLAY</b>	<b>\$10,000</b>	<b>\$23,750</b>	<b>\$40,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>137.5%</b>	<b>\$13,750</b>

CURRENT CAPITAL EQUIPMENT      \$    114,586  
RESERVE BALANCE                      6/30/2015



TAMC-3 YEAR BUDGET JULY 1, 2016 - JUNE 30, 2019									
Direct Program Revenue- Summary									
WE	Direct Program Description	Revenue Source	FY PLAN			FUTURE 3 YR BUDGET			FY 16/17 BUDGET vs FY 15-16
			FY 15/16 Approved	FY 16/17 Estimated	FY 17/18 Estimated	FY 18/19 Estimated			
							\$ CHANGE	% CHNG	
0000	Caltrans audit repayment ( fy 15-16 thru fy 24-25)	Local	Oper Resv	\$82,186	\$82,186	\$82,186	\$0	\$0	0%
1020	Triennial Audit	Local	Oper Resv	\$0	\$35,000	\$0	\$35,000	\$35,000	
1122	Legislative Advocates	Local	Oper Resv	\$35,000	\$35,000	\$35,000	\$0	\$0	0%
1130	Public Outreach Program	Local	Oper Resv	\$70,000	\$450,000	\$70,000	\$70,000	\$380,000	543%
1770	Freeway Service Patrol	State	FSP	\$228,607	\$228,607	\$228,607	\$228,607	\$0	0%
1770	FSP-SAFE Match ( 25% FSP Grant )	State	FSP	\$57,152	\$57,152	\$57,152	\$57,152	\$0	0%
1770	FSP- Staff Support	State	FSP	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	\$0	0%
1770	FSP-Reserve Surplus/(Usage)	State	FSP	\$68,759	\$68,759	\$68,759	\$68,759	\$0	0%
1780	SAFE - FSP Match	State	SAFE	(\$57,152)	(\$57,152)	(\$57,152)	(\$57,152)	\$0	0%
1780	SAFE	State	SAFE	\$340,000	\$340,000	\$340,000	\$340,000	\$0	0%
1780	SAFE- Staff Support	State	SAFE	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	\$0	0%
1750	SAFE- 511 Deployment Staff Support	State	SAFE	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	\$0	0%
1790	SAFE- Ride Share Staff Support	State	SAFE	(\$10,000)	(\$75,000)	(\$75,000)	(\$75,000)	-\$65,000	650%
1780	SAFE- Reserve Surplus/(Usage)	reserve	SAFE	\$447	\$25,598	\$25,598	\$25,598	-\$74,516	-16870%
2310	Traffic Counts	RSTP	RSTP	\$25,000	\$25,000	\$25,000	\$25,000	\$0	0%
6148	Tri County Bike Week Campaign	Local	TDA	\$27,500	\$27,500	\$27,500	\$27,500	\$0	0%
6149	Bike Facility Map	RSTP	RSTP	\$10,000	\$0	\$0	\$0	-\$10,000	-100%
6220	RTPEIR update shared	State	RPA	\$0	\$25,000	\$30,000	\$0	\$25,000	
6220	RTP ( Transportation measure )	Local	Oper Resv	\$230,000	\$0	\$0	\$0	-\$230,000	-100%
6262	RDIF Study ( Reg Imp.Fees )	Local	Oper Resv	\$10,000	\$10,000	\$10,000	\$10,000	\$0	0%
6264	FORA Fees Study	Local	FORA	\$75,000	\$0	\$0	\$0	-\$75,000	-100%
6500	Project Development Ortho Imagery-AMBAG	Local	Oper Resv	\$0	\$10,000	\$0	\$0	\$10,000	
6501	Roundabout Outreach Construction ( City of MRY )	Local	City-MRY	\$11,225	\$1,500	\$0	\$0	-\$9,725	-87%
6501	Roundabout Outreach Construction ( AB2766 )	Local	AB2766	\$0	\$4,672	\$0	\$0	\$4,672	
6502	SR156 West Proj. Mgmt. -EARMARK	Federal	Federal	\$400,000	\$175,000	\$0	\$0	-\$225,000	-56%
6502	SR156 West Proj. Mgmt. -STIP	State	State	\$0	\$0	\$0	\$0	\$0	
6502	SR156 West Proj. Mgmt. -RDIF	Local	RDIF	\$125,000	\$119,000	\$400,000	\$0	-\$8,000	-5%
6550	Complete Street Project Implementation	RSTP	RSTP	\$360,000	\$505,000	\$160,000	\$160,000	\$145,000	40%
6724	HWY 68 Corridor Study-PG	Federal	Federal	\$54,323	\$0	\$0	\$0	-\$54,323	-100%
6724	HWY 68 Corridor Study-PG	State	State	\$12,600	\$0	\$0	\$0	-\$12,600	-100%
6724	HWY 68 Corridor Study-PG	Local	City-PG	\$0	\$0	\$0	\$0	\$0	
6725	HWY 68 Corridor Study-Monterey to Salinas	Federal	Federal	\$100,000	\$100,000	\$14,000	\$14,000	\$0	0%
6725	HWY 68 Corridor Study-Monterey to Salinas	Local	Oper Resv	\$0	\$0	\$0	\$0	\$0	
6803	Rail-Rail Extension to Salinas- ( STIP )	State	State	\$0	\$0	\$0	\$9,000,000	\$0	
6803	Rail-Rail Extension to Salinas- ( TCRP 14 )	State	State	\$5,000,000	\$5,000,000	\$4,171,736	\$0	\$0	0%
6803	Rail-Rail Ext. to Salinas- ( Prop. 116 Rail Bonds )	State	State	\$1,780,000	\$1,660,000	\$2,048,835	\$0	-\$120,000	-7%
6803	Rail-Rail Extension to Salinas- ( RSTP )	State	RSTP	\$70,000	\$0	\$0	\$0	-\$70,000	-100%
6803	Rail-Rail Extension to Salinas-TCRP 7.3	State	State	\$8,000,000	\$6,000,000	\$4,053,000	\$0	-\$2,000,000	-25%
6803	Rail-Rail Extension to Salinas-Staff Support	State	State	(\$125,000)	(\$125,000)	(\$125,000)	(\$125,000)	\$0	0%
6804	Rail-Leases ROW	Local	Leases	\$210,000	\$210,000	\$210,000	\$210,000	\$0	0%
6804	Rail-Leases ROW-Staff Support	Local	Leases	(\$50,000)	(\$50,000)	(\$50,000)	(\$50,000)	\$0	0%
6804	Rail-Leases ROW-Reserve Surplus/(Usage)	Local	Leases	\$118,000	\$118,000	\$118,000	\$118,000	\$0	0%
6806	Rail-Monterey Branch Line ( MBL Reserves)(Usage)	Reserves	Reserves	\$0	\$0	\$0	\$0	-\$65,000	
6806	Rail-Monterey Branch Line-Staff Support	State	State	\$0	\$0	\$0	\$0	\$0	
6807	Rail Leases-Salinas	Local	Leases	\$0	\$5,500	\$5,500	\$5,500	\$5,500	
6808	Coast Daylight ( STIP )	State	State	\$0	\$39,520	\$0	\$0	\$39,520	
6808	Coast Daylight ( RSTP )	RSTP	RSTP	\$0	\$110,000	\$153,726	\$0	\$110,000	
	Total Direct Program Revenue			\$16,809,235	\$14,825,795	\$11,627,733	\$9,670,436	-\$1,983,440	-12%

**TAMC-3 YEAR BUDGET JULY 1, 2016 - JUNE 30, 2019**

**Direct Program Expenses-Summary**

WE	Direct Program Description	FY PLAN			FUTURE 3 YR BUDGET			FY 16/17 BUDGET	
		FY 15/16			FY 16/17			FY 17/18	
		Approved	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
0000	Caltrans audit repayment ( fy 15-16 thru fy 24-25)	\$82,186	\$82,186	\$82,186	\$82,186	\$82,186	\$82,186	\$0	0%
1020	Triennial Audit	\$0	\$0	\$0	\$35,000	\$0	\$0	\$35,000	
1122	Legislative Advocates	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$0	0%
1130	Public Outreach Program	\$70,000	\$450,000	\$70,000	\$450,000	\$70,000	\$70,000	\$380,000	543%
1750	SAFE - 511 Deployment	\$80,000	\$60,000	\$0	\$60,000	\$0	\$0	-\$20,000	-25%
1770	Freeway Service Patrol- Towing Contracts	\$192,000	\$192,000	\$192,000	\$192,000	\$192,000	\$192,000	\$0	0%
1780	SAFE - Call Box contract costs	\$100,194	\$102,710	\$105,250	\$102,710	\$105,250	\$105,250	\$2,516	3%
1780	SAFE - ADA Compliance	\$42,207	\$42,207	\$0	\$42,207	\$0	\$0	\$0	0%
1790	SAFE-Ride Share-Mrktg & Printing Material	\$0	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	
1790	SAFE- Ride Share -Emergency Ride Home	\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	
1790	SAFE- Life in Fast Lane ( Radio Show )	\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	
2310	Traffic Counts	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$0	0%
6148	Tri County Bike Week Campaign	\$27,500	\$27,500	\$27,500	\$27,500	\$27,500	\$27,500	\$0	0%
6149	Bike Facility Map	\$10,000	\$0	\$0	\$0	\$0	\$0	-\$10,000	-100%
6220	RTPIER update shared	\$0	\$25,000	\$30,000	\$25,000	\$30,000	\$0	\$25,000	
6220	RTP ( Transportation measure )	\$230,000	\$0	\$0	\$0	\$0	\$0	-\$230,000	-100%
6262	RDIF Validation & Nexus Study	\$10,000	\$10,000	\$110,000	\$10,000	\$110,000	\$10,000	\$0	0%
6264	FORA Fees Study	\$75,000	\$0	\$0	\$0	\$0	\$0	-\$75,000	-100%
6500	Project Development Ortho Imagery-AMBAG	\$0	\$10,000	\$0	\$10,000	\$0	\$0	\$10,000	
6501	Roundabout Outreach Construction	\$11,225	\$6,172	\$0	\$6,172	\$0	\$0	-\$5,053	-45%
6502	SR156 West Proj. Mgmt.	\$525,000	\$294,000	\$400,000	\$294,000	\$400,000	\$0	-\$231,000	-44%
6550	Complete Street Project Implementation	\$360,000	\$505,000	\$160,000	\$505,000	\$160,000	\$160,000	\$145,000	40%
6724	HWY 68 Corridor Study-PG	\$66,923	\$0	\$0	\$0	\$0	\$0	-\$66,923	-100%
6725	HWY 68 Corridor Study-Monterey to Salinas	\$100,000	\$100,000	\$14,000	\$100,000	\$14,000	\$14,000	\$0	0%
6803	Rail-Rail Extension to Salinas	\$14,725,000	\$12,535,000	\$10,148,571	\$12,535,000	\$10,148,571	\$8,875,000	-\$2,190,000	-15%
6804	Rail-Leases ROW-MBL Property Maint.	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$0	0%
6804	Rail-Leases ROW-MBL Rail Consultant	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$0	0%
6805	Rail-Leases ROW- FORA Annual Dues	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$0	0%
6805	Rail-Leases ROW- FORA Property Maint.	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	0%
6806	Rail-Mtry Branch line ( Bus Way )	\$0	\$65,000	\$0	\$65,000	\$0	\$0	\$65,000	
6807	Rail Leases-Salinas	\$0	\$5,500	\$5,500	\$5,500	\$5,500	\$5,500	\$5,500	
6808	Coast Daylight	\$0	\$149,520	\$153,726	\$149,520	\$153,726	\$0	\$149,520	
	<b>TOTAL Direct Program Expenses</b>	<b>\$16,809,235</b>	<b>\$14,825,795</b>	<b>\$11,627,733</b>	<b>\$14,825,795</b>	<b>\$11,627,733</b>	<b>\$9,670,436</b>	<b>-\$1,983,440</b>	<b>-12%</b>

**TAMC- DIRECT PROGRAM EXPENSE CHANGES  
FY 16-17 BUDGET vs FY 15-16 APPROVED**

<b>Direct Program Expense Changes</b>				<b>FY 16/17 BUDGET vs FY 15-16</b>	
<b>WE</b>	<b>Project</b>	<b>Reason for Change</b>	<b>\$ CHANGE</b>	<b>% CHNG</b>	
1020	Other Triennial Audit	Every three year audit	\$35,000		
1130	Other Public Outreach Program	Transportation Measure Activity	\$380,000		543%
1750	SAFE SAFE - 511 Deployment	Reduction in expansion cost	-\$20,000		-25%
1780	SAFE SAFE - Call Box contract costs	Ongoing Program activity -small variations	\$2,516		3%
1790	SAFE SAFE-Ride Share-Mrktg & Printing Material	New Activity	\$20,000		
1790	SAFE SAFE- Ride Share -Emergency Ride Home	New Activity	\$2,000		
1790	SAFE SAFE- Life in Fast Lane ( Radio Show )	New Activity	\$5,000		
6149	Other Bike Facility Map	Activity completed	-\$10,000		-100%
6220	Other RTP/EIR update shared	Cost sharing with AMBAG	\$25,000		
6220	Other RTP ( Transportation measure )	Reclassified to WE 1130	-\$230,000		-65%
6264	Other FORA Fees Study	Activity completed	-\$75,000		-100%
6500	Other Project Development Ortho Imagery-AMBAG	New Activity	\$10,000		
6501	Other Roundabout Outreach Construction	Activity decreasing	-\$5,053		-45%
6502	Other SR156 West Proj. Mgmt.	Activity spread into future years	-\$231,000		-44%
6550	Other Complete Street Project Implementation	On Call Engineering activity	\$145,000		40%
6724	Other HWY 68 Corridor Study-PG	Activity completed	-\$66,923		-100%
6803	Rail Rail-Rail Extension to Salinas	Revised project schedule	-\$2,190,000		-15%
6806	Rail Rail-Mtry Branch line ( Bus Way )	New Activity	\$65,000		
6807	Rail Rail Leases-Salinas	Taxes, insurance & City of Salinas parcel assesment	\$5,500		
6808	Rail Coast Daylight	Activity not in prior budgets	\$149,520		
<b>TOTAL DIRECT PROGRAM EXPENSE CHANGES</b>			<b>-\$1,983,440</b>	<b>-12%</b>	

**TAMC- STAFF POSITION LIST**  
**FISCAL YEAR 2016-2017**

	FY 2015-2016 AUTHORIZED	FY 2016-2017 PROPOSED	CHANGE
<u>Management</u>			
Executive Director	1	1	0.0
Deputy Executive Director	1	1	0.0
Director of Finance & Administration	1	1	0.0
<u>Planners</u>			
Transportation Planners	7	8	1.0
<u>Support</u>			
Finance Officer/Analyst	1	1	0.0
Sr.Administrative Assistant	1	1	0.0
Administrative Assistant	1.5	1.5	0.0
Sub-total Regular Full-Time	13.5	14.5	1.0
<u>Support</u>			
Student Intern (Full Time Equivalent)	0.5	0.5	0.0
Sub-total Part-Time	0.5	0.5	0.0
<b>TAMC TOTAL</b>	<b>14</b>	<b>15</b>	<b>1</b>

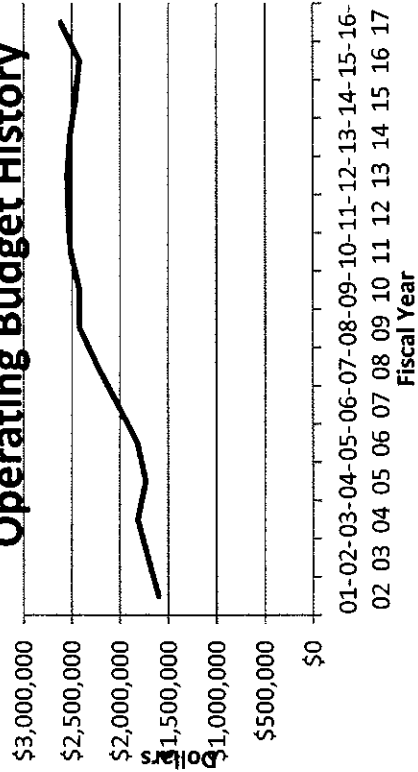
Note:

# TAMC Budget History

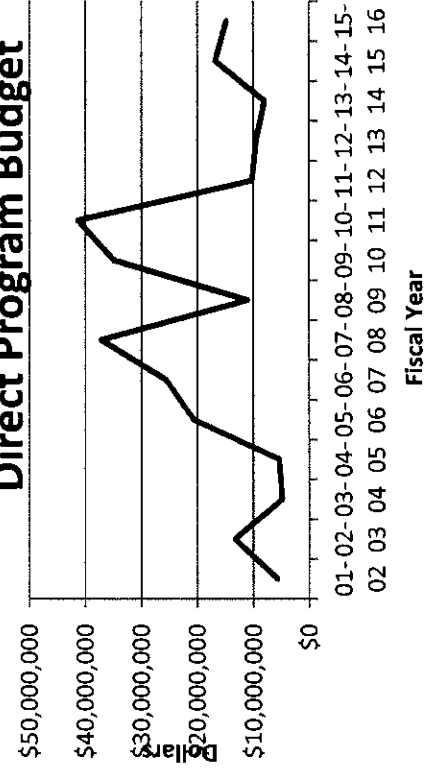
FY	Operating	% change	Direct Program	% change
00-01	\$1,128,661		\$1,552,615	
01-02	\$1,604,976	42.2%	\$2,167,242	39.6%
02-03	\$1,711,912	6.7%	\$5,730,731	164.4%
03-04	\$1,818,560	6.2%	\$13,340,753	132.8%
04-05	\$1,735,588	-4.6%	\$4,807,402	-64.0%
05-06	\$1,821,875	5.0%	\$5,411,430	12.6%
06-07	\$2,029,593	11.4%	\$20,651,110	281.6%
07-08	\$2,230,559	9.9%	\$25,556,663	23.8%
08-09	\$2,424,193	8.7%	\$37,201,017	45.6%
09-10	\$2,423,291	0.0%	\$11,035,241	-70.3%
10-11	\$2,516,892	3.9%	\$34,908,425	216.3%
11-12	\$2,537,818	0.8%	\$41,367,625	18.5%
12-13	\$2,548,682	0.4%	\$10,249,213	-75.2%
13-14	\$2,520,707	-1.1%	\$9,463,524	-7.7%
14-15	\$2,463,284	-2.3%	\$7,997,300	-15.5%
15-16	\$2,422,299	-1.7%	\$16,809,235	110.2%
16-17	\$2,616,738	8.0%	\$14,825,795	-11.8%

Estimate FY 16-17

## Operating Budget History



## Direct Program Budget



**RESOLUTION NO. 2016-09  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
FISCAL YEAR BUDGET AND OVERALL WORK PROGRAM**

***TO APPROVE THE 2016-2017 FISCAL YEAR BUDGET AND OVERALL WORK PROGRAM; TO APPROVE THE ESTIMATED 2017-2018 AND 2018-2019 FISCAL YEAR FUTURE BUDGETS SUBJECT TO FINAL APPROVAL IN SUBSEQUENT YEARS; TO APPROVE ADJUSTMENTS TO JOB CLASSIFICATIONS, SALARIES AND BENEFITS; TO APPROVE OUT-OF-STATE TRAVEL; AND TO DIRECT AND AUTHORIZE THE EXECUTIVE DIRECTOR OR HIS/HER DESIGNEE TO TAKE ACTION WITH RESPECT TO FEDERAL, STATE AND LOCAL FUNDING, GRANTS AND CERTIFICATIONS***

**WHEREAS**, Chapter 3, Title 21, Section 6646 of the California Code of Regulations permits the Regional Transportation Planning Agency to allocate funds for implementation of the annual work program of the transportation planning process;

**WHEREAS**, Transportation Agency for Monterey County Bylaws state that the Agency has direct control over the budget for congestion management planning, the work program, the Service Authority for Freeways and Expressways program, the Freeway Service Patrol program, and administration;

**WHEREAS**, the annual California State Budget Act, which appropriates State Highway funds under local assistance for the State Transportation Improvement Program Planning, Programming and Monitoring Program, estimates \$231,000 available for the Transportation Agency for Monterey County in fiscal year 2016-2017;

**WHEREAS**, the Agency adopted the 2014 Regional Transportation Plan in June, 2014;

**WHEREAS**, the Agency's 2016-2017 fiscal year work program and budget describes the work tasks to be completed;

**WHEREAS**, the Agency has initiated the Freeway Service Patrol in Monterey County to alleviate congestion on major state routes during peak travel time, and the Agency has signed an administration agreement with the California Department of Transportation (Caltrans) and the California Highway Patrol to administer the program and the Agency must identify an official authorized to execute the Annual Freeway Service Patrol Fund transfer agreement;

**WHEREAS**, the Agency Bylaws require the adoption of an annual budget by May;

**WHEREAS**, the Board of Directors reviewed and commented on fiscal year 2016-17 budget on February 24, 2016;

**WHEREAS**, the Agency is in compliance with:

- The Clean Air Act as amended, with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 1101(b) of Moving Ahead for Progress in the 21<sup>st</sup> Century regarding the involvement of disadvantaged business enterprises for federally funded projects; and
- The Americans with Disabilities Act of 1990; and

**WHEREAS**, the Agency is eligible to exchange federal Regional Surface Transportation Program funds for State Highway Account funds.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Transportation Agency for Monterey County hereby:

- (a) Approves the overall work program and budget for fiscal year 2016-17 of **\$2,616,738** for operating and **\$14,825,795** for direct program costs;
- (b) Approves the estimated budget for fiscal year 2017-18 of **\$2,666,392** for operating and **\$11,627,733** for direct program costs, pending final approval no later than May 2017;
- (c) Approves the estimated budget for fiscal year 2018-19 of **\$2,673,648** for operating and **\$9,670,436** for direct program costs, pending final approval no later than May 2018;
- (d) Authorizes the Agency's Regional Transportation Planning Agency Fund 683 to contain undesignated funds to provide cash flow of six months of operating expenditures while awaiting the receipt of late arriving federal, state, and local revenue grants;
- (e) Adjusts the Agency's job classification system to authorize staffing level of 15.0 full time equivalent staff positions;
- (f) Approves the following salary and benefit adjustments:
  1. A cost of living adjustment of 0.0 % for all regular employees effective July 1, 2016;
  2. An increase in the monthly mandatory CalPERS employer health contribution per employee and retiree/annuitant from \$125.00 to \$128.00 (amount set annually by the PERS board to reflect any change to the medical care component of the Consumer Price Index, in compliance with Section 22892 of the Public Employees' Medical and Hospital Care Act) effective January 1, 2017;
  3. Agency's cafeteria plan health insurance contribution for active employees is changed to \$863.41 for general employees and \$1726.82 for management employees effective July 1, 2016. Maximum cash-out will be \$863.41. The total cafeteria health insurance allowance contribution for active employees includes the CalPERS mandatory



- contribution required under the Public Employees' Medical and Hospital Care Act Public.
4. Classic employees will continue to pay 3.5% of their salary towards the member contribution to the CalPERS retirement plan. (Effective July 1, 2015).
- (g) Approves the following out-of-state trips in fiscal year 2016-17:
1. Up to three separate trips to Washington, D.C., by selected Board members and staff for the purpose of increasing legislator awareness of Agency priority rail and highway projects, programs and funding needs and to attend the Annual Transportation Research Board conference;
  2. Up to three out-of-state trips associated with staff's participation in American Public Works Association, American Planning Association or American Public Transit Association Rail committees and conferences; and,
- (h) Instructs the Executive Director or his/her designee to claim:
1. Local Transportation Funds, for transportation planning agency purposes according to state law, Public Utilities Code 99233.1, as needed, not to exceed \$908,485 to support the Local Transportation Fund Administration and Regional Transportation Planning Process, and to provide funds to cash flow agency expenditures until approved federal, state, and local grant funds are received;
  2. Congestion Management Agency funds as needed, not to exceed \$243,076 to support the Congestion Management Program and related activities, including data collection and level of service monitoring, regional transportation modeling, review of environmental documents, and regional impact fees development;
  3. Regional Surface Transportation Program/State Highway Account exchange project funds and interest to fund projects approved by the Board of Directors and as needed to maintain an unreserved fund balance equal to three-months of expenditures; and,
  4. Regional Development Impact Fee Agency funds, not to exceed \$10,000 to support the administration of the Regional Development Impact Fee Agency;
- (i) Designates and authorizes the Executive Director or his/her designee to:
1. Sign agreements with the State of California to receive state planning funds for the State Transportation Improvement Program Planning, Programming & Monitoring Program;
  2. Submit to the State all required planning and reporting documents and claims and invoices to requisition funds;
  3. Execute the Fund Transfer Agreement with Caltrans for the Freeway Service Patrol;
  4. Execute documents as needed to implement the receipt of state grants for the Service Authority for Freeways and Expressways program and related state documents for

- implementing the program;
5. Sign the Regional Transportation Planning Process Certification;
  6. Execute agreements and documents as needed to implement the receipt of federal, state and local funding and grants related to the implementation of any and all approved Agency programs and projects including the Master Fund Transfer Agreement;
  7. Sign Regional Surface Transportation Program/State Highway Account exchange fund agreements with the State of California; and
  8. Sign the Continuing Co-operative Agreement with AMBAG if consistent with the adopted Overall Work Program & Budget.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 25th day of May 2016, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

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**FERNANDO ARMENTA, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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

**Transportation Agency for Monterey County**  
**FY 2016-2017 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
1010	Budget, Work Program	\$ 65,255	\$ -	\$ 65,255	Prepare billing and quarterly reports, develop and monitor Work Program and budget, oversee agency funding and activities
1020	Local Transportation Fund (LTF) Administration	\$ 70,969	\$ 35,000	\$ 105,969	Conduct unmet needs process, allocate and manage Local Transportation Funds, conduct tri-annual audit
1120	Plans Coordination & Interagency Liaison	\$ 204,065	\$ -	\$ 204,065	Coordinate with partner and member agencies on short- and long-range transportation plans; conduct legislative monitoring
1122	Legislative Advocacy	\$ 57,589	\$ 35,000	\$ 92,589	Prepare legislative program; propose law changes as appropriate; support or oppose legislation or policies
1130	Public Involvement/ Education	\$ 189,030	\$ 450,000	\$ 639,030	Issue news releases, conduct public meetings, update website, annual report and awards program. Conduct public outreach for a potential 2016 transportation sales tax.
1750	511 Traveler Info System Implementation Plan	\$ 94,241	\$ 60,000	\$ 154,241	Develop and deploy 511 traveler information program
1770	Freeway Service Patrol (FSP)	\$ 31,680	\$ 192,000	\$ 223,680	Emergency tow truck services
1780	Service Authority for Freeway Emergencies (SAFE) Monterey County	\$ 27,883	\$ 144,917	\$ 172,800	Call-box and motorist aid program
1790	Rideshare	\$ 142,560	\$ 27,000	\$ 169,560	Monterey County ridesharing services
2310	Data Collect, Uniformity	\$ 30,046	\$ 25,000	\$ 55,046	Collect traffic data for regional model and planning uses
2510	Regional Transportation Model	\$ 13,319	\$ -	\$ 13,319	Participate in regional model task force, coordinate information retrieval with member agencies, review and provide input on model usage and updates
4110	Environmental Document Review	\$ 25,858	\$ -	\$ 25,858	Review development proposals for transportation impacts, propose mitigation measures such as Complete Street features
6140	Bicycle/Pedestrian Planning	\$ 87,682	\$ -	\$ 87,682	Hold bike committee meetings, review projects for consistency with the Regional Transportation Plan
6145	Active Transportation Plan	\$ 60,999	\$ -	\$ 60,999	Update the 2011 Bicycle & Pedestrian Plan to incorporate new bike lane design options, identify high-priority projects, and meet state Active Transportation grant funding requirements
6148	Bike Week Campaign	\$ 34,048	\$ 27,500	\$ 61,548	Conduct public outreach and education for Bike Week

**Transportation Agency for Monterey County**  
**FY 2016-2017 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6220	Regional Transportation Plan	\$ 108,526	\$ 25,000	\$ 133,526	Develop goals and objectives, funding, project lists, and project estimates for the 2018 Regional Transportation Plan (long-range transportation plan). Engage with cities and the County when they are developing circulation elements and other transportation related planning efforts.
6262	Regional Impact Fee - project programming, admin	\$ 34,502	\$ 10,000	\$ 44,502	Collect fees and allocate funds to fee program projects
6264	FORA Transportation Network Update	\$ 48,135	\$ -	\$ 48,135	Complete the FORA Fee Reallocation Study update. This update will review, analyze, and adjust as appropriate the fiscal and physical transportation network obligations defined in the Fort Ord Base Reuse Plan
6410	Regional Transportation Improvement Program (RTIP) - Programming	\$ 62,324	\$ -	\$ 62,324	Amend the 2016 Regional Transportation Improvement Program (short-range transportation program) as needed to respond to reductions in state and federal funding. Coordinate with Caltrans and other regional agencies on project programming.
6500	Project Development and Grant Implementation	\$ 182,101	\$ 10,000	\$ 192,101	Participate in environmental review, right-of-way acquisition, engineering; apply for fund allocations, amendments or extensions, apply for grant funds, monitor fund sources and assist implementing agencies in utilizing funds
6501	Roundabout Outreach	\$ 113,185	\$ 6,172	\$ 119,357	Provide public information and outreach for the SR 68/SR 1 Roundabout project
6502	SR 156 Corridor Project Development	\$ 226,988	\$ 294,000	\$ 520,988	Work with state and local agencies to continue project development and secure full funding for the SR 156 Corridor
6550	Complete Streets Implementation	\$ 114,307	\$ 505,000	\$ 619,307	Conduct activities related to implementing "Complete Streets" projects. Activities include: purchasing bicycle racks and other security devices as part of the Bicycle Secure Program; design, manufacture and installation of bicycling wayfinding signs, assist local agencies in incorporating Complete Street features in local road projects, and assist with delivery of the Via Salinas Valley Active Transportation Program bicycle and pedestrian improvements.
6710	Corridor Studies & Regional Roadway planning	\$ 29,646	\$ -	\$ 29,646	Participate in pre-environmental review corridor planning, such as: Caltrans Route Concept Reports, MST transit studies, and FORA design guidelines
6724	Pacific Grove SR 68 Corridor Study	\$ 45,276	\$ -	\$ 45,276	Finalize the study of potential projects to improve safety along the SR 68 corridor between Pacific Grove city limits and Asilomar Avenue

**Transportation Agency for Monterey County**  
**FY 2016-2017 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6725	Monterey to Salinas SR 68 Corridor Study	\$ 118,663	\$ 100,000	\$ 218,663	Identify financially feasible operational improvements in the SR 68 corridor between Monterey and Salinas; evaluate opportunities to improve wildlife connectivity along the corridor.
6800	Rail Planning/Corridor Studies	\$ 67,238	\$ -	\$ 67,238	Staff TAMC Rail Policy Committee, Participate in Coast Rail Coordinating Council meetings, freight facility planning
6803	Passenger Rail Extension to Monterey County	\$ 248,772	\$ 12,535,000	\$ 12,783,772	Prepare engineering for stations, layover facility, track improve.; acquire rights-of-way for stations, platforms and layover facility
6804	Monterey Branch Line Railroad Leases	\$ 50,744	\$ 25,000	\$ 75,744	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	\$ 7,515	\$ 17,000	\$ 24,515	Plan for mixed use facility on TAMC land on former Fort Ord base
6806	Monterey Branch Line	\$ 2,990	\$ 65,000	\$ 67,990	Participate in MST's evaluation of busway alternatives in MBL right of way or on the shoulder of Highway 1
6807	Salinas Rail Leases	\$ 5,653	\$ 5,500	\$ 11,153	Conduct activities related to real property owned by TAMC at the Salinas station and future train layover facility.
6808	Coast Daylight	\$ 14,950	\$ 149,520	\$ 164,470	Participate in the development of the Coast Daylight rail service in association with WE 6800; separate Work Element to isolate charges to restricted funds.
0000	Audit Repayment	\$ -	\$ 82,186	\$ 82,186	Caltrans audit repayment ( fy 15-16 thru fy 24-25)
Totals:		Operating Expenditures	Direct Expenditures	Total Expenditures	
		\$ 2,616,738	\$ 14,825,795	\$ 17,442,533	



**Transportation Agency  
for  
Monterey County**

**Draft FINAL**

**OVERALL WORK PROGRAM  
July 1, 2016 – June 30, 2017**

May 25, 2016





## INTRODUCTION

The mission of the Transportation Agency for Monterey County is to plan and proactively fund a transportation system that enhances mobility, safety, access, environmental quality and economic activities by investing in regional transportation projects serving the needs of Monterey County residents, businesses, and visitors. The Transportation Agency for Monterey County aims for a variety of environmental, economic, and social objectives in the transportation planning process. The policy objectives of TAMC include reducing greenhouse gas emissions to meet regional targets, conserving farmland resources, prioritizing enhancement and maintenance of regionally important streets and roads, improving regional accessibility for freight, ensuring transportation-disadvantaged communities experience equitable advantages from improvements to the transportation system.

Monterey County is home to over 420,000 people and is predicted to rise to 450,000 by 2020. Agriculture, residential, tourism, educational, and commercial needs make up the diverse population in Monterey County. The population covers 3,324 square miles of coastal mountains and valleys. Land uses in Monterey County are diverse. Agricultural production encompassing irrigated cropland, dry farming, grazing, and animal husbandry contributes significantly to the area's economy, which takes up over 1.2 million acres for cultivation.

Internationally popular visitor attractions on the Monterey Peninsula add to the economic diversity like the Monterey Bay Aquarium, Pebble Beach Concours D'Elegance, AT&T Golf Pro-am, Laguna Seca raceway, and the stunning Pacific coastline and state and regional parks. Monterey Bay National Marine Sanctuary and the marine related educational institutions contribute to the area's economic mix. Educational institutions include California State University at Monterey Bay, the Naval Postgraduate School, the Defense Language Institute, and the Monterey Institute for International Studies.

Public participation in the regional planning process is necessary and essential for developing plans, programs, and projects that meet the needs of the county's citizens. The Agency employs strategies such as posting up-to-date-information on our website [tamcmonterey.org](http://tamcmonterey.org), hosting public meetings, creating outreach materials and conducting diverse media outreach, transportation forums, ad-hoc committees, amongst others.

The annual Transportation Agency for Monterey County Overall Work Program describes the activities to be accomplished during the fiscal year beginning July 1, 2016 and ending June 30, 2017. The plan is the basis for the corresponding annual budget. The Overall Work Program and Budget are normally submitted to the Executive Committee and Agency Board of Directors in February each year for comment and direction, and adopted by the Board in May.

Each activity listed in the Overall Work Program has a number and a name that identifies the activity, sometimes referred to as "work elements". Many of the Agency's activities are partially funded through federal and state transportation planning funds. Caltrans must review and approve the work elements proposed for federal and state funds respectively.

Highlights of the 2016/17 Overall Work Program include the following activities:

- Provide public outreach services during the construction of the Highway 68 roundabout.
- Conduct a comprehensive planning process to identify operational and safety improvements for the Monterey – Salinas Scenic Highway 68 corridor.
- Complete the Pacific Grove Hwy 68 Corridor Study.
- Oversee completion of the Level 2 Traffic & Revenue study evaluating funding and diversion impacts of tolling the Hwy 156 Corridor Improvement Project.
- Support construction of the Via Salinas Valley safety projects.
- Develop a plan for operational improvements in the Monterey to Salinas Highway 68 Corridor.
- Implement a 511 traveler information system and the Monterey County Rideshare Program.
- Evaluate usage and need for current and alternative callbox locations.
- Prepare the 2018 Regional Transportation Plan project lists and funding estimates.
- Support local utilization of the Complete Street guidelines and implementing other components of the region's Sustainable Communities Strategies.
- Fund bicycle racks and related hardware as part of the Bicycle Secure Program.
- Install signs for initial routes identified in the Regional Bicycle Wayfinding Plan.
- Continue the right-of-way acquisition and final design of the Rail Extension to Salinas.
- Work with MST and Caltrans to evaluate the feasibility of operating buses on the shoulder of Highway 1 or construct a busway within the Monterey Peninsula Branch Line right-of-way.

**Transportation Agency for Monterey County  
FY 2016-2017 Overall Work Program Summary - Funding & Activities**

<b>CODE</b>	<b>Work Element</b>	<b>Operating Expenditures</b>	<b>Direct Expenditures</b>	<b>Total Expenditures</b>	<b>Activities</b>
1010	Budget, Work Program	\$ 65,255	\$ -	\$ 65,255	Prepare billing and quarterly reports, develop and monitor Work Program and budget, oversee agency funding and activities
1020	Local Transportation Fund (LTF) Administration	\$ 70,969	\$ 35,000	\$ 105,969	Conduct unmet needs process, allocate and manage Local Transportation Funds, conduct tri-annual audit
1120	Plans Coordination & Interagency Liaison	\$ 204,065	\$ -	\$ 204,065	Coordinate with partner and member agencies on short- and long-range transportation plans; conduct legislative monitoring
1122	Legislative Advocacy	\$ 57,589	\$ 35,000	\$ 92,589	Prepare legislative program; propose law changes as appropriate; support or oppose legislation or policies
1130	Public Involvement/ Education	\$ 189,030	\$ 450,000	\$ 639,030	Issue news releases, conduct public meetings, update website, annual report and awards program. Conduct public outreach for a potential 2016 transportation sales tax.
1750	511 Traveler Info System Implementation Plan	\$ 94,241	\$ 60,000	\$ 154,241	Develop and deploy 511 traveler information program
1770	Freeway Service Patrol (FSP)	\$ 31,680	\$ 192,000	\$ 223,680	Emergency tow truck services
1780	Service Authority for Freeway Emergencies (SAFE) Monterey County	\$ 27,883	\$ 144,917	\$ 172,800	Call-box and motorist aid program
1790	Rideshare	\$ 142,560	\$ 27,000	\$ 169,560	Monterey County ridesharing services
2310	Data Collect, Uniformity	\$ 30,046	\$ 25,000	\$ 55,046	Collect traffic data for regional model and planning uses
2510	Regional Transportation Model	\$ 13,319	\$ -	\$ 13,319	Participate in regional model task force, coordinate information retrieval with member agencies, review and provide input on model usage and updates
4110	Environmental Document Review	\$ 25,858	\$ -	\$ 25,858	Review development proposals for transportation impacts, propose mitigation measures such as Complete Street features
6140	Bicycle/Pedestrian Planning	\$ 87,682	\$ -	\$ 87,682	Hold bike committee meetings, review projects for consistency with the Regional Transportation Plan
6145	Active Transportation Plan	\$ 60,999	\$ -	\$ 60,999	Update the 2011 Bicycle & Pedestrian Plan to incorporate new bike lane design options, identify high-priority projects, and meet state Active Transportation grant funding requirements
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**Transportation Agency for Monterey County**  
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Totals:		Operating Expenditures	Direct Expenditures	Total Expenditures	
		\$ 2,616,738	\$ 14,825,795	\$ 17,442,533	

**Sources of Funds by Work Element: FY 2016-2017 (OWPA funded WEs only)**

<b>Work Element</b>	<b>Description</b>	<b>FTA Section 5304</b>	<b>FHWA SP&amp;R</b>	<b>RPA</b>	<b>Other Local/State</b>	<b>Total</b>
1010	Budget, Overall Work Program	\$0	\$0	\$55,000	\$10,255	\$65,255
1120	Plans Coord -Leg Mon.-Interagency Liaison	\$0	\$0	\$140,000	\$64,065	\$204,065
4110	Environmental Document Review	\$0	\$0	\$25,000	\$858	\$25,858
6140	Bicycle/Pedestrian Planning	\$0	\$0	\$45,000	\$42,682	\$87,682
6220	Regional Transportation Plan - Planning	\$0	\$0	\$57,000	\$76,526	\$133,526
6410	TIP/ Programming-Planning	\$0	\$0	\$55,000	\$7,324	\$62,324
6710	Corridor Studies-Coordination	\$0	\$0	\$25,000	\$4,646	\$29,646
6724	PG-State Route 68 Corridor Study (1)	\$0	\$0	\$0	\$45,276	\$45,276
6725	Monterey to Salinas Hwy 68 Corridor Study (2)	\$125,000	\$0	\$20,000	\$73,663	\$218,663
<b>TOTAL</b>		<b>\$125,000</b>	<b>\$0</b>	<b>\$422,000</b>	<b>\$325,295</b>	<b>\$872,295</b>

**Footnotes**

- (1) WE 6724 has a total encumbered FHWA SP&R amount of \$120,000 that is anticipated to be expended in FY 15/16. Other funds are programed to complete the study.
- (2) WE 6725 has a total encumbered FTA Section 5304 amount of \$270,970. This is split between two fiscal years, \$145,970 in 2015/16 and \$125,000 2016/17. See WE 6725 for details.

## WORK ELEMENT NUMBER 1010

## Overall Work Program, Budget and Administration

Project Manager: Todd Muck

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	65,255	0	State RPA	55,000	0
Contractual	0	0	LTF	10,255	0
<b>TOTAL</b>	<b>65,255</b>	<b>0</b>	<b>TOTAL</b>	<b>65,255</b>	<b>0</b>
				<b>% Federal</b>	<b>0%</b>

**Project Description**

The purpose of this work element is to prepare and provide oversight to an annual work program and corresponding budget in accordance with state and federal requirements. The Overall Work Program describes the transportation planning activities that the Agency will perform during the ensuing fiscal year as integral elements of regional transportation planning and programs. The budget is an estimate of the expenditures necessary to support the work program, and the funding sources assigned to each element. The work program is a requirement of state and federal statutes and regulations in order for the work elements to be eligible for state and federal transportation planning funds. The document is assembled in coordination with Caltrans, AMBAG, SCCRTC, and San Benito COG, in accordance with the advice and direction of FHWA and Caltrans.

**Previous and Ongoing Work**

A Caltrans audit of AMBAG processes in 2011 required more detailed content for work program activities to better distinguish federal and state eligible funded activities and non-eligible activities. The process of passing-through federal planning funds from AMBAG to the Regional Transportation Planning Agencies was also revised. A Continuing Cooperative Agreement was developed and approved by both agencies in case federal PL funding is granted to TAMC.

**Steps and Products**

Task	Description	Deliverable	Completion Date
<b>1</b>	<b>Administration</b>		
1.1	Provide quarterly FY 2016-17 invoice with narrative progress report to Caltrans	Quarterly invoice with narrative progress reports	Quarterly
<b>2</b>	<b>Planning</b>		
2.1	Propose planning studies/activities with regional emphasis for PL funding for FY 2017-18 and FY 2019-20 in conjunction with Federal and State Planning Emphasis Areas/Planning Factors	Funding applications for projects/activities for FY2017-18 & FY 2019-20	11/28/2016
2.2	Prepare draft and final FY 2017-18 Budget and Overall Work Program	FY 2017-18 Budget & Overall Work Program	5/25/2017
2.3	Development of the CCA for FY 2017-18 if Metropolitan Transportation Planning projects/activities are proposed for FHWA PL funding.	FY 2017-18 OWP work elements and CCA for FHWA PL funds and State RPA funds	6/30/2017
<b>4</b>	<b>Coordination</b>		
4.1	Quarterly OWP coordination meeting for project tracking. Assess project performance and make adjustments to assure completion of tasks are on schedule.	Meeting agenda, handouts, notes and action items	Quarterly



- |     |  |   |            |
|-----|--|---|------------|
| 4.2 | Participate in early consultation with Partner Agencies to set the regional priority for FY 2017-18 OWP / CCA. | List of regional project priorities to be used for development of FY 17-18 OWP/CCAs | 11/28/2016 |
|-----|--|---|------------|

**WORK ELEMENT NUMBER 1020****Transportation Development Act Administration****Project Manager:** Virginia Murillo

<b>ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017</b>					
<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	70,969	0	LTF	70,969	0
Contractual	35,000	0	Agency Reserves	35,000	0
<b>TOTAL</b>	<b>105,969</b>	<b>0</b>	<b>TOTAL</b>	<b>105,969</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The Transportation Agency, as the Local Transportation Commission for Monterey County, distributes Local Transportation Fund (LTF) and State Transit Assistance (STA) funds for planning, bicycle and pedestrian projects and public transit pursuant to the Transportation Development Act. In its role as the TDA fund administrator, the Transportation Agency annually solicits public input to identify unmet transit needs, particularly the identification of unmet transit needs of traditionally underserved groups (elderly, persons with disabilities, persons of color and low-income) and the assessment of the adequacy of service available to meet those needs. Although TAMC no longer allocates TDA funds to local streets and roads, the Agency still continues to solicit public input on unmet transit needs.

Under the new Cap and Trade program, the Transportation Agency is charged with distributing funding from the Low Carbon Transit Operations Programs to transit agencies pursuant to the Transit, Affordable Housing, and Sustainable Communities Program, which was established by the California Legislature in 2014 by Senate Bill 862 (SB 862). These funds are distributed according to the same population formula as the STA funds. These funds have their own statutory requirements under SB 862, but are also required to meet the statutory requirements of the Transportation Development Act.

**Project Product(s)**

Transportation Development Act and State Transit Assistance Funds Allocations and Claims  
 Low Carbon Transit Operations Allocations  
 Unmet Transit Needs Comment List

**Previous and Ongoing Work**

Every three years, TAMC contracts for an independent performance audits of itself and transit operators to evaluate compliance with Transportation Development Act requirements. Annually, the Agency oversees fiscal audits of itself and any agencies or jurisdictions claiming Transportation Development Act funds, and monitors progress towards achieving recommendations made in the performance audits.

TAMC also oversees the annual unmet transit needs process required by the Transportation Development Act. Periodically, an unmet transit need is found and addressed in collaboration with the transit operator, Monterey Salinas Transit (MST). The Agency coordinates unmet needs activities with the MST Mobility Advisory Committee, which TAMC has designated as the designated Social Services Transportation Advisory Council for Monterey County.

After completing the unmet needs process, the Agency allocates TDA funding and processes claims for both STA and LTF funds consistent with the Agency's allocations. The Agency allocates all LTF apportioned to Monterey County cities to Monterey-Salinas Transit (MST). MST is able to claim all remaining LTF funding to support public transit operations as an unmet transit needs pursuant to a finding adopted by TAMC in 2010. TAMC allocates all STA funding in Monterey County to MST, which is the sole public transit operator in Monterey County and the only eligible claimant for these funds.

TAMC also administers and monitors the delivery of projects funded by the TDA Article 3 (TDA 2%) bicycle and pedestrian project grant program. The Agency adopts a program of projects for a three year funding cycle.

As a sub recipient of federal transit funds, TAMC must prepare a Title VI Program and Limited English Proficiency Plan in order to comply with the requirements of the Federal Transit Administration Circular 4702.1B. These documents are updated every three years; the last update was completed in FY 2014-15.

<b>Steps to Achieve Task</b>			
<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Completion Date</b>
1	Coordinate annual unmet transit needs process and adopt finding on unmet		6/30/2017
2	Maintain records and pay claims for LTF, STA and other trust fund accounts.		Ongoing
3	Conduct annual fiscal audit and implement suggested changes		6/30/2017
4	Assist transit operators with annual financial audits		12/31/2016
5	Conduct triennial performance audit		6/30/2017
6	Review claims for payment requests		Ongoing
7	Monitor delivery of projects funded by Article 3 funds		Ongoing
8	Monitor delivery of projects funded by Low Carbon Transit funds		Ongoing

<b>Task Products</b>		
<b>Product No</b>	<b>Product Description</b>	<b>Project to be Completed</b>
1	Annual TDA Funds fiscal audits and internal financial statements for TAMC and MST	annually
2	Annual unmet transit needs comment list	annually
3	Annual LTF and STA allocations and claims from local jurisdictions and agencies	annually
5	Triennial Performance Audit, and implementation of recommendations as appropriate	triennially (6/30/17)
6	Article 3 - bicycle and pedestrian TDA 2% - fund expenditure plan	triennially

## WORK ELEMENT NUMBER 1120

## Transportation Plans Coordination and Interagency Liaison

Project Manager: Todd Muck

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2015-2016**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	204,065	0	State RPA	140,000	0
Contractual	0	0	Local	64,065	0
<b>TOTAL</b>	<b>204,065</b>	<b>0</b>	<b>TOTAL</b>	<b>204,065</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The purpose of this work element is to conduct activity that promotes coordination in regional transportation planning activities and respond to state and federal requirements without duplication of efforts. This is accomplished by interaction with various agencies' representatives and stakeholders to understand and share legislation and regulatory information that affect transportation planning. Also, the Agency participates with other agencies in technical studies and decisions regarding funding, transportation plans, programs, and projects to obtain consistency in local and regional plans. The work element seeks to identify diversified funding sources for transportation projects to ensure that appropriate State and Federal funds may be applied. The tasks relate to federal and state transportation planning principles and is primarily funded by state planning funds (RPA). This work element does not include lobbying efforts.

**Scope of Work**

TAMC coordinates with partner agencies and stakeholders in the region and statewide on review and analysis of pertinent state and federal legislation, rules, and transportation planning activities. TAMC presents periodic comprehensive reports to the Board and committees on legislative and planning matters. Specific activities include monitoring the implementation of new state and federal performance measurements, monitoring the state implementation of the planning features of the FAST Act, and monitoring proposed state and federal funding rule making and legislation--all of which are critical inputs to the Regional Transportation Plan.

Task	Description	Deliverable	Completion Date
<b>1</b>	<b>Legislative Monitoring</b>		
<b>1.1</b>	Follow transportation legislation activities and provide updates and analysis in the form of presentations to affected agencies.	Presentations/reports to TAMC Board and committees	6/30/2017
<b>1.2</b>	Monitor implementation of state and federal legislative requirements such as developing and implementing performance measures into the regional planning process.	Presentations/reports to TAMC Board and committees	6/30/2017
<b>2</b>	<b>Interagency Liaison</b>		
<b>2.1</b>	Attend local, state and regional agency meetings (including AMBAG, California Association of Councils of Government; California Transportation Commission, Regional Transportation Planning Agency group, Rural Counties Task Force, Central Coast Coalition, FORA, Air District, and local jurisdictions) to exchange information on transportation planning activities in order to enhance coordination among transportation plans, programs, and regulations. Responsible party is TAMC staff.	Reports on transportation related planning activities, including recommendations on affecting consistency in local and regional plans, in monthly Board and advisory committee meeting agendas, and shared with affected stakeholders.	Monthly

**WORK ELEMENT NUMBER 1122****Legislative Advocacy****Project Manager:** Christina Watson**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	57,589	0	Local	92,589	0
Contractual	35,000	0			
<b>TOTAL</b>	<b>92,589</b>	<b>0</b>	<b>TOTAL</b>	<b>92,589</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The purpose of this work element is to develop Agency policies that promote transportation improvements for Monterey County and the region. Work includes advocacy for state and federal legislation and budgets that support Monterey County's transportation undertakings that contribute to the economic and environmental well being and quality of life in the region, and ensures that the county receives its fair share of state and federal funds.

Work that promotes transportation policy is funded with local funds. No Federal PL or State RPA funds are budgeted for this work element.

**Previous and Ongoing Work**

TAMC annually adopts a state and federal legislative program to seek funding and guide staff and analysts in responding to issues of concern. Emphasis of the program is to secure transportation capital money to complete partially funded projects and transit operating funds.

**Steps to Achieve Task**

<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Completion Date</b>
1	Staff preparation of draft and final annual legislative program; Board approval of annual legislative program.		1/27/2017
2	Send letters and meet as needed with State and Federal elected representatives.		6/30/2017

## WORK ELEMENT NUMBER 1130

## Public Involvement Program

Project Manager: Theresa Wright

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	189,030	0	PPM	30,000	0
Contractual	450,000	0	LTF	86,177	0
			CMP	72,853	0
			Local	450,000	0
<b>TOTAL</b>	<b>639,030</b>	<b>0</b>	<b>TOTAL</b>	<b>639,030</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The Public Involvement Program is the implementation of the Monterey Bay Area Public Participation Plan. The Plan was created through the coordinated efforts of AMBAG, TAMC, SCCRTC, and the San Benito Council of Governments, with review by FHWA, FTA, and Caltrans. The Plan purpose is to support and encourage early and continuous public education and participation regarding the transportation planning process and "C-3" metropolitan decision making process through the three county region.

This Work Element covers the activities of the Transportation Agency for Monterey County in the education of the public and transportation stakeholders, and provision of opportunities for participation in the planning processes. It is designed to provide continuous, comprehensive outreach and information in order to generate a foundation for understanding the transportation issues, potential solutions, and inform the public about the regional transportation agencies and their roles and responsibilities. The process begins at the local level, culminating in public participation on regional transportation planning, specifically addressing the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Plan. This building-block approach addresses the rural character of the region and assures that the ultimate regional decision making is based on meaningful public participation by an informed public. Safety is a key criteria in TAMC's planning goals and project selection. Emphasis is placed on educating the public about safety issues and opportunities to increase safety for the traveling public. Program-specific public participation work for the RTP/MTP and RTIP/MTIP are included in the work elements for those work elements.

The Transportation Agency is investigating a transportation sales tax for the November 2016 ballot. Public education to develop the expenditure plan began in 2015 and public engagement will continue in 2016.

Social media is increasingly becoming the platform of choice for the public to receive information about local issues, to express opinions and ask questions. The Agency is expanding its social media platform in order to engage a broader range of the public. Program-specific social media for plans and studies such as the Hwy 68 corridor studies will be coordinated as part of the Transportation Agencies overall public involvement effort in this Work Element.

**Project Product(s)**

Informed public with opportunity for participation in transportation planning matters.

**Previous Accomplishments**

The Transportation Agency participated in the update of the AMBAG Public Participation Plan which was adopted on April 8, 2015. It was developed to conform to the Moving Ahead for Progress in the 21st Century Act legislation, and pursuant to changes in the California Government Code 65080 that occurred with the passage of Senate Bill (SB) 375 in 2008.

Since 2002, the Agency has conducted an annual awards program to highlight transportation accomplishments as a tool to generate public awareness of transportation matters and the various agencies' roles. The Agency also conducts a public involvement program emphasizing outreach to the general public on individual projects and programs. As part of this effort, the Agency publishes an Annual Report, mailed to all households. In 2007, the Agency initiated the taping and televising of Board meetings on public access television and on the Agency website. In 2009, the Agency assumed the hosting of a monthly talk program on public television featuring multiple guests and covering a wide variety of current topics related to transportation in Monterey County. The "Your Town" television program was discontinued in 2014 due to Access Monterey Peninsula relocating studios to Monterey. TAMC will resume "Your Town" when the program's coordinator reinstitutes the program in 2016 and continue through 2017.

<b>Steps and Products</b>			
<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Completion Date</b>
1	Circulate Transportation Agency monthly Board minutes and agendas and post on the Transportation Agency website, and invite public attendance and comment:	Publicized Board and Committee agendas, reports, and minutes	Monthly
2	Issue and post Transportation Agency monthly Executive Committee, Technical Advisory Committee, Rail Policy Committee, and Pedestrian and Bicycle Advisory Committee minutes and agendas on the Transportation Agency website.		Monthly
3	Post Transportation Agency news releases, activities, and programs on the Transportation Agency website. Regularly update website content and appearance.	On-going planning & outreach to inform the media about transportation projects	Weekly
4	Publicize Transportation Agency Board activities with the monthly Transportation Agency "highlights" document distributed to interested individuals, groups and the media.		Monthly
5	Televis Agency Board meetings and provide full-time video access on the Agency website, updated with each Agency Board meeting.	Televised Board meeting broadcasts, accessible on website	Monthly
6	Prepare 2016 annual report that summarizes activities related to state, federal, and local transportation planning, and send to all Monterey County households; including Spanish translation for targeted distribution.	2016 Annual Report	4/30/2017
7	Hold annual awards program to increase the awareness of and generate interest in transportation matters.	Transportation Excellence awards program	1/27/2017
8	Conduct public outreach publicizing the number of fatalities and severe injuries in Monterey County	Press releases and on-line media postings focused on safety	6/30/2017
9	Use social media platforms to educate the public on transportation issues and encourage public discussion about transportation.		6/30/2017



**WORK ELEMENT NUMBER 1750****Monterey Bay Area Traveler Information System****Project Manager:** Ariana Green**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017****EXPENDITURES**

Agency	Amount (\$)	Change
<b>TAMC</b>		
Personnel	94,241	0
Contractual	60,000	0
<b>TOTAL</b>	<b>154,241</b>	<b>0</b>

**TAMC****REVENUE**

Source	Amount (\$)	Change
<b>TAMC</b>		
LTF	69,241	0
SAFE	85,000	0
<b>TOTAL</b>	<b>154,241</b>	<b>0</b>
<b>% Federal</b>	<b>0%</b>	

**TAMC****TOTAL****TOTAL****% Federal****Project Description**

The Transportation Agency for Monterey County is implementing a 511 Traveler Information System based on the Monterey Bay Area 511 Traveler Information System Feasibility and Implementation Plan jointly developed with Santa Cruz County Regional Transportation Commission. Implementing a 511 system in the Monterey Bay Area will close the gap in traveler information systems that currently exists in California's Central Coast region.

**Project Product(s)**

Monterey Bay Area 511 Traveler Information System

**Previous and Ongoing Work**

The Transportation Agency for Monterey County and the Santa Cruz Regional Transportation Commission prepared and adopted a 511 Traveler Information System Feasibility and Implementation Plan in 2013-14. FY 2015-16 efforts includes implementing the recommendations from the Plan to develop and deploy a Monterey County 511 Traveler Information System.

**Steps to Achieve Task**

Task	Description	Deliverable	Completion Date
1	Develop a marketing strategy to inform travelers about 511 service	Monterey Bay Area 511 Traveler Information System Marketing Plan	9/30/2016

2	Develop a website that includes multimodal information such as a transit trip planner, rideshare information, bicycling and pedestrian resources	6/30/2017
3	Deploy a Monterey County 511 Traveler Information System	6/30/2017
4	Maintain 511 System	Ongoing

**WORK ELEMENT NUMBER 1770****Freeway Service Patrol****Project Manager:** Grant Leonard**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	31,680	0	FSP	159,848	0
Contractual	192,000	0	SAFE	57,152	
			Local	6,680	
<b>TOTAL</b>	<b>223,680</b>	<b>0</b>	<b>TOTAL</b>	<b>223,680</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The Freeway Service Patrol operates in Monterey County to assist stranded or stalled motorists, and to remove freeway obstructions that cause episodic traffic congestion. The Agency works closely with Caltrans and California Highway Patrol to implement the program.

**Project Product(s)**

Freeway Service Patrol on-road motorist assistance services.

**Previous and Ongoing Work**

The Freeway Service Patrol program operates on two "beats" during commute hours and during special event weekends. Beat 1 operates on Highway 101 between the San Benito County line and Sanborn Road weekdays, and between the San Benito County line and Highway 156 on Sundays during the summer and for some special events. Beat 2 operates on Highway 1 from Marina to Carmel weekdays, on Saturdays during summer, and during special event weekends. The program is funded by a dedicated state program, matched by local SAFE vehicle registration fees. In December 2011, the Agency entered into an agreement with Caltrans to provide additional tow service during the construction phase of the Prunedale Improvement Project. In 2013, the Agency contracted with tow operators for Freeway Service Patrol services for four years beginning July 1, 2013. In 2014, the Agency, with CHP, decided to extend Beat 1 from Highway 156 to the San Benito County line during weekdays. In January 2015, the program improved its data collection method by upgrading from a PDA based system to an iPad based application. In fiscal year 2016/17, the Agency will conduct a competitive RFP process to secure a new four year contract starting on July 1, 2017.

**Steps to Achieve Task**

<b><u>Step No</u></b>	<b><u>Step Description</u></b>	<b><u>Step to be Completed</u></b>
1	Administration: Provide supplies as needed, monitor use, evaluate future program needs, and process vouchers for payment of service from contractors	Ongoing

2	Conduct quarterly training and informational meetings with Caltrans, CHP and tow operators	Ongoing
3	Represent agency at statewide oversight committee meetings to demonstrate effectiveness and to maintain and increase state funding for the program	Ongoing
4	Improve data collection techniques and enhance Personal Digital Assistants to improve truck tracking and vehicle dispatching capabilities	Ongoing
5	Continue to monitor the usage and effectiveness of tow truck service in cooperation with neighboring counties and work to enhance the program's cost-effectiveness	Ongoing
6	Prepare Annual Report	8/30/2016
7	Continue to promote the program and increase awareness	Ongoing
8	Maintain data collection system and feed the data into the statewide Freeway Service Patrol benefit/cost model to better reflect the effectiveness of smaller programs	Ongoing
9	Complete competitive RFP process to secure a new four year contract starting on July 1, 2017.	6/30/2017

#### Task Products

<u>Product No</u>	<u>Product Description</u>	<u>Project Completed</u>
1	Freeway Service Patrol Annual Report	Annual
2	Tow truck operations	Ongoing
3	Improved data to be included in statewide benefit/cost model	Bi-Annual

**WORK ELEMENT NUMBER 1780****Service Authority for Freeway Emergencies****Project Manager:** Grant Leonard**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	27,883	0	LTF	2,883	0
Contractual	144,917	0	SAFE	169,917	0
<b>TOTAL</b>	<b>172,800</b>	<b>0</b>	<b>TOTAL</b>	<b>172,800</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

SAFE is a Monterey County-level highway call box system that the Agency established. Under this program, TAMC works together with California Highway Patrol and Caltrans to aid motorists and maintain highway safety programs.

**Project Product(s)**

Service Authority for Freeway Emergencies call box system

**Previous and Ongoing Work**

The Transportation Agency operates the Monterey County's SAFE program, which was implemented in four phases:

- o Phase I: US 101 (completed in 2000)
- o Phase II: most of SR 1, SR 68, and SR 156 (completed in 2002); and,
- o Phase III: SR 1 along Big Sur Coast (completed in 2007).
- o Phase IV: County Rural Roads (completed in 2010).

In 2010, fourteen new call boxes were installed along the G14 and G18 corridors on Jolon Road, and the G16 corridor on Carmel Valley Road and Arroyo Seco Road. In 2010, in partnership with the Metropolitan Transportation Commission, Santa Cruz Regional Transportation Commission, and the San Luis Obispo Council of Governments, the Transportation Agency selected a new call box answering service contractor to answer all calls coming from the Monterey Bay Area. In 2013, the Agency reviewed the call box locations for accessibility by disabled persons. The study recommended improvements to the sites to assure continued accessibility. In 2014, the Agency contracted with CASE Systems to provide improvements for disabled persons and maintenance for the Call Boxes for three years beginning March 1, 2014, with the option to extend the contract three additional years. In fiscal year 2016/17, the Agency will conduct an evaluation of usage for each call box to determine the need for site improvements, as well as the possibility of reducing the call box system.

**Steps to Achieve Task**

<b><u>Step No</u></b>	<b><u>Step Description</u></b>	<b><u>Step to be Completed</u></b>
1	Initiate work on other capital needs for motorists aid, including mobile call box and traffic data collection devices	6/30/2017
2	Continue tracking DMV collection of SAFE funds to assure accuracy	Ongoing
3	Attend CalSAFE meetings	Ongoing
4	Continue to operate call box system in Monterey County	Ongoing
5	Site accessibility improvements.	Ongoing
6	Prepare Annual Report	8/30/2016
7	Conduct call box system usage evaluation	12/30/2016

**Task Products**

<b><u>Product No</u></b>	<b><u>Product Description</u></b>	<b><u>Project to be Completed</u></b>
1	Call box services	Ongoing
2	Site accessibility improvements	Ongoing
3	Call box annual performance report	8/30/2016

**WORK ELEMENT NUMBER 1790**

Rideshare

Project Manager: Theresa Wright

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	142,560	0	LTF	67,560	0
Contractual	27,000	0	SAFE	102,000	0
<b>TOTAL</b>	<b>169,560</b>	<b>0</b>	<b>TOTAL</b>	<b>169,560</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The TAMC Rideshare Services project will promote sustainable transportation modes and travel choices region-wide through informational programs, events, and ride-matching assistance. The program will specifically target the Top 10 employers in Monterey County. The focus in FY 2016/17 will be to develop the 511 system with integrated rideshare components. Rideshare services will be coordinated with other counties in the Monterey Bay region and adjacent commute destinations.

**Project Product(s)**

Ride-matching website, informational brochures and flyers.

**Previous and Ongoing Work**

Rideshare Services have previously been provided by AMBAG.

**Steps to Achieve Task**

<b><u>Step No</u></b>	<b><u>Step Description</u></b>	<b><u>Step to be Completed</u></b>
1	Identify Top 10 employers in Monterey County and assess their ridesharing needs.	9/30/2016



2	Research ride-matching programs and services and determine recommended improvements.	9/30/2016
3	Initiate steps to develop new Rideshare Services integrated with 511 and bicycle outreach efforts and coordinated with adjacent commute programs.	6/30/2017
4	Coordinate with other counties consistent with regional commute patterns	Ongoing
5	Provide annual updates on Ridesharing Services program to TAMC board	Ongoing

**Task Products**

	<b><u>Product Description</u></b>	<b><u>Project to be Completed</u></b>
1	Develop updated employer and employee outreach material	1/15/2017
2	Updated Ridesharing Services program	6/30/2017

**WORK ELEMENT NUMBER 2310****Data Collection, Uniformity and Access****Project Manager:** Mike Zeller**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>	
<b>Agency</b>	<b>Amount (\$) Change</b>		<b>Source</b>	<b>Amount (\$) Change</b>
<b>TAMC</b>			<b>TAMC</b>	
Personnel	30,046	0	RSTP	26,218 0
Contractual	25,000	0	Local	28,828 0
<b>TOTAL</b>	<b>55,046</b>	<b>0</b>	<b>TOTAL</b>	<b>55,046 0</b>
			<b>% Federal</b>	<b>0%</b>

**Project Description**

To collect regional employment, transportation, economic, population, housing, water quality, land use, traffic counts, and other data for use in preparation of the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program along with other related regional planning efforts. The Regional Transportation Planning Agencies conduct traffic counts and monitoring also under this work element.

**Project Product(s)**

Data for the Metropolitan Transportation Plan, Regional Travel Demand Model, and Highway Performance Monitoring Program

Traffic monitoring and count data

**Previous and Ongoing Work**

The Transportation Agency conducts regular level of service monitoring and traffic counts, needed to support the AMBAG model and long range planning efforts. Provision of this information on the Transportation Agency's website and in a user-friendly guide to the public was completed in 2008. In 2009, the Agency selected a new consulting firm to collect traffic counts after a competitive bid process, and is continuing to work with this firm through the 2016 count cycle. The Agency released a Request for Proposals to update the existing consultant contract for 2014 through 2016. A new RFP will be released in 2016 to receive bids for the traffic counts program and select a consultant to continue the program once the current contract expires. The Agency will continue to work with the local jurisdictions to standardize the count collection process. The agency will also continue to collect traffic data on regional facilities for use in the Regional Transportation Plan and Regional Travel Demand Model.

<b>Steps to Achieve Task</b>			
<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Completion Date</b>
<b>1</b>	<b>Data Gathering and Analysis</b>		
<b>1.1</b>	Coordinate the collection of traffic volume and vehicle occupancy data at various locations throughout the county.	Traffic count and vehicle occupancy data, and monitoring report	6/30/2017
<b>1.2</b>	Coordinate with AMBAG and local agencies on traffic count program and consolidation of the database to provide accurate and timely data for HPMS and other local, federal and state needs.	Data for HPMS database	6/30/2017
<b>1.3</b>	Continue working with AMBAG and the other regional transportation agencies on coordinated and/or joint traffic counting services and/or reporting.	Plans for format, content and methodology for development future of regional traffic data.	Ongoing
<b>2</b>	<b>Public Participation</b>		
<b>2.1</b>	Updated count and historic traffic count data on RTPA website for easy access and reference by government agencies and members of the public.	Web page with traffic count map and data	6/30/2017
<b>2.2</b>	Provide traffic count data to local, state and federal agencies, land use development proponents and members of the public as needed.	Emails to interested parties upon request	6/30/2017

**WORK ELEMENT NUMBER 2510****Regional Travel Demand Model****Project Manager:** Mike Zeller**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	13,319	0	LTF	13,319	0
Contractual	0	0			
<b>TOTAL</b>	<b>13,319</b>	<b>0</b>	<b>TOTAL</b>	<b>13,319</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Regional travel demand modeling is performed in coordination with AMBAG, which is the lead agency. The model supports metropolitan transportation and air quality planning and programming activities within the tri-county region. The Transportation Agency for Monterey County assists in the model upgrades and review.

**Project Product(s)**

Updated regional travel demand model.

**Previous and Ongoing Work**

TAMC is involved in AMBAG's travel demand model updates through participation in the Regional Model Coordination Working Group. As needed, TAMC also subcontracted with AMBAG to utilize the regional model to prepare regional fee nexus studies, to conduct rail/bus rapid transit passenger analysis forecasts and to assess performance measurements for the regional transportation plan. TAMC participates, in addition to the Model Coordination Working Group, on committees tasked with developing a transit and bicycle/pedestrian components to the travel demand forecasting model.

**Steps to Achieve Task**

<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Completion Date</b>
<b>1</b>	<b>Planning</b>		
1.1	Work with AMBAG to establish model-based, performance measure assessments for the regional transportation plan and if needed, the regional transportation improvement program.	Performance measurement assessments as required for the regional transportation plan update and regional transportation improvement program adoption.	6/30/2017

2	<b>Data Gathering and Analysis</b>		
2.1	Support/assist AMBAG in traffic simulation accompaniment tools to the regional model, including performance measures, working group meetings, and traffic simulation.	Model results as needed to support regional projects	6/30/2017
2.2	Assist with the development of transit and bicycle/pedestrian components to the travel demand forecasting model.	Transit and Bicycle/Pedestrian components for the travel demand forecasting model	6/30/2017

**WORK ELEMENT NUMBER 4110****Environmental Document Review****Project Manager:** Grant Leonard**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	25,858	0	State RPA	25,000	0
Contractual	0	0	Local	858	0
<b>TOTAL</b>	<b>25,858</b>	<b>0</b>	<b>TOTAL</b>	<b>25,858</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The purpose of this work element is to review land use and transportation elements of environmental documents produced by local agencies and development projects for consistency with regional transportation plans and policies. This work element is directly related to the performance of the regional MTP/ RTP.

**Project Product(s)**

Comment letters to project sponsors regarding environmental assessments for the purpose of promoting consistency with federal, state, and regional transportation plans and policies, and Federal Planning Factors.

**Previous and Ongoing Work**

The Agency Board adopted *Guidelines for Environmental Document Review* including land use development principles, and *Complete Streets Guidebook*, to encourage cities and Monterey County to make a more cost-effective use of the transportation system through compact growth patterns, bicycle and pedestrian-friendly design and transit-oriented developments. TAMC coordinates with Caltrans to review and analyze traffic impacts of proposed development on the state highway system. TAMC also meets and coordinates with local jurisdictions on land use / General Plan updates to ensure consistency with regional plans and policies.

**Steps to Achieve Task**

Task	Description	Deliverable	Completion Date
1	<b>Coordination</b>		
1.1	Work with appropriate agencies and developers by commenting on land use, transportation, and greenhouse gas emissions sections of general plan updates, bicycle plans, major development plans, transit plans and environmental review documents prepared by local agencies and other entities.	In-house environmental document review log	Ongoing

- |     |   |         |
|-----|---|---------|
| 1.2 | Share information with planning staffs of jurisdictions, public transit operators, universities and colleges, on the coordination of land use and transportation issues and projects.   | Ongoing |
| 1.3 | Provide support to jurisdictions to integrate Complete Street Guidebook principals into local policies and project mitigations.   | Ongoing |
| 1.4 | Participate with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize regional transportation connections and implement the regional transportation infrastructure by incorporating transit and intermodal facilities, bicycle transportation facilities and pedestrian walkways in plans and programs where appropriate (Complete Streets). | Ongoing |

<b>2 Development Review</b>			
2.1	Evaluate the impact of proposed developments on the regional transportation system and encourage support for alternatives to the single occupant vehicles and better coordination between land uses and transportation needs by participating with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure.	In-house environmental document review log	Ongoing
2.2	Utilize TAMC's land use development principles in the evaluation of proposed developments to assist in community-based development of innovative transportation and land use alternatives to improve community livability, long-term economic stability and sustainable development.	Library of environmental documents	Ongoing
2.3	Update and revise, as needed, the Guidelines for Environmental Document Review to provide local agencies responsible for land use decisions with current information on the coordination of transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management.	Guidelines for Environmental Document Review	Ongoing
2.4	Participate and provide comments at public hearings, scoping meetings, project review meeting, City Council meetings and LAFCO hearings pertaining to new developments' impacts on the regional transportation system.	Annual Board Report on Environmental Document Reviews	Ongoing
2.5	Review environmental documents to identify and analyze issues relating to integration of transportation and community goals and objectives in land use, housing, economic development, social welfare and environmental preservation.	Comment letters on draft plans and environmental documents a major impact on the regional transportation system	Ongoing



Project Manager: Ariana Green

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	87,682	0	State RPA	45,000	0
Contractual	0	0	STIP PP&M	1,000	0
			LTF	1,682	0
			CMP	40,000	0
<b>TOTAL</b>	<b>87,682</b>	<b>0</b>	<b>TOTAL</b>	<b>87,682</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

This work element promotes coordination among agencies in the county regarding state and local plans for bicycle and pedestrian travel, and integrates plans for bicycle and pedestrian improvements with roadway and transit studies consistent with the adopted Regional Transportation Plan and Bicycle and Pedestrian Facilities Master Plan for Monterey County. Complete Streets policies developed for the Monterey Bay Region are coordinated with other efforts undertaken in work element 6140 and will be used to assist cities and the County to incorporate Complete Streets policies into their general plan circulation element updates as required by AB 1358. Public outreach is conducted to identify system deficiencies and potential projects for inclusion in future plans. Project implementation tasks ineligible for RPA funding are not included in this work element. Work Elements 6500 and 6550 focus on project implementation utilizing non-planning funds.

**Previous and Ongoing Work**

The Transportation Agency administers several programs to promote bicycle and pedestrian travel. The Agency's Bicycle and Pedestrian Facilities Advisory Committee provides input on capital projects and funding programs in the county. The Agency also coordinates with member jurisdictions to fund and develop projects included in the Bicycle and Pedestrian Facilities Master Plan, which was most recently adopted in 2011. The Agency will work on the 2016 Active Transportation Plan, an update of 2011 Bicycle and Pedestrian Facilities Master Plan. Work Element 6145 focuses on the 2016 Active Transportation Plan. The Agency also reviews and comments on local land use and transportation projects to ensure that needs for safe bicycle and pedestrian travel are considered, and help ensure that local projects reflect and support implementation of the Bicycle and Pedestrian Facilities Master Plan.

In 2008, TAMC finalized the Monterey Bay Sanctuary Scenic Trail Master Plan and continues to assist the County of Monterey and other local jurisdictions to plan and fund individual trail segments.

Steps to Achieve Task			
<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Provide input and assistance to local, regional and state agencies on how to integrate bicycle and pedestrian features into roadway and land development projects promoting efficient regional system management.	Integration of Bicycle and Pedestrian elements into corridor studies and project planning	6/30/2017
2	Assist local jurisdictions in the development or update of Bicycle Transportation Plans, and certify conformance with Street and Highways Code and consistent with TAMC's Master plan and the Regional Transportation Plan.	Certification of local agency Bike and Pedestrian plans	6/30/2017
3	Participate with Caltrans in the development of Statewide Bicycle and Pedestrian Plan	Coordination with Caltrans on Statewide Bicycle and Pedestrian Plan	6/30/2017

**Project Manager:** Virginia Murillo

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	60,999	0	LTF	60,999	0
Contractual	0	0			
<b>TOTAL</b>	<b>60,999</b>	<b>0</b>	<b>TOTAL</b>	<b>60,999</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The 2016 Active Transportation Plan will focus on identifying high priority bicycle and pedestrian projects, as identified by TAMC's Bicycle and Pedestrian Committee, the Technical Advisory Committee and staff from each of the jurisdictions. The 2016 Plan will also focus on analyzing key gaps from the existing and proposed bicycle and pedestrian networks, identifying opportunity sites for innovative bicycle facility designs, and will identify areas for enhanced regional and local connectivity. The 2016 Plan will be prepared according to the State's guidelines for Active Transportation Plans to enhance local jurisdiction's applications for grant funding. The 2016 Plan will contain maps for each of the jurisdictions of existing and proposed bicycle and pedestrian facilities, along with policies and programs to increase the proportion of trips accomplished by bicycling and walking. Other elements in the 2016 Plan will include a needs analysis of bicyclists and pedestrians, public health and economic benefits of bicycling and walking, costs to implement projects and a list of various potential funding sources.

**Previous and Ongoing Work**

The 2016 Active Transportation Plan is an update to the Transportation Agency's most recent 2011 Bicycle and Pedestrian Master Plan. Work on the 2016 update will be initiated in FY 2015/16 and completed in FY 2016/17.

Steps to Achieve Task			
<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Inventory existing facilities, programs and existing conditions	Existing conditions report	4/30/2016
2	Review and update goals, objectives and policies	Updated goals, objectives and policies	6/30/2016
3	Project outreach and stakeholder input	Draft list of projects	6/30/2016
4	Develop project ranking and prioritization criteria	Prioritized list of projects	9/30/2016

**Project Manager:** Ariana Green

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	34,048	0	LTF	61,548	0
Contractual	27,500	0			
<b>TOTAL</b>	<b>61,548</b>	<b>0</b>	<b>TOTAL</b>	<b>61,548</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The goal of Bike Month is to promote bicycling as a healthy transportation alternative that reduces traffic and air pollution. Through a schedule of activities such as Bike Rodeos, Community Rides, Bike to Work Day and Bike to School Day, and community events such as Ciclovía Salinas, the general public is introduced to bicycling resource available in the community and encouraged to try cycling.

**Previous and Ongoing Work**

2017 will be the 23rd annual iteration of Bike Week.

**Steps to Achieve Task**

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Bike Month Campaign	Bike Month 2017	5/30/2017

**WORK ELEMENT NUMBER 6220****Regional Transportation Plan**

Project Manager: Grant Leonard

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	108,526	0	State RPA	57,000	0
Contractual	25,000	0	Local	76,526	0
<b>TOTAL</b>	<b>133,526</b>	<b>0</b>	<b>TOTAL</b>	<b>133,526</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The Regional Transportation Plan (RTP) for Monterey County is a long range (20 year) plan, updated every four years, that forms the basis for the Metropolitan Transportation Plan (MTP) prepared by AMBAG for the Monterey Bay Area pursuant to Federal Highway Administration and Caltrans transportation planning requirements. As the Metropolitan Planning Organization for the Monterey Bay Area, which includes Monterey, San Benito and Santa Cruz counties, AMBAG incorporates the financial assumptions and project lists included in the Regional Transportation Plans prepared for Monterey, Santa Cruz and San Benito Counties in the Metropolitan Transportation Plan. The Agency coordinates its update with AMBAG, the other Monterey Bay regional transportation planning agencies, and partner agencies including Caltrans, Monterey-Salinas Transit, the Monterey Bay Unified Air Pollution Control District and the Monterey Regional Airport District to ensure consistency between plans. Pursuant to state and federal guidelines, the Regional Transportation Plan includes a countywide multi-modal needs assessment, transportation policy element, long-range funding forecast, funding-constrained countywide transportation project list, and a program-level environmental review document assessing the probable environmental impacts associated with implementation of the plan. The Agency seeks public participation to develop the Regional Transportation Plan for each of the project steps identified in the Overall Work Program, and undertakes public outreach for the project according to adopted Monterey Bay Area Public Participation Plan.

**Project Product(s)**

Regional Transportation Plan Updates/amendments

Expenditure Plan

Develop Performance Measures and strategic priorities for the 2018 RTP

2018 Metropolitan Transportation Plan/Regional Transportation Plan Environmental Impact Report

### Previous and Ongoing Work

Regional (countywide) Transportation Plans have been prepared by the Agency since 1975. These plans and plan elements are to be in place at the time the biennial State Transportation Improvement Program candidate projects are transmitted to the California Transportation Commission via each area's Regional Transportation Improvement Program. AMBAG has prepared a Metropolitan Transportation Plan for the Santa Cruz, San Benito and Monterey County region since 1991. Since 2002, the regional agencies and AMBAG have coordinated to prepare a single environmental document and financial estimates for the region's transportation plans.

In 2013-14, accomplishments included continued coordination with AMBAG and the AMBAG region transportation agencies to prepare the updates to the Regional Transportation Plans and Metropolitan Transportation Plans for adoption in June, 2014, including coordinated work plans and timelines. The Agency completed and adopted a Regional Transportation Plan and coordinated environmental document in 2013-14.

This work supports the AMBAG priorities for planning and forecasts and sustainable development strategies for the Metropolitan Transportation Plan, as well as collaborative planning and implementation with regional agencies.

### Steps to Achieve Task

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Develop future Performance Measures consistent with MAP-21 guidelines in coordination with regional and state partner agencies	Draft project evaluation Performance Measures	9/30/2016
2	Draft funding strategies necessary to meet RTP project list goals and TAMC Board strategic priorities	Staff reports and public participation materials; Expenditure Plan	12/31/2016
3	Continue coordination of the Regional Transportation Plan development with the Metropolitan Transportation Plan and RTPs for Santa Cruz and San Benito Counties consistent with California Transportation Plan 2040.	Staff reports and memos	6/30/2017
4	Undertake public outreach plan based on adopted Monterey Bay Public Participation Plan and participation plan for the Regional Transportation Plan and Sustainable Communities Strategy.	Updated TAMC Board strategic priorities	6/30/2017
5	Coordinate with local jurisdictions on master plan and general plan updates to ensure consistency with the Regional Transportation Plan	Comment letters on draft plans	6/30/2017
6	<i>Continue coordination of the MTP/RTP Environmental Impact Report developed jointly with AMBAG, SBtCOG, and SCCRTC</i>	<i>EIR covering the 2018 Regional Transportation Plan</i>	<i>6/30/2017</i>

**WORK ELEMENT NUMBER 6262****Congestion Analysis, CMP & Regional Development Impact Fee**

Project Manager: Mike Zeller

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	34,502	0	Local	34,502	0
Contractual	10,000	0	Impact Fees	10,000	
<b>TOTAL</b>	<b>44,502</b>	<b>0</b>	<b>TOTAL</b>	<b>44,502</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

To identify and monitor existing traffic congestion problems and assist local jurisdictions to minimize traffic impacts from proposed development; to coordinate land use and transportation planning to mitigate or prevent traffic congestion; and to administer the regional development impact fee program.

**Project Product(s)**

Provide support to local jurisdictions considering use of Regional Development Impact Fee modeling data to develop a local Transportation Utility Fee concept for roads preservation and operations.

**Previous and Ongoing Work**

California law requires the preparation of regional Congestion Management Programs (CMPs) to help mitigate the traffic impacts of new development. Regions can elect not to participate in the statutory CMP. The Agency focuses on implementation of a Regional Development Impact Fee as a replacement for prior CMP activities. In 2008, the Transportation Agency completed a Nexus Study and developed a schedule of development impact fees to be collected by the land use agencies in the county. The County and each city in the county entered into a Joint Powers Agreement creating the Regional Development Impact Fee Joint Powers Agency, with the Transportation Agency responsible for administering the fee program. The fee became effective in August 2008. In order to guide the use of the fee revenues, under the Joint Powers Agreement, the Agency adopted a Strategic Expenditure Plan in August 2009.

In 2010, agency staff held a workshop for the local jurisdictions to review the fee program and discuss recent updates to the program. In 2011, agency staff worked with the City of Salinas and the other jurisdictions to identify areas of infill development that would be eligible for reduced trip rates. In 2013, Agency staff completed a major update to the Regional Development Impact Fee Program Nexus Study and worked with the local jurisdictions to revise their ordinances to incorporate the updated fee schedule. In 2014 and 2015, agency staff completed an annual update to the Strategic Expenditure Plan, which programmed funding to improvements on Highway 156 and Highway 68. Agency staff continues to meet and coordinate with local jurisdictions and developers to ensure consistency and accuracy in the application of the regional fees.



<b>Steps to Achieve Task</b>			
<b><u>Step No</u></b>	<b><u>Step Description</u></b>	<b><u>Deliverable</u></b>	<b><u>Step to be Completed</u></b>
1	Administer the Regional Development Impact Fee Joint Powers Agency		Ongoing
2	Maintain the necessary accounts and accounting procedures to implement the Regional Impact Fee	RDIF Audit	Ongoing
3	Maintain an annual fee schedule and a fee implementation manual for local planning departments	RDIF Fee Schedule and Procedures Manual	6/30/2017
4	Update the Strategic Expenditure Plan in consultation with Caltrans and member jurisdictions	Strategic Expenditure Plan	6/30/2017

**WORK ELEMENT NUMBER 6264****FORA Transportation Network Update****Project Manager:** Mike Zeller**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	48,135	0	FORA	15,000	0
Contractual	0	0	LTF	33,135	0
<b>TOTAL</b>	<b>48,135</b>	<b>0</b>	<b>TOTAL</b>	<b>48,135</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The 2014 FORA Capital Improvement Program (CIP) Review – Phase III report acknowledges the need to revisit the 2005 FORA Fee Reallocation Study to assess the validity of FORA-listed transportation obligations required by the Fort Ord Base Reuse Plan (BRP). This has prompted FORA to request a coordinated work effort with TAMC for the purposes of reviewing, analyzing, and adjusting the fiscal and physical transportation network obligations defined in the BRP as appropriate.

**Project Product(s)**

2016 FORA Fee Reallocation Study Update

**Previous and Ongoing Work**

In 2005, TAMC completed the FORA Fee Study Reassessment, which involved project management and coordination with AMBAG for the modeling work. This proposed effort is to conduct a review and update of the FORA Fee Study with TAMC acting as the project lead in coordination with FORA and other stakeholder groups.

**Steps to Achieve Task**

<b><u>Step No</u></b>	<b><u>Step Description</u></b>	<b><u>Deliverable</u></b>	<b><u>Step to be Completed</u></b>
1	Project Management		6/30/2017
2	Travel Forecast and Fee Reallocation		6/30/2017
3	Project Funding Analysis		6/30/2017
4	Report Preparation	2016 FORA Fee Reallocation Study Update	6/30/2017

**WORK ELEMENT NUMBER 6410****Transportation Improvement Programs (TIPs)****Project Manager:** Mike Zeller**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	62,324	0	State RPA	55,000	0
Contractual	0	0	LTF	7,324	0
<b>TOTAL</b>	<b>62,324</b>	<b>0</b>	<b>TOTAL</b>	<b>62,324</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Develop, adopt, and maintain programming documents required to receive federal and state transportation funds. Documents include the Regional Transportation Improvement Program for Monterey County, and content for the Metropolitan Transportation Improvement Program.

**Project Product(s)**

2016-17 to 2019-20 Metropolitan Transportation Improvement Plan and Amendments

2016 Regional Transportation Improvement Plan and Amendments

**Previous and Ongoing Work**

The Transportation Agency must prepare, adopt, and submit a countywide Regional Transportation Improvement Program to the California Transportation Commission by December 15 of every odd-numbered year. The California Transportation Commission selects projects from this regional program and from the Caltrans-proposed Interregional Transportation Improvement Program and adopts this program of projects generally in April of every even year as the State Transportation Improvement Program. The Agency adopted its current Regional Transportation Improvement Program in December 2015. Recent Regional Transportation Improvement Programming has focused on funding high priority major projects, including the Highway 156 Improvement project, and receiving programming allocations from the California Transportation Commission. Future efforts will seek to maintain funding and to program any new monies to other high priority highway and transit projects. Regular contact is maintained with local jurisdictions to incorporate projects into programming documents.

<b>Steps to Achieve Task</b>			
<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Completion Date</b>
<b>1</b>	<b>Planning</b>		
1.1	Develop amended 2016 RTIP, as necessary to comply with adopted STIP guidelines and fund estimate	2016 RTIP for Monterey County	6/30/2017
1.2	Create or revise Project Programming Request (PPR) forms for potential new State Transportation Improvement Program funding	PPR forms for STIP projects	6/30/2017
1.3	Track projects in the State Transportation Improvement Program and assist project sponsors in processing amendments.	Project Tracking Log	6/30/2017
1.4	Provide AMBAG programming information for new and updated projects for inclusion in the Metropolitan Transportation Improvement Program	Up to date programming information	On going
<b>2</b>	<b>Coordination</b>		
2.1	Consultation and coordination between Caltrans, other Regional Transportation Planning Agencies, and local agencies for project programming	Information to AMBAG, state and federal agencies.	Quarterly
2.2	Participation in Regional Transportation Planning Agencies Group, California-Federal Programming Group, California Transportation Commission, and California Council of Governments and other programming related meetings	Accurate and up-to-date information on State and federal programming requirements.	Monthly
2.3	Coordinate Transportation Improvement Program amendments with AMBAG for the Federal Transportation Improvement Program and with Caltrans and the California Transportation Commission for the State Transportation Improvement Program	MTIP/STIP Amendments	Quarterly

**WORK ELEMENT NUMBER 6500****Project Development and Grant Implementation****Project Manager:** Hank Myers**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	182,101	0	STIP PP&M	104,400	0
Contractual	10,000	0	LTF	32,616	0
			CMP	45,085	0
			Local	10,000	0
<b>TOTAL</b>	<b>192,101</b>	<b>0</b>	<b>TOTAL</b>	<b>192,101</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	<b>0</b>

**Project Description**

Work with state and local agencies to coordinate on-time and on-budget delivery of transportation projects in Monterey County. Administer federal aid funding programs whose projects are included in the regional plan, including the Regional Surface Transportation Program, and the Transportation Enhancement program. Assist local jurisdictions in meeting federal and state funding program requirements to secure funds for needed transportation projects from other funding programs. Diversify funding sources for transportation projects to ensure that Monterey County receives its fair share of State and Federal funds. Secure competitive state or federal funding from a sources.

**Previous and Ongoing Work**

Prunedale Improvement Project, Airport Boulevard, Salinas Road Interchange, and the US 101-San Juan Road Interchange project have resulted from active involvement in project implementation and development assistance. The Agency adopted the last Regional Transportation Improvement Program in December 2015. Regional Transportation Improvement Programming has focused on fully funding high priority major projects and received programming allocations from the California Transportation Commission. The Agency has also worked diligently to secure state bond funds for the projects. Future efforts will investigate potential new funding sources, seek to maintain funding and to program any new monies to other high priority highway and transit projects. The Agency has worked with local agencies on the RSTP grant program implementation. Regular contact is maintained with local jurisdictions to support the development and implementation of local and regional projects. The Transportation Agency announces the Caltrans Call for Projects for the Federal Transit Administration Section 5310 program, receives project applications, scores applications and forwards a regional Section 5310 priority list to Caltrans. The Transportation Agency also coordinates with AMBAG to review and score Federal Transit Administration Section 5316, and 5317 applications and certify that the projects seeking funding are consistent with the Coordinated Public Transit-Human Services Transportation Plan for the Monterey Bay region adopted by AMBAG.

**Steps and Products**

<b>Task</b>	<b>Description</b>	<b>Completion Date</b>
<b>1</b>	<b>Project Implementation Support</b>	
1.1	Caltrans - quarterly progress meetings.	Quarterly
1.2	County of Monterey- quarterly status meetings.	Quarterly
1.3	Local agencies - biannual project status and progress meetings.	6/30/2017
1.4	Utilize consultant support for project delivery.	Ongoing
1.5	Assist implementing agencies utilize existing Regional Surface Transportation Program and TDA 2% funds.	Monthly

1.6	Assist local jurisdictions for applying and programming potential federal discretionary fund sources including HBR, HSIP, SRTS, HR3, etc.	Monthly
1.7	Coordinate review and scoring FTA grant applications.	4/30/2017
1.8	Provide assistance to local jurisdiction to meet state and federal Disadvantage Business Enterprise requirements.	As needed
1.9	Participate in AMBAG orthoimagry project	8/31/2016
<b>2</b>	<b>TAMC-discretionary funds</b>	
2.1	Administer allocations of Regional Surface Transportation Program and TDA 2% funds.	Monthly

**WORK ELEMENT NUMBER 6501****Roundabout Outreach****Project Manager:** Ariana Green**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017****EXPENDITURES**

Agency	Amount (\$)	Change
TAMC		
Personnel	113,185	0
Contractual	6,172	0
<b>TOTAL</b>	<b>119,357</b>	<b>0</b>

**TAMC****REVENUE**

Source	Amount (\$)	Change
TAMC		
Local	48,306	0
LTF	71,051	0
<b>TOTAL</b>	<b>119,357</b>	<b>0</b>
<b>% Federal</b>	<b>0%</b>	

**TAMC****Project Description**

Develop and conduct a Public Outreach program for the Holman Highway-SR 1 Roundabout Project construction phase

**Project Product(s)**

A Public Outreach Program that provides ongoing information to residents and travelers about construction delay and alternative routes along with the benefits and impacts of constructing a roundabout at the intersection of Holman Highway and SR 1.

**Previous and Ongoing Work**

In 2011, the City of Monterey received a grant from the Monterey Bay Unified Air Pollution Control District to study the feasibility of constructing a roundabout at the Holman Highway 68/Highway One intersection to replace the existing constrained traffic signal. This study has produced a concept design that will improve existing conditions and accommodate upcoming project capacity needs. The City of Monterey secured additional AB 2766 grant funding to proceed with final design and construction of the project. TAMC was a sub-recipient to provide pre-construction public outreach for the project. Pre-construction outreach consisted of the development of a project website, stakeholder and community meetings, presentations to public agencies, responding to inquiries from the community, press releases, formation of an interagency task force and working groups.

**Steps to Achieve Task**

<u>Task</u>	<u>Description</u>	<u>Deliverable</u>	<u>Completion Date</u>
1	Development of construction outreach materials	Visual simulation, PowerPoint presentation, press releases, website, mailings, and project flyers	4/30/2016
2	Conduct stakeholder and community meetings	Multimedia presentations	4/30/2017
3	Conduct presentations to public agencies	Multimedia presentations	4/30/2017
4	Receive and address questions and concerns	Correspondence, website updates	4/30/2017
5	Coordinate with Caltrans Public Information Office		4/30/2017

**WORK ELEMENT NUMBER 6502****SR 156 Project Development and Public Outreach****Project Manager:** Todd Muck**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	226,988	0	Federal Demo	400,000	0
Contractual	294,000	0	RDIF	119,000	0
			LTF	1,988	
<b>TOTAL</b>	<b>520,988</b>	<b>0</b>	<b>TOTAL</b>	<b>520,988</b>	<b>0</b>
			<b>% Federal</b>	<b>77%</b>	

**Project Description**

Work with state and local agencies to continue project development and secure full funding for the SR 156 Corridor project.

**Previous and Ongoing Work**

Following a ten-year community process to determine a preferred alternative, a final EIR for the SR 156 Corridor project was approved in 2013. Also in 2013 the Transportation Agency and Caltrans conducted a Traffic and Revenue Study that provided a sketch level analysis indicating toll financing is a feasible way to fund the SR 156 Corridor project. Acknowledging the SR 156 Corridor project is the Agency's #1 unfunded priority, the Agency has been working with Caltrans to explore tolling and a public-private partnership to deliver the project. Pending approval from the Transportation Agency Board of Directors and the California Transportation Commission to move forward, upcoming work includes completing a supplemental EIR, evaluating tolling alternative to eliminate the \$224+ million funding gap and developing required contractual agreements.

**Steps and Products**

<b>Task</b>	<b>Description</b>	<b>Completion Date</b>
<b>1</b>	<b>Public Outreach</b>	
1.1	Conduct TAMC Board Ad Hoc committee meetings	As Needed
1.2	Present on the SR 156 Corridor project to community and business groups	Ongoing



**2 Funding & supplemental environmental review for the Hwy 156 Corridor**

- |     |  |            |
|-----|--|------------|
| 2.1 | Report on Public Private Partnership funding alternative for the Hwy 156 Corridor with an assessment of tolling as a funding alternative in the Monterey Bay region.   | Ongoing    |
| 2.2 | Develop materials required to propose and evaluate various procurement options and financial scenarios.  | 12/31/2016 |
| 2.3 | Review and comment on supplemental environmental documents updated for the tolling alternative.  | 8/30/2017  |
| 2.4 | Obtain state approval to prepare bid documents required to design, finance, construct, operate and maintain the SR 156 Corridor project if determined by the Transportation Agency Board of Directors to be financially feasible and in the best interests of Monterey County residents. | 2/15/2018  |

**WORK ELEMENT NUMBER 6550      Complete Street Project Implementation****Project Manager:** Ariana Green**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	114,307	0	RSTP Exchange	597,200	0
Contractual	505,000	0	LTF	22,107	0
<b>TOTAL</b>	<b>619,307</b>	<b>0</b>	<b>TOTAL</b>	<b>619,307</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The Complete Street Project Implementation work element is a compilation of projects and activities related to implementing Complete Street type projects. Example of activities include purchasing bicycle racks and other security devices as part of a Bicycle Secure Program, and design assistance to support Complete Street project implementation; design, manufacture and installation of bicycling wayfinding signs; and Intersection Control Evaluations to consider the appropriateness of roundabouts at modified or new intersections. Included in FY 16/17 is construction oversight for the Via Salinas Valley projects which includes safe routes to school bike and sidewalk projects in each of the Salinas Valley cities. Transportation Agency has agreed to be the implementing agency for this Active Transportation Program grant in partnership with the County of Monterey Health Department and the cities of Gonzales, Greenfield, King, Salinas and Soledad. Other related activities within this work element are to be determined based on TAMC Board direction.

**Previous and Ongoing Work**

TAMC's Bicycle Secure Program started in 2005 with Air District grant funds. In 2014/15 the TAMC Board approved updated program guidelines to reinstate the program. Bicycle Secure Program implementation continues in FY 2015/16. In FY 2014/15 the TAMC Board approved funding for Intersection Control Evaluations to support RSTP competitive grant application requirements and to encourage considering roundabout when intersections are upgraded. Planning activities for the bicycle wayfinding signs was included in the FY 2014/15 Work Program in work element 6140.

<b>Steps to Achieve Task</b>			
<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
<b>1</b>	<b>Bicycle Protection Program</b>	Countywide installation of public use bicycle storage	
1.2	Announce Funding Cycle	Program announcement, press release, program brochures, handouts	12/30/2016
1.3	Award Racks	Scoring sheets and award letters	3/30/2017
1.4	Purchase Racks and other security devices	Contract Agreement(s)	4/30/2017
1.5	Program Reporting	Report and pictures of installed racks	6/30/2017
<b>2</b>	<b>Bicycle wayfinding signs</b>		
2.1	Complete design of wayfinding signs (Initiated in FY 2014/15)	Sign design	2/28/2016
2.2	Manufacture and install signs for initial routes	Sign manufacture and installation	8/30/2016
2.3	Evaluate program and identify routes for future installation	Report	12/31/2016
2.4	Coordinate with Caltrans on wayfinding signs that are on State Highway System		8/30/2016
<b>3</b>	<b>Via Salinas Valley</b>		
<b>4</b>	<b>Design Assistance</b>		
4.1	On-call/Task Order design, engineering & environmental to support Complete Street implementation	On-call project support	6/30/2017

**WORK ELEMENT NUMBER 6710****Corridor Studies****Project Manager:** Hank Myers**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017****EXPENDITURES****REVENUE**

Agency	Amount (\$)		Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	29,646	0	State RPA	25,000	0
Contractual	0	0	LTF	4,646	0
<b>TOTAL</b>	<b>29,646</b>	<b>0</b>	<b>TOTAL</b>	<b>29,646</b>	<b>0</b>

**% Federal****0%****Project Description**

This Work Element addresses the Transportation Agency for Monterey County's participation in studies that define and evaluate projects that enhance the integration and connectivity of the regional transportation system across and between modes, people, and freight. The Agency's focus includes studying projects and programs that increase capacity, safety, efficiency and mobility, preserving existing system infrastructure and support goods movement. Work is intended to result in proposed improvements to transportation corridors that are fundable and deliverable, and consistent with regional transportation plans.

**Project Product(s)**

- Participate with City of Salinas, Monterey County, and Caltrans in corridor study to evaluate and determine preferred approach to US 101 through City of Salinas.
  - Engage in conceptual study of transportation needs along the US 101 corridor, including collaborative work with the South County cities, Caltrans, the Central Coast Coalition and AMBA
  - Engage with Monterey-Salinas Transit, Caltrans, and other interested agencies in a busway feasibility study in the State Route 1 corridor.
  - Participate with AMBAG on the US 101 Freight Plan, next steps and implementation, including Central Coast Working Group meetings as needed.
  - Participate with Caltrans on the update of Transportation Corridor Reports for SR 1, SR 156, SR 218
  - Provide input in Caltrans lead planning efforts including: California Transportation Plan, Transportation Concept Reports, Interregional Transportation Strategic Plan, Inventory
- Statewide Bicycle and Pedestrian Plan and the California State Highway System Roundabout
- Ramp Metering Development Plan, District System Management Plan, and State Rail Plan.
  - Participate with Caltrans on early project development phases for the Castroville Multimodal project

**RPA Eligible Tasks**

Coordination, development and monitoring of corridor studies and planning for state highway and multimodal connectivity in Monterey County consistent with regional transportation plans.

**Previous and Ongoing Work**

The Transportation Agency closely participates in the study and planning for roadway improvement projects, as well as funding, in order to assist in facilitating the initiation of projects by Caltrans and the Transportation Agency member agencies. Significant successes has been made on corridor studies resulting in major Caltrans administered highway projects reaching the construction stage, including the US 101 Prunedale Improvement Project; US 101 San Juan Road Interchange Project; US 101 – Airport Blvd. Interchange East improvements. Also developing the nomination for the Castroville Multimodal Project for the Caltrans Asset Management Program.

Agency staff will continue to monitor and assist in facilitating project planning progress on the roadway priorities listed in the Transportation Agency Regional Development Impact Fee Strategic Investment plan adopted in 2009.

Agency will initiate planning for additional transportation projects ranked highly by the Agency Board.

**Steps and Products**

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Develop corridor studies (listed above) in consultation partner agencies	Project objectives, schedule and deliverables	Ongoing
2	Review and comment on documents produced by partner agencies	Comments, memos	Ongoing
3	Prepare reports on impacts and alternatives for corridor studies.	draft and final report; comments on reports	6/30/2017
4	Participate in freight planning and coordination monthly or as needed meetings with TAC, TAMC, AMBAG, Caltrans, others	Comments, memos	Ongoing
5	Conduct and coordinate outreach for public input on listed project products	Meeting agendas, handouts, notes and action items	Ongoing
6	Prepare and deliver presentations for Board of Directors, member agencies	Staff reports	Monthly
7	Post reports and summaries on TAMC Internet site with notices on Facebook for public access and opportunities to comment.	Internet posting	Monthly

**WORK ELEMENT NUMBER 6724****Pacific Grove State Route 68 Corridor Study**

Project Manager: Ariana Green

**EXPENDITURE AND REVENUE: FY 2015-2016**

<b>EXPENDITURES</b>		<b>REVENUE</b>	
<b>Agency</b>	<b>Amount (\$)</b>	<b>Source</b>	<b>Amount (\$)</b>
<b>TAMC</b>		<b>TAMC</b>	
Personnel	29,589	Partnership Planning for Sustainable Trans	120,000
Consultant	114,652	State RPA	21,000
		LTF	3,241
<b>TOTAL</b>	<b>144,241</b>	<b>TOTAL</b>	<b>144,241</b>
		<b>% Federal</b>	<b>83%</b>

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	45,276	0	Partnership Planning for Sustainable Trans	0	0
Consultant	0	0	LTF	45,276	0
			State RPA	0	0
<b>TOTAL</b>	<b>45,276</b>	<b>0</b>	<b>TOTAL</b>	<b>45,276</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The "Pacific Grove State Route 68 Corridor Study" will identify projects to improve pedestrian and bicycle safety along the corridor, developed to a level of detail sufficient for the City to pursue funding opportunities to further develop and construct improvements. As a link in the State Highway system, this study also presents an opportunity to partner with the state to implement "complete streets" projects and advance regional sustainable transportation initiatives. TAMC has hired a consultant to study existing conditions and plans governing development of the corridor, identify pedestrian safety needs and infrastructure gaps, and identify a list of improvements needed to address the gaps identified. Caltrans' conceptual approval of proposed improvements will be sought prior to presenting suggestions to the public or finalizing the study. The study will be used to update the City of Pacific Grove General Plan, an update for which is planned by the City.

**RPA Eligible Tasks**

Coordination, development and monitoring of corridor studies and planning for state highways in Monterey County consistent with regional transportation plans. All tasks and products promote the Federal Planning Factors.

**Steps and Products**

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
<b>1</b>	<b>Project Initiation and Contracting</b>		
1.1	Project Initiation/Kick-off Meeting	Meeting Summary Notes	2/27/2015
1.2	Staff Coordination	Monthly Meeting Notes	6/30/2016
1.3	Prepare RFP, select Consultant Services	Procurement procedures and executed consultant contract	5/22/2015
<b>2</b>	<b>Corridor Study</b>		
2.1	Consultant Kick-off Meeting*	Meeting Notes	6/1/2015
2.2	Identify Existing Conditions*	Existing Conditions Report	7/26/2015
2.3	Develop Conceptual Design Alternatives*	Conceptual Design Alternatives Report	12/1/2015
2.4	Draft Corridor Study*	Draft Corridor Study	2/29/2016
2.5	Prepare Final Corridor Study*	Final Corridor Study	5/31/2016
<b>3</b>	<b>Public Outreach</b>		
3.1	Stakeholder List and Ongoing Outreach	Preliminary Stakeholder List; Project Webpage	6/31/2016
3.2	Pacific Grove City Council Meeting #1*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	6/20/2015
3.3	Board and Committee Meetings #1*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	7/30/2015
3.4	Community Workshop #1*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	7/30/2015
3.5	Community Workshop #2*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	10/31/2015
3.6	Pacific Grove City Council Meeting #2*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	6/30/2016
3.7	Board and Committee Meetings #2*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	6/30/2016
3.8	Pacific Grove City Council Approval and TAMC Acceptance*	Meeting Announcement; Meeting Minutes (PowerPoint Presentation; Meeting Summary)	8/30/2016
<b>4</b>	<b>Fiscal Management</b>		
4.1	Invoicing	Invoice packages	Quarterly
4.2	Quarterly Reports	Quarterly Reports	Quarterly

\* *Consultant responsible or partially responsible for completion of task*

**WORK ELEMENT NUMBER 6725****Monterey-Salinas State Route 68 Corridor Plan**

Project Manager: Grant Leonard

**EXPENDITURE AND REVENUE: FY 2015-2016**

<b>EXPENDITURES</b>		<b>REVENUE</b>	
<b>Agency</b>	<b>Amount (\$)</b>	<b>Source</b>	<b>Amount (\$)</b>
<b>TAMC</b>		<b>TAMC</b>	
Personnel	26,064	Caltrans Sustainable Trans Grant	146,000
Consultant	202,929	State RPA	73,802
		Local	9,191
<b>TOTAL</b>	<b>228,993</b>	<b>TOTAL</b>	<b>228,993</b>
		<b>% Federal</b>	<b>64%</b>

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	118,663	0	Caltrans Sustainable Trans Grant	125,000	0
Consultant	100,000	0	State RPA	20,000	0
			STIP PP&M	24,112	0
			Local	49,551	0
<b>TOTAL</b>	<b>218,663</b>	<b>0</b>	<b>TOTAL</b>	<b>218,663</b>	<b>0</b>
			<b>% Federal</b>	<b>57%</b>	

**Project Description**

The State Route 68 corridor is a key travel route between Salinas and the Monterey Peninsula and is subject to periods of heavy congestion. SR 68 is designated a scenic highway and is bordered by significant wildlife habitat including the 14,650 acre Fort Ord National Monument and rural low density development in the Sierra de Salinas mountain range connecting to the Ventana Wilderness of the Los Padres National Forest. The SR 68 Corridor Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of SR 68 improvements including a comparison of existing alignment or bypass alignment, and the potential for wildlife connectivity enhancements. The Transportation Agency will actively engage the public in the plan with a program of public meetings and online outreach efforts. The Transportation Agency for Monterey County will use the plan to determine operational and capacity improvements affordable over the next five to twenty years that contribute to the long-range sustainability of SR 68.

**RPA Eligible Tasks**

Coordination, development and monitoring of corridor studies and planning for state highways in Monterey County consistent with regional transportation plans. All tasks and products promote the Federal Planning Factors.

**Previous and Ongoing Work**

In spring of 2015, the Agency received a Caltrans Sustainable Planning Grant to complete the SR 68 Corridor Study. In August of 2015, the Agency released two RFP for consultant services, one for wildlife connectivity analysis, and one for travel analysis and transportation improvement concepts. On December 2, 2015, the Agency finalized both contracts and began executing the respective scopes of work.

**Scope of Work and Timeline**



<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Timeline</i>
<b>1</b>	<b>Project Initiation and Contracting</b>		
1.1	Project Initiation/Kick-off Meeting	Meeting Summary Notes	7/31/2015
1.2	RFP for Consultant Services	Copies of Procurement Procedures, RFP, and Executed Consultant Contract.	12/2/2015
1.3	Staff Coordination	Monthly Meeting Notes	9/30/2017
<b>2</b>	<b>Public Outreach</b>		
2.1	Stakeholder Analysis	Stakeholder Matrix	2/28/2016
2.2	Online Community Engagement	Agency website, social media pages, interactive online project forum.	8/30/2017
2.3	Meetings with Stakeholders	Presentation Materials, meeting notes, and public feedback.	7/29/2017
2.4	Community Workshop #1	Workshop, post-workshop summary, and public feedback	3/31/2016
2.5	Community Workshop #2	Workshop, post-workshop summary, and public feedback	3/31/2017
2.6	Conclusion Presentations to Stakeholders	Presentation Materials and meeting notes.	8/31/2017
<b>3</b>	<b>Corridor Travel Analysis</b>		
3.1	Existing Conditions and Traffic Volumes, Modeling*	Regional and sub-regional travel analysis with graphic representations of congestion, draft existing Conditions chapter. Travel time impact analysis, air quality impact analysis, draft development Impact chapter.	1/31/2016
3.2	Short-Term and Mid-Term Project Concepts and Layouts*	Intersection control evaluations, impact/benefit analysis of regional improvements, draft short-term and mid-term solutions chapter.	6/30/2016
3.3	Corridor Travel Simulation*	Corridor traffic simulation evaluating alternative project concepts.	6/30/2016
3.4	Short-Term and Mid-Term Project Cost Estimates*	Project cost estimates.	10/31/2016
<b>4</b>	<b>SR 68 Bypass Analysis</b>		
4.1	Update Cost, Timeline, and Location*	Map of bypass alignment and right of way, updated cost and timeframe estimates, analysis of potential impacts from a bypass.	10/31/2016
4.2	Evaluate Short and Mid-Term Improvements Relative to a Bypass*	Analysis of short and mid-term projects on the bypass, draft Route 68 Bypass chapter.	12/31/2016
<b>5</b>	<b>Wildlife Connectivity Analysis</b>		
5.1	Existing Connectivity Analysis*	Map of existing connectors, maps of wildlife collisions.	4/30/2016
5.2	Potential Connectivity Enhancements*	Recommendations for wildlife mobility features incorporated into near-term and mid-term corridor improvements. Draft wildlife connectivity chapter with	10/31/2016
<b>6</b>	<b>Final Plan</b>		
6.1	Draft Plan*	Draft Plan Document	5/31/2017
6.2	Final Plan*	Final Plan Document	8/31/2017
<b>7</b>	<b>Fiscal Management</b>		
7.1	Invoicing	Invoice packages	Quarterly
7.2	Quarterly Reports	Quarterly Reports	Quarterly

\* Consultant responsible or partially responsible for completion of task

## WORK ELEMENT NUMBER 6800

## Rail Planning/Corridor Studies

Project Manager: Christina Watson

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	67,238	0	LTF	67,238	0
Contractual	0	0			
<b>TOTAL</b>	<b>67,238</b>	<b>0</b>	<b>TOTAL</b>	<b>67,238</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Conduct feasibility studies, prepare plans and manage implementation of passenger rail service focusing on safety, efficiency, and reliability in the Monterey Bay region as well as corridor studies for the region. To support the initiation of the "Coast Daylight Service", a new round trip intercity rail service along the Coast Rail Corridor between San Francisco and Los Angeles, with stops in Monterey County (Pajaro/ Watsonville, Salinas, Soledad and City of King).

**Project Product(s)**

Studies and plans that provide the best return on investment on rail infrastructure in the Monterey Bay region. Applications for state and/or federal rail funding. Operating Agreements with train operator for Coast Daylight. Track Use Agreements with Union Pacific Railroad.

**Previous and Ongoing Work**

The Agency's Rail Policy Committee provides policy direction and input on rail service planning activities. Agency staff and the Rail Policy Committee chair also participate in the Coast Rail Coordinating Council, which is proposing a new Coast Daylight Service along the Union Pacific mainline between San Francisco and Los Angeles. In 2015, the Agency worked with Amtrak on a feasibility study for the service and worked with SLOCOG to finalize the environmental review of the line between Salinas and San Luis Obispo. The Agency is the lead on the environmental review of the line between Salinas and San Jose and executed a contract for that work in 2015. Charges for that activity are made to Work Element 6808 to separate restricted funding.

**Steps to Achieve Task**

<u>Step No</u>	<u>Step Description</u>	<u>Step to be Completed</u>
1	Prepare agendas, staff reports, presentations and provide staff support for monthly Rail Policy Committee meetings.	Ongoing
2	Attend Coast Rail Coordinating Council Meetings and assist in requesting improved service and state funding	Ongoing
3	Coordinate and incorporate these analyses, studies and coordination efforts into the Blueprint planning efforts and Metropolitan Transportation Plan	Ongoing
4	Review and provide input to the California State Rail Plan	12/31/2016

**Task Products**

<u>Product No</u>	<u>Product Description</u>	<u>Project to be Completed</u>
1	Meeting agendas, staff reports and minutes	Ongoing
2	State and federal funding applications	Ongoing
7	Consultant agreement for engineering/design and right-of-way management	12/30/2010
4	Coordination assistance on Coast Daylight meetings, studies, plans	Ongoing

**WORK ELEMENT NUMBER 6803****Salinas Rail Extension Project****Project Manager:** Christina Watson**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	248,772	0	LTF	97,884	0
Contractual	12,535,000	0	Prop 116	1,660,000	0
			TCRP	11,000,000	0
			PPM	25,888	0
<b>TOTAL</b>	<b>12,783,772</b>	<b>0</b>	<b>TOTAL</b>	<b>12,783,772</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

To initiate a new passenger rail service to Monterey County as an extension of the existing passenger rail service system from its current terminus in Santa Clara County.

**Project Product(s)**

Plans that provide the best return on investment on rail infrastructure in the Monterey Bay region. Applications for state and other funding. Operating Agreements with train operator for rail service to Salinas. Track Use Agreements with Union Pacific Railroad. Property acquisition agreements. Final design plans.

**Previous and Ongoing Work**

The Transportation Agency is responsible for all activities related to the initiation of rail service in the Gilroy–Salinas corridor as an extension of existing passenger rail service, in coordination with partner agencies. The Agency's Rail Policy Committee provides policy direction and input on these activities. In 2015, the Transportation Agency completed the appraisals for 9 parcels of land in Salinas, for the Salinas train station, and kicked off work with the final design team. The project will continue with final design and additional property acquisition in 2016. Staff will continue to seek funding for the Pajaro station and train sets to support the service.

**Steps to Achieve Task**

<b><u>Step No</u></b>	<b><u>Step Description</u></b>	<b><u>Step to be Completed</u></b>
1	Prepare agendas, staff reports, presentations and provide staff support for monthly Rail Policy Committee meetings	Ongoing
2	Manage project capital cost, operating costs, and funding plan	Ongoing
3	Administer consultant contract to provide Final Design services	6/30/2017

4	Negotiate with Capitol Corridor to finalize an operating agreement	12/31/2016
5	Work with Union Pacific and others to secure track access rights for passenger rail service to and through Monterey County	12/31/2016
6	Administer consultant contract to acquire right-of-way	6/30/2017
7	Continue to seek funding for Pajaro station and train sets	6/30/2017

### Task Products

<u>Product No</u>	<u>Product Description</u>	<u>Project to be Completed</u>
1	Meeting agendas, staff reports and minutes	Ongoing
2	Operating agreement	12/31/2016
3	Funding applications	12/31/2016
4	Track access agreements	12/31/2016
5	Final Design Plans	6/30/2017
6	Property acquisition agreements	6/30/2017
7	Construction	12/31/2018

**WORK ELEMENT NUMBERS 6804 & 6805****Railroad Leases - Monterey Branch Line****Project Managers:** Hank Myers/ David Delfino**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	58,259	0	Rail Leases	92,000	0
Contractual	42,000	0	LTF	8,259	0
<b>TOTAL</b>	<b>100,259</b>	<b>0</b>	<b>TOTAL</b>	<b>100,259</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Conduct real property management of the Monterey Branch Line Right-of-Way and Transportation Agency property on former Fort Ord.

Use lease revenues to maintain these fixed assets in preparation for future transportation related uses.

Develop the land owned by the Transportation Agency on the former Fort Ord into a transit-oriented development in conjunction with the planned train station.

Evaluate appropriate timing to release an RFP to develop the former Fort Ord property.

**Project Product(s)**

The best return on investment on rail right-of-way and Agency property on the former Fort Ord.

**Previous and Ongoing Work**

The Transportation Agency purchased the Monterey Branch Line in September 2003. The Agency received the conveyance of property on former Fort Ord, south of Eighth Street and adjacent to Highway 1 in 2004 and conveyance of the balloon spur west of the highway in late 2006. The Agency maintains an agreement with County Public Works Department for maintenance of the Branch Line and Fort Ord properties. The Agency has been working with the Fort Ord Reuse Authority, Monterey-Salinas Transit, and the City of Marina on coordinating activities of the agencies on the Monterey-Salinas Transit, and City of Marina and Transportation Agency properties on former Fort Ord to develop a transit-oriented development adjacent to the planned rail station. Due to the economic slowdown, and in particular the stagnant housing market, efforts to secure a developer for the Transportation Agency's Fort Ord property were put on hold in 2008. In early 2011, the Agency resumed discussion with the City of Marina on the planning process for an eventual development of the Agency owned property. The Agency is updating its right of way policies regarding leases, easements, and encroachments. The Agency has been working with the County of Monterey on coordination of maintenance responsibilities for at-grade road crossings. Negotiate easements as appropriate for utilities and transportation uses. In 2012 the Agency collaborated with the City of Sand City on designs that allow the branch line right-of-way to accommodate an extension of California Avenue in a manner that complements the light rail project.

**Steps to Achieve Task**

<b><u>Step No</u></b>	<b><u>Step Description</u></b>	<b><u>Step to be Completed</u></b>
1	Negotiate new leases, renew expired leases and collect rents from lessees	Ongoing
2	Maintain upkeep of properties	Ongoing

- |   |  |            |
|---|--|------------|
| 3 | Maintain upkeep of Fort Ord property by implementing a maintenance agreement with the City of Monterey.  | Ongoing    |
| 4 | Continue discussions with the City of Marina and key agencies to begin plans for development of property | 6/30/2017  |
| 5 | Negotiate easements for California Avenue, Cal Am &/or other water purveyors.                            | 12/31/2016 |

**WORK ELEMENT NUMBER 6806****Monterey Branch Line Planning****Project Manager:** Virginia Murillo**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	2,990	0	LTF	2,990	0
Contractual	65,000	0	Rail Leases	65,000	0
<b>TOTAL</b>	<b>67,990</b>	<b>0</b>	<b>TOTAL</b>	<b>67,990</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Initiate new transit service along the Monterey Branch Line with intercity connections to the San Francisco Bay Area.

**Project Product(s)**

New transit service that provides the best return on investment on rail infrastructure in the Monterey Bay Peninsula region.

**Previous & Ongoing Work**

The Transportation Agency is responsible for the implementation of all activities related to the initiation of transit service along the Monterey Branch Line, in coordination with state, regional, and local agencies. The Agency's Rail Policy Committee provides policy direction and input on these activities. In 2003, the Agency completed the purchase of the railroad right-of-way between Castroville and Monterey. In 2009, the Agency completed an alternatives analysis that evaluated transportation uses for the Monterey Branch Line, with the selection of Light Rail as the preferred alternative. Subsequently the Transportation Agency selected a consultant and initiated environmental review. In 2010 in coordination with the environmental review process substantial public outreach efforts were completed to keep the public informed of the project. Also, resubmission of the Alternatives Analysis report to the Federal Transit Administration reflecting their comments was done through 2011.

As of January 2013, the project was placed on hold in order to focus efforts on the Rail to Salinas project. Over the next year, the Agency will research alternative funding sources and continue to manage and maintain the railroad right-of-way. In 2014, Monterey-Salinas Transit approached the Transportation Agency to evaluate constructing a busway in portions of the Monterey Branch Line right-of-way. Conceptually the Transportation Agency supports this use as long as a rail option is preserved. Additional funding is needed before MST can pursue evaluating constructing a busway. Discussions will continue with Monterey Branch Line cities on ways that cities and communities can develop policies and practices that will optimize the land use and improve the environment around the planned transit stations, in keeping with complete streets and sustainable communities strategies goals.

<i>Task</i>	<i>Description</i>	<i>Completion Date</i>
1	Provide support and prepare products for monthly TAMC Rail Policy Committee meetings	Ongoing
2	Conduct outreach activities to obtain input and present information on the project and environmental reviews	Ongoing
3	Manage project capital cost, operating costs, and funding plan	Ongoing
4	Research sources of funding (grants for infrastructure improvements, private-public partnership, countywide sales tax, etc....)	6/30/2017
5	Support MST's effort to develop a busway in the corridor.	6/30/2017
6	Support Transit Oriented Development along the corridor at planned stations.	6/30/2017
7	Make application to Federal Transit Administration for authorization to enter into project development phase	TBD
8	Select consultant and conduct final design and Federal Transit Administration New Starts funding application for the project	TBD



**WORK ELEMENT 6807****Railroad Leases- Salinas****Project Managers:** David Delfino**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	5,653	0	LTF	5,653	0
Contractual	5,500	0	Rail Leases	5,500	0
<b>TOTAL</b>	<b>11,153</b>	<b>0</b>	<b>TOTAL</b>	<b>11,153</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Conduct real property management of the property acquired for the Rail Extension to Salinas project.  
 Use lease revenues to maintain these fixed assets in preparation for future transportation related uses.  
 Develop the land owned by the Transportation Agency in conjunction with planned train service.

**Project Product(s)**

The best return on investment on rail right-of-way and Agency property supporting rail to Salinas services.

**Previous and Ongoing Work**

The Agency purchased initial property for the Rail Extension to Salinas project in 2008 and is currently in the process of acquiring additional properties required for the project. The Agency is updating its right of policies regarding leases, easements, and encroachments.

**Steps to Achieve Task**

<b><u>Step No</u></b>	<b><u>Step Description</u></b>	<b><u>Step to be Completed</u></b>
1	Negotiate new leases, renew expired leases and collect rents from lessees	Ongoing
2	Maintain upkeep of properties	Ongoing

**WORK ELEMENT NUMBER 6808**

## Coast Daylight Environmental Review

**Project Manager:** Christina Watson**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	14,950	0	STIP	39,520	0
Contractual	149,520	0	RSTP	110,000	0
			LTF	14,950	0
<b>TOTAL</b>	<b>164,470</b>	0	<b>TOTAL</b>	<b>164,470</b>	0
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Conduct environmental review of passenger rail service in the Salinas-San Jose rail corridor, to support the initiation of the "Coast Daylight Service", a new round trip intercity rail service along the Coast Rail Corridor between San Francisco and Los Angeles, with stops in Monterey County (Pajaro/ Watsonville, Salinas, Soledad and City of King), as well as the extension of Capitol Corridor service from San Jose to Salinas.

**Project Product(s)**

Environmental review of proposed improvements to rail infrastructure in the Salinas-San Jose rail corridor.

**Previous and Ongoing Work**

The Agency completed the CEQA review of the corridor in 2013 and worked with SLOCOG to finalize the CEQA and NEPA environmental review of the line between Salinas and San Luis Obispo in 2015. The Agency is the lead on the NEPA environmental review of the line between Salinas and San Jose and executed a contract for that work in 2015.

**Steps to Achieve Task**

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Administrative Draft Environmental Assessment (EA)	ADEA	6/1/2016
2	Public Review Draft EA	Draft EA	11/1/2016
3	Responses to Comments & Finding of No Significant Impact (FONSI)	Final EA; FONSI	2/1/2017



Looking north at US 101/Los Osos Valley Road interchange in San Luis Obispo County

SPRING 2016

## Caltrans District 5



District Director  
Timothy Gubbins

*Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.*

## District Director's Report

*A quarterly publication for our transportation partners*



### US 101/LOVR Interchange Completed

Caltrans and its local partners recently celebrated the completion of the US 101/Los Osos Valley Road interchange in San Luis Obispo County. The \$24 million project was completed ahead of schedule with cost savings. The completed project now provides:

- Widened Los Osos Valley Road crossing over US 101 and San Luis Obispo Creek.
- Class II bicycle lanes, wider sidewalks on both sides of the bridge and connection to the local Bob Jones Trail.
- Upgraded on and off ramps at the interchange.
- Landscaping project with welcoming city gateway.



### Latest Mile Marker Released

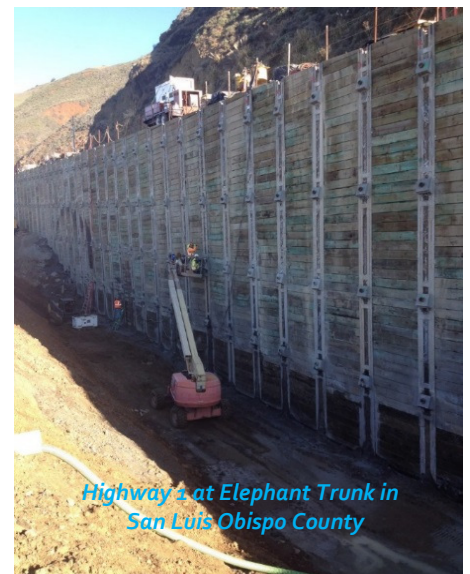
*The Mile Marker: A Caltrans Performance Report* is now available online. The plain language report addresses how well Caltrans is protecting and improving California's transportation system.

The latest issue covers the new Asset Management Program, declining gas tax revenues, and a pilot program analyzing the potential of replacing the gas tax with a road charge.

More information:

<http://www.dot.ca.gov/MileMarker/2016-1/index.html>.

### Sustainable Project Restores Slide Area



Highway 1 at Elephant Trunk in San Luis Obispo County

The Highway 1 Elephant Trunk Slide Restoration project is constructing a 1,000-foot-long soldier pile wall beneath and alongside the highway. It will stand about 50 feet tall at its highest point, but will remain below the highway's elevation with minimal visibility.

Views of the wall from the highway will be brief for northbound travelers and longer for those heading southbound without affecting the ocean view.

*(Continued on back)*

## Sustainable Project Continued



The \$9.5 million project will stabilize settlement affecting the highway. John Madonna Construction is the contractor for the project scheduled for completion in winter 2017.

## Input Sought

### CALIFORNIA STATE BIKE & PED PLAN

District 5 is hosting a regional forum with local agencies on the first *California State Bicycle and Pedestrian Plan*. The event, which requires an RSVP, is scheduled from 1:30 to 3:30 p.m. Thursday, May 5, at the San Luis Obispo County Library, 995 Palm Street, San Luis Obispo.

Immediately following the forum, an open house for the public is scheduled from 4 to 5:30 p.m. This is one in a series of eight forums to be held around the state.

The forums will focus on how Caltrans can strengthen collaboration and coordination in planning, designing and implementing active transportation projects at the local level. Caltrans will gather further input on the plan's

emerging goals, objectives and strategies and, particularly, how they relate to the local community. The visionary plan will promote active multimodal transportation and create a framework to increase safe bicycling and walking in California. More information:

<http://www.cabikepedplan.org/>  
<http://www.cabikepedplan.org/rsvp-stakeholders>.



## Workers Memorial Ceremony



The public is invited to join a special ceremony honoring the District's eight highway workers who have fallen in the line of duty since 1921. The event is scheduled 10 a.m. Thursday, April 28, on the District's front lawn. The keynote speaker is John Lindsey, Pacific Gas and Electric Company meteorologist/community liaison. Throughout April, Caltrans is observing *Worker Memorial Day* at each district and Sacramento.

On average, 1,000 Caltrans vehicles are struck each year. Last year in District 5, overall occupational injuries decreased 15.28 percent compared to the previous year, and preventable motor vehicle accidents decreased by 23.91 percent. Nationwide, more than 20,000 workers are injured in road construction work zones every year, according to the Federal Highway Administration. The greatest hazards are motorists speeding or not exercising caution in work zone areas. Safety is Caltrans' top priority, and we remind everyone to *SLOW for the Cone Zone* and move over for all emergency response and roadside work vehicles.



## Scholarships for High School Seniors



The California Transportation Foundation is offering three \$750 scholarships to eligible high school seniors. Caltrans employees raise the funds through coffee and baked goods sales at the District offices. The annual scholarships recognize and assist students who are planning to pursue a transportation-related career.

Applications are open to students graduating from a high school located within the District, which includes the counties of Santa Barbara, San Luis Obispo, Monterey, San Benito and Santa Cruz. The candidates must also intend to enroll in a community college, university or trade school in California. Students pursuing a transportation career, in all academic ranges, are encouraged to apply.

Applications are due to District 5 Friday, April 29, 2016. More information: <http://transportationfoundation.org/scholarships/>.





# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR MAY 25, 2016 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

## COMPLETED CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>Hwy. 101/San Juan Road Interchange (31580_)</b>	On Route 101 near Prunedale .4 mile south of Dumbarton Road in Mon. Co. (PM 100.0-101.3)	Construct new interchange at San Juan Road and US 101	Dec. 3, 2012-May 29, 2016 (Timeframe includes Plant Establishment Work)	\$46.2 Million	STIP/CMIA/ARRA	David Silberberger (JW)	Granite Construction/MCM	Project, including plant establishment has been completed and accepted on May 29, 2016.

## CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>Highway 1 Elephant Trunk Slide Permanent Restoration (1A7004)</b>	On Highway 1 in northern San Luis Obispo County and southern Monterey County about 3 miles north of San Carpoforo Creek Bridge to Limekiln Creek (PM 73.7-74.0)	Construct a 1,000-foot-long retaining wall for permanent restoration and to stabilize settlement	Spring 2015 – Winter 2016/17	\$9.5 million	SHOPP	Lisa Lowerison (RS)	John Madonna Construction of San Luis Obispo, CA.	Daytime work only, consisting of one-way reversing traffic control.
2.	<b>Highway 1 Cow Cliffs Viaduct (1F8904)</b>	In Monterey County Near Lucia from 0.1 Mile South of Big Creek Bridge to 2.8 Miles South of Dolan Creek Bridge (PM 28.0-28.4)	Construct Viaduct	Summer 2015-Fall 2016	\$3.9 million	SHOPP	Ken Dostalek (TL)	RGW Construction Inc. Livermore, CA	Signal controlled one-way traffic control. 10-minute traffic holds for movement of equipment. A few full overnight closures starting in February, weather permitting.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR MAY 25, 2016 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

CONSTRUCTION PROJECTS (Cont'd.)									
	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
3.	<b>Hwy. 1 Monterey to Marina CAPM (1A7604)</b>	In Monterey County, from Sloat Avenue Undercrossing to South Marina Overhead (PM R77.56-R85.3)	Pavement Preservation (CAPM)	Fall 2015-Summer 2016	\$9.2 million	SHOPP	Kathy DiGrazia (TL)	Granite Construction Co. Watsonville, CA	On-going nighttime roadwork. Project scheduled to be completed at the end of summer, 2016, weather permitting.
4.	<b>Accelerated Accessible Pedestrian Signals (1G280)</b>	9 intersections in Monterey County along Routes 68, 156, 183 and 218 (other locations in SCr, SBt and SLO Counties)	Install accessible pedestrian signals	Mid-June 2016--Winter 2016	\$1.3 Million	SHOPP	Kathy DiGrazia (LB)	PTM Engineering, Riverside, CA	Locations: 5 locations on Hwy. 68 1 location on Hwy. 156 2 locations on Hwy183 1 location on Hwy 218 The signal modules and poles are currently pending inspection
5.	<b>Monterey-Santa Cruz ADA (0R5104)</b>	On SR 1 and Hwy. 68 and 218 at various locations (other locations in Santa Cruz County)	Construct curb ramps, sidewalks, and modify signal and lightings	Fall 2015 – Fall 2016	\$1.2 Million	SHOPP	Kathy DiGrazia (BR)	Pacific Infrastructure, Vacaville, CA	Locations: 35 curb ramps at 16 intersections in Mon. County along Routes 1, 68 and 218.
6.	<b>Highway 68 Salinas River Bridge Widening (0F7004)</b>	In Monterey County on Route 68 near Salinas from 0.2 mile East of Reservation Rd. undercrossing to Spreckels Blvd. undercrossing (PM R17.4/R18.0)	Bridge Widening	April 19, 2016—Winter 2018	\$9.8 million	SHOPP	David Rasmussen (BR)	Viking Construction Co. of Rancho Cordova	Construction begins with K-rail installation on April 19, 2016



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR MAY 25, 2016 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

CONSTRUCTION PROJECTS (Cont'd.)									
	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
7.	Hwy. 101 South Greenfield Median Barrier (1E0604)	In and near Greenfield from Teague Ave. to Walnut Ave. OC (PM 47.7-53.9)	Concrete median barrier, inside shoulder widening and rumble strip	Spring 2016—Fall 2016	\$4, 475,000	SHOPP	Aaron Henkel (PM)	Granite Construction Company, Watsonville	Project currently in winter suspension until possibly late April/early May and will take approximately five and a half months to complete.
8.	Hwy. 101 Soledad CAPM (1F69U4)	In Monterey County North of Greenfield Overcrossing to North of Gonzales Overcrossing (PM 55.2-73.8)	Pavement Preservation	February 1, 2016-Winter 2016	\$22.9 million	SHOPP	Aaron Henkel (PM)	Graniterock, Watsonville	Construction began February 1.

PROJECTS IN DEVELOPMENT								
	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Comments
9.	Highway 1 Paul's Slide Repair (0T850)	Near Lucia north of Limekiln Creek Bridge to south of Lucia (PM 21.6/22.1)	Install Catchment, Improve Drainage	Fall 2019	\$16.1 million	SHOPP	Ken Dostalek (PM)	Purpose of project is to reduce the number of maintenance closures caused by frequent mudslides at this location.
10.	Highway 1 Safety Upgrades: Hurricane Pt. to Rocky Creek Viaduct (1A000)	In Monterey County north of Big Sur south of Bixby Creek Bridge to south of Rocky Creek Bridge (PM 58.3/59.8)	Shoulder Widening, Guardrail Upgrades, Potential Retaining Wall	Summer 2019	\$5 million	SHOPP	Ken Dostalek (PM)	Project Development Team making concerted effort to minimize visual impacts. Formation of proposed Aesthetic Design Advisory Committee (ADAC) put on hold until visual impacts better assessed (target date around the time environmental phase in September of 2016).



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR MAY 25, 2016 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

## PROJECTS IN DEVELOPMENT (Cont'd.)

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Comments
11.	<b>Highway 68 Pacific Grove Shoulder Widening (1C250)</b>	In Monterey County, Pacific Grove to Scenic Drive (PM 1.6/L4.0)	Shoulder Widening, Rumble Strips, Guardrail	Spring 2021	\$2.5 million	SHOPP	David Rasmussen (PM)	Project is currently in environmental phase and it is expected to move to design phase in 2016.
12.	<b>Highway 68 Pacific Grove Centerline Rumble Strip (1G450)</b>	In Monterey County East of Piedmont Avenue to West of the JCT RTE 1/68 (PM 1.6/L4.1)	Centerline Rumble Strip & OGAC	Summer 2018	\$1.7 million	SHOPP	David Rasmussen (PM)	Project is currently in environmental phase and it is expected to move to design phase in 2016.
13.	<b>Highway 101 King City Rehab (1F750)</b>	In Monterey County in and near King City from 0.4 miles south of wild Horse Rd to 0.2 miles north of Jolon Rd (PM R36.9/43.2)	Pavement Rehabilitation	Fall 2018	\$57.6 million	SHOPP	Aaron Henkel (PM)	Project is currently in the design phase. Estimated RTL date of June 2018.
14.	<b>Highway 101 North Greenfield Median Barrier (1G380)</b>	In Monterey County from just North of Walnut Avenue (PM 53.9-57.1)	Median barrier and inside shoulder rumble strip with shoulder widening	Fall 2018	\$4.1 million	SHOPP	Aaron Henkel (PM)	Project is in design phase and will be ready to go to bid by 3/1/2017.
15.	<b>Highway 156 Castroville Median Barrier (1F730)</b>	In Monterey County in and near Castroville from junction of SR1 to Castroville (PM R0.1/R1.6)	Median Barrier and Rumble Strip	Summer 2016	\$900,000	SHOPP	David Silberberger (PM)	Project awarded April 13 and should begin construction early summer.





# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR MAY 25, 2016 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)								
	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Comments
16.	<b>Highway 156 West Corridor (31600)</b>	On SR 156 between Castroville and Prunedale (PM R1.6-T5.2)	Construct new 4-lane divided freeway and new interchanges	Fall 2019-Fall 2023	\$264 million	STIP / Federal Demo	David Silberberger (PM)	The project team is now focusing their attention on delivering a Supplemental Environmental Impact Report (EIR) through a standard process, with Caltrans and TAMC partnering to produce the final document. This Supplemental EIR will provide important information regarding the feasibility of moving ahead with tolling as a source of revenue for this project.
17.	<b>Highway 183 Blackie Road Rumble Strip Project (1G390)</b>	In Monterey County from Davis Rd to Blackie Rd (PM 1.8/R8.6)	Centerline/shoulder rumble strip and resurfacing	Fall 2018	\$1.4 million	SHOPP	Aaron Henkel (PM)	Project is currently in the design phase with an estimated RTL date of October 2017.
18.	<b>Highway 198 North Fork Widening (1C660)</b>	In Monterey County about 22 miles East of San Lucas (PM 22.4/22.8)	Widen shoulders and correct superelevation	Fall 2017	\$1.8 million	SHOPP	Aaron Henkel (PM)	Project is currently in the design phase with an estimated RTL date of February 2017.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS  
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE  
JOINT POWERS AGENCY

**Draft Minutes of April 27, 2016 TAMC Board Meeting**

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

TAMC BOARD MEMBERS	APR 15	MAY 15	JUN 15	AUG 15	SEP 15	OCT 15	DEC 15	JAN 16	FEB 16	MAR 16	APR 16
F. Armenta, Supr. Dist. 1- <b>Chair</b> (J. Martinez)	P	P(A)	P	P	P	P	P(A)	P	P	P	P
J. Phillips, Supr. Dist. 2 (J. Stratton; C. Link)	P	P	P	P(A)	P	P	P(A)	P	P	P	P
S. Salinas, Supr. Dist. 3- (C. Lopez)	P	P(A)	P	P	P	P	P(A)	P	P	P	P
J. Parker, Supr. Dist. 4- (K. Markey)	P(A)	P	P(A)	P(A)	P	P	P	P(A)	P	P(A)	P
D. Potter, Supr. Dist 5 - <b>2nd Vice Chair</b> ( <del>K. Lee</del> ; J. Mohammadi)	P	P(A)	P(A)	P(A)	P	P	P(A)	P(A)	P(A)	P	P(A)
J. Burnett, Carmel-by-the-Sea (V. Beach)	P	P(A)	P	P(A)	P(A)	P	-	P(A)	P(A)	-	E
J. Edelen, Del Rey Oaks- (K. Clark)	P	P	P	E	P	P	P	-	P	P	P
M. Orozco, Gonzales (J. Lopez)	P	P	P(A)	P	P	P	P	P	P	-	P
J. Huerta, Greenfield (R. Rodriguez)	P	P	P	P	-	-	P(A)	P	P	P	P
M. LeBarre, King City (B. Hendrickson)	P	P	E	P	P	P	P	P(A)	P(A)	P	P
B. Delgado, Marina (F. O'Connell)	P	P	-	P	P	P	P	P(A)	P	P	P(A)
E. Smith, Monterey (R. Deal)	P	-	P	P	E	P	-	P	P	P	E
R. Huitt, Pacific Grove (C. Lucius)	P	P	P	P	P	P	P	P	P	P	P
K. Craig, Salinas - <b>Past Chair</b> (R. Russell, J. Serrano)	P	P	P	E	P	P	P(A)	P	P	P	P
T. Bodem, Sand City (L. Gomez)	P	P	P	P	-	P	-	P	P	P	P
R. Rubio, Seaside (I. Oglesby)	P	P	P	P	P	P	P	P	P(A)	P	P
A. Chavez, Soledad - <b>1<sup>st</sup> Vice Chair</b> (F. Ledesma)	P	P	P	P	P	P	P	P	P	P	P
M. Twomey, AMBAG (H. Adamson)	P	P	P	P(A)	P(A)	P(A)	P(A)	P	P	P(A)	P
T. Gubbins, Caltrans, Dist. 5 ( <del>A. Loc, C. Jones, J. Olenik, Rider</del> )	P	P	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)	P	P(A)	P
R. Stedman, Monterey Bay Unified Air Pollution Control District (A. Clymo, <del>A. Romero</del> )	P(A)	P	-	-	P(A)	P	P	P	-	-	-
B. Sabo, Monterey Regional Airport	-	P	P	P		- P	P	P	P	P	P
C. Sedoryk, MST ( <del>M. Hernandez, H. Harvath,</del> L. Rheinheimer)	P	P	P	P(A)	P	P	P(A)	P	P	P	P
E. Montesino, Watsonville (D. Dodge)	-	-			-	-	-	-	-	-	-

<b>TAMC STAFF</b>	<b>APR 15</b>	<b>MAY 15</b>	<b>JUN 15</b>	<b>AUG 15</b>	<b>SEP 15</b>	<b>OCT 15</b>	<b>DEC 15</b>	<b>JAN 16</b>	<b>FEB 16</b>	<b>MAR 16</b>	<b>APR 16</b>
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	P	P	P	P	P
R. Goel, Dir. Finance & Administration	P	P	P	P	P	P	P	P	P	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	P	P	P	P	P	E	P
T. Muck, Deputy Executive Director	P	P	P	P	P	P	P	P	P	P	P
V. Murillo, Assistant Trans. Planner	P	P	P	P	P	P	P	P	P	P	P
H. Myers, Sr. Trans. Planning Engineer	P	P	P	P	P	P	P	P	P	P	P
K. Reimann, Legal Counsel	P	P	P	P	P	P	P	P	P	P	P
E. Rodriguez, Senior Admin. Assistant	P	P	P	P	P	P	P	P	E	P	P
L. Terry, Accountant Assistant	E	E	E	E	E	E	E	E	E	E	P
C. Watson, Principal Trans. Planner	P	P	E	E	P	P	P	P	P	P	P
M. Zeller, Senior Trans. Planner	P	P	P	P	P	P	P	P	P	P	P
T. Wright, Community Outreach	P	P	P	P	P	P	P	P	P	P	P

### **OTHERS PRESENT**

Dell Matt	101 Bypass Committee	Eric Petersen	Salinas resident
Tim O'Halloran	City of Seaside	Rachel Saunders	Big Sur Land Trust
Alex Vasquez	Access Monterey Peninsula	Terry Feinberg	Moxxy Marketing
Mario Romo	Access Monterey Peninsula	Reed Sanders	Public resident
MacGregor Eddy	We Could Car Less	Sean Houck	Kimley Horn

### **1. CALL TO ORDER**

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

### **1.1 ADDITIONS OR CORRECTIONS TO THE AGENDA**

Director Hale reported the following correction to the April 27, 2016 agenda:

3.1.4 – Attachment 1, justifications for award of sole source contract replacement pages 358-360 on dais.

## **1.2 CLOSED SESSION**

The Board held a closed session regarding the Real Estate negotiations: Pursuant to Government Code section §54956.8, confer with real property negotiators concerning the acquisition of one property for the Salinas train station.

Property: 16 Station Place, Salinas, CA

Agency negotiators: Mike Zeller, Christina Watson, Todd Muck

Negotiating parties: Favaloro Trust, DBA Frank's Fish Market

Under negotiation: Price and terms of payment

**RECONVENE** in open session: Agency Counsel Reimann reported no action was taken.

## **2. PUBLIC COMMENTS**

Cynthia Suverkrop expressed concern on the delay and method of installing the radar speed readers on Highway 156. Board member Phillips concurred with Cynthia. Director Hale commented that she would follow up with Caltrans and provide a written notice at a future date.

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## **3. CONSENT AGENDA**

M/S/C Phillips/Orozco/unanimous

The Board approved the consent agenda as follows:

### ***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 23, 2016.

**3.1.2** Accepted the list of checks written for March 2016 and credit card statements for the month of February 2016.

**3.1.3** Received report on conferences attended by agency staff.

**3.1.4** Regarding 2015-2016 Annual Report:

1. Authorized the Executive Director to execute a contract with Milestone Communications, Inc, (doing business as Monterey County Weekly), in an amount not to exceed \$74,000; to produce and distribute the Agency's 2015-2016 Annual Report;
2. Authorized the Agency to use \$65,000 in Agency funds budgeted to this project and to increase the budget by \$9,000, for a total of \$74,000;
3. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel; and,
4. Approved the sole source funding, attached.

**3.1.5** Approved the updated *Procurement Policies and Procedures and Contract Management Manual*.

### ***BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES***

**3.2.1** Regarding Triennial Transit Performance Audits:

1. Approved Request for Proposals for consultant assistance, to complete a Triennial Transit Performance Audit for the three-year period ending June 30, 2016; and
2. Directed staff to release the Request for Proposals to potential consultants.

***PLANNING***

**3.3.1** Received state legislative update and adopted positions on bills of interest to the Agency.

**3.3.2** Received federal legislative update.

***PROJECT DELIVERY and PROGRAMMING***

**3.4.1** Approved reassigning \$1,329,671 in RSTP competitive grant funds awarded to the County of Monterey for the Holman Highway 68 Roundabout Project to the City of Monterey.

**3.4.2** Regarding EMC Contract Amendment #1:

1. Authorized the Executive Director to execute a contract amendment increasing the not to exceed amount by \$15,000 for a total of \$115,000 with EMC Research to conduct surveys;
2. Authorized the use of Agency undesignated reserve funds for this project; and
3. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

**3.4.3** Regarding CliffordMoss Contract Amendment #1/Printing Services:

1. Authorized the Executive Director to execute a contract amendment with CliffordMoss not to exceed \$25,000 to develop and design educational material,
2. Authorized the Executive Director to solicit and execute a contract(s) for printing services not to exceed \$25,000;
3. Authorized the use of undesignated reserve funds for these contracts; and
4. Authorized the Executive Director to make administrative changes to the agreements if such changes do not increase the Agency's net cost, subject of approval by Agency counsel.

### ***RAIL PROGRAM***

#### **3.5.1** Regarding HDR Contract Amendment #1:

1. Authorized the Executive Director to execute a contract amendment not to exceed \$320,000 with HDR Engineering, Inc. for an updated Traffic Study, Surveying and a Project Report for improvements to Highway 183 near the Salinas Train station;
2. Authorized the use of state funds budgeted to this project;
3. Authorized the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost; and
4. Approve sole source finding.

#### **3.5.2** Regarding Salinas Rail Extension Kick-Start Relocation Benefits:

Authorized the Executive Director to execute a lost rent agreement with Elaine Molinari, as Trustee of the Elaine M. Molinari Revocable Trust, in an amount not-to-exceed \$67,200, to potential lost rent at 17 Station Place, Salinas, CA while acquisition negotiations proceed;

1. Approved the use of lease revenue reserves budgeted to this purpose; and
2. Authorized the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

### ***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 March 2, 2016
- Bicycle & Pedestrian Facilities Advisory Committee – Draft March 2, 2016  
(online at [www.tamcmonterey.org](http://www.tamcmonterey.org))
- Rail Policy Committee – Draft March 7, 2016
- Technical Advisory Committee – Draft March 3, 2016  
(online at [www.tamcmonterey.org](http://www.tamcmonterey.org))

**4. CERTIFICATES OF APPRECIATION FOR OUTGOING TAMC BOARD MEMBERS.**

**M/S/C** Huerta/Edelen/unanimous

The Board approved certificates of Appreciation for outgoing TAMC Board members Jason Burnett and alternate Victoria Beach representing the City of Carmel, most notably for Mayor Burnett's leadership roles on the Highway 156 Task Force and Councilwoman Beach's leadership on regional trail planning.

**5. SALINAS RAIL EXTENSION PROPERTY ACQUISITION**

**M/S/C** Rubio/ Mohamaddi/unanimous

The Board approved the real estate acquisition agreement with the Favaloro trust for one parcel for the Rail Extension to Monterey County project for the amount of \$460,925; approved payment of closing costs and other related expenses not to exceed the amount of \$12,000; authorized the Executive Director to execute the agreement and changes to the agreement if such changes do not increase the Agency's net costs, subject to approval by Agency Counsel; and authorized the use of no more than \$472,925 from Traffic Congestion Relief Program funds for the purchase and escrow, to be reimbursed by Caltrans from state funding budgeted for this project.

**6. 2014 REGIONAL TRANSPORTATION PLAN AMENDMENT NO. 1**

**M/S/C** LeBarre/Huerta/unanimous

The Board held a public hearing on Amendment No, 1 to the 2014 Regional Transportation Plan; adopted Resolution 2016-07 to adopt CEQA findings; adopted Resolution 2016-08 to adopt Amendment No. 1 to the 2014 Regional Transportation Plan; and requested that the Association of Monterey Bay Area Governments amend the adopted 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy based on the amended Regional Transportation Plan.

**Open Public Hearing:**

Sarah Hardgrave, Big Sur Land Trust, expressed her appreciation to TAMC for bringing this forward. She reported that the Big Sur Land Trust supports adding the Carmel River project to the plan, stating listing the project individually in the RTP is important to secure funding from Caltrans.

**Closed Public Hearing:**

There were no other comments.

Grant Leonard, Transportation Planner, reported that in June of 2014, the Agency adopted the 2014 Monterey County Regional Transportation Plan, which had been prepared in coordination with the Association of Monterey Bay Area Governments to be consistent with a Sustainable Communities Strategy adopted by AMBAG for the Monterey Bay Area. The regional plan is a long-range planning document with a 20 year horizon that serves as a general plan for transportation in Monterey County.

He reported since approval of the 2014 RTP, three projects previously included as part of the non-regional transportation investments, and therefore included in the programmatic environmental review, have progressed in development, and the local project sponsors requested they be amended into the project list to assist with securing additional funding sources. On March 23, 2016, the Agency released the Draft Amendment to the 2014 (RTP) projects list for a 30 day public review period. The draft Amendment No. 1 included three additional projects: Gonzales Fifth Street Roundabouts, Fort Ord Recreation Trail and Greenway (FORTAG), and Carmel Floodplain Restoration and Environmental Enhancement (Carmel FREE). During the public comment period, the Agency received a request from Monterey-Salinas Transit (MST) to make minor modifications to the project description for two MST projects already listed in the project list. The requested MST modifications were included as part of Amendment No, 1 to the 2014 Regional Transportation Plan.



**7. STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING CUTS**

**M/S/C** Huerta/Salinas/unanimous

The Board received update on the 2016 State Transportation Improvement Program proposed project delays and funding cuts; approved advancing Regional Surface Transportation Program Funds to the County of Monterey in an amount not-to-exceed \$3.0 million for the Highway 1 Operational Improvements project to allow it to be constructed in FY 2016/17, as planned; and authorized staff to submit a request to the California Transportation Commission to receive reimbursement in the amount of \$3.0 million from future State Transportation Improvement Program funds.

Mike Zeller, Principal Transportation Planner, reported the California Transportation Commission staff is proposing to cut the Agency's 2016 Regional Transportation Improvement Program share by \$16.1 million, from \$72.8 million to \$56.7 million over the next five-year cycle. As gas tax revenues continued to fall below forecast amounts, the Commission adopted a revised fund estimate at its January 2016 meeting that reduced the statewide program by over \$750 million. Separately, the Agency averages \$4.4 million annually in Regional Surface Transportation Program funds. Monterey County's share of this reduction was set at \$7 million. He noted that, the Agency only has sufficient RSTP funding to advance for the Highway 1 project, leaving the Highway 68 and Imjin Road projects with delays. In addition, the Agency does not have capacity to address the cuts to Highway 156 and will need to request that this funding be restored in the 2018 STIP cycle, if not sooner.

Caltrans Director Gubbins commented that the California Transportation Commission has tried to keep it as whole as they could, shovel ready projects and trying to balance this, noting it's not an easy task.

Board member Phillips expressed his concerns taking \$9 million from the Highway 156 project. Director Hale commented "we are upset about this" Monterey County needs to be paid back for this when funding becomes available again. She noted that it is frustrating that there is no funding available, noting if we had a sales tax funding, we could loan to the project.

**8. REGIONAL ROUNDABOUT STUDY**

**M/S/C** Salinas/LeBarre/unanimous

The Board approved the Regional Roundabout Study.

Sean Houk presented the Regional Roundabout Study conducted by Kittleson & Associates. He reported Modern roundabouts are proving to have significant safety and operational benefits compared to traditional signalized intersections. A well-documented study found that converting 23 test intersections throughout the U.S. from traffic signals to roundabouts reduced fatal crashes by 90 percent, injury collisions by 75% and reduced the number of collisions overall by 37%. While initial construction costs tend to be higher for roundabouts, long-term life cycle costs (for ongoing maintenance and operations) tend to be lower than for signalized intersections. A roundabout and a traffic signal alternative were evaluated at most intersections; however, an improved stop sign alternative was also evaluated at some locations. The consultant used procedures outlined in the Highway Capacity Manual to perform a peak hour operations analysis of each intersection control option. The consultant prepared cost estimates for each alternative. The analysis then evaluated the benefits of each project based on safety, delay, and emissions; calculated a monetary value for those benefits; and then developed a ratio comparing the project benefits to the life cycle cost.

Mike LeBarre expressed his appreciation for the study, he noted that it is an alternative to stop signs and traffic lights, noting it's clearly affective and great for our area. Board member Huerta concurred, noting the roundabouts in Marina are great.

Dell Matt, 101 Bypass Committee, expressed concerns for a roundabout at Castroville Boulevard and San Miguel.

Eddy MacGregor, We Could Car Less, commented that the East Salinas roundabouts work in power outages, fatalities go down 90%, lack of left turns and provides its own enforcement. Board member Salinas concurred, the East Salinas roundabouts are working well.

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

Board member Edelen reported that he attended the CalCOG meeting on March 30 – April 1<sup>st</sup>, in Monterey. He noted he talked to representatives of Alameda County, since they passed their sales tax, the leverage of dollars has tripled. He noted that this is why it is important to get the self-help sales tax passed.

Board member Phillips reported on April 18<sup>th</sup>, that he and Director Hale attended the AB273 Hearing in Sacramento, regarding the Prunedale bypass surplus parcels in. He noted on a 10 to 2 vote were moving in the right direction.

**10. REPORTS FROM TRANSPORTATION PROVIDERS**

**Caltrans** – Tim Gubbins, Caltrans, announced Caltrans held its annual statewide Litter Removal and Enforcement Day on Thursday, April 21, 2016. This activity is to enhance public awareness of the volume He also announced the Active Transportation Program call for projects from April 15, 2016 through June 15, 2016 for safety and mobility projects. District 5 is hosting a regional forum with local agencies on the first California State Bicycle and Pedestrian Plan. The event, which requires an RSVP, is scheduled from 1:30 to 3:30 p.m. Thursday, May 5, at the San Luis Obispo County Library, 995 Palm Street, San Luis Obispo.

**Monterey Regional Airport District** – Bill Sabo reported that passenger counts are up and have stabilized. He noted that the airport is in the process of renewing their Environmental Review Master Plan for the next 25 years, and as always “Fly Monterey”.

**Monterey-Salinas Transit District** – Carl Sedoryk, General Manager, announced marks the 125<sup>th</sup> anniversary of the start of public transportation in Monterey county. In celebration on the anniversary, MST will be handing out commemorative coins to passengers on the MST Trolley Saturday and Sunday, April 30 and May 1, while supplies last. The antiqued brass coins depict the horse-drawn Monterey and Pacific Grove Street Railway cars from 1891 on one side, and the present-day Wirelessly-Charged Electric Trolley on the other.

**Monterey Bay Unified Air Pollution Control District** – No report this month.

**11. EXECUTIVE DIRECTOR’S REPORT**

Director Hale reported 10 cities have approved the transportation investment plan, she noted staff has been touring the jurisdictions attending their council meetings. Director Hale also noted that the Cities of Salinas, Carmel and the county have not yet taken action. She thanked the Board for their leadership role. The Holman Highway 68 Roundabout project will relieve congestion at the busy intersection of Holman Highway 68, Highway 1 ramps and 17 Mile Drive near the entrance to Pebble Beach and the Community Hospital, Construction is expected to begin early June 2016. She announced TAMC Bike Month, Bike to TAMC Board meeting on May 25, 2016, and noted the new bike maps are out.

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

None this month.

**13. ADJOURNMENT**

Vice Chair Chavez adjourned the meeting at 10:43 a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** David Delfino, Finance Officer / Analyst  
**Meeting Date:** May 25, 2016  
**Subject:** TAMC payments for the month of April 2016

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### RECOMMENDED ACTION

**ACCEPT** the list of checks written for the month of April 2016 and credit card statements for the month of March 2016.

### 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 \$516,136.16, which included checks written for April 2016 and payments of the March 2016 Platinum Plus Credit Card statement.

### DISCUSSION

During the month of April 2016 normal operating checks were written, as well as a check for \$2,937.83 to Alta Planning + Design for services for the Wayfinding Plan and Bike Map for Monterey County, a check for \$3,395.00 to Pathways For Wildlife for planning services for Highway 68 Scenic Plan Salinas/Monterey Corridor, a check for \$136,286.32 to HDR Engineering Inc. for engineering services for the Salinas Rail Extension Kick-Start Project and for work on the Salinas/San Jose Coast Daylight Environmental Impact Report, two checks totaling \$25,021.41 for planning services for Highway 68 Pacific Grove Corridor, a check for \$4,105.60 to Kimley-Horn & Associates, Inc. for services for a Level 2 traffic and revenue study of Highway 156, a check for \$14,569.82 to Clifford Moss for public outreach and research for the Transportation Safety and Investment Plan for Monterey County, a check for \$2,127.14 to Capitol Corridor Joint Powers Authority for planning efforts to bring rail service to the city of Salinas, a check for \$15,915.68 to Kittelson & Associates Inc. for planning services for Highway 68 Scenic Plan and a

check for \$3,000.00 to Hansen and Associates, Inc.. a check for \$10,400.00 to Meyers, Nave, Riback, Silver & Wilson and a check for \$7,937.50 o Overland, Pacific & Culter, Inc. for right of way services regarding the purchase of real property for the Salinas Rail Extension Kick-Start Project.

Approved by:

  
Debra L. Hale, Executive Director

Date Signed: May 12, 2016

Consent Agenda

Counsel Approval: N/A

Finance Approval: Yes

Attachments:

1. List of checks written during the month of April 2016
2. Platinum Plus Credit Card Statement for March 2016

Transportation Agency for Monterey County (TAMC)  
Union Bank Operating Account  
April 30, 2016

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
04/01/2016	16676 Alvarez Technology Group, Inc.	181.93		Telecommunication
04/01/2016	16677 AT&T Wireless Services	35.98		SAFE Call Box - Phone Service
04/01/2016	16678 Casey Printing	1,294.22		Office Supplies
04/01/2016	16679 De Lage Landen Financial Services	280.91		Office Copier Lease
04/01/2016	16680 Eisen / Letunic	11,704.81		Planning Services for Highway 68 Pacific Grove Corridor
04/01/2016	16681 Enterprise Rent-a-Car	58.08		Auto Rental
04/01/2016	16682 James Helm	420.00		Relocation Costs for Salinas Rail Project
04/01/2016	16683 Silkscreen Express	482.31		Office Supplies
04/01/2016	16684 Verizon Wireless	87.77		SAFE - Call Box - Phone Service
04/01/2016	16685 VSP	143.37		Employee Benefits
04/01/2016	16686 James Helm	725.00		Relocation Costs for Salinas Rail Project
04/01/2016	EFT County of Monterey - TAMC Acct. 691	75,707.00		Transfer to TAMC Acct. 691
04/01/2016	EFT State of California		272,607.70	Traffic Congestion Relief Funds for Salinas Rail
04/05/2016	EFT CalPers Health Benefits	8,152.88		Employee Benefit
04/06/2016	EFT State of California		26,321.73	Traffic Congestion Relief Funds for Salinas Rail
04/07/2016	DEP Graniterock, Saroyan, Giustinaini, Lithia, Marina Concrete and Jaguar		14,059.59	Railroad Right Way Rent
04/07/2016	DEP Haedrich, Graniterock, Newton Bros. and Portola Leasing		9,402.00	Railroad Right Way Rent
04/07/2016	DEP City of Greenfield and City of Monterey		15,893.00	CMA Contribution 16/17
04/07/2016	DEP State of California		9,204.50	Prop 116 Funds for Commuter Rail
04/07/2016	DEP State of California		24,769.01	Prop 116 Funds for Commuter Rail
04/08/2016	16687 Alvarez Technology Group, Inc.	1,467.04		Computer Support and Telecommunications
04/08/2016	16688 AT & T (Carol Stream, Il.)	610.01		Telecommunications, Call Box - Phone Service and Rideshare
04/08/2016	16689 Costco Wholesale	180.12		Office and Meeting Supplies
04/08/2016	16690 FedEx (Postage)	25.27		Delivery Service
04/08/2016	16691 James Helm	2,015.58		Relocation Costs for Salinas Rail Project
04/08/2016	16692 Kittelson & Associates, Inc.	15,915.68		HWY 68 Scenic Plan : Traffic Study
04/08/2016	16693 Michael Baker International Inc.	816.00		Website Services
04/08/2016	16694 Monterey County Weekly	210.00		Advertising for RTP
04/08/2016	16695 Stensland Design	1,600.00		Art/Graphic Work for HWY 68 Flyer
04/08/2016	EFT Payroll	35,202.85		Payroll
04/08/2016	EFT Form 941	9,325.02		Payroll Taxes & Withholding
04/08/2016	EFT EDD	3,151.84		Payroll Taxes & Withholding
04/08/2016	EFT EDD	29.27		Payroll Taxes & Withholding
04/08/2016	EFT Pers Retirement	6,375.38		Employee Benefits
04/08/2016	EFT Pers Retirement PEPRA	884.27		Employee Benefits
04/08/2016	EFT CalPERS	5,679.36		Employee Benefits
04/08/2016	16696 United Way of Monterey County	65.00		Employee Deduction - Charitable
04/14/2016	16697 Business Card	2,696.44		Office and Meeting Supplies, Staff Travel & Professional Training
04/14/2016	16698 California Towing and Transport	29,530.51		Freeway Service Patrol
04/14/2016	16699 Capitol Corridor Joint Powers Authority	2,127.14		Planning Effort to Bring Rail Service to the City of Salinas
04/14/2016	16700 Delta Dental	849.43		Employee Benefits
04/14/2016	16701 Elaine Molinari, Trustee	2,800.00		Lost Rent payment for Salinas Rail Project
04/14/2016	16702 FedEx (Postage)	119.54		Delivery Service
04/14/2016	16703 FedEx (Printing)	1,582.72		Agenda Printing
04/14/2016	16704 JEA & Associates	2,083.33		Legislative Consultants
04/14/2016	16705 Office of the County Counsel	5,238.77		Legal Services
04/14/2016	16706 Pathways For Wildlife	3,395.00		HWY 68 Scenic Plan : Wildlife Study
04/14/2016	16707 Peninsula Messenger LLC	375.00		Courier Service
04/14/2016	16708 Pure Water	60.45		Water
04/14/2016	16709 United States Postal Service	150.00		FSP Postage
04/18/2016	16710 Void	0.00		Voided Check

Transportation Agency for Monterey County (TAMC)  
Union Bank Operating Account  
April 30, 2016

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
04/22/2016	16711 United Way of Monterey County	65.00		Employee Deduction - Charitable
04/22/2016	16712 Alta Planning + Design	2,937.83		Monterey County Bike Plan and Wayfinding
04/22/2016	16713 Case Systems Inc.	6,700.05		SAFE Call Box - Maintenance
04/22/2016	16714 CDS Net, LLC	177.10		Safe Call Boxes
04/22/2016	16715 Clifford Moss	14,569.82		Public Outreach & Research for Transportation Improvements for Monterey Cty
04/22/2016	16716 Eisen / Letunic	13,316.60		Planning Services for Highway 68 Pacific Grove Corridor
04/22/2016	16717 Monterey Peninsula Chamber of Commerce	358.00		Annual Dues
04/22/2016	16718 Salinas Valley Chamber of Commerce	296.25		Annual Dues
04/22/2016	16719 Comcast	269.83		Telecommunications
04/22/2016	EFT Payroll	34,378.69		Payroll
04/22/2016	EFT Form 941	9,045.24		Payroll Taxes & Withholding
04/22/2016	EFT EDD	3,074.96		Payroll Taxes & Withholding
04/22/2016	EFT EDD	21.10		Payroll Taxes & Withholding
04/22/2016	EFT Pers Retirement	6,375.38		Employee Benefits
04/22/2016	EFT Pers Retirement PEPR	884.87		Employee Benefits
04/22/2016	EFT CalPERS	5,679.36		Employee Benefits
04/22/2016	EFT Debbie Hale	327.49		Travel for STIP and CalCog Meetings
04/22/2016	EFT Rita Goel	97.59		Section 125 Reimbursement
04/25/2016	EFT Union Bank	51.00		Bank Service Charges
04/28/2016	DEP Graniterock, Haerich , P&S Real Estate, Eagle Creek and All Us Credit Union		25,095.88	Railroad Right Way Rent
04/28/2016	DEP AT&T		209.23	Reimbursed Expense
04/28/2016	DEP State of California		13,571.00	FHWA - HWY 68 - Sal/Mty - Planning Grant
04/28/2016	DEP State of California		34,846.51	FHWA - HWY 68 - PG - Planning Grant
04/29/2016	16720 Access Monterey Peninsula, Inc. (AMP)	4,230.00		TV Video Services
04/29/2016	16721 APWA	465.00		Dues
04/29/2016	16722 AT&T Wireless Services	53.42		SAFE Call Box - Phone Service
04/29/2016	16723 Void	0.00		Voided Check
04/29/2016	16724 Casey Printing	144.17		Office Supplies
04/29/2016	16725 CDW-G	4,102.75		Computer Equipment
04/29/2016	16726 FedEx (Postage)	43.59		Delivery Service
04/29/2016	16727 Hansen & Co., Inc.	3,000.00		Right of Way Services for Salinas Rail Extension Kick-Start Project
04/29/2016	16728 HDR Engineering Inc.	136,286.32		Engineering Services Salinas Rail Extension Kick-Start Project
04/29/2016	16729 Kimley-Horn & Associates, Inc.	4,105.60		Services for Level 2 Traffic and Revenue Study for HWY 156
04/29/2016	16730 Lincoln National Life Insurance Co.	584.29		Employee Benefits
04/29/2016	16731 Martella Printing	1,035.62		Printing Services for Roundabout Flyers
04/29/2016	16732 Meyers, Nave, Riback, Silver & Wilson	10,400.00		Right of Way Services for Salinas Rail Extension Kick-Start Project
04/29/2016	16733 Oppidea, LLC	2,335.00		Accounting Services
04/29/2016	16734 Overland, Pacific & Cutler, Inc.	7,937.50		Right of Way Services for Salinas Rail Extension Kick-Start Project
04/29/2016	16735 Plaza Circle, Ltd	8,027.61		Office Rent
04/29/2016	16736 Shell	30.35		Auto Expense - Gasoline
04/29/2016	16737 Tri-County Business Systems	736.81		Office Copier Expenses
04/29/2016	16738 Valero Marketing and Supply	13.32		Auto Expense - Gasoline
04/29/2016	16739 VSP	143.37		Employee Benefits
<b>TOTAL</b>		<b>516,136.16</b>	<b>445,980.15</b>	

DD - checks April 2016 Att: Z.



ELOUISE RODRIGUEZ

Platinum Plus® for Business

March 05, 2016 - April 04, 2016

Cardholder Statement

**Account Information:**  
www.bankofamerica.com

**Mail Billing Inquiries to:**  
BANK OF AMERICA  
PO BOX 982238  
EL PASO, TX 79998-2238

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

**Customer Service:**  
1.800.673.1044, 24 Hours

**TTY Hearing Impaired:**  
1.888.500.6267, 24 Hours

**Outside the U.S.:**  
1.509.353.6656, 24 Hours

**For Lost or Stolen Card:**  
1.800.673.1044, 24 Hours

**Business Offers:**  
www.bankofamerica.com/mybusinesscenter

### Payment Information

New Balance Total ..... \$1,255.76  
Minimum Payment Due ..... **\$12.56**  
Payment Due Date ..... 05/01/16

**Late Payment Warning:** If we do not receive your minimum payment by the date listed above, you may have to pay a fee based on the outstanding balance:  
\$19.00 for balance less than \$100.01  
\$29.00 for balance less than \$1,000.01  
\$39.00 for balance less than \$5,000.01  
\$49.00 for balance greater than \$5,000.01

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

### Account Summary

Previous Balance ..... \$340.77  
Payments and Other Credits ..... -\$340.77  
Balance Transfer Activity ..... \$0.00  
Cash Advance Activity ..... \$0.00  
Purchases and Other Charges ..... \$1,255.76  
**Fees Charged ..... \$0.00**  
**Finance Charge ..... \$0.00**

New Balance Total ..... \$1,255.76  
Credit Limit ..... \$5,000  
Credit Available ..... \$3,744.24  
Statement Closing Date ..... 04/04/16  
Days in Billing Cycle ..... 31

### Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
03/21	03/19	<b>Payments and Other Credits</b>		
		PAYMENT - THANK YOU		- 340.77
		<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>		<b>- \$340.77</b>
		<b>Purchases and Other Charges</b>		
03/07	03/03	THE BAGEL CORNER SALINAS CA		19.45
03/07	03/04	THE BAKERY STATION INC SALINAS CA		187.87
03/08	03/06	DEVICE MAGIC INC RALEIGH NC		30.00
03/08	03/07	STARBUCKS #06707 MARIN Marina CA		14.95

Account Number  
March 05, 2016 - April 04, 2016

New Balance Total ..... \$1,255.76  
Minimum Payment Due ..... **\$12.56**  
Payment Due Date ..... 05/01/16

Enter payment amount

\$

☐ Check here for a change of mailing address or phone numbers.  
Please provide all corrections on the reverse side.

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TAMC  
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55 PLAZA CIR STE B  
SALINAS, CA 93901-295274



DD - checks April 2016 Att. 2.



ELOUISE RODRIGUEZ

March 03, 2016 - April 04, 2016

Page 3 of 4

### Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
03/10	03/09	EB 2016 CALIFORNIA PA 8014137200 CA		200.00
03/14	03/10	UNITED 01624842620391 800-932-2732 TX POTTER/DAVID 01624842620391 Departure Date: 04/12/16 Airport Code: MRY UA NA LAX Departure Date: 04/14/16 Airport Code: LAX UA TA MRY		172.20
03/17	03/16	MSFT * E02001XOEQ 800-642-7676 NV		68.00
03/21	03/18	NOB HILL #607 SALINAS CA		68.35
03/21	03/18	SAFETYPRODUCTS 7609441048 CA		30.24
03/21	03/19	REI.COM 800-426-4840 WA		19.09
03/21	03/21	AMAZON MKTPLACE PMTS AMZN.COM/BILLWA		55.98
03/23	03/22	STARBUCKS #06629 SALIN Salinas CA		44.85
03/24	03/23	AMAZON MKTPLACE PMTS AMZN.COM/BILLWA		58.28
03/24	03/23	WWW.THESPORTSAUTHORITY. 888-801-9164 PA		65.48
03/25	03/23	COPYMAT SALINAS CA		170.78
03/29	03/28	SMARTNFINAL43110404317 SALINAS CA		50.24
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$1,255.76

### 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	24.49% V	\$0.00	\$0.00

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

### Important Messages

Your credit card now has an added security feature. To learn more about EMV chip card technology, visit [bankofamerica.com/businesschipcard](http://bankofamerica.com/businesschipcard).

DD - Checks April 2016 Att. 2.



DEBRA L HALE

Platinum Plus® for Business

March 05, 2016 - April 04, 2016

Cardholder Statement

**Account Information:**  
www.bankofamerica.com

**Mail Billing Inquiries to:**  
BANK OF AMERICA  
PO BOX 982238  
EL PASO, TX 79998-2238

**Mail Payments to:**  
BUSINESS CARD  
PO BOX 15796  
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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 ..... \$1,440.68  
Minimum Payment Due ..... **\$14.41**  
Payment Due Date ..... **05/01/16**

**Late Payment Warning:** If we do not receive your minimum payment by the date listed above, you may have to pay a fee based on the outstanding balance:  
\$19.00 for balance less than \$100.01  
\$29.00 for balance less than \$1,000.01  
\$39.00 for balance less than \$5,000.01  
\$49.00 for balance greater than \$5,000.01

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

### Account Summary

Previous Balance ..... \$443.26  
Payments and Other Credits ..... -\$443.26  
Balance Transfer Activity ..... \$0.00  
Cash Advance Activity ..... \$0.00  
Purchases and Other Charges ..... \$1,440.68  
**Fees Charged ..... \$0.00**  
**Finance Charge ..... \$0.00**

New Balance Total ..... \$1,440.68  
Credit Limit ..... \$5,000  
Credit Available ..... \$3,559.32  
Statement Closing Date ..... 04/04/16  
Days in Billing Cycle ..... 31

### Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
<b>Payments and Other Credits</b>				
03/21	03/19	PAYMENT - THANK YOU		- 443.26
		<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>		<b>-\$443.26</b>
<b>Purchases and Other Charges</b>				
03/23	03/22	PAYPAL *CALIFORNIAA 4029357733 CA		1,350.00
04/04	04/01	EXPEDIA*1131780055941 EXPEDIA.COM WA		90.68
		<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>		<b>\$1,440.68</b>

BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796

DEBRA L HALE  
TAMC  
ATTN DAVE DELFINO  
55 PLAZA CIR STE B  
SALINAS, CA 93901-295274

Account Number:  
March 05, 2016 - April 04, 2016

New Balance Total ..... \$1,440.68  
Minimum Payment Due ..... **\$14.41**  
Payment Due Date ..... **05/01/16**

Enter payment amount

\$

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Todd Muck, AICP, Deputy Executive Director  
**Meeting Date:** May 25, 2016  
**Subject:** Educational Training Attended by Agency Staff

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### **RECOMMENDED ACTION:**

**RECEIVE** report on educational training attended by agency staff.

### **SUMMARY:**

Agency staff occasionally attends conferences or training at Agency expense that are pertinent to their roles in pursuing the Agency's mission. These events allow the staff to stay current and participate in the development of transportation practices and policies related to their roles.

### **FINANCIAL IMPACT:**


Expenses related to staff training are included in the Travel and Training item in the adopted Agency budget.

### **DISCUSSION:**

On April 7, Virginia Murillo, Assistant Transportation Planner, participated in the Complete Streets: From Adoption to Implementation course offered through the Land Use and Natural Resources Department of the UC Davis Extension program. The course provided an overview of complete streets policies around the nation, with an emphasis on design, performance measures and safety design elements. The course included examples from cities and regions that have successfully implemented complete streets policies and design elements to accommodate all road users.

On April 13-14, Christina Watson, Principal Transportation Planner, attended the 2016 California Passenger Rail Summit in LA Union Station. The purpose of the summit was to meet with leaders in the rail industry for discussions regarding the modernization and integration of passenger rail service in California. Speakers discussed funding, development, and strategic approaches to the growth of passenger rail in the state.

Summary reports for both activities are **attached**.

Approved by:   
Debra L. Hale, Executive Director

Date signed: May 12, 2016

Consent Agenda

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

Attachments: 1. Summary Report on UC Davis Complete Streets Training  
2. Summary Report on California Passenger Rail Summit



# Memorandum

**To:** Board of Directors  
**From:** Virginia Murillo, Assistant Transportation Planner  
**Meeting Date:** May 24, 2016  
**Subject:** Complete Streets – From Adoption to Implementation

On April 7<sup>th</sup> I participated in the *Complete Streets: From Adoption to Implementation* course offered through the Land Use and Natural Resources Department of the UC Davis Extension program. Paul Zykofsky, AICP, of the Local Government Commission, taught the course. The course attracted leaders from transportation agencies throughout the state, including Caltrans, the UC Davis Transportation Department, and other regional transportation agencies.

The course provided an overview of complete streets policies around the nation, with an emphasis on design, performance measures and safety design elements. The course included examples from cities and regions that have successfully implemented complete streets policies and design elements to accommodate all road users. Below is a summary of key points from the course:

- **Complete Streets Serve Everyone:** Complete streets are designed to be safe, comfortable and convenient for motorists, bicyclists, pedestrians and people with disabilities of all ages. More regions and cities are recognizing the public health, social and economic benefits of complete streets. Lancaster, CA, for example, invested \$10 million to redesign a major arterial street using complete streets principles. This led to a reduction in vehicle, bicycle and pedestrian collisions, and 50 new businesses opened up along the corridor generating 800 new jobs and a 96% increase in sales tax revenue.
- **Elements of Successful Streets Policies:** Complete streets policies need to set a clear vision that includes all street users and all transportation modes. Policies also need to have clear implementation steps, and set performance standards. By having effective complete streets policies, cities and regions can expect safety, public health and economic benefits for motorists, bicyclists and pedestrians.
- **Finding Room for Complete Streets:** The course instructor noted that adding lanes to reduce congestion is the same as loosening your belt to reduce obesity. Road diets are an innovative way of adding capacity to a street using the existing right-of-way to improve safety and traffic flow. For example, a four-lane road, with two lanes headed in each direction can be transformed by narrowing travel lanes to adding bike lanes in each direction and a center turning line. This type of road diet takes a four-lane road - 293 - es 5 lanes: 2 car lanes, a center turning lane and 2 bike lanes. In this type of road diet, researchers found a 34% reduction

in crashes, a 68% reduction in injury crashes, a 23% increase in pedestrian volumes and a 30% increase in bicyclist volumes.

- **Complete Streets Performance Measures:** Performance measures provide information about the effectiveness of complete streets projects. Performance measures need to be quantifiable, and data needs to be readily available. Typical performance measures include:
  - Safety: data on collisions, injuries, fatalities and surveys that measure perceived safety
  - Accessibility: data on percent of intersections that are ADA compliance
  - Economic: sales tax revenue, commercial building vacancy rates
  - Multimodal: bicycle/pedestrian counts, public ridership
- **Designing for Pedestrian & Bicyclist Safety:** Land use, street connectivity and street design are factors that affect pedestrian and bicycle safety. The course instructor noted that mixed-use development, where parks, stores, homes and schools are closer to each other, make biking and walking easier. Street landscaping and clearly marked bicycle and pedestrian facilities also make biking and walking safer.

The course content is relevant to the work that the TAMC does, as the agency helps local jurisdictions plan, fund and implement transportation projects that serve all users. In addition, TAMC already has a Complete Streets Guidebook helps local jurisdictions improve their transportation networks by making streets safe and accessible for everyone. The course provided me with additional tools and best practices for implementing complete streets. The information covered in the course also gave me technical knowledge I will use in as the project manager for the Active Transportation Plan, an update to the 2011 Monterey County Bicycle and Pedestrian Master Plan.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** May 25, 2016  
**Subject:** California Passenger Rail Summit

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On April 13-14, I attended the 2016 California Passenger Rail Summit in LA Union Station. The purpose of the summit was to meet with leaders in the rail industry for discussions regarding the modernization and integration of passenger rail service in California. Speakers discussed funding, development, and strategic approaches to the growth of passenger rail in the state. I had the opportunity to meet with state and federal representatives, passenger rail agencies, and leaders working together to shape the future of passenger rail.

I took a tour of the Regional Connector Transit Project, a 1.9-mile, \$1.6 billion project to connect three subway/ light rail lines and construct three new stations under Japantown.

The Summit included sessions on the following topics:

- California State Rail Plan
- CEO Round table
- Rail Integration and High-Speed Rail
- Shared Corridors - Freight Round table
- Travel and Tourism
- Mobility Hubs
- Grants and Budgeting
- Innovative Financing
- California Train Day (5/13/17)

More information, including photos and notes from the photographer, can be found here:  
<http://www.californiapassengerrailsummit.com/>.

While in LA, I also attended meetings on the California State Rail Plan, the California Intercity Passenger Rail Leadership Group, and a nascent public rail staff group that has yet to be named. The summit is a great opportunity for networking, especially for discussing Central Coast and Monterey Bay rail projects.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors

**From:** Theresa Wright, Community Outreach Coordinator/  
Associate Transportation Planner

**Meeting Date:** May 25, 2016

**Subject:** Video Recording and Broadcasting of Board Meetings

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### **RECOMMENDED ACTION**

1. **AUTHORIZE** the Executive Director to execute a contract with Access Monterey Peninsula to provide video recording, production, broadcasting and live stream services of Transportation Agency Board meetings;
2. **AUTHORIZE** the Executive Director to make administrative changes to the contracts if such changes do not increase the Agency's net cost, subject to approval by Agency counsel;
3. **AUTHORIZE** the use of \$50,400 from Agency funds budgeted to this purpose.

### **SUMMARY**

The agreements for services with Access Monterey Peninsula for video production and television broadcasting services of the Agency's Board meetings expire on June 30, 2016. This authorization seeks to enter into a new contract with Access Monterey Peninsula to provide these services.

### **FINANCIAL IMPACT**

The total cost to provide video production services, broadcasting and live streaming of Agency's Board meetings is \$50,400 for three years. This cost is included in the Agency's adopted budget.

### **DISCUSSION**

Access Monterey Peninsula has been providing video production service to TAMC since service first started in October, 2012. Additionally, since October 2012, the Monterey County Superintendent of Schools has broadcast Agency Board meetings on the Monterey County government-programming channel, Comcast Cable Channel 28, on Access Monterey Peninsula Channel 25, and on Charter Channel 26. The TAMC Board has authorized these services through June 30, 2016.



*May 25, 2016*

**SOLE SOURCE DETERMINATION**

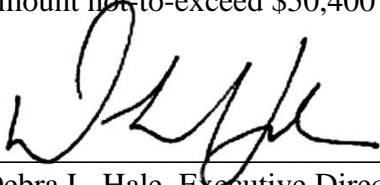
The Monterey County Superintendent of Schools has notified the Agency that they are unable to provide broadcasting services for the Agency Board meetings after June 2016. Agency staff has investigated what options are available to reach the rural Monterey County population currently served by the Superintendent of Schools and has determined that live internet video streaming is the best alternative.

Access Monterey Peninsula is able to provide live video streaming in addition to video production and broadcasting. Research conducted by staff found no comparable service provider that provides video production services, broadcasting and live streaming in Monterey County.

Based upon research, the lack of qualified responses to the recent Request for Proposals and the loss of broadcasting services through Monterey County Superintendent of Schools, the Board of Directors approved a sole source authorization for Access Monterey Peninsula to provide video recording and broadcasting services at its March 2016 meeting.

**Attached** is a three-year agreement for services for Access Monterey Peninsula to provide recording, video production, broadcasting, web copies and live streaming of the TAMC Board meetings in an amount not-to-exceed \$50,400 for fiscal years 2016/17 through 2018/2019.

Approved by:

  
Debra L. Hale, Executive Director

Date signed: May 12, 2016

Consent Agenda

Agency Counsel Approval: pending  
Admin/Finance Approval: Yes

Attachment: Agreement for Services

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND ACCESS MONTEREY PENINSULA**  
**AGREEMENT FOR PROFESSIONAL SERVICES**  
**APPROVED BY THE TAMC BOARD ON: MAY 25, 2016**  
**[Lump Sum]**

This is an agreement between the Transportation Agency for Monterey County, hereinafter called "TAMC," and Access Monterey Peninsula, a community not-for-profit media production and broadcast organization, 99 Pacific Street, Suite 200 E, Monterey CA 93940, hereinafter called "Consultant."

The parties agree as follows:

1. Employment of Consultant. TAMC hereby engages Consultant and Consultant hereby agrees to perform the services set forth in Exhibit A, in conformity with the terms of this Agreement. Consultant will complete all work in accordance with the work schedule set forth in Exhibit A.
  - (a) The work is generally described as follows: Providing equipment and operators for the video recording of Transportation Agency Board meetings, live streaming, as well as, making recorded meetings television ready by providing post production that includes an opening, closing and editing in any electronic visual materials including but not limited to PowerPoint presentations and overhead projections, broadcasting on the Comcast Access Monterey channel, web links and copies for TAMC and the County of Monterey Government Channel.
  - (b) Consultant represents that Consultant and its agents, subcontractors and employees performing work hereunder are specially trained, experienced, competent, and appropriately licensed to perform the work and deliver the services required by this Agreement.
  - (c) Consultant, its agents, subcontractors, and employees, shall perform all work in a safe, skillful, and professional manner and in compliance with all applicable laws and regulations. All work performed under this Agreement that is required by law to be performed or supervised by licensed personnel shall be performed in accordance with such licensing requirements. Consultant shall ensure for itself and for any subcontractors under this Agreement that the applicable requirements of Labor Code section 1725.5, concerning the registration of contractors for public works, shall be in force and maintained for the term of this Agreement.
  - (d) Consultant shall furnish, at its own expense, all materials and equipment necessary to carry out the terms of this Agreement, except as otherwise provided herein. Consultant shall not use TAMC premises, property (including equipment, instruments, or supplies) or personnel for any purpose other than in the performance of its obligations hereunder.

- (e) Consultant's project manager shall be the person specified in Exhibit A. If Consultant desires to change the project manager, Consultant shall get written approval from TAMC of the new project manager.
  - (f) Consultant shall submit progress reports at least once a month. The report should be sufficiently detailed for the Contract Administrator to determine, if Consultant is performing to expectations, or is on schedule; to provide communication of interim findings, and to sufficiently address any difficulties or special problems encountered, so remedies can be developed.
  - (g) Consultant's Project Manager shall meet with TAMC's Contract Administrator, as needed, to discuss progress on the contract.
2. Term of Agreement. The term of this Agreement shall begin upon July 1, 2016, contingent upon approval by the TAMC Board, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC's Project Manager specified in Paragraph 34. Unless earlier terminated as provided herein, this Agreement shall remain in force until July 1, 2020. Consultant acknowledges that this Agreement is not binding until it is fully executed and approved by TAMC.
3. Payments to Consultant; maximum liability. Subject to the limitations set forth herein, TAMC shall pay to Consultant the amounts provided in Exhibit B: Budget, upon receipt and acceptance of deliverables listed therein. Each payment by TAMC shall be for a specific deliverable outlined in Exhibit A: Scope of Work and Schedule. The maximum amount payable to the Consultant under this Agreement is set forth in Exhibit B: Budget and shall not exceed the amount of \$50,400. If there is any conflict between the terms of this Agreement and the terms of either Exhibit A (Scope of Work) or Exhibit B (Budget), the terms of this Agreement shall prevail. TAMC does not guarantee any minimum amount of dollars to be spent under this Agreement.
4. Method of Payment/Allowable Costs and Payment. The method of payment for this Agreement will be based on lump sum.
- (a) The total lump sum price paid to Consultant will include compensation for all work and deliverables, including any travel and equipment described in Paragraph 1a and Exhibit A: Scope of Work for this Agreement. No additional compensation will be paid to Consultant unless there is a change in the scope of the work or the scope of the project. In the instance of a change in the scope of work or scope of project, any adjustment to the total lump sum compensation will be negotiated between Consultant and TAMC. Adjustment in the total lump sum compensation will not be effective until authorized by a written amendment to this Agreement, approved by TAMC.
  - (b) Progress payments may be made monthly, in arrears, based on the percentage of

work completed by Consultant. If Consultant fails to submit the required deliverable items according to the schedule set forth in Exhibit A, TAMC shall have the right to delay payment or terminate this Agreement in accordance with Paragraph 6 (Termination).

- (c) Consultant shall not commence performance of work or services until this Agreement has been approved by TAMC, and notification to proceed has been issued by TAMC's Contract Administrator. No payment will be made prior to approval, or for any work performed prior to approval of this Agreement.
- (d) Consultant will be reimbursed, as promptly as fiscal procedures will permit, upon receipt by TAMC's Contract Administrator of itemized invoices in triplicate. Separate invoices itemizing all costs are required for all work performed under each Task Order. Invoices shall be submitted no later than 45 calendar days after the performance of work for which Consultant is billing, or upon completion of the Task Order. Invoices shall detail the work performed on each milestone and each project as applicable. Invoices shall follow the format stipulated for the approved Cost Proposal and shall reference this Agreement number and project title and Task Order number. Credits due TAMC that include any equipment purchased under the provisions of Paragraph 27 (Equipment, Supplies or Consultant Services Purchases) must be reimbursed by Consultant prior to the expiration or termination of this Agreement.
- (e) The total amount payable by TAMC resulting from this Agreement shall not exceed the amount of \$50,400.
- (f) All subcontracts under this Agreement in excess of \$25,000 shall contain the above provisions.

5. Retention of Funds.

- (a) Any subcontract entered into as a result of this Agreement shall contain all of the provisions of this section.
- (b) No retainage will be withheld by TAMC from progress payments due the prime Consultant. Retainage by the prime consultant or subconsultants is prohibited, and no retainage will be held by the prime consultant from progress due subconsultants. Any violation of this provision shall subject the violating prime consultant or subconsultants to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the prime consultant or subconsultant in the event of a dispute involving late payment or nonpayment by the prime consultant or deficient subconsultant performance, or noncompliance by a subconsultant. This provision applies to both DBE and non-DBE prime consultants and subconsultants.

6. Termination.

- (a) TAMC reserves the right to terminate this Agreement upon thirty (30) calendar days' written notice to Consultant with the reasons for termination stated in the notice.
- (b) TAMC may also terminate this Agreement at any time for good cause effective immediately upon written notice to Consultant. "Good cause" includes, without limitation, the failure of Consultant to perform the required services at the time and in the manner provided herein, as well as failure to comply with the provisions of Paragraphs 13 and 14, relating to audits, below. Notwithstanding TAMC's right to terminate for good cause effective immediately upon written notice thereof, TAMC shall provide prior notice to Consultant of any ground for termination then being considered, and also provide Consultant with a good faith opportunity to avoid termination, as reasonably determined by TAMC in its absolute discretion. If TAMC terminates this Agreement for good cause, TAMC may be relieved of the payment of any consideration to Consultant, and TAMC may proceed with the work in any manner, which it deems proper. Costs incurred by TAMC thereby shall be deducted from any sum otherwise due Consultant.
- (c) The maximum amount for which TAMC shall be liable if this Agreement is terminated is zero (0) dollars.
- (d) It is also mutually understood between TAMC and Consultant that this Agreement may have been written before ascertaining the availability of funds, or appropriation of funds, for the mutual benefit of both parties, in order to avoid program and fiscal delays that would occur if the Agreement were executed after that determination was made. This Agreement is valid and enforceable only if sufficient funds are made available to TAMC for the purpose of this Agreement. It is mutually agreed that if sufficient funds are not appropriated, this Agreement may be amended to reflect any reduction in funds. TAMC retains the right to direct Consultant immediately to stop work and to terminate this Agreement for convenience, pursuant to Paragraph 6(a) above, in order to address any reduction of funds.
- (e) Termination of this Agreement shall not terminate Consultant's duty to defend, indemnify and hold harmless TAMC, as provided in Paragraphs 8 and 20.

7. Cost Principles and Administrative Requirements.

- (a) Consultant agrees that the contract Cost Principles and Procedures, 48 Code of Federal Regulations (CFR), Chapter 1, Part 31.000 *et seq.*, Federal Acquisition Regulations System, shall be used to determine the cost allowability of individual items.

- (b) Consultant also agrees to comply with federal procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Costs Principles and Audit Requirements.
  - (c) Any costs for which payment has been made to Consultant under this Agreement that are determined by subsequent audit to be unallowable under 2 CFR Part 200 and 48 CFR Part 31, are subject to repayment by Consultant to TAMC.
  - (d) Consultants and subconsultants shall maintain accounting systems related to the work to be performed pursuant to this Agreement that conform to Generally Accepted Accounting Principles (GAAP).
  - (e) All subcontracts in excess of \$25,000 shall contain the above provisions.
8. Indemnification. To the fullest extent permitted by law, including California Civil Code sections 2782 and 2782.6, Consultant shall defend (with legal counsel reasonably acceptable to TAMC), indemnify and hold harmless TAMC, its officers, agents, and employees, from and against any and all claims, losses, costs, damages, injuries (including injury to or death of an employee of Consultant or its subcontractors), expenses and liabilities of every kind, nature and description (including incidental and consequential damages, court costs, attorneys' fees, litigation expenses and fees of expert consultants or expert witnesses incurred in connection therewith and costs of investigation) that arise out of, pertain to, or relate to, directly or indirectly, in whole or in part, the negligence, recklessness, or willful misconduct of Consultant, any subcontractor, anyone directly or indirectly employed by them, or anyone that they control (collectively "Liabilities"). Such obligations to defend, hold harmless and indemnify TAMC, its officers, agents, and employees, shall not apply to the extent that such Liabilities are caused in part by the sole negligence, active negligence, or willful misconduct of TAMC, its officers, agents, and employees. To the extent there is an obligation to indemnify under this Paragraph, Consultant shall be responsible for incidental and consequential damages resulting directly or indirectly, in whole or in part, from Consultant's negligence, recklessness, or willful misconduct. Notwithstanding any other provision of this Agreement, Consultant's obligation to defend, indemnify and hold harmless TAMC shall survive the termination or expiration of the Agreement for a term to include the applicable statute of limitations related to the Consultant's performance pursuant to the Agreement.
9. Insurance.
- (a) Without limiting Consultant's duty to indemnify as set forth in this Agreement, Consultant shall maintain, at no additional cost to TAMC, throughout the term of this Agreement a policy or policies of insurance with the following coverage and minimum limits of liability (check if applicable):
    - ☐ Commercial general liability insurance, including but not limited to premises, personal injury, products, and completed operations, with a combined single limit of One Million Dollars (\$1,000,000) per occurrence.

- ☐ Professional liability insurance in the amount of not less than One Million Dollars (\$1,000,000) per claim and Three Million Dollars (\$3,000,000) in the aggregate, to cover liability for malpractice or errors or omissions made in the course of rendering professional services. If professional liability insurance is written on a “claims made” basis rather than an “occurrence” basis, Consultant shall, upon the expiration or termination of this Agreement, obtain extended reporting coverage (“tail coverage”) with the same liability limits. Any such tail coverage shall continue for at least three years following the surviving term of Consultant’s obligation to defend, indemnify and hold harmless TAMC as set for in Paragraph 8.
  - ☐ Comprehensive automobile insurance covering all motor vehicles, including owned, leased, hired and non-owned vehicles used in providing services under this Agreement, with a combined single limit of not less than One Million Dollars (\$1,000,000) per occurrence.
- (b) All insurance required under this Agreement shall be with a company acceptable to TAMC and authorized by law to transact insurance business in the State of California. Unless otherwise provided in this Agreement, all such insurance shall be written on an occurrence basis; or, if any policy cannot be written on an occurrence basis, such policy shall continue in effect for a period of two years following the date of Consultant’s completion of performance hereunder.
- (c) Each policy of insurance required under this Agreement shall provide that TAMC shall be given written notice at least thirty days in advance of any change, cancellation or non-renewal thereof. Each policy shall provide identical coverage for each subcontractor performing work under this Agreement, or be accompanied by a certificate of insurance for each subcontractor showing identical insurance coverage.
- (d) Commercial general liability and automobile liability policies shall provide an endorsement naming TAMC, its officers, agents, and employees, as additional insureds and shall further provide that such insurance is primary to any insurance or self-insurance maintained by TAMC, and that no insurance of any additional insured shall be called upon to contribute to a loss covered by Consultant’s insurance.
- (e) TAMC shall not be responsible for any premiums or assessments on the policy.
10. Workers’ Compensation Insurance. If during the performance of this Agreement, Consultant employs one or more employees, then Consultant shall maintain a workers’ compensation plan covering all of its employees as required by Labor Code Sec. 3700, either (a) through workers’ compensation insurance issued by an insurance company, with coverage meeting the statutory limits and with a minimum of One Million Dollars (\$1,000,000) per occurrence for employer’s liability, or (b) through a plan of self-insurance certified by the State Director of Industrial Relations, with equivalent coverage. If Consultant elects to be self-insured, the certificate of insurance otherwise required by this Agreement shall be replaced with consent

to self-insure issued by the State Director of Industrial Relations. The provisions of this paragraph apply to any subcontractor employing one or more employees, and Consultant shall be responsible for all subcontractors' compliance herewith.

11. Safety Provisions.

- (a) Consultant shall comply with Division of Occupational Safety and Health (CAL-OSHA) regulations applicable to Consultant regarding necessary safety equipment or procedures. Consultant shall comply with safety instructions issued by TAMC Safety Officer and other TAMC representatives. Consultant personnel shall wear hard hats and safety vests at all times while working on a construction project site.
- (b) If applicable to work to be performed by Consultant identified in the Scope of Work (Exhibit A), and pursuant to the authority contained in Section 591 of the Vehicle Code, TAMC has determined that such areas are within the limits of the project and are open to public traffic. Consultant shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. Consultant shall take all reasonably necessary precautions for safe operation of its vehicles and the protection of the traveling public from injury and damage from such vehicles.
- (c) Any subcontract entered into as a result of this Agreement, shall contain all of the provisions of this Section.
- (d) Consultant must have a CAL-OSHA permit(s), as outlined in California Labor Code Sections 6500 and 6705, prior to the initiation of any practices, work, method, operation, or process related to the construction or excavation of trenches which are five feet or deeper.

12. Certificate of Insurance and Taxpayer Identification. Prior to the execution of this Agreement by TAMC, Consultant shall submit a completed federal W-9 form, Request for Taxpayer Identification Number and Certification, and file certificates of insurance with TAMC's contract administrator evidencing that Consultant has in effect the insurance required by this Agreement. Consultant shall file a new or amended certificate promptly after any change is made in any insurance policy, which would alter the information on the certificate then on file. Acceptance or approval of insurance shall in no way modify any indemnification provision of this Agreement.

13. Retention of Records/Audit. For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of the Agreement pursuant to Government Code 8546.7, Consultant, subconsultants, and TAMC shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of the Agreement, including but not limited to, the costs of administering the Agreement. All parties shall make such materials available at their respective offices at all reasonable times during the



Agreement period and for three years from the date of final payment under the Agreement. The state, State Auditor, TAMC, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of Consultant and its certified public accountants (CPA) work papers that are pertinent to the Agreement and indirect cost rates (ICR) for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested. Subcontracts in excess of \$25,000 shall contain this provision.

14. Audit Review Procedures.

- a) Any dispute concerning a question of fact arising under an interim or post audit of this Agreement that is not disposed of by agreement, shall be reviewed by TAMC'S Chief Financial Officer.
- b) Not later than 30 days after issuance of the final audit report, Consultant may request a review by TAMC'S Chief Financial Officer of unresolved audit issues. The request for review will be submitted in writing.
- c) Neither the pendency of a dispute nor its consideration by TAMC will excuse Consultant from full and timely performance, in accordance with the terms of this Agreement.

15. Inspection of Work. Consultant and any subconsultant shall permit TAMC, the State, and the FHWA (if federal participating funds are used in this Agreement) to review and inspect the project activities and files at all reasonable times during the performance period of this Agreement including review and inspection on a daily basis.

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

17. Amendments and Modifications. No modification or amendment of this Agreement shall be valid unless it is set forth in writing and executed by the parties hereto.

18. Statement of Compliance/Non-Discrimination.

- a) Consultant's signature affixed herein, and dated, shall constitute a certification under penalty of perjury under the laws of the State of California that Consultant has, unless

exempt, complied with, the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.

- b) During the performance of this Agreement, Consultant and its subconsultants shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. Consultant and subconsultants shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Consultant and subconsultants shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 (a-f) et seq.) and the applicable regulations promulgated there under (California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by reference and made a part hereof as if set forth in full. Consultant and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

19. Harassment. TAMC maintains a strict policy prohibiting unlawful harassment, including sexual harassment, in any form, including verbal, physical and visual harassment by any employee, supervisor, manager, officer or Board member, or agent of the employer. Vendors, contractors, and consultants shall not engage in conduct that has an effect of unreasonably interfering with a TAMC employee's work performance or creates an intimidating, hostile or offensive work environment.

20. Independent Contractor. In its performance under this Agreement, Consultant is at all times acting and performing as an independent contractor and not as an employee of TAMC or any of its member jurisdictions. No offer or obligation of employment is intended in any manner, and Consultant shall not become entitled by virtue of this Agreement to receive any form of benefits accorded to employees including without limitation leave time, health insurance, workers' compensation coverage, disability benefits, and retirement contributions. Consultant shall be solely liable for and obligated to pay directly all applicable taxes, including without limitation federal and State income taxes and social security arising out of Consultant's performance of this Agreement. In connection therewith, Consultant shall defend, indemnify, and hold harmless TAMC from any and all liability, which TAMC may incur because of Consultant's failure to make such payments.

21. Delegation of Duties; Subcontracting.

- a) Nothing contained in this Agreement or otherwise, shall create any contractual relation between TAMC and any subconsultant(s), and no subcontract shall relieve Consultant of its responsibilities and obligations hereunder. Consultant agrees to be as fully responsible to TAMC for the acts and omissions of its subconsultant(s) and of persons either directly

or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by Consultant. Consultant's obligation to pay its subconsultant(s) is an independent obligation from TAMC's obligation to make payments to the Consultant.

- b) Consultant shall perform the work contemplated with resources available within its own organization and no portion of the work pertinent to this Agreement shall be subcontracted without written authorization by TAMC's Contract Administrator, except that, which is expressly identified in the approved Budget/Cost Proposal.
- c) Consultant shall pay its subconsultants within ten (10) calendar days from receipt of each payment made to Consultant by TAMC.
- d) Any subcontract in excess of \$25,000 entered into as a result of this Agreement shall contain all the provisions stipulated in this Agreement to be applicable to subconsultants.
- e) Any substitution of subconsultant(s) must be approved in writing by TAMC's Contract Administrator prior to the start of work by the subconsultant(s).

## 22. Ownership of Data.

- a) Upon completion of all work under this Agreement, ownership and title to all reports, documents, plans, specifications, and estimates produce as part of this Agreement will automatically be vested in TAMC; and no further agreement will be necessary to transfer ownership to TAMC. Consultant shall furnish TAMC all necessary copies of data needed to complete the review and approval process.
- b) It is understood and agreed that all calculations, drawings and specifications, whether in hard copy or machine-readable form, are intended for one-time use in the connection with the project for which this Agreement has been entered into.
- c) Consultant is not liable for claims, liabilities, or losses arising out of, or connected with the modification, or misuse by TAMC of the machine-readable information and data provided by Consultant under this Agreement; further, Consultant is not liable for claims, liabilities, or losses arising out of, or connected with any use by TAMC of the project documentation on other projects for additions to this project, or for the completion of this project by others, except only such use as many be authorized in writing by Consultant.
- d) Applicable patent rights provisions regarding rights to inventions shall be included in the Agreements as appropriate (48 CFR 27, Subpart 27.3 - Patent Rights under Government Contracts for federal-aid contracts).
- e) TAMC may permit copywriting reports or other agreement products. If copyrights are permitted, FHWA shall have the royalty-free nonexclusive and irrevocable right to reproduce, publish or otherwise use the data, and may authorize others to use the work for government purposes.

- f) Any subcontract in excess of \$25,000 entered into as a result of this Agreement, shall contain all of the provisions of this Article.

23. Confidentiality of Data.

- a) All financial, statistical, personal, technical, or other data and information relative to TAMC's operations, which are designated confidential by TAMC and made available to Consultant in order to carry out this Agreement, shall be protected by Consultant from unauthorized use and disclosure.
- b) Permission to disclose information on one occasion, or public hearing held by TAMC relating to the Agreement, shall not authorize Consultant to further disclose such information, or disseminate the same on any other occasion.
- c) Consultant shall not comment publicly to the press or any other media regarding the Agreement or TAMC's actions on the same, except to TAMC's staff, Consultant's own personnel involved in the performance of this Agreement, at public hearings or in response to questions from a Legislative committee.
- d) Consultant shall not issue any news release or public relations item of any nature, whatsoever, regarding work performed or to be performed under this Agreement without prior review of the contents thereof by TAMC, and receipt of TAMC'S written permission.
- e) Any subcontract entered into as a result of this Agreement shall contain all of the provisions of this Article.

24. Compliance with Terms of Federal or State Grant. If any part of this Agreement has been or will be funded pursuant to a grant from the federal or State government in which TAMC is the grantee, Consultant shall comply with all provisions of such grant applicable to Consultant's work hereunder, and said provisions shall be deemed a part of this Agreement as though fully set forth herein.

25. Use of United States –flag Vessels. If this Agreement relates to a federally-funded construction contract, the Consultant agrees:

- a) To utilize privately owned United State-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this Agreement, to the extent such vessels are available at fair and reasonable rates for Unites States-flag commercial vessels.
- b) To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments

originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (1) of this section to both the TAMC Project Manager (through the prime contractor in the case of subcontractor bills-of lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

- c) To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this Agreement.

26. Prevailing Wages.

- a) Consultant shall comply with the all prevailing wage requirements, including California Labor Code section 1770, et seq., and any Federal or local laws or ordinances, that may be applicable to the work to be performed pursuant to this Agreement.
- b) Any subcontract entered into as a result of this Agreement, if for more than \$25,000 for public works, shall contain all the provisions of this Paragraph 26.
- c) When prevailing wages may apply to the services described in the Scope of Work, transportation and subsistence costs shall be reimbursed at the minimum rates set by the Department of Industrial Relations (DIR) as outlined in the applicable Prevailing Wage Determination found on the DIR website.

27. Equipment, Supplies or Consultant Services Purchases.

- (a) Prior authorization in writing by TAMC's Contract Administrator shall be required before Consultant enters into any unbudgeted purchase order, or subcontract exceeding Five Thousand Dollars (\$5,000) for supplies, equipment, or unbudgeted Consultant services. Consultant shall provide an evaluation of desirability of incurring such costs.
- (b) For purchase of any items, service or consulting work not covered in Consultant's Cost Proposal and exceeding Five Thousand Dollars (\$5,000), prior authorization is required by TAMC's Contract Administrator; three competitive quotations must be submitted with the request, or the absence of bidding must be adequately justified.

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

28. Conflict of Interest.

- (a) Consultant shall disclose any financial, business, or other relationship with TAMC that may have an impact upon the outcome of this Agreement, or any ensuing TAMC construction project. Consultant shall also list current clients who may have a financial interest in the outcome of this Agreement, or any ensuing TAMC construction project, which will follow.
- (b) Consultant hereby certifies that it does not now have, nor shall it acquire any financial or business interest that would conflict with the performance of services under this Agreement.
- (c) Any subcontract in excess of \$25,000 entered into as a result of this Agreement, shall contain all of the provisions of this Article.

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

30. Construction of Agreement. The parties agree that each party has fully participated in the review and revision of this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any exhibit or amendment. To that end, it is understood and agreed that this Agreement has been arrived at through negotiation, and that neither party is to be deemed the party which prepared this Agreement within the meaning of Civil Code Section 1654. Section and paragraph headings appearing herein are for convenience only and shall not be sued to interpret the terms of this Agreement.
31. Waiver. Any waiver of any term or condition hereof must be in writing. No such waiver shall be construed as a waiver of any other term or condition herein.
32. Successors and Assigns. This Agreement and all rights, privileges, duties and obligations hereunder, to the extent assignable or delegable, shall be binding upon and inure to the benefit of the parties and their respective successors, permitted assigns and heirs.
33. Time is of the Essence. The parties mutually acknowledge and agree that time is of the essence with respect to every provision hereof in which time is an element. No extension of time for performance of any obligation or act shall be deemed an extension of time for performance of any other obligation or act, nor shall any such extension create a precedent for any further or future extension.
34. Contract Administrators. Consultant's designated principal responsible for administering Consultant's work under this Agreement shall be Paul Congo, Project Manager; TAMC's designated administrator of this Agreement shall be Debra L. Hale, Executive Director. TAMC's Project Manager under this Agreement shall be Theresa Wright.
35. Notices. Notices required under this Agreement shall be delivered personally or by electronic facsimile, or by first class or certified mail with postage prepaid. Notice shall be deemed effective upon personal delivery or facsimile transmission, or on the third day after deposit with the U.S. Postal Service. Consultant shall give TAMC prompt notice of any change of address. Unless otherwise changed according to these notice provisions, notices shall be addressed as follows:
- |          |   |                |   |
|----------|---|----------------|---|
| To TAMC: | Debra L. Hale<br>Executive Director<br>55-B Plaza Circle<br>Salinas, CA 93901 | To Consultant: | Paul Congo<br>Executive Director<br>99 Pacific Street, Suite 200E<br>Monterey, CA 93940 |
| Tel:     | 831-775-0903  | Tel:           | 831-333-1267  |
| Fax:     | 831-775-0897  | Fax:           |   |
| Email:   | debbie@tamcmonterey.org   | Email:         | Congo@ampmedia.org  |
36. Non-exclusive Agreement. This Agreement is non-exclusive and both parties reserve the right to contract with other entities for the same or similar services.

37. Execution of Agreement. Any individual executing this Agreement on behalf of an entity represents and warrants that he or she has the requisite authority to enter into this Agreement on behalf of such entity and to bind the entity to the terms and conditions hereof. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.

38. Debarment and Suspension Certification.

- (a) Consultant's signature affixed below shall constitute a certification under penalty of perjury under the laws of the State of California that the Consultant has complied with Title 2 CFR, Part 180, "OMB Guidelines to Agencies on Government-wide Debarment and Suspension (nonprocurement)," which certifies that Consultant or any person associated with Consultant in the capacity of owner, partner, director, officer, or manager, is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by an federal agency within the past three (3) years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years. Any exceptions to this certification must be disclosed to the TAMC.
- (b) Exceptions will not necessarily result in denial of recommendation for award, but will be considered in determining Consultant responsibility. Disclosures must indicate to whom exceptions apply, initiating agency, and dates of action.
- (c) Exceptions to the Federal Government Excluded Parties List System maintained by the General Services Administration are to be determined by the Federal Highway Administration.

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



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

- (a) Consultant certifies to the best of his, her or its knowledge and belief that:
  - i. No State, Federal or local agency appropriated funds have been paid, or will be paid, by or on behalf of Consultant to any person for influencing or attempting to influence an officer or employee of any state or federal agency; a member of the State Legislature or United States Congress; an officer or employee of the State Legislature or United States Congress; or any employee of a Member of the Legislature or Congress, in connection with the awarding of any State or Federal contract; in connection with the making of any State or Federal grant; in connection with the making of any State or Federal loan; in connection with the entering into of any cooperative agreement, and in connection with the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan or cooperative agreement.
  - ii. If any funds other than Federal appropriated funds have been paid, or will be paid, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress; or an employee of a Member of Congress, in connection with this contract, grant, loan or cooperative agreement, then Consultant shall complete and submit a Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (b) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Consultant acknowledges that any person who fails to file the required certification shall be subject to a civil penalty of not less than Ten Thousand Dollars (\$10,000) and not more than One Hundred Thousand Dollars (\$100,000) for such failure.
- (c) By signing this Agreement, Consultant also agrees that Consultant will require that the language of this certification will be included in all lower-tier subcontracts which exceed One Hundred Thousand Dollars (\$100,000), and that all recipients of such subcontracts shall certify and disclose accordingly.

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

Exhibit A – Scope of Work and Work Schedule

Exhibit B – Budget/Approved Consultant's Cost Proposal

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

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

TAMC

ACCESS MONTEREY PENINSULA

By: \_\_\_\_\_  
Debra L. Hale  
Executive Director

By: \_\_\_\_\_  
Paul Congo  
Executive Director

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

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

\*\*\*\*\*

Approved as to form:

\_\_\_\_\_  
TAMC Counsel

Dated: \_\_\_\_\_

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For TAMC internal use:

Work Element number to be used for the contract: 1130

## **Exhibit A**

### **Scope of Work for Video Recording Board Meetings**

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**Purpose:** To video record and edit for broadcast Transportation Agency for Monterey County (TAMC) Board Meetings on public access television.

- Contractor shall provide equipment and Operator Services for recording TAMC Board Meetings that typically take place in the Nutter Conference Room of the Agricultural Commission Building.
  - Currently the TAMC Board meets once a month except during the months of July and November. Meetings are typically held on the fourth Wednesday of the month except for the December meeting, which occurs on the first Wednesday of the month. Meetings begin at 9:00 AM and typically last two to two and a half hours.
  - Contractor shall provide operators who are fully trained in the use of the audio/visual equipment system.
- Contractor shall use two or more three-chip HD digital cameras to video record meetings.
- Contractor shall live stream the Agency Board meeting as it occurs.
- Contractor shall make the recorded meeting television ready by providing an opening and closing and editing in any electronic visual materials including but not limited to PowerPoint presentations and overhead projections.
- Contractor shall provide two (2) DVD copies of meetings capable of playing on any generic DVD player. DVD's shall be available for airing by the following Monday after a Board meeting. DVD's shall include a label.
- Contractor equipment shall connect with current audio equipment currently used for the Transportation Agency Board Meetings.
- Contractor shall operate sound equipment during the meeting.
- Contractor equipment shall connect with the internet connection in the Nutter Center to provide live streaming.
- Contractor shall provide a copy of the recorded meeting on a format ready for web-development (i.e. windows media, flash video, etc) and compatible with uploading to YouTube.
  - Format selected by consultant should be capable of streaming on an on-demand basis for H.264 compatible files playable on all devices.
- Contractor shall prepare media and metadata and host on Access Monterey Peninsula servers and channels.
- Contractor shall reinstate the Your Town Television Program recorded once a month on a format ready for web-development (i.e. windows media, flash video, etc.) and provide a HD DVD copy and web link of the program.
  - Format selected by consultant should be capable of streaming on an on-demand basis and on a YouTube Channel.

## Exhibit B

### Video Recording TAMC Board Meetings July 2016 - June 2019

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**Project Budget and Time Allocations:**

Access Monterey Peninsula, Inc. (AMP), 99 Pacific Street, Suite 200E, Monterey, CA 93940

<b>Time per Meeting:</b>	<b>Each</b>	<b>Total</b>
Remote Production (3 persons)	2.5 hours	7.5 hours
Equipment Set-Up & Transportation (3 person)	2.5 hours	7.5 hours
Post Production (1 person)	1 hour	1 hour
Preparation of Streaming Media File (1 person)	1 hour	1 hour
Total Hours	7 hours	17 hours

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Grand Total (30 meetings)		510 hours
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**Dollars:**

AMP's standard rate	\$85 per person/hour x 510 hours =	\$43,350
Post-Production rate	\$105 per person/hour x 30 hours =	\$3,150
Streaming media rate	\$130 per person/hour x 30 hours =	\$3,900

**Grand Total Not to Exceed** **\$50,400**



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

# Memorandum

**To:** Board of Directors  
**From:** Hank Myers, Senior Transportation Planning Engineer  
**Meeting Date:** May 25, 2016  
**Subject:** Construction Contract Administration Policies and Procedures Manual

---

**RECOMMENDED ACTION:**

**APPROVE** the updated *Construction Contract Administration Policies and Procedures Manual*.

**SUMMARY:**

The Transportation Agency prepared and submitted this manual to Caltrans for review on September 30, 2015. These revisions are proposed pursuant to recommendations by Caltrans in their letter of March 16, 2016.

**FINANCIAL IMPACT:**

The proposed revisions are primarily clarifying and will have no financial impact to the Agency.

**DISCUSSION:**

The *Construction Contract Administration Policies and Procedures Manual* contains the Agency's construction contract administration policies covering issues such as Roles and Responsibilities, Insurance Requirements, Contract Advertisement, Contract Award and Execution, Contract Administration and Change Orders, Project Closeout, and Safety and Emergency Action Plans. The manual is designed to assure that our Agency meets state and federal funding requirements and sets forth procedures in a manner that can be understood and followed by staff. Attached is a letter from Caltrans listing their requested modifications to the draft policies as submitted to them on September 30, 2015. Staff has worked with legal counsel to review the manual and make the requested changes and is hereby requesting that the Board approve the updated manual.

Approved by:   
Debra L. Hale, Executive Director

Date: May 12, 2016

Consent Agenda

Counsel Review: Yes

Attachment: Letter from Caltrans with comments on the draft manual

Web attachment: *Construction Contract Administration Policies and Procedures Manual*

**DEPARTMENT OF TRANSPORTATION**

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3111  
TTY 711  
<http://www.dot.ca.gov/dist05/>



Serious drought  
Help save water!

March 16, 2016

Ms. Debra Hale  
Executive Director  
Transportation Agency for Monterey County  
55-B Plaza Circle  
Salinas, CA 93901-2902

Dear Ms. Hale:

This letter is to provide comments to draft *Construction Contract Administration Policies and Procedures Manual* developed by the Transportation Agency for Monterey County (TAMC) in response to required corrective actions from the *Caltrans Incurred Cost Audit: Transportation Agency for Monterey County*, dated January 15, 2014. The following are general and specific comments to this draft document:

1. Chapter 2, Page 11 - There is no reason that the "Task 1" preconstruction work done by the construction management firm could not be eligible and federally reimbursable under the PE Phase, providing that sufficient PE phase funds are available. This would include performing a constructability review and assisting with bidder inquiries as necessary, and as such are relatively minor cost in relation to the typical PE (design, PS & E) work. Such work would have to be closely monitored by TAMC in terms of the amount of reimbursable costs.
2. Chapter 2, Page 12, Preparation of Bid Documents - Final Bid Documents, states in part..."When formal partnering is desired the contract should contain appropriate specifications for partnering." This statement needs clarification. What "contract" is this statement referring?
3. Chapter 2, Page 13, Approval to advertise (1) TAMC states, "publicly advertise the contract at his or her discretion." We recommend TAMC delete the word "at his or her discretion" as this statement could be interpreted incorrectly and result in non-compliance with state and federal regulations.
4. Per chapter 15 (Advertise and Award of Project) of the Local Assistance Procedures Manuals states, "A minimum advertisement period of three weeks is required for all federal-aid projects. The advertising period begins with publication of a "Notice to Contractors" in a newspaper receiving wide local circulation."
5. Page 19, indicates TAMC Board authorization is required for all contracts that exceed the Executive Director's signing authority (\$10,000 as of Sept. 2015) Page 26, indicates contract

change orders of \$10,000 - \$100,000, the Executive Director has the authority to approve CCO following consultation with the TAMC Board. These two sentences appear to contradict each other. Also what do they define "consultation" to mean. Is consultation the same as approval?

6. Page 20, Contract Execution and Approval Letter. TAMC makes note that all parties must sign the contract. We recommend that TAMC require all parties to include the date of signature. A contract is not fully executed until the date the last signature is acquired.
7. Page 25, The RFA for additional construction funds is only required if the change order will exceed the dollars previously authorized/obligated for the construction (CON and CE) phase of work, not necessarily the authorized contract amount (as often the bids come in a little bit low). Maybe a technicality, but the paragraph suggests that an RFA is required to be filed prior to the approval of a change order, which of course is not the case. Would suggest adding some language to the effect of "should there be any uncertainty regarding an change order's eligibility for Federal reimbursement or not, RE shall contact the Caltrans Local Assistance Area Engineer for such a determination".
8. Page 26, Independent Cost Estimate. TAMC makes reference they will prepare an independent costs estimate (ICE) for CCO's in excess of \$10,000. TAMC should modify this statement as there is no threshold rule such as \$10k in relation to preparing ICE. Regardless of the dollar amount, TAMC should prepare a ICE to determine the reasonableness of the contractors costs. The RE should prepare a written independent cost estimate for any contract change order, including those even under \$10,000 - even smaller costs need to be supported and documented. The second paragraph, first sentence of the "Change Order Log" portion of Page 27 has correct language.
9. Page 26, Progress Payments. TAMC should discuss whether they will have a 10 percent retention, and if so, what will be their policy for making the retention payment(s). It is pretty common for agencies to withhold a portion of the contractors invoice to ensure work is completed. The 4th sentence (beginning with "No later than....") is worded very awkwardly
10. Page 27, Board Notification, bullet #1. Regardless of the dollar amount, contract change order staff report should be prepared and provided to the board.
11. Page 33, Records Retention - In second paragraph of this section, the "minimum of 3 years" for record retention is after (from) the FHWA Final Voucher Date - not final payment by Caltrans - for federally funded projects.



12. TAMC should incorporate into their policies and procedures, what rules/guidelines should be followed for projects off the state highway vs. on state highway.

Chapter 16 of the LAPM states,

**What procedures must an agency follow when administering a Federal-aid construction contract?**

For projects off the State Highway System an agency must follow the LAPM, most notably Chapter 15, Advertise and Award Project; Chapter 16 Administer Construction Contracts; and Chapter 17, Project Completion.

For projects on the State Highways System, (projects constructing permanent improvement within the State right of way) an agency must follow the procedures found in the following four manuals:

- Local Agency Resident Engineer Construction Manual Supplement
- Construction Manual
- Local Assistance Structure Representative Guidelines
- Bridge Construction Records and procedures Manual. V 1 and

However, keep in mind that these manuals are not contracts documents. They are procedures and guidelines. In case of conflicts, the contract documents and the agency-state agreements shall prevail. However, if mandated federal-aid requirements were inadvertently omitted from the contract, contract changes are necessary.

In addition to the comments above, Caltrans requests an updated status to the Corrective Action Plan that was developed in June 2015. Following updates to the manuals with our comments, please provide Caltrans a copy of the manuals for our records. Should you have any additional questions please feel free to contact me at 805-549-3970.

Sincerely,



BRANDY K. RIDER  
Senior Transportation Planner





# **Construction Contract Administration Policies and Procedures Manual**

Updated on May 25, 2016

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## TERMS AND DEFINITIONS

**Approve the Contract as to Form:** The legal practice of validating documents submitted to a public agency. It signifies the attorney's determination that the submitted documents meet all legal requirements.

**Agency:** Transportation Agency for Monterey County (TAMC), a statutorily-designated Regional Transportation Planning Agency.

**Board Chair:** Chairperson of the TAMC Board of Directors.

**Caltrans Oversight Engineer:** A Caltrans employee who performs independent quality assurance of the activities being performed by the resident engineer, the TAMC representative, and others assigned to a construction project. The Oversight Engineer is the TAMC Project Manager's primary Caltrans contact. The Oversight Engineer ensures compliance with applicable state and federal regulations, contract requirements, Caltrans standards and practices, encroachment permit, and cooperative agreement requirements.

**Construction Manual:** The Caltrans *Construction Manual* used as a resource for all personnel engaged in contract administration. The manual establishes policies and procedures for the construction phase of Caltrans projects.

**Contingency:** A budgeted line item in a construction contract, established in the Resolution to Award, that sets aside funds to pay for unforeseen construction issues that may arise.

**Contract Approval Date:** The date on which the fully-executed contract is approved the TAMC Board of Directors.

**Contract Award:** The effective date on which the contract is awarded by TAMC, as evidenced by a minute order of the TAMC Board of Directors, or by the signature of the Executive Director, as corresponds to the TAMC contract approval dollar thresholds.

**Contractor:** The Prime Contractor responsible for the construction of a project.

**Construction Allotment:** The total amount established by the Resolution to Award a construction contract. The Construction Allotment is equal to: total of bid items (contractor's total bid amount) + Supplemental Work Funds + Owner-Furnished Materials + Contingency.

**Cooperative Agreement (Co-Op):** A formal, legally binding contract between (or among) agencies. Cooperative agreements outline responsibilities and respective obligations (including cost sharing) of the participants. The cooperative agreement may address more than just the project construction. Cooperative agreements and maintenance or ownership obligations are required when exchanges of funds or commitments of resources occur. Once signed by an authorized representative of the other party, the agreement becomes legally binding and becomes the highest authority in the hierarchy of contract documents.

**Encroachment Permit:** A permit granting permission to enter property, including rights-of-way, and construct approved facilities. An encroachment permit is an enforceable contract when accepted by the permittee. An encroachment permit does not convey a real property right, it authorizes only the permittee or permittee's agent to perform work within the property. The permittee may not transfer or assign an encroachment permit to another party.

**Inspector:** A field staff position, usually employed by the construction management firm, whose primary job function is to inspect work in progress or completed work elements for compliance with the contract documents and to document such field activities in conformance with the Construction Manual, the construction management firm's contract, and other applicable requirements that may be specific to a particular project.

**Local Agency Employee in Responsible Charge:** The person designated in "Responsible Charge" is an individual employed directly by TAMC; this individual may not be a consultant under retainer. This person is typically the assigned TAMC Project Manager or in his/her absence, the Deputy Executive Director.

**Owner-Furnished Materials:** Materials to be furnished by the owner(s) and provided to the contractor for use or installation in a construction contract. Owner-furnished materials are not part of the contractor's bid, but they are included in the construction allotment for a project.

**Project Manager:** The TAMC staff person responsible for managing a given construction contract.

**Quality Assurance:** All planned and systematic actions necessary to provide confidence that a quality control process meets or exceeds its intended goals, or that installed materials or products will satisfy given requirements for quality.

**Quality Control:** All contractor operational processes, techniques, and activities that are performed or conducted to ensure that placed materials meet or exceed the contract specifications and requirements.

**Resident Engineer:** The lead person in responsible for performing construction management activities for a project, including contract administration, jobsite verification sampling, and testing and inspection of the contractor's quality control operations. The Resident Engineer is typically employed by a construction management firm under direct contract to TAMC and reports to the TAMC Project Manager.

**Staff Report:** The Staff Report is the document used by TAMC staff to request an action by its Board of Directors. It may be used to request approval of contracts, change orders, co-op agreements, and contract amendments, and to officially establish or change a policy or procedure.

**Standard Specifications:** Also referred to as Caltrans Standard Specifications; they are available at the Caltrans website.

**Supplemental Work:** The anticipated work within the scope of the project which is included in the engineer's estimate for a project to cover work of such an uncertain nature that cannot be quantified as a contract bid item.

## **CHAPTER 1: INTRODUCTION AND OVERVIEW**

### ***INTRODUCTION***

The Transportation Agency for Monterey County (TAMC) is the Regional Transportation Planning Agency, Service Authority for Freeways and Expressways and the Regional Development Impact Fee Joint Powers Authority for Monterey County. As such, TAMC is responsible for overseeing the use of certain transportation funds for the region and can also act as an administering agency that advertises, opens bids, awards and administers construction contracts for certain locally-administered transportation projects. This document is a resource for TAMC staff and consultants, including the Project Manager, the Construction Management firm, the Resident Engineer and their various representatives.

### ***PURPOSE AND OBJECTIVE***

The primary purpose of this document is to provide written construction contract administration policies and procedures for local agency projects administered by TAMC to ensure compliance with all state and federal regulations regarding administration of construction contracts, contract management, and contract change orders. This manual also describes the administration practices, procedures, and activities of those parties during the bid document preparation, advertisement, and construction phase of a project. Note that TAMC has a separate *Procurement Policies and Procedures and Contract Management Manual* that provides additional detailed information on procurement policies and is designed to be consistent with this manual.

If any portion of construction is to be funded with state or federal funds, certain provisions must be included in the procurement package and the contract administration procedures must conform to those requirements. On such projects, TAMC will follow procedures required to process federal and state funded local transportation project in compliance with the Caltrans Local Assistance Procedure Manual, such as, developing a contract administration system to ensure all project records are properly documented, and to assure that all contract change orders are properly reviewed and administered and supported by independent cost estimates.

The policies and procedures presented in this document are not a substitute for the requirements and obligations for TAMC and the contractor as noted in Standard Specifications, special provisions, project plans, or other construction contract documents. Throughout this document, references are made to other guides and policy documents, which change over time. If the information contained in this manual conflicts with other state or federal regulations or policies, those regulations and policies shall govern.

This document consolidates information, forms, templates, and references into a single location for ease of use. It includes numerous web links to external information on the California Department of Transportation (Caltrans) and Federal Highway Administration (FHWA) websites and hot links to blank forms and templates that are commonly used in the pre-construction, procurement, and construction phases of a project, as well as some example documents.

## **ORGANIZATION**

Below is the typical organization of construction administration within TAMC:

- Executive Director
  - Deputy Executive Director
    - Staff Project Manager
      - Design Engineering Firm (consultant)
      - Construction Manager (consultant)
      - Resident Engineer (consultant)
      - Community Outreach Coordinator
    - Finance Officer
- Legal Counsel

## **ROLES**

The following subsections briefly describe the roles and responsibilities for the key parties discussed in this manual. In addition, TAMC staff typically involved in some facets of construction contract administration and oversight include: the Executive Director, the Deputy Executive Director, Legal Counsel and the Community Outreach Coordinator.

### **Local Agency Employee in Responsible Charge**

When TAMC is a direct recipient of Federal or State funds, TAMC will assign a qualified, full-time employee designated as the Local Agency Employee in Responsible Charge. While consultants may perform project management, supervision and inspection work, TAMC shall provide a full-time employee to be in responsible charge of each transportation infrastructure project. This individual must be employed directly by the local agency.

The Deputy Executive Director may act as responsible charge or may assign these duties to a qualified staff project manager. The Local Agency Employee in Responsible Charge does not need be a registered engineer and may serve in responsible charge for several projects. The Employee in Responsible Charge must ensure that the work delivered under contract is complete, accurate, and consistent with the terms, conditions, and specifications of the contract. The person designated as Employee in Responsible Charge is responsible for adhering to the TAMC Procurement Policies and Procedures and Contract Management Manual, this Manual, as well as the Caltrans Local Agency Procedures Manual for federal-aid projects or projects within Caltrans right of-way.

### **Project Manager**

TAMC will designate a staff Project Manager to be responsible for the overall delivery of a project, from project initiation through completion. The Project Manager shall also act as the Employee In Responsible Charge when assigned these duties by the Deputy Executive Director. The assigned Project Manager is responsible for managing and administering the assigned design engineering consultant firm, construction management firm, and the construction contracts, and reports to the Deputy Executive Director.



## **Design Engineering Firm**

The design engineering firm is responsible for the preparation of final design and project plans, specifications and estimates, and review of the successful bidder's package prior to execution of the contract.

## **Construction Management Firm**

The construction management firm will provide qualified construction management, surveying consultants, and specialty services to assist in executing construction projects. The construction management firm is responsible for adhering to the Caltrans Local Agency Procedures Manual procedures for federal-aid projects or projects within Caltrans right of-way. In addition, the Construction Management firm may also assist the Project Manager with the preparation of the bid package and advertisement of the project for bids. (See Chapter 3, *Construction Management Services* for more information).

## **Resident Engineer**

In general, the construction management firm will also perform the role of Resident Engineer (and Structures Representative) as described in the Caltrans Construction Manual. The Resident Engineer is the lead person in responsible for performing construction management activities for a project, including contract administration, jobsite verification sampling, and testing and inspection of the contractor's quality control operations. The Resident Engineer will also review financial documents such as contractor invoices, contract change orders and claims prior to submittal to the Project Manager.

## **Community Outreach Coordinator**

TAMC, or in some cases the construction management firm, will provide a Community Outreach Coordinator to create and implement a Public Information Plan for the project. The Community Outreach Coordinator will coordinate the development of the plan with the Project Manager, the Resident Engineer and the Caltrans Oversight Engineer (as applicable) .

## **Finance Officer**

The TAMC Finance Officer will keep the official written project file with procurement and contract documents, and assure that the required insurance documents are retained with the project file. The Finance Officer will review the invoices submitted by the Resident Engineer and reviewed by the Project Manager and will assure prompt payment.

## **Legal Counsel**

TAMC's Legal Counsel will review the draft construction bid package prior to its release, assist with the bid opening, assist with contract negotiations as relevant, review and approve as to form the final contracts and provide assistance in responding to any disputes or claims on the project.

## **PROJECT FUNDING**

### **Locally-Funded Projects**

TAMC projects may be funded by any combination of local, state, and federal funds. The Project Manager, in coordination with the construction management firm will develop a

documentation strategy to ensure that compliance with all project reporting and documentation requirements for the various funding sources and local jurisdictional agencies, if applicable. It is extremely important to establish these requirements and a documentation strategy before work begins in order to ensure that the project and elements within the project are not disqualified for payment by the funding sources that were programmed to pay for them.

## **Federal-Aid Projects**

Federal-aid projects require strict adherence to specific procedures. Caltrans regularly updates the federal-aid procedures and required submittals. Prior to advertising a federal-aid project, the Project Manager and construction management firm shall review the latest Caltrans Local Assistance Manual, including updates. The Caltrans website should be checked for the current updates and changes prior to the start of a project.

### ***Projects Off State Highway System***

For projects off the State Highway System TAMC shall follow the Caltrans Local Assistance Procedures Manual, most notably Chapter 15, Advertise and Award Project; Chapter 16 Administer Construction Contracts; and Chapter 17, Project Completion. Sample federal-aid forms are included for reference in the RESOURCE section of this document..

### ***Projects On State Highway System***

For projects on the State Highways System (projects constructing permanent improvements within the State right of way) TAMC shall follow the procedures in the following four manuals:

- Local Agency Resident Engineer Construction Manual Supplement
- Construction Manual
- Local Assistance Structure Representative Guidelines
- Bridge Construction Records and Procedures Manual V1

In case of conflicts with the above manuals, the contract documents and the agency-state agreements shall prevail. If mandated federal-aid requirements are inadvertently omitted from the contract, contract changes are necessary.

## **INSURANCE REQUIREMENTS**

### **Insurance – Contractor**

The contract documents require the Contractor to procure and maintain specific insurance of the type and scale appropriate with the project scope, which typically includes public liability, property damage and workers' compensation insurance. Insurance coverage is evidenced by a certificate of insurance, which certifies that the policy is in effect. The contract documents typically require all Contractor insurance policies to list TAMC, and possibly other entities listed in the Notice to Contractors (Invitation for Bids), as an

additionally insured party. The Contractor must forward certificates of insurance for the required coverage to the Project Manager before the Contract is executed.

To ensure that adequate insurance coverage is maintained in force, the Project Manager will monitor the effective periods of the insurance coverage on the project and must be aware of notifications of cancellations of the insurance coverage. If the Contractor fails to take appropriate action and the insurance coverage expires, the Resident Engineer, with the approval of TAMC, will issue a written stop work order to the Contractor, and work must not resume until the Contractor furnishes a valid certificate of insurance. The Contractor is responsible for obtaining sufficient additional bonding and insurance if additional work is added that increases the total Contract value above the limits of the current bonding and insurance coverage.

The Resident Engineer will ensure that the Contractor does not proceed with the additional work until the additional coverage limits are in effect. The contractor must supply a performance and payment bond at least equal to 100 percent of the contract price.

### **Insurance – Design and Construction Management Consultant**

The consultant providing design and/or construction management services will have insurance requirements outlined in their contract agreement. Typical coverage includes general liability, automobile liability, workers compensation, professional liability and excess (or umbrella) liability. TAMC is typically listed as an additionally insured party. The Project Manager will verify adequate insurance coverage and forward the insurance certificates to the Finance Officer before the agreement is executed.

### **Insurance – Third- Parties**

During the course of the project, a third-party partner in the project, such as a utility company or railroad, may require TAMC to produce proof of insurance in order to allow access to its easement or right-of way. A copy of TAMC's current certificate of insurance may be obtained from the TAMC Finance Officer.

### **Insurance – Coverage of Client Agency**

If the TAMC is administering a project on behalf of another local agency, the construction management firm, its subconsultants, and the contractor must name the local agency as an additional insured with coverage equivalent to that provided to TAMC. This coverage should be verified by the Project Manager by obtaining the certificate of insurance submittals required by the contract or agreement.

## CHAPTER 2: CONTRACT ADVERTISEMENT AND AWARD

### *CONSTRUCTION MANAGEMENT FIRM PROCUREMENT*

#### Timing of Procurement

Procurement of the construction management firm must be planned well in advance of the 65% PS&E review submittal and ***an approximate 3 to 6-month procurement process should be scheduled and planned.***

#### Federal-Aid Project Restrictions

For federal-aid projects, special attention must be paid to the procurement of the construction management firm for support of pre-construction activities, which are any activities prior to the award of the construction contract. The construction management firm shall not be the same firm as that doing the construction work.

For federally-funded projects, the Project Manager will utilize one of the following construction management firm procurement options in order to comply with federal-aid requirements for the use of federal funds for pre-construction activities:

- Procure a single construction management contract with two separate task orders, i.e., Task 1 for pre-construction activities and Task 2 for construction management activities following execution of the construction contract (often called post-award). Task 1 pre-construction work done by the construction manager may be paid using federal funds provided that sufficient PE phase funds are available. This work would include performing a constructability review and assisting with the bidder's inquiries as necessary. Such work shall be closely monitored by TAMC in terms of the amount of reimbursable costs.
- Procure two separate contracts: one for pre-construction activities and one for post-award activities, with only the latter being eligible for federal funding. In this case, the preconstruction activities are included in the design consultant's contract, and a separate procurement is issued for a construction management firm to provide only post-construction contract award activities. Depending on the capabilities of the design firm and at the discretion of the Project Manager, the construction management firm could either complete the constructability review using their own staff, or subcontract these efforts to another consultant firm.

#### Disclosure of Financial Interests for Construction Management Firm

The persons on the construction management firm's staff who will perform negotiations on behalf of TAMC will need to fill out a disclosure of financial interests (Form 700) and be free of any conflicts of interest. Project Manager will work with Legal Counsel to assure that the construction management firm's contract includes the appropriate terms and conditions to protect TAMC interests for insertion in the contract.

## ***PREPARATION OF BID DOCUMENTS***

The process shown below outlines the pre-bid major process elements in which the construction management firm may participate.

- 65% Review
- Finalize Bid Documents
- Prepare Staff Report

### **Constructability Review (65% PS&E Review)**

The constructability review of the 65% stage of the plans, specifications, and estimate is usually the first task for the construction management firm. The purpose of involving the construction management firm at the 65% submittal is to incorporate comments from a constructability and construction contract administration perspective into the final bid package. Because the construction management firm will ultimately administer the construction contract and ensure that the project is constructed in compliance with the contract documents, the firm's review of and comments on the bid package is an important aspect of delivering high-quality bid documents and reducing the potential for construction delays and change orders resulting from errors, omissions, or conflicts within the contract and procurement documents.

### **Special Considerations for Federal-Aid Projects**

If any portion of the construction is to be funded with federal funds, additional federal-aid provisions must be added to the procurement package. These federal contract provisions add contract language to include such as Disadvantaged Business Enterprise (DBE) requirements. These additional federal provisions are reviewed in the TAMC Procurement Policies Manual as well as the Caltrans Local Assistance Procedures Manual, Chapter 9.

### **Finalize Bid Documents and Approval of Plans and Specifications**

The Project Manager is responsible for managing the delivery of the final bid document package. The design consultant will prepare the final project plans, bid item list and quantities. The boiler plate special provisions, which include TAMC policies and practices and other contractual requirements, will be adapted to meet the specific requirements of the project and added to the bid documents.

The Project Manager may elect to have either the design consultant, or the construction management firm, prepare the special provisions and compile the final documents for advertisement, subject to legal review. When formal partnering is desired the construction contract should contain appropriate specifications for partnering.

After the special provisions are finalized and any cooperative agreement requirements are incorporated, the Project Manager will request a review by TAMC's legal counsel.

## ***CONTRACT ADVERTISEMENT***

The major steps in advertising and awarding a construction contract are as follows (additional details on each step are covered in this section):

- Approval to Advertise
- Advertisement of Contract and Release of Bid Package
- Pre-Bid Activities
- Receipt of Bids
- Bid Opening
- Analysis of Bids
- Award of Contract

### **Approval to Advertise**

The Project Manager will develop a schedule that includes the advertisement and recommended approval dates for the TAMC Board to approve the advertisement of the construction contract. When the bid documents are complete, the Project Manager will have Legal Counsel review the documents, then the Deputy Executive Director will review the documents and recommend to the Executive Director that the contract be brought to the TAMC Board to approve for advertisement.

The Project Manager will prepare a staff report recommending Board authorization for approval to allow Executive Director (or his designated representative), to (1) publicly advertise the contract, (2) approve changes and issue addenda to the bidding documents during the advertising period and (3) publicly open all bids received.

### **Advertisement of Contract and Release of Bid Package**

#### ***Communication with Bidders***

The TAMC Project Manager is the single point of contact for the agency throughout the bidding period. All information exchanged between bidders and TAMC during procurement must be routed through this individual, including bidder inquiries, responses to inquiries, addenda, and notices of pre-bid meetings.

To protect the integrity of the bidding process, no bidder can be given a real or perceived advantage over any other bidder. Any information provided to one bidder must also be provided to all other potential bidders at the same time. Non-designated personnel should not respond directly to plan holders making bidder inquiries. The construction management or design consultant should instead investigate bidder inquiries and provide timely and conclusive responses through the assigned Project Manager.

Provision of information to bidders is generally through the TAMC website that is updated by the Project Manager as needed to keep the site current with documents related to the bid process. Documents posted on the TAMC website typically include the Notice to Contractors (Invitation for Bids), addenda, list of plan holders, bidder's inquiries and responses, and the pre-bid meeting summary. In addition to the TAMC website, a third-party online plan room may be utilized to post the Notice to Contractors (Invitation for Bids), plans, specifications, addenda, list of plan holders, bidder inquiry log and pre-bid meeting information.



### ***Notice to Contractors (Invitation for Bids)***

The Project Manager will prepare the Notice to Contractors (Invitation for Bids), which will typically including the following information:

- The Project Manager's name and contact information
- Instructions to prospective bidders for acquiring project plans and bid documents
- Instructions for submitting bidder inquiries
- Deadline for bidders to submit inquiries must be included in the Notice to Contractors (typically no later than five business days prior to the bid due date)
- Date of the pre-bid meeting, if applicable
- Instructions and due date for submitting sealed bids to the TAMC front office
- Date, time, and location of the public bid opening

TAMC's sample Notice to Contractors (Invitation for Bids) is included in its Procurement Policies and Procedures and Contract Management Manual.

### ***Advertisement of Notice to Contractors (Invitation for Bids)***

When the Executive Director authorizes the advertisement, the Project Manager will publish the Notice to Contractors (Invitation for Bids) in a newspaper receiving wide local circulation, such as:

- Monterey County Weekly
- Monterey Herald
- Salinas Californian

The Agency will also post an electronic copy of the advertisement on the TAMC website. For federally-funded projects, the Notice to Contractors (Invitation for Bids) will also provide notification to Disadvantaged Business Enterprise firms in accordance with Caltrans guidelines. The Agency will maintain complete documentation in the project files in compliance with all state and federal requirements for all advertisement and notifications.

***The advertisement period officially starts on the first date of such publication.*** For Local Agency projects, the newspaper advertisement should be published once a week for two consecutive weeks, at the beginning of the bid process. ***For federal-aid projects, the minimum advertisement period is for three consecutive weeks.*** It is important that the start date of the newspaper advertisement coincides with the formal start of the Bid Advertisement Period.

### ***Release of Bid Package***

For smaller projects (e.g., under \$150,000), the assigned Project Manager may direct the Construction Management consultant to issue the bidding documents to interested parties (typically with the traditional hard copy bid package, but electronic distribution or posting is also permitted). On larger projects, the assigned Project Manager may direct the Construction Management consultant to issue the bidding documents to a third-party online plan room. The Construction Management consultant secures the services of the online plan room (typically the Builders Exchange of the Central Coast) and transmits all procurement

documents to this party. This process ensures the integrity and consistency of the bid package. Some plan rooms only accept electronic files, but most still work with the traditional hard copy bid package.

The Construction Management consultant shall ensure that a list is maintained of all plan holders of record (i.e., those who have been issued or have purchased one or more sets of the bid documents). The Construction Management consultant should provide the Project Manager with regular summaries of current registered plan holders.

Finally, the Project Manager should ensure that the TAMC website is kept up to date with current advertisements. The TAMC website shall also serve as a means to distribute all bid inquiries and contract addenda.

## **Pre-Bid Activities**

### ***Pre-Bid Meeting***

The Project Manager may elect to conduct a pre-bid meeting on the project in coordination with the design consultant and/or construction manager. Pre-bid meetings may be determined to be mandatory or optional. The purpose of the pre-bid meeting is to allow TAMC to direct the attention of prospective bidders to any critical aspects of the project.

The Project Manager will ensure that the minutes, questions and answers given at the pre-bid meeting are prepared, made available to all attendees and all plan holders of record, and posted on the TAMC website. The following is an example pre-bid meeting agenda:

- Introductions
- Opening Remarks
- Project Description
- Important Dates
- Stormwater Pollution Prevention Plan
- Environmental Requirements
- Project-Specific Participation Goals
- Contract Advertisement, Bid Opening, and Award Process
- Question and Answers

The pre-bid meeting may also include a tour of the project site.

### ***Bidder Inquiries***

The Project Manager shall be the prospective bidders' single point of contact for bid inquiries throughout the bidding period. All bid inquiries should be submitted to TAMC in writing, and all inquiries and responses shall be posted on the TAMC website. The Project Manager will provide a response to bidder inquiries in a timely manner, using input from the design engineering firm and others, as necessary. The bidder inquiries and responses are also posted on the plan-room website (when utilized) and, as a courtesy notification, emails are sent to all registered plan holders.

### ***Addenda***

Although responses to inquiries should be shared with bidders during the bid process, a final collection of all bidders' inquiries and responses should be issued as an addendum prior to the



end of the bidding period and made part of the official procurement record.

In addition, if during the advertisement period any matters arise that require clarification of the bid documents, the Project Manager will prepare an addendum to the bid. Addenda may also be issued at TAMC's discretion to add or remove significant work, correct significant errors and omissions, and resolve conflicts in the contract documents.

The Project Manager will coordinate with the design engineer and construction management to prepare the plans, specifications, and cost estimate, if needed for an addendum request. Review and approval of the addendum by third-party stakeholders, such as Caltrans, other agencies, or utilities, may be required. The Project Manager, or Construction Management consultant if designated, is responsible for coordinating closely with the third party/ies to obtain expeditious review and approval of the addenda.

After review by the Project Manager and the Deputy Executive Director, the addendum will be forwarded to the Executive Director for approval. Upon approval, the Project Manager or Construction Management consultant will forward the approved addenda to the on-line plan room for distribution and send the Project Manager will post it on the TAMC website.

As stated in the Notice for Bids, the bidders are responsible for checking the TAMC website for addenda. The Project Manager may elect to send emails to all registered plan holders as a courtesy notification. Responsive bidders must certify receipt of all addenda when submitting their bids. For federal-aid projects, the federal wage rates must be checked 10 days prior to bid opening and any change in the wage rates must be included in an addendum.

### ***Extension of Bid Opening Date***

Depending on the nature and complexity of the inquiries, and considering that addenda could be issued during the bid process and could materially change the plans, the Project Manager may decide to extend the bid opening date to allow bidders to digest the revised or new information and subsequently account for the changes in their bid pricing. Changes, if any, to the originally specified bid opening time or location may be made only by addendum.

### **Receipt of Bids**

Bid packages shall be delivered to the TAMC's office as designated in the Notice to Contractors (Invitation for Bids). TAMC's receptionist receives and time-stamps each sealed bid package and is responsible safeguarding all accepted bids until they are either (1) withdrawn by the bidder prior to the deadline specified for bid submittal, (2) publicly opened, or (3) returned unopened to the bidder if the solicitation is canceled prior to the public opening of bids. Bids will not be accepted after the date and time specified in the bid documents.

### **Bid Opening**

The Executive Director, or representative, will oversee the public opening of all bids at the time and location stated in the Notice to Contractors (Invitation for Bids).

On the day of the bid opening, the typical procedure is as follows:

- Following the submittal cut-off time, the date/time-stamped bid packages will be taken to the TAMC conference room.
- The Project Manager will verify each bidder's name as a registered plan holder before the bid is officially accepted.
- An official separate from the Project Manager (i.e. Deputy Executive Director, Executive Director or TAMC Legal Counsel) will serve as the bid opening officer.
- The Bid Officer will decide when the time set for bid opening has arrived and so declares to those present.
- The Bid Officer will publicly open all bids received prior to the cut-off time and will read aloud the name of the bidder, and the total bid price from each bid.
- After the last bid is opened and recorded, the Bid Officer will announce the apparent low bidder.
- Questions from the bidders present at the bid opening may, or may not, be taken. If questions are taken, the Project Manager records any questions and the answers for later posting on the TAMC website.
- After the bid opening, the Project Manager will electronically scan the bid forms, transmit them to the design consultant and construction management firm, and save the bids them to the project file.
- Bidders may obtain copies of the bid documents that must be disclosed pursuant to the California Public Records Act at any time after the bid amounts are publicly read and recorded.

## **Analysis of Bids**

### ***Consultant Assistance***

Consultants or non-employees that assist staff in evaluating and reviewing bids must fill out a *Declaration Concerning Conflicts for Evaluators* prior to reviewing bids.

### ***Bid Summary Form***

The Project Manager will document the receipt of all bids received using a *Bid Summary Form*. The bid opening date, general description of the procurement item, names of bidders, prices bid, and any other information required for bid evaluation should be entered into the bid summary. The bid summary should be completed as soon as practicable after the bids have been opened and read. For federal-aid projects, the bid summary will also contain confirmation of DBE documentation (meeting the DBE goal or demonstration of good faith effort).

### ***Verification of Responsible Bid***

Following the bid opening, the Project Manager or the Construction Management consultant, will analyze each bid, beginning with the apparent low bidder, to mathematically verify each line item and the total bid amount, to assure that it is a responsible bid.

### ***Responsiveness of Bids***

The Project Manager will review the bids for responsiveness. To be considered responsive, a bid should be completed, executed, and submitted in accordance with the instructions contained in the Notice to Contractors (Invitation for Bids), including any required TAMC bid forms, the method and timeliness of submission and the substance of any resulting

contract. TAMC's *Responsiveness Checklist* can be used to facilitate the Project Manager's review of the responsiveness of the bids or proposals.

No oral discussion or written communication should be conducted with bidders except to obtain clarification regarding the bid contents or provide information regarding protests or delays.

### ***Rejection of Individual Bids as Non-Responsive***

Any bid that fails to conform to the essential requirements of the Notice to Contractors (Invitation for Bids), such as specifications, delivery schedule, or any alternatives to these or other requirements specifically provided for in the Notice to Contractors (Invitation for Bids) should be rejected as nonresponsive. Ordinarily, a bid will be rejected when a bidder imposes conditions that would modify requirements of the Notice to Contractors (Invitation for Bids) or limit its liability to the buyer in a way that gives the bidder an advantage over other bidders.

### ***Bid Irregularities***

If any bid contains irregularities that, in the Project Manager's opinion, could affect the determination of the lowest responsible and responsive bidder, the Project Manager notifies the Deputy Executive Director, who may refer the facts to the TAMC's legal counsel. In such an event, counsel makes a recommendation to the Deputy Executive Director, in consultation with the Executive Director, who will make the final determination on a course of action. After the bid analysis the Project Manager will post the bid results on the TAMC website.

### ***Minor Deviations***

A minor deviation is an error that does not affect the substance of a bid. A condition affects the substance of a bid when it affects the price, quantity, quality, or delivery of the items offered. Waivers of minor deviations should be reviewed by the TAMC Legal Counsel to assure their validity and consistency in application, to avoid allegations of favoritism.

### ***Rejection of Bids***

Any or all bids may be rejected if there is a sound, documented reason. For instance, any bid may be rejected if TAMC determines that it is unreasonable as to price, and the determination is supported by review and analysis of the action. If a bid guarantee is required and the bidder fails to furnish the guarantee in accordance with the requirements of the Notice to Contractors (Invitation for Bids), the bid must be rejected. When it is determined to reject all bids, the Contracts Officer should notify each bidder in writing that all bids have been rejected, stating the reason(s) for such action if appropriate.

### ***Bid Protests***

TAMC's goal is to analyze bids and resolve all irregularities and/or protests approximately 2-3 weeks prior to a regularly scheduled TAMC Board meeting. Any bidder may submit a valid bid protest at any time after the bid opening and prior to the deadline stated in the Bid Protest Procedure. Valid bid protests are processed in accordance with the procedures contained in the Notice to Contractors (Invitation for Bids).

### ***Award Recommendation***

After the low bidder is verified, the Construction Management consultant completes an award recommendation memo and submits it to the Project Manager. This memo attests to

the validity of the low bid package and includes a list of all bidders in descending order. Immediately following receipt of the recommendation memo, TAMC sends out Letters of Intent to Award to all bidders via registered mail. The bid protest period is specified in the special provisions and is typically five business days from the last bidder's receipt of the letter.

### ***Legal Counsel Review***

In order to expedite the legal review and execution of the contract, the Project Manager and TAMC Legal Counsel will review the contractor's submittal package for compliance with contract requirements prior to approval by the TAMC Board. The Project Manager will consolidate comments from the contractor and facilitate negotiations between the contractor and TAMC Legal Counsel to assure that the documents are in compliance with TAMC's needs and state and federal requirements. The Construction Management consultant may support the Project Manager in this activity.

### ***Prepare Staff Report for Board Consideration***

Following the bid analysis and resolution of any bid protests or irregularities, the Project Manager will prepare a staff report recommending authorization to award the contract to the lowest responsible, responsive bidder. The staff report will be placed on the agenda of the next regularly scheduled TAMC Board meeting, or if additional time is needed for review and analysis, the subsequent TAMC Board meeting.

### ***TAMC Board Authorization to Award***

TAMC Board authorization is required for all contracts that exceed the Executive Director's signing authority (\$10,000 as of September, 2015). The Board's authorization to award authorizes the Executive Director to award the contract, prepare and sign all documents necessary to execute the contract, and gives the Executive Director the authority to approve contract change orders in accordance with the provisions of the TAMC policies and procedures. The authorization will state the construction contract allotment, including contingency amounts (usually 10 percent of the contract amount), supplemental funds, and owner-furnished materials.

### ***Documentation***

The procurement and authorization to award documentation, both paper and electronic, shall be saved to the TAMC project file and made available for future audit purposes in accordance with state and federal guidelines.

## ***CONTRACT AWARD AND EXECUTION***

### ***Notice of Award***

After the TAMC Board has authorized the Executive Director to award the contract, the Project Manager, with the support of the Construction Management consultant, will prepare a Notice of Award letter and send it to the selected contractor for the Executive Director's signature. This letter will include instructions to the contractor for submitting required information (insurance certificates, performance bonds, etc.) to TAMC within a specified time frame (generally 30 days) so the final construction contract can be compiled.

## **Verification of Contract Package and Legal Approval**

Once the Project Manager determines that the contractor has submitted the required contract documents (insurance certificates, performance bonds, etc.) and determines that all of the contractor-submitted forms are compliance with the contract requirements, the Project Manager will compile the final contract package, including all forms, certificates, and other attachments. The Project Manager will scan the package into electronic format, prepare a memo attesting to the contract package's conformance, and submit two originals of the contract to the TAMC Legal Counsel for final review and approval as to form.

## **Contract Execution and Approval Letter**

After legal counsel approval, the Project Manager will then forward two originals of the contract to the contractor for signature. The contract is then sent to the TAMC Executive Director for the final signature. All parties shall include the date of the signature. After the contract is signed and dated by the TAMC Executive Director, it is considered fully executed.

Following contract execution, the Project Manager will prepare a Contract Approval Letter for the Executive Director's signature. The Project Manager will scan the executed contract, Board authorization, and Contract Approval Letter to the TAMC's computer drive and forward a copy to TAMC Legal Counsel for its records. One set of original hardcopy documents will be placed in the TAMC project file, and one set of documents, including the Contract Approval Letter and a wet-signed copy of the contract, will be sent to the contractor.

The contract award documentation, both paper and electronic, shall be saved to the TAMC project file and made available for future audit purposes in accordance with state and federal guidelines.

## **Return of Bid Securities to Unsuccessful Bidders**

The Project Manager is responsible for ensuring that all bid securities are returned to the unsuccessful bidders after successful execution of the construction contract.

## CHAPTER 3:

# CONSTRUCTION CONTRACT ADMINISTRATION

### *PRE-CONSTRUCTION CONFERENCE*

After the contract has been officially executed, the Project Manager will authorize the Resident Engineer to issue a Notice of Pre-Construction Conference to the Contractor. The pre-construction conference will include representatives from TAMC, the contractor and key subcontractors, the construction management firm, relevant agencies (e.g., utilities), and the design consultant, if requested by the construction management firm. The Resident Engineer will lead the discussion of topics, which, at a minimum, include contract requirements, safety, and coordination with other projects and agencies.

### **Interagency Task Force and Partnering**

Partnering is a formalized process for building teamwork and cooperation between groups of people, with different outside goals and objectives, that will be working together to construct a project. Partnering seeks to unite the parties around the common goals and objectives within a project and is often employed on large or complex projects that require the careful coordination of construction activities to ensure the results desired.

The keys to making partnering work include communication, willing participants, senior management support, up front commitment, and a plan.

TAMC's typical partnering process involves the formation of an Interagency Task Force prior to the start of project construction that holds a team-building workshop, then meets at least once prior to and every month throughout the construction timeframe. Parties involved with the partnering process include the prime contractor, subcontractors, major suppliers, utility companies, emergency services providers, the TAMC Project Manager and Community Outreach Coordinator, the construction management firm, project designers, local government representatives and other parties that will be directly affected by the project.

All the key managers for the project are assembled for the kick-off team-building workshop which focuses on team building, goal setting, identifying issues, and solving problems. The workshop is run by the Project Manager who ensures all issues are brought out into the open. Authority to solve problems is delegated to the lowest level. Follow up meetings are held to evaluate goals and objectives. When a local agency chooses to use the partnering approach, the partnering workshop can be independent of the pre-construction conference or integrated as a breakout session.

TAMC is firmly committed to the principles of partnering in order to instill collaboration among stakeholders and deliver successful outcomes to all parties. Generally speaking, the desired outcome is a constructed project that meets or exceeds the contractual requirements, is constructed within the contractual schedule and budget with minimal impact to the public, and results in no claims between the contractor and the TAMC. Partnering is TAMC's preferred method of resolving claims and disputes.



## ***CONSTRUCTION MANAGEMENT SERVICES***

After the construction contract has been executed, the construction management firm has the primary responsibility for administering the construction contract, which typically includes providing an on-site Resident Engineer, office engineering, field inspection services, materials testing, geotechnical services, and construction surveying (if needed). Specific services will be defined in the construction management firm's contract, for which there is an agency template. The range of services includes:

- Pre-construction assistance
- Resident Engineer services
- Post-Construction Activities

### **Pre-Construction Assistance**

Several activities may be part of the construction management firm's scope of work. Typically the Construction Manager will assist with the Constructability Review of the contract documents, the technical specifications and drawings and making recommendations related to constructability and consistency between them. In addition, the Construction Manager may provide pre-bid assistance to the Project Manager prior to the Notice-to-Proceed for construction, including in assembling and advertising the bid package, participate in the pre-bid conference, review bids, bid bonds; insurance certificates, and related submittals and assist TAMC in selecting a qualified bidder. The Construction Manager may also assist with the Pre-Construction Conference including scheduling the meeting, preparing an agenda, leading the meeting, and recording notes of the meeting.

The Construction Manager is responsible for utility and other third-party coordination, including establishment of contact with utility owners to coordinate project-related relocation activities.

Finally, the Construction Manager may be tasked with preparing a Public Information Plan to address community and public relations issues necessary to mitigate business and public concerns. Such activities may include assistance to TAMC in the conduct of public information meetings, establishment of a project web site and/or informational phone line for use by the community to obtain information about the project such as schedules or detours, and coordination with the Contractor on erection of project sponsor signage.

### **Resident Engineer Activities**

The construction management firm is responsible for acting as the Resident Engineer on the project and providing qualified personnel to perform several tasks.

#### ***Point of Contact with TAMC Project Manager***

From the start of construction to the completion of construction, the construction management firm will provide the TAMC's primary interface with the Contractor. All routine communications with the Contractor will be handled through the construction management firm's Resident Engineer.

***Contract Administration***

As the Resident Engineer, the construction management firm is responsible for monitoring the construction contractor's performance and enforcing all requirements of applicable codes, specifications and adherence to contract design.

***Field Inspection***

The Resident Engineer is responsible for field inspection work. This work includes monitoring construction schedules throughout the course of construction, which includes reviewing working days, contract time and documenting time extensions. The Resident Engineer is also responsible for tracking subcontractor's work. This monitoring includes ensuring that the construction contractor submits written request prior to substituting a subcontractor.

The Resident Engineer is responsible for reviewing contractor's proposed detours, lane closures, and staging plans, providing final inspection and coordinate road openings for each stage. The Resident Engineer is also responsible for establishing a punch list system and performing all quality control activities. The Resident Engineer is also for monitoring materials testing and source inspecting, including determining materials sampling and testing requirements and provide acceptance testing services.

The Resident Engineer is responsible for conducting safety reviews and monitoring the implementation of the contractor's safety plan. The Resident Engineer is also responsible for assuring that the contractor follows the approved environmental/biological monitoring plan, and inspecting and assuring compliance with the Storm Water Pollution Prevention Plan. When directed, the Resident Engineer may provide construction surveying services.

***Project Recordkeeping and Reports***

Early in the project, the Resident Engineer should discuss end of project records with the Project Manager and TAMC staff (and Caltrans and/or local agencies, as directed by the Project Manager) to ensure that an appropriate documentation system is established to collect, organize, distribute, and store end-of project documentation. The Resident Engineer will verify the list of required documents with the Caltrans Local Assistance Engineer. Depending on the requirements of the project cooperative agreement and encroachment permit, required project documentation may consist of the following:

- Contract records
- Survey and right-of-way documents, as may be requested by Caltrans Survey and Right-of-Way
- Record drawings
- Warranties
- Maintenance agreements
- Labor compliance documents
- Structure construction records

The Resident Engineer will take the lead in project recordkeeping, including maintaining well organized photographic or video records, a daily report system, weekly statement of working days, and a record file. The construction management firm monitors and verifies that all insurance, bonds, and other contract documents required of the contractor are kept current and is responsible for monitoring the contractor's labor compliance practices.



The Resident Engineer must assure that the project follows labor compliance rules by preparing daily reports with required information, monitoring certified payrolls and doing spot check labor surveys and interviews. The daily inspector's report system should record the hours worked by the workforce and equipment utilized. Documentation similar to Caltrans' *Weekly Statement of Working Days* is also required to be documented in the project file, with details sufficient to permit the review of the contractor's costs of the work in a manner similar to force account. Equipment must be identified sufficiently to enable determination of the applicable rental rates and operator's minimum wage. The narrative portion of the report shall include a description of the contractor's operation and location of work and any other pertinent information.

The record file shall support: 1) adequacy of field control, 2) conformance to contract specifications, 3) payments to contractor. The file must be complete, organized and maintained in a manner that permits inspection by the local agency, Caltrans or FHWA.

Examples of report formats can be found in the Caltrans Local Assistance Procedures Manual.

### ***Design Review Coordination***

The Resident Engineer is responsible for managing submittals and monitor designer's review activities, as well as managing the contractor's Requests for Information.

### ***Payments and Change Orders***

The Resident Engineer is responsible for reviewing and recommending progress payments to the construction contractor. In addition, the Resident Engineer recommends and manages the change orders, including keeping track of contingency money, and providing monthly contingency balance reports to the TAMC Project Manager. The Resident Engineer will submit all proposed change orders to the Project Manager, who is responsible for obtaining the required approval(s). After reviewing the documents the Project Manager will forward them to Finance Officer. If using federal funds, a Request of Authorization for additional construction funds is required to be filed prior to the approval of a change order, if such change order will exceed the dollars previously authorized /obligated for the construction/construction engineering phase of the work. Should there be any uncertainty regarding a change order's eligibility for Federal reimbursement or not, the Resident Engineer shall contact the Caltrans Local Assistance Area Engineer for such a determination.

### ***Claims Support***

The Resident Engineer is responsible for managing the claims process, including adhering to a claims avoidance partnership process, providing a notice of potential claims to the Project Manager and preparing an ongoing claims summary.

### ***Public Information Plan***

The Resident Engineer assures that the an effective Public Information Plan is maintained, including disseminating project related information in coordination with the TAMC Project Manager or Community Outreach Coordinator to provide timely and accurate responses to public inquiries.

***Post Construction Activities***

The Resident Engineer is also responsible for preparing the post-construction final invoice, project acceptance and other final project documents for review and approval by the Project Manager. These final documents include the final detailed cost, the change order summary, the project acceptance document, the claims summary and the final project report, as specified in the Caltrans Local Assistance Procedures Manual.

**CONSTRUCTION****Start of Jobsite Activities**

When notified of the contract approval, the Contractor typically has a maximum of 15 calendar days to begin jobsite activities, according to specifications, although this may period be adjusted in the contract depending on the size and complexity of the project. The date on which the Contractor starts jobsite activities establishes the start date for construction and the projected completion date based on the number of working days stated in the contract. Working days are usually based upon a 5-day work week, but will be as stated in the contract.

**Communications Protocol**

The Resident Engineer is the single point of contact for the construction management firm for all formal communications with the Contractor, and with the Project Manager. This reporting structure ensures clear and consistent communication with the contractor and reduces the potential for providing conflicting information, which could lead to delays and potential claims.

All lines of communication between the Resident Engineer and the Contractor, and between the Resident Engineer and the Project Manager must be consistent with that established by the Resident Engineer, in consultation with the Project Manager, prior to the start of work. During the course of any construction support, if the TAMC staff, design consultant staff, or Caltrans staff contacts the Contractor or subcontractor forces, it should be made clear that any approval or direction of the work must come from the Resident Engineer in writing. Any Project Manager contacts with contractor forces would normally be very limited and would be made with the full knowledge of the Resident Engineer.

**Construction Progress Meetings and Reports**

The Resident Engineer conducts regular construction progress meetings with the contractor and the Project Manager. Other members of the project team are included on an as-needed basis. The objective of these meetings is to keep the project on track by reviewing the schedule, coordinating upcoming work, and resolving issues as quickly and economically as possible. The Project Manager attends the meetings and advises the construction management firm on project issues.

**Progress Payments**

The TAMC goal is to pay invoices within 30 days of receipt. The invoice payment procedure is as follows and will be communicated by the Project Manager to the Resident Engineer:

- Within 5 working days of receiving the Contractor's payment proposal, the Resident Engineer shall review the estimate with the Contractor and resolves any differences.
- The Resident Engineer shall deliver a hard copy original of the signed Contractor progress payment invoice, including all supporting documents, to the TAMC Finance Officer and provide an email copy to the Project Manager.
- The Project Manager shall review the invoice and initial it for approval by the Finance Officer.
- The TAMC Finance Officer shall review the invoice and process payment to the Contractor.

Unless otherwise noted in the construction contract, TAMC shall withhold payment of a retention (typically 10%) in accordance with the Caltrans Standard Specifications (Latest Edition) Section 9-1.06 Partial Payments.

### **Contract Change Orders**

The TAMC Board authorization for contract award will identify the contract amount and set aside a contingency amount and supplemental funds available.

#### ***Independent Cost Estimate and Time Impact Analysis***

For all contract change orders, the Resident Engineer shall evaluate the Contractor's cost estimate and will prepare an independent cost estimate to determine the reasonableness of the contractor's cost estimate. The Resident Engineer shall also prepare an analysis of the expected time impact of the proposed change order. The Project Manager shall then review the independent cost estimate and time impact analysis to determine if the contractor has submitted a fair and reasonable price and timeline for the change order work.

#### ***Approval Policy***

The TAMC approval policy for Contract Change Orders depends on the value of the change order, and whether or not it falls within the authorized contract award amount.

Within the authorized award amount (including contingencies) and upon recommendation of Project Manager and Resident Engineer:

- Value up to \$10,000: The Executive Director has the authority to approve or may delegate approval of such Contract Change Orders to the Deputy Executive Director.
- Value greater than \$10,000: The Executive Director must seek the approval of the full TAMC Board. If the Board's regular meeting schedule precludes timely consideration of such Contract Change Order(s) and time is of the essence, the Executive Director has the authority to approve the Contract Change Order following consultation with, and concurrence of, two or more members of the Executive Committee. Such consultation, and concurrence, may be conducted on an individual basis and must be documented. All such Executive Director-approved Contract Change orders shall be reported at the next regularly scheduled Executive Committee and TAMC Board meeting.

Above the authorized contract award amount:

- All such Contract Change Orders must be approved in advance by the TAMC Board of Directors.

### ***Change Order Log***

The Resident Engineer is responsible for creating and maintaining records of all potential, pending and approved contract change orders in a Change Order Log. The log shall include:

- Contractor estimated cost
- Independent cost estimate
- Time impact analysis
- Approval status
- Summary of approved Contract Change Orders,
- Balance of the contingency fund

### ***Notifications***

At least once per month, the Resident Engineer will provide the Contract Change Order log to the Project. This information is, in turn, regularly reported to the Deputy Executive Director. For each regularly scheduled TAMC Board of Directors meeting during the construction of the project, the Project Manager will prepare a Contract Change Order staff report that provides information on:

- Each Contract Change Order approved since the last report
- A time impact analysis of the each Contract Change Order
- Summary of all Contract Change Orders for the project, and date approved
- Balance of the contingency fund

## **Claims**

### ***Disputes and Claims by the Contractor***

A claim is a demand by a contractor for a time extension, or payment of money or damages arising from work done by, or on behalf of, the contractor pursuant to the contract, and payment of which is not otherwise expressly provided for or that the contractor is not otherwise entitled to as determined by the TAMC Board in response to a contractor change request; or an amount the payment of that is disputed by the TAMC.

Procedures for the Contractor to file a claim against TAMC are described in the contract special provisions and, by reference, the Caltrans Standard Specifications. The contract should specify the response time required by the Resident Engineer and TAMC.

The Resident Engineer will assign a unique number to each claim submitted and will maintain a log of claims from its receipt through final disposition. The Resident Engineer will notify Project Manager immediately when a notice of claim is submitted and will provide a copy of the claim to the Project Manager. The Resident Engineer will confer with the Project Manager on the appropriate action for each claim, and will at a minimum gather relevant documentation and provide an initial summary review of the claim.

### ***Damage Claims against TAMC***

If a member of the public feels that he/she has suffered damage as a result of any action or inaction by TAMC pursuant to a contract or project subject to this manual, they can contact TAMC and request to file a claim. All claims by a member of the public shall be referred to the Project Manager, who will provide a claim form to that member of the public in a timely manner. It is important to note that the claim must be postmarked no later than 6 months after the date of the incident. The Project Manager is responsible for transmitting the claim to the TAMC Legal Counsel to determine a recommended course of action.

### ***Stop Payment Notice Filing***

A Stop Payment Notice is a verified written notice signed by a contractor, subcontractor or supplier that formally notifies TAMC that the claimant has not been paid for its labor, service, equipment, or materials provided to the construction project. In order to assure that the law and regulations are followed, upon receipt of a Stop Payment Notice, the Project Manager will immediately consult with the TAMC Legal Counsel to determine the proper course of action.

The Stop Payment Notice must be served on, and delivered to, the implementing agency, which may be either TAMC or Caltrans. The Stop Payment Notice cannot be served on the construction management firm or prime contractor. A Stop Payment Notice must be served by registered, certified, or express mail; by overnight delivery; or by personal delivery.

When the TAMC receives a properly prepared and timely served Stop Payment Notice, it is required to withhold from the Contractor the amount claimed owed from the undisbursed construction funds. The amount demanded in a Stop Payment Notice is limited to the amount due for work provided through the date of the Stop Payment Notice.

Subject to and consistent with California law, for those companies not contracting directly with the prime contractor, a preliminary notice must be filed with TAMC and the prime contractor in order to serve a Stop Payment Notice. Preliminary notice to TAMC must be given within 20 days of first furnishing labor and/or materials to the construction project.

The deadlines for serving a Stop Payment Notice are different for a prime contractor, than for a subcontractor or material supplier:

- Prime Contractors - no later than the earlier of:
  - 90 days after completion of the project; ***or***
  - 60 days after a notice of completion or cessation
- Subcontractors and Material Suppliers - no later than the earlier of:
  - 90 days after completion of the project; ***or***
  - 30 days after a notice of completion or cessation

### ***Permits and Required Plans***

The Resident Engineer and the Construction Management Firm are responsible for assuring that the required permits and plan are prepared and filed as required under state and federal law. The Resident Engineer will coordinate implementation of any conditions of the permits and plans with the Contractor, and will work with the Project Manager to file permits and pay any required permit fees.

***Storm Water Pollution Prevention and Control Project Permit***

At the start of a project, a *Storm Water Pollution Prevention Plan – Notice of Intent – General Permit to Discharge Storm Water* associated with the construction project will be prepared by the Resident Engineer and submitted by the Project Manager to the State Water Resources Control Board, along with initial permit fees.

The Construction Management Firm is responsible for ensuring that the Contractor prepares the various Storm Water Pollution Prevention Plan forms throughout the life of the project and for notifying the Approved Signatory (TAMC or Caltrans) to submit these documents.

Ad hoc reports for notice of rain events and notice of non-storm water discharge events should be prepared and submitted when required. A storm water annual report must be prepared by the Contractor and delivered to the Resident Engineer in time to meet the annual September 1 reporting deadline to the State Water Resources Control Board for each permitted project.

The Resident Engineer is responsible for assuring the preparation of the permit *Notice of Termination* upon completion of the project and its submittal to the State Water Resources Control Board in a timely manner to avoid additional annual permit fees.

For projects on the state highway system, Caltrans will perform Storm Water Pollution Prevention Plan inspections and provide copies of Storm Water Site Inspection Reports.

Any deficiencies noted should be brought to the attention of the Contractor by the Resident Engineer and corrected. Any significant deficiencies or non-storm water discharge events should be brought to the attention of the TAMC Project Manager and the Approved Signatory to the permit.

***Hazardous Waste Disposal Permits***

Removal and disposal of hazardous waste is regulated by the US EPA and the California Department of Toxic Substances Control (DTSC), <http://www.dtsc.ca.gov>. In addition, the State of California Board of Equalization collects fees annually for generation, transportation, and disposal of hazardous waste. The Construction Management Firm, with assistance from the Engineer of Record, is responsible for obtaining and managing the required Hazardous Waste Disposal permits.

***Department of Toxic Substances Control – EPA ID Number***

Each project must obtain a Department of Toxic Substances Control – EPA ID Number if hazardous waste will be generated. For a short-term project (less than 90 days in duration), a temporary EPA ID may be obtained; otherwise, a permanent EPA ID number is required. Information regarding application for a new temporary or permanent EPA ID, deactivating an existing permanent ID, or updating information for an ID can be found at <http://www.dtsc.ca.gov/IDManifest/index.cfm>.

***California Board of Equalization - Hazardous Waste Generator Fees***

The California Board of Equalization collects Hazardous Waste Generator fees on an annual basis. Payment of Hazardous Waste Generator Fees is determined based on number of sites (by EPA ID) and amount of hazardous waste generated in a calendar year. Fees are due by February 28 of the following year.



For information on requirements for Hazardous Waste Generator fees and obtaining a Board of Equalization account, see <https://efile.boe.ca.gov/ereg/index.boe>.

#### **US Environmental Protection Agency – RCRA ID Number**

A US EPA – Resource Conservation and Recovery Act ID number may also be required for transportation and disposal of hazardous waste from a project site. For information on requirements for and obtaining a Resource Conservation and Recovery ID number, see <http://www.epa.gov/region9/waste/epanums.html>. The Engineer of Record should help prepare this application to ensure that the information provided for a project is correct. A permanent ID should be obtained for projects with duration of more than 90 days.

### **Labor Compliance Monitoring**

The Construction Management Firm is responsible for oversight of Contractor compliance with labor compliance monitoring tasks:

- Payroll Verification
- Certified Payroll Submittals
- Posting of Labor Compliance Posters

#### ***Payroll Verification***

The Construction Management Firm must review the certified payrolls for completeness and certification, and then “spot-check” items such as classification, hourly rate, authorized deduction, fringe benefits, overtime hours and rate, and net wages paid. Through employee interviews, good cross reference checks can be made on classifications and hourly rates.

The Construction Management Firm also must document that Davis-Bacon rates, as applicable, are being complied with. A .pdf file of the wage determination should be saved for the project records.

The Construction Management Firm is responsible for conducting employee interviews and should interview contractor and subcontractor employees regularly throughout the life of a project. TAMC follows Caltrans interview requirements which are that employee interviews must be conducted to confirm nondiscrimination and equal employment opportunity practices at the rate of at least two employees per contract, per month, including at least one interview of an employee of the prime contractor and one from each subcontractor until the contract is accepted or all employees on the project have been interviewed. The Construction Management firm/Resident Engineer shall also check for employees working outside of his or her classification (e.g., laborer operating heavy equipment or performing carpentry).

TAMC’s policy is to follow the Caltrans interview frequency requirements, along with the federal provision that, should an irregularity be discovered during the interview or payroll review process, the Construction Management Firm must follow up with further investigation until the issue is resolved or reported to the proper authority for further action, starting with the Project Manager. Forms for employee interviews are available on the Caltrans Department of Local Assistance website.

#### ***Certified Payroll Submittals***

Certified payrolls must be submitted by contractors and subcontractors as required under

state and federal law. The Construction Management firm /Resident Engineer must verify that project information for a new project has been properly entered into the state database and must verify that the contractor and each subcontractor has furnished certified payroll records on a monthly basis.

### ***Required Postings***

The Construction Management Firm is responsible for confirming the contractor and subcontractor posting of required labor compliance posters, such as the Department of Fair Employment and Housing's poster "Discrimination and Harassment in Employment are Prohibited by Law" (DFEH-162/DFEH-162S) and the Department of Industrial Relations' poster "Payday Notice" (DSLE 8). The Construction Management Firm must verify that required posters are in good condition and posted in plain view of workers.

### ***Annual Equal Employment Opportunity and DBE Report***

For federally-funded projects, the Resident Engineer is responsible for assuring that the prime contractors and all subcontractors submit an Annual Equal Employment Opportunity Report. The report must be submitted by August 15 of each year for federal aid projects with a cost exceeding \$10,000. This report includes verification that Disadvantaged-Business Enterprise goals, commitments, good faith effort analysis, performance, and commercially useful function have been met. Monthly DBE Trucking Verification requirements and reporting is also required.

### ***Employee Training Requirements***

The Construction Management Firm/Resident Engineer must verify that any employee training requirements identified in the contract special provisions have been performed and must report any instances of nonconformance to the Project Manager.

### ***Caltrans Audit of Labor Compliance***

Caltrans Department of Local Assistance provides information regarding labor compliance and submittal of certified payrolls on Caltrans-administered projects. A Caltrans Local Assistance audit of TAMC oversight projects will be made based on these requirements. The construction review checklist that will be used by Caltrans to audit AAA projects is available the Caltrans Website: [http://www.dot.ca.gov/hq/LocalPrograms/DLA\\_OB/ob-13-03.xlsx](http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/ob-13-03.xlsx). The Resident Engineer must be familiar with the content of this audit form and must be prepared to answer any questions that any auditor may have with regard to the project.



## CHAPTER 4: PROJECT CLOSEOUT

The process flow below depicts the major steps in construction project closeout. Additional details for each step are provided in the following subsections:

- Final Inspection
- Contract Acceptance
- Final Payment
- Notice of Completion
- Project Documents Archive
- Final Report
- Encroachment Permit and Co-Op Agreements Closure

### ***FINAL INSPECTION***

When the contract work nears substantial completion, the Resident Engineer will schedule an inspection of the project. Inspection participants will include the Project Manager, the Contractor, and the Design Consultant. If the project is under the jurisdiction of other agencies, such as Caltrans, those agencies will also be included in the inspection. The Project Manager and Resident Engineer will verify that the requirements of the contract and any encroachment permit or cooperative agreement have all been met. If necessary, the Resident Engineer will also request a safety review by Caltrans.

After the inspection, the Resident Engineer will prepare a punch list for remaining items to be completed or items of nonconformance to be repaired or replaced and will transmit the punch list to the Contractor and the Project Manager.

### ***CONTRACT ACCEPTANCE***

After the contractor has satisfactorily completed all punch list items and all project closeout requirements in accordance with the construction contract, the Resident Engineer will notify the Project Manager. If the project is under Caltrans' jurisdiction, the Project Manager will confirm with the Caltrans inspector that the contract work has been completed to Caltrans' satisfaction, if required by the applicable Cooperative Agreement.

### ***NOTICE OF COMPLETION***

The Project Manager will then prepare a staff report, board resolution and notice of completion for the TAMC Board to accept the project and authorize final payments. Following adoption of the Board authorization for project acceptance, the Project Manager will publish a Notice of Completion in a local newspaper receiving wide local circulation.

### ***FINAL PAYMENT***

After the expiration of the statutory period following publication of the Notice of Completion and provided that no mechanics liens have been filed against the project, the Executive Director or designee will authorize the release of the contractor's retention. If any liens have been filed, the Executive Director or designee may authorize the release of the contractor's retention, less the amount of all liens, and will consult with TAMC's legal counsel for resolution of the liens.

The Resident Engineer, in conjunction with the Contractor, will prepare and forward the final payment request to the Finance Officer and Project Manager for processing.

### ***PROJECT DOCUMENTS ARCHIVE***

TAMC will maintain complete documentation in the project files in compliance with all state and federal requirements. All original project file documents for contract advertisement, award, and administration shall be scanned and saved in electronic format. All documentation shall be saved and made available for future audit purposes in accordance with state and federal guidelines.

If the project is within Caltrans' jurisdiction, required project documentation must be submitted to the Caltrans Oversight Engineer before closeout of the encroachment permit. Note that there is typically a maximum time period within which project documentation must be submitted to Caltrans after TAMC's project acceptance. For oversight projects without a cooperative agreement, 30 calendar days. For oversight projects with a cooperative agreement, documentation must be submitted to Caltrans within 90 calendar days (for projects with less than 300 plan sheets), or 180 calendar days (for projects with 300 or more plan sheets).

### ***PROJECT COMPLETION REPORT***

At the conclusion of the project, the Resident Engineer will prepare and submit a Project Completion Report to TAMC. The Project Completion Report will include all documentation required by the state and federal government.

### ***RECORDS RETENTION***

When the TAMC is required to hold contract files, the retention period will be referenced in the cooperative agreement. For federal-aid projects, the construction management files are to be retained a minimum of 3 years after (from) the FHWA Final Voucher Date (not the final payment by Caltrans to TAMC). The Construction Management Firm is responsible for retaining all construction management documents for a minimum of 3 years, unless directed to retain documents for a longer period by TAMC. TAMC may also retain documents for longer periods of time when needed (i.e. for PRAR purposes or if a firm(s) goes out of business).

### ***ENCROACHMENT PERMIT AND COOPERATIVE AGREEMENT CLOSURE***

The Project Manager will coordinate with the Construction Management Firm to verify that the requirements of any encroachment permit or cooperative agreement have been met before final acceptance of the project. If the project is within state right-of-way, the Project Manager notifies Caltrans upon completion of the requirements.

Encroachment permit and cooperative agreement requirements are typically fulfilled when all of the following conditions are met:

- Construction is completed in compliance with the contract documents, cooperative agreement, and encroachment permit
- All required encroachment permit and cooperative agreement project documentation is delivered to Caltrans

- All necessary highway right-of-way is conveyed to the State
- Notice of Construction Completion has been submitted to the Regional Water Quality Control Board once construction for projects covered by the National
- Pollutant Discharge Elimination System permit is completed.

The general provisions of a Caltrans encroachment permit require the permittee to notify the Caltrans representative when work is completed. Completing Caltrans Form TR-0128, *Notice of Completion Card*, provides such notification.

### ***RELIEF FROM MAINTENANCE AND RESPONSIBILITY***

On projects within Caltrans right-of-way, during construction, the authority to grant “Relief from Maintenance and Responsibility” is transferred from Caltrans to TAMC. Consequently, TAMC, not Caltrans, is automatically responsible for maintenance of the accepted work upon transfer from the contractor.

Under the terms of the typical cooperative agreement, the State will accept back control and maintenance under the following conditions:

- The construction contract is complete and the project has been accepted by TAMC;
- The state representative is satisfied that the project was satisfactorily completed in compliance with the contract documents and permits; and
- A maintenance agreement exists.

An encroachment permit rider may be issued to alter the original scope of the encroachment permit to allow Caltrans to accept control and maintenance of that segment prior to satisfying the above conditions.

## CHAPTER 5: SAFETY AND EMERGENCY ACTION PLANS

### SAFETY PLAN

Employers, including the construction contractor, must comply with occupational safety and health standards established by federal and state laws California Occupational Safety and Health Administration. These laws require all employers to provide a safe place of employment, and by extension a safe construction site that is reasonably free from danger to life or health.

### Injury and Illness Prevention Program and Code of Safe Practices

The prime contractor's construction *Injury and Illness Prevention Program* and *Code of Safe Practices* define standard safety practices for construction activities and operations at the project site and will be a requirement of the construction contract. Subcontractors generally follow the prime contractor's programs unless the subcontractor's plans are more stringent, in which case the subcontractor must follow its own plans.

The Resident Engineer will verify that the contractor has an *Injury and Illness Prevention Program* and *Code of Safe Practices* for the project. The Resident Engineer will also conduct occasional field review safety audits and interviews with on-site contractor personnel to ensure that safe practices are adhered to and that the contractor is following its project *Injury and Illness Prevention Program* and applicable Cal-OSHA regulations.

The Resident Engineer will develop a project-specific construction management *Code of Safe Practices* that defines the standard safety practices for the construction management firm employees and subconsultants involved with the inspection of construction activities and operations. The Resident Engineer is responsible for ensuring that everyone at the project site, including the construction management firm staff, TAMC staff, visitors, receive the necessary training in project safety issues, and are aware of, and comply with, the project *Injury and Illness Prevention Program* and *Code of Safe Practices* prior to visiting the construction site.

### Site Safety

The contractor is responsible for the safety of its personnel and, through the specifications, the safety of the public traveling through the construction site.

The Resident Engineer observes, through the course of daily activities, the safe execution of the contractor's activities, and documents compliance with contract safety requirements. This observation and documentation of compliance applies to all aspects of the permanent and temporary work such as: lane closures, signing, night work, detours, dust control, quality of temporary pavements, crash cushions, temporary railings, pavement transitions, and delineation.

Work within the state highway right-of-way is performed under an encroachment permit from Caltrans; therefore, the Caltrans Oversight Engineer is authorized to stop the contractor's operation, wholly or in part, and to take appropriate action if he/she feels that employee or public safety is jeopardized.

## ***REPORTING PROCEDURES FOR ACCIDENTS AND INCIDENTS***

In an effort to better serve the public and elected officials, it is important that the Resident Engineer keep the Project Manager informed of issues related to the construction site that could affect the traveling public or that may be of interest to the media. Before construction begins, the Project Manager should ensure that the Resident Engineer understands the protocol described below for reporting accidents and incidents related to the project.

During the construction phase, the Resident Engineer must immediately report all major accidents and incidents within the limits of the project to the Project Manager. For emergency situations, if the Project Manager is not responsive, the Resident Engineer will leave a text or voicemail and contact the Community Outreach Coordinator, the Deputy Executive Director, and the Executive Director, in that order, until contact with one of those persons is established. The TAMC staff member who talks to the Resident Engineer will contact the Community Outreach Coordinator or designee to issue any appropriate news alerts, particularly if the incident results in a lane closure or a need to reduce travel speeds. If the incident involves a traffic collision, the Resident Engineer will also contact the California Highway Patrol, who will activate the emergency responder protocol.

## **RESOURCES**

### **Caltrans Local Assistance Procedures Manual**

The Caltrans Local Assistance Procedures Manual serves as a resource to the project team in implementing the state and federal construction requirements.

### **Useful Local Assistance Procedures Manual Forms**

- 15-A Local Agency Construction Contract Administration Checklist
- 15-B Resident Engineer's Construction Contract Administration Checklist
- 15-C Local Agency Project Advertising Checklist
- 15-G Local Agency Bidder DBE Commitment
- 15-H DBE Information – Good Faith Efforts
- 15-I Local Agency Bid Opening Checklist
- 15-L Local Agency Contract Award Checklist
- 15-M Detailed Cost Estimate
- 17-A Cover Letter and Federal Report of Expenditures Checklist
- 17-B Final Inspection of Federal Aid Project
- 17-C Final Inspection Form
- 17-E Sample Change Order Summary
- 17-F Final Report – Utilization of DBE First Tier Subcontractors
- 17-G Materials Certificate
- 17-O DBE Certification Status Change



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors

**From:** Virginia Murillo, Assistant Transportation Planner

**Meeting Date:** May 25, 2016

**Subject:** Fort Ord Regional Trail and Greenway

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### **RECOMMENDED ACTION:**

**AUTHORIZE** the Executive Director to submit a grant application for State Active Transportation Program funding for implementation of a segment of the Fort Ord Regional Trail and Greenway.

### **SUMMARY:**

The Fort Ord Regional Trail and Greenway is a proposed 30-mile regional active transportation trail corridor that connects Marina, Seaside, Del Rey Oaks, Monterey and the Monterey Bay Sanctuary Scenic Trail. The trail will provide better opportunities for residents and visitors to access Cal State Monterey Bay, the Fort Ord National Monument and surrounding destinations without driving. The project is well-suited to apply for this state funding source, which is not expected to be available again for a few years.

### **FINANCIAL IMPACT:**

The proposal is to apply for \$7,000,000 million to fund construction, design and right-of-way support for the Central Loop of the Fort Ord Regional Trail and Greenway, with a local match commitment of \$214,000 to pay for environmental review from the Agency's Complete Streets budget. The Central Loop represents \$7,214,000 of the total cost of the project, which is estimated at \$33,557,000. In addition, \$20,000,000 is currently included in the Transportation Safety and Investment Plan for the construction of the remainder project.

### **DISCUSSION:**

The State's Active Transportation Program encourages increased use of active modes of transportation, such as bicycling and walking. The total funding available in this cycle of the Statewide Active Transportation Program is \$240 million. Grant funding through the State's Program is available for projects that increase bicycling and walking, increase safety and mobility of non-motorized users and enhance public health. Similar active transportation trail

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projects throughout the State have been successful in obtaining grant funding. Given its links to Cal State Monterey Bay University, local schools, the Fort Ord National Monument and “disadvantaged” populations, this project appears to be an excellent candidate for funding. In addition, the Active Transportation Program funding is not available until 2019/20, which is an appropriate time frame for this project, and future grant cycles are not likely to occur for two to three years.

The purpose of the FORTAG includes:

- Providing an active transportation route for individuals of all ages and abilities to reach housing, jobs, schools and activity centers in and around the former Fort Ord, Cal State Monterey Bay, the Monterey Peninsula, and the Salinas area;
- Linking open space and core habitat areas; and,
- Serving as an artery from which to launch numerous other recreational/economic activities, including access to the Fort Ord National Monument and the Salinas River.

The FORTAG concept plan includes three connected trail loops. The conceptual design is for an open-space buffer on either side of a 12’ wide trail. The northern loop is a 13-mile route that encircles Marina and includes 3 miles of the existing Sanctuary Scenic Trail along the coast. The central loop is a 5-mile route that connects to the existing Monterey Bay Sanctuary Scenic Trail, and encircles Cal State Monterey Bay with connections to Marina and Seaside. The southern loop encircles Seaside and traverses Del Rey Oaks, following a 15-mile route that includes 4 miles of the existing coastal trail system. The Trail includes spurs connecting with existing bike/pedestrian infrastructure, including the Marina-Salinas Multimodal Corridor (see FORTAG map, **attached**).

The project is consistent with the goals and policies in the Regional Transportation Plan and Bicycle & Pedestrian Master Plan to promote safer bicycling and walking facilities and to reduce greenhouse gas emissions. Since its inception in 2012, the project has achieved several key milestones. In August 2015, the TAMC Board directed staff to assist in identifying funding for the project. In March 2016, the Fort Ord Reuse Authority Board of Directors adopted a draft trails concept of the FORTAG alignment. In April 2016 the City of Marina included \$50,000 for integrating the trail into its city planning documents.

The proposal is to apply for \$7,000,000 to pay for construction of the Central Loop, with a match of \$214,000 from Complete Streets funding currently in the adopted 2016/17 TAMC budget. The Agency match will fund environmental analysis for the project. If awarded State grant funding for the construction of the Central Loop, the rest of the project will be better positioned to secure additional construction for the other two loops from other sources.

Approved by:   
Debra L. Hale, Executive Director

Date signed: May 17, 2016

Consent Agenda

Counsel Approval: N/A

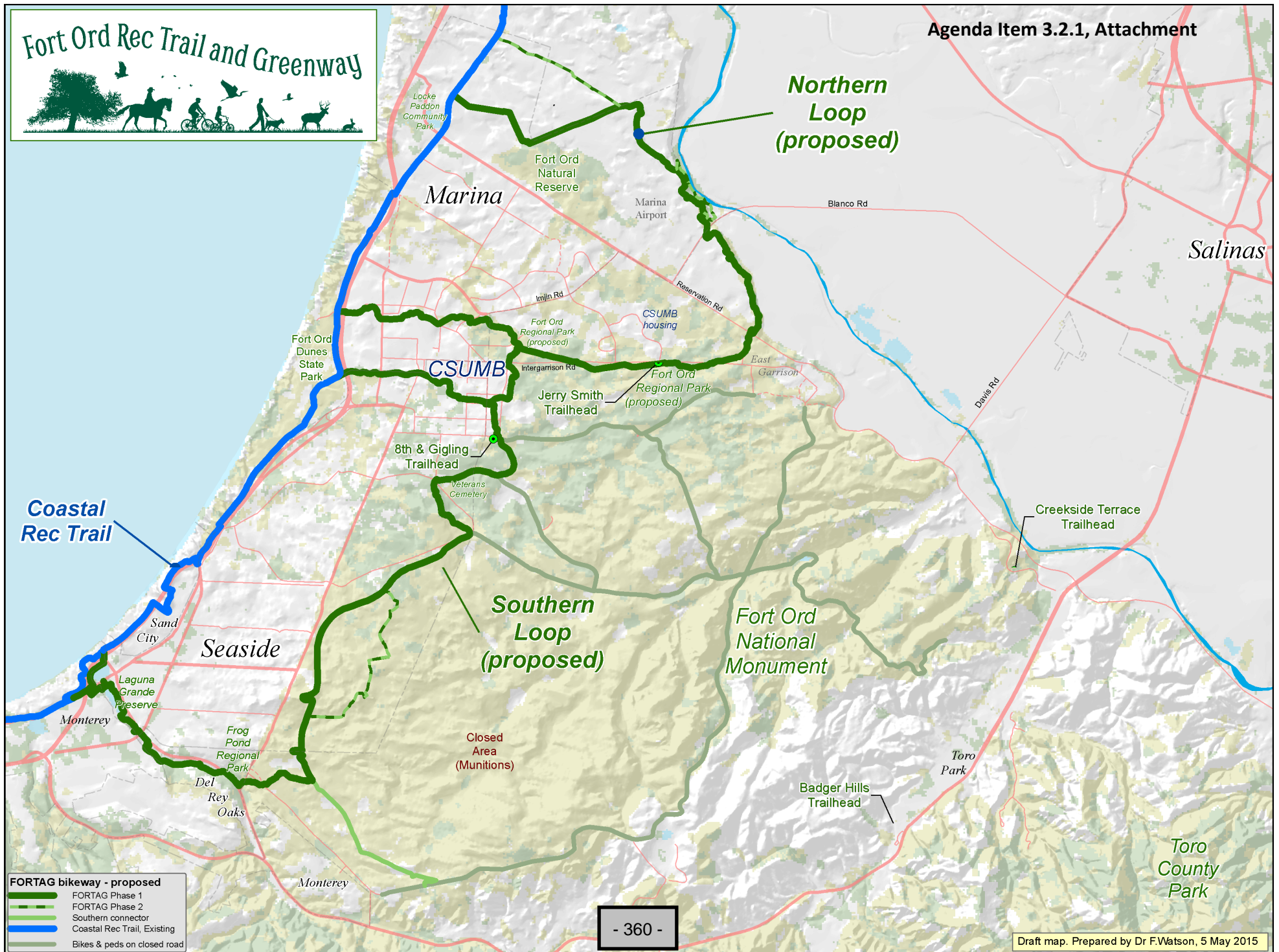
Attachment: Conceptual Map – Fort Ord Regional Trail and Greenway



# Fort Ord Rec Trail and Greenway



Agenda Item 3.2.1, Attachment



Draft map. Prepared by Dr F.Watson, 5 May 2015





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

# Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** May 25, 2016  
**Subject:** Ballot Initiative: “No Blank Checks”

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## RECOMMENDED ACTION

**RECEIVE** information on ballot initiative and **ADOPT** an oppose position.

## SUMMARY

The Executive Committee recommends an oppose position on the “No Blank Checks” initiative on the November 2016 ballot.

## FINANCIAL IMPACT

The proposed ballot initiative could have significant cost and schedule implications for major infrastructure projects.

## DISCUSSION

The California Association of Councils of Governments (CALCOG) is encouraging their members to review and consider opposing the “No Blank Checks” initiative on the November 2016 ballot.

This initiative would amend the California Constitution to prohibit the state from issuing bonds on projects exceeding \$2 billion without a direct vote of the people. **Web Attachment 1** is the CALCOG report on the initiative, **Web Attachment 2** is the ballot paperwork, and **Web Attachment 3** is an editorial from the San Jose Mercury News.

The language in the proposal may affect TAMC because of the inclusion of “joint powers agency or similar body created by the state or in which the state is a member” – TAMC is the state-designated Regional Transportation Planning Agency, and has Caltrans serving as an ex officio member. Although it is not very likely that TAMC would pursue a bond project valued at \$2 billion or more, the initiative also contains language regarding projects that are “proximate” or “connected”, so that the cumulative costs of projects on the Highway 101 corridor, for example, might be construed to qualify, even if pursued by separate regional agencies, as long as state bond funding is involved. Adding to the confusion is the exclusion of “special districts” from the bonding restriction, because it is unclear whether or not a statutorily-created agency would be considered a special district as defined in the measure.

The ballot measure itself is very likely to be tied up in the courts if it passes, due to the misleading language causing uncertainty regarding which projects would be affected. The language could be construed to mean that any state-funded project (or any “proximate” group of projects) costing more than \$2 billion would require statewide voter approval. If the ballot measure were to be passed, it would likely be used to tie up major infrastructure projects in costly litigation and/or cause significant delay by forcing such projects to go to the voters.

On May 4, 2016, the Executive Committee discussed this ballot measure and voted to recommend an oppose position on the initiative.

Approved by:

  
Debra L. Hale, Executive Director

Date signed: May 12, 2016

Consent Agenda

Counsel Approval: N/A

Finance Approval: N/A

Web Attachments:

1. COG Directors Meeting Agenda: Agenda Item 3: No Blank Checks Initiative
2. Initiative no. 15-0003: No Blank Checks Initiative
3. Mercury News editorial: Cortopassi measure to scuttle Delta tunnels is a disaster

**AGENDA ITEM 3: NO BLANK CHECKS INITIATIVE****A. BACKGROUND**

A large, wealthy farmer and food processor opposed to the Delta Tunnels deal has filed an initiative that amend the California Constitution to prohibit the state from issue bonds on projects exceeding \$2 billion without a direct vote of the people. The language in the proposal may affect some CALCOG members because of the inclusion of “*joint powers agency or similar body created by the state*” and because project is defined to include activities that “*connected*” and “*proximate*” to one another.

Thus, a CALCOG member that is authorized specifically by statute to undertake activities and seeks to bond revenues from a local sales tax measure on a connected system of projects may be affected. Staff is aware that a number of members have counsel reviewing the language right now, but is unaware of a comprehensive risk assessment. At least some people interpret the Ballot Measure to mean that a local joint powers agency or similar (regional) body created by the state would have to seek a statewide election even if the funds are raised locally (e.g., sales tax measures) because the measure defines the entity as part of the state.

As a reminder, its likely to be a full ballot of initiatives because it is particularly easy cycle to qualify initiatives . The last statewide general election (that included a foregone conclusion vote for Governor) had very low voter turnout.

A coalition of business, contractor, and labor interests opposed to the measure has emerged under the organization *Citizens to Protect California Infrastructure*.

**B. FOR INFORMATION**

This is an information and discussion item.

**C. ATTACHMENTS**

- Initiative Language (key provisions highlighted)
- Myth and Facts from opposition (Citizens to Protect California Infrastructure)
- Coalition Member List: Citizen to Protect California Infrastructure

## SELECTED LANGUAGE: NO BLANK CHECKS INITIATIVE LANGUAGE

### *Section 2. Findings and Declarations.*

- (a) The politicians in Sacramento have mortgaged our future with long-term bond debt obligations that will take taxpayers, our children, and future generations decades to pay off.
- (b) Under current rules, the sale of state bonds only needs to be approved by voters if they will be repaid out of the state's general revenues. But state politicians can sell billions of dollars of additional bond debt without *ever* getting the voters' approval if the bonds will be repaid with specific revenue streams or charges imposed directly on Californians like taxes, fees, rates, tolls, or rents. The politicians should not be allowed to issue blank checks Californians have to pay for. Voters must provide prior approval for all major state bond sale decisions, because voters are the ones who ultimately pay the bill.
- (c) According to a 2014 report from California's independent, nonpartisan Legislative Analyst's Office, the State of California is carrying \$340 billion in public debt. (*Legislative Analyst's Office*, "Addressing California's Key Liabilities," Mar. 7, 2014.) Interest and principal payments on our long-term debt obligations will cripple the state if we keep spending the way we do now-reducing cash available for public safety, schools, and other vital state programs.
- (d) Moreover, voters are rarely told the true costs of bond-funded projects. We were originally told that the bullet train would cost \$9 billion. But now the estimated cost has ballooned to nearly \$7 billion. (*Los Angeles Times*, "The Hazy Future of California's Bullet Train," Jan. 14, 2014.)
- (e) This measure puts the brakes on our state's public debt crisis by giving the voters a say in all major state bond debt proposals that must be repaid through specific revenue streams or charges imposed directly on Californians like taxes, fees, rates, tolls, or rents.

### *Section 4. Section 1.6 is added to Article XVI of the California Constitution, to read:*

Section 1.6. (a) Notwithstanding any other provision of law, all revenue bonds issued or sold by the State in an amount either singly or in the aggregate over two billion dollars (\$2,000,000,000) for any single project financed, owned, operated, or managed by the State must first be approved by the voters at a statewide election. "State" means the State of California, any agency or department thereof, **and any joint powers agency or similar body created by the State** or in which the State is a member. "State" as used herein does not include a city, county, city and county, school district, community college district, or special district. For purposes of this section, "special district" refers only to public entities formed for the performance of local governmental functions within limited boundaries.

(b) A single project for which state revenue bonds are issued or sold in an amount over two billion dollars (\$2,000,000,000) may not be divided into, or deemed to be, multiple separate projects in order to avoid the voter approval requirements contained in this section. For purposes of this section, multiple allegedly separate projects shall be deemed to constitute a single project including, but not limited to, in the following circumstances: (1) where the allegedly separate projects will be physically or geographically proximate to each other; or (2) where the allegedly separate projects will be physically joined or connected to each other; or (3) where one allegedly separate project cannot accomplish its stated purpose without the completion of another allegedly separate project.

(c) The two billion dollar (\$2,000,000,000) threshold contained in this section shall be adjusted annually to reflect any increase or decrease in inflation as measured by the Consumer Price Index for All Urban Consumers (CPI-U) published by the United States Bureau of Labor Statistics. The Treasurer's Office shall calculate and publish the adjustments required by this subdivision.

### *Section 5. Liberal Construction.*

This act shall be liberally construed in order to effectuate its purposes.



## DECEPTIVE INITIATIVE UNDERMINES LOCAL CONTROL AND VITAL INFRASTRUCTURE PROJECTS

Delta landowner Dean “Dino” Cortopassi has spent \$4 million to qualify a deceptive initiative for the November statewide ballot. This measure takes away local control by requiring a statewide vote even for some local infrastructure projects. The measure would add new layers of bureaucracy and red tape that will delay or derail needed improvements to critical infrastructure, including after emergencies and natural disasters. Here’s why a broad, bipartisan coalition of business, labor, local governments, and water agencies is opposed to the measure:

- Deceptive abuse of the system.** Multi-millionaire Dean Cortopassi has placed this measure on the ballot in order to try to disrupt a specific project – the plan to repair California’s statewide water distribution system through the Delta. Irrespective of one’s position on that single project, this measure has far broader implications – it would delay or even stop much needed repairs to our roads, bridges, water supply and delivery systems, hospitals and universities all over the state. We cannot allow one wealthy landowner to abuse the initiative process for his own personal agenda.
- Erodes local control.** This measure takes away local control by requiring statewide voter approval even for some local infrastructure projects. Under this measure, cities and towns that want to come together with the state and form a JPA to issue revenue bonds to upgrade local water systems, roads, bridges, ports and universities would have to put their project on a statewide ballot. That means voters in faraway regions would have the authority to deny funding for local projects outside of their community.
- Disrupts vital infrastructure development.** California and its local communities already suffer from a massive backlog of essential infrastructure needs including outdated water systems that cannot withstand earthquakes, crumbling roads and bridges, and over-crowded hospitals and universities. This measure would make our infrastructure problems worse by denying the use of revenue bonds to finance these much needed projects.
- Contains NO exemptions for emergencies or a major disaster.** That means, in cases of an earthquake or flood, local governments may need to wait as long as two years in order to get voter approval to begin rebuilding damaged or destroyed roads, freeways, bridges, hospitals and water delivery systems after an emergency.
- Unnecessary.** Private investors bear the financial risk for revenue bonds, not the state or its general fund. And revenue bonds are repaid by users of a project who directly benefit, not taxpayers. For instance, repairs to a bridge would be paid by tolls on the bridge, or customers in a specific water district would pay to build a water recycling plant, not taxpayers. It makes no sense to have a statewide election on projects not financed by taxpayers for which the state and local governments bear none of the financial risk.

**Paid for by Citizens to Protect California Infrastructure sponsored by business and construction trades organizations. Major funding by Members' Voice of the State Building and Construction Trades Council of California (Committee) and California Construction Industry Labor Management Trust. PH: 916-443-0872**



## We Oppose the Deceptive “Cortopassi Initiative” That Undermines Local Control and Vital Infrastructure Projects

### **Public Safety**

California Professional Firefighters  
California State Sheriffs' Association

### **Healthcare**

California Hospital Association

### **Agriculture**

California Cotton Ginners Association  
California Cotton Growers Association  
Western Agriculture Processors Association  
Western Growers Association

### **Infrastructure**

American Council of Engineering Companies – California  
Associated General Contractors of California  
California Alliance for Jobs  
California Construction Industry Labor Management Cooperation Trust  
United Contractors

### **Water**

Association of California Water Agencies  
Metropolitan Water District of Southern California  
Northern California Water Association  
Southern California Water Committee  
State Water Contractors

### **Environment**

Natural Heritage Institute

### **Education**

California's Coalition for Adequate School Housing

### **Taxpayer**

Kern County Taxpayers Association

### **Business**

California Chamber of Commerce  
Bay Area Council  
Building Owners and Managers Association California  
Building Owners and Managers Association, Greater Los Angeles  
California Building Industry Association  
California Business Properties Association  
California Business Roundtable  
California Manufacturers & Technology Association  
Central City Association, Los Angeles  
Cerritos Regional Chamber of Commerce  
Chambers of Commerce Alliance of Ventura & Santa Barbara Counties  
East Bay Leadership Council  
Engineering Contractors Association  
Hollywood Chamber of Commerce  
Inland Empire Economic Partnership (IEEP)  
Los Angeles Area Chamber of Commerce  
Los Angeles County Business Federation (LA BizFed)  
Orange County Business Council (OCBC)  
Oxnard Chamber of Commerce  
Pacific Merchant Shipping Association  
San Gabriel Valley Economic Partnership  
Santa Clarita Valley Chamber of Commerce  
Silicon Valley Leadership Group  
South Bay Association of Chambers of Commerce  
Torrance Area Chamber of Commerce  
Valley Industry & Commerce Association (VICA)

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### **Labor**

California State Building and Construction  
Trades Council  
AFSCME California PEOPLE  
California State Association of Electrical Workers  
California State Council of Laborers  
County Building and Construction Trades Councils:  
Contra Costa; Imperial; Los Angeles/Orange; Marin;  
Northeastern; Sacramento Sierra; San Diego; San  
Mateo; Stanislaus, Merced, Mariposa & Tuolumne  
District Council of Iron Workers  
Insulators & Allied Workers Local Union 16  
Ironworkers Local Unions 118, 155, 433, 844  
IBEW Local Unions 6, 11, 40, 47, 100, 180, 234, 302,  
332, 340, 413, 428, 440, 441, 477, 551, 569, 595, 617,  
684, 952, 1245  
Laborers' Local Union 67  
S.M.A.R.T. Sheet Metal Workers Local Union 104  
Southern California Pipe Trades District Council 16  
Teamsters Local Union 431  
UFCW Western States Council  
United Union of Roofers, Waterproofers & Allied Workers  
Local Unions 27, 36, 40, 45, 81, 95, 220  
Western Regional District Council of Roofers &  
Waterproofers

### **Political**

California Democratic Party  
Los Angeles County Democratic Party

**Paid for by Citizens to Protect California Infrastructure sponsored by business and construction trades organizations. Major funding by Members' Voice of the State Building and Construction Trades Council of California (Committee) and California Construction Industry Labor Management Cooperation Trust. PH: 916-443-0872**

January 7, 2015**RECEIVED**  
JAN 07 2015INITIATIVE COORDINATOR  
ATTORNEY GENERAL'S OFFICEVIA PERSONAL DELIVERY

The Honorable Kamala D. Harris  
Attorney General  
1300 I Street, 17th Floor, P.O. Box 944255  
Sacramento, CA 95814

Attention: Ashley Johansson, Initiative Coordinator

Re: Request for Title and Summary for Proposed Initiative Constitutional  
Amendment

Dear Ms. Harris:

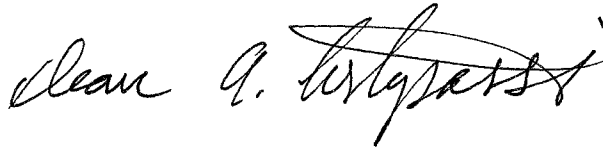
Pursuant to Article II, Section 10(d) of the California Constitution, I hereby submit the attached proposed Initiative Constitutional Amendment, entitled the "No Blank Checks Initiative," to your office and request that you prepare a title and summary of the measure as provided by law. Included with this submission is the required proponent affidavit signed by the proponent of this measure pursuant to Section 9608 of the California Elections Code. My address as a registered voter is attached to this letter, along with a check for \$200.00.



All inquires or correspondence relative to this initiative should be directed to Nielsen, Merksamer, Parrinello, Gross & Leoni, LLP, 1415 L Street, Suite 1200, Sacramento, CA 95814, (916) 446-6752, Attention: Kurt Oneto (telephone: 916/446-6752).

Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, reading "Dean A. Cortopassi". The signature is written in a cursive style with a large, sweeping initial 'D' and a stylized 'A'.

Dean Cortopassi, Proponent

Enclosure: Proposed Initiative Constitutional Amendment

***Section 1. Title.***

This Act shall be known and may be cited as the No Blank Checks Initiative.

***Section 2. Findings and Declarations.***

The People of the State of California find and declare as follows:

(a) The politicians in Sacramento have mortgaged our future with long-term bond debt obligations that will take taxpayers, our children, and future generations decades to pay off.

(b) Under current rules, the sale of state bonds only needs to be approved by voters if they will be repaid out of the state's general revenues. But state politicians can sell billions of dollars of additional bond debt without ever getting the voters' approval if the bonds will be repaid with specific revenue streams or charges imposed directly on Californians like taxes, fees, rates, tolls, or rents. The politicians should not be allowed to issue blank checks Californians have to pay for. Voters must provide prior approval for all major state bond sale decisions, because voters are the ones who ultimately pay the bill.

(c) According to a 2014 report from California's independent, nonpartisan Legislative Analyst's Office, the State of California is carrying \$340 billion in public debt. (*Legislative Analyst's Office*, "Addressing California's Key Liabilities," Mar. 7, 2014.) Interest and principal payments on our long-term debt obligations will cripple the state if we keep spending the way we do now—reducing cash available for public safety, schools, and other vital state programs.

(d) Moreover, voters are rarely told the true costs of bond-funded projects. We were originally told that the bullet train would cost \$9 billion. But now the estimated cost has ballooned to nearly \$70 billion. (*Los Angeles Times*, "The Hazy Future of California's Bullet Train," Jan. 14, 2014.)

(e) This measure puts the brakes on our state's public debt crisis by giving the voters a say in all major state bond debt proposals that must be repaid through specific revenue streams or charges imposed directly on Californians like taxes, fees, rates, tolls, or rents.

### ***Section 3. Statement of Purpose.***

The purpose of this measure is to bring the state's public debt crisis under control by giving the voters a say in all major state bond-funded projects that will be paid off through specific revenues streams or higher taxes, fees, rates, tolls, or rents collected from Californians, their children, and future generations.

### ***Section 4. Section 1.6 is added to Article XVI of the California Constitution, to read:***

Section 1.6. (a) Notwithstanding any other provision of law, all revenue bonds issued or sold by the State in an amount either singly or in the aggregate over two billion dollars (\$2,000,000,000) for any single project financed, owned, operated, or managed by the State must first be approved by the voters at a statewide election. "State" means the State of California, any agency or department thereof, and any joint powers agency or similar body created by the State or in which the State is a member. "State" as used herein does not include a city, county, city and county, school district, community college district, or special district. For purposes of this section, "special district" refers only to public entities formed for the performance of local governmental functions within limited boundaries.

(b) A single project for which state revenue bonds are issued or sold in an amount over two billion dollars (\$2,000,000,000) may not be divided into, or deemed to be, multiple separate projects in order to avoid the voter approval requirements contained in this section. For purposes of this section, multiple allegedly separate projects shall be deemed to constitute a single project including, but not limited to, in the following circumstances: (1) where the allegedly separate projects will be physically or geographically proximate to each other; or (2) where the allegedly separate projects will be physically joined or connected to each other; or (3) where one allegedly separate project cannot accomplish its stated purpose without the completion of another allegedly separate project.

(c) The two billion dollar (\$2,000,000,000) threshold contained in this section shall be adjusted annually to reflect any increase or decrease in inflation as measured by the Consumer Price Index for All Urban Consumers (CPI-U) published by the United States Bureau of Labor Statistics. The Treasurer's Office shall calculate and publish the adjustments required by this subdivision.

***Section 5. Liberal Construction.***

This act shall be liberally construed in order to effectuate its purposes.

***Section 6. Conflicting Measures.***

(a) In the event that this measure and another measure or measures relating to voter approval requirements for state bonds shall appear on the same statewide election ballot, the other measure or measures shall be deemed to be in conflict with this measure. In the event that this measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the provisions of the other measure or measures shall be null and void.

(b) If this measure is approved by the voters but superseded in whole or in part by any other conflicting initiative approved by the voters at the same election, and such conflicting initiative is later held invalid, this measure shall be self-executing and given full force and effect.

***Section 7. Severability.***

The provisions of this Act are severable. If any portion, section, subdivision, paragraph, clause, sentence, phrase, word, or application of this Act is for any reason held to be invalid by a decision of any court of competent jurisdiction, that decision shall not affect the validity of the remaining portions of this Act. The People of the State of California hereby declare that they would have adopted this Act and each and every portion, section, subdivision, paragraph, clause, sentence, phrase, word, and application not declared invalid or unconstitutional without regard to whether any portion of this Act or application thereof would be subsequently declared invalid.

***Section 8. Legal Defense.***

If this Act is approved by the voters of the State of California and thereafter subjected to a legal challenge alleging a violation of federal law, and both the Governor and Attorney General refuse to defend this Act, then the following actions shall be taken:

(a) Notwithstanding anything to the contrary contained in Chapter 6 of Part 2 of Division 3 of Title 2 of the Government Code or any other law, the Attorney General shall appoint

independent counsel to faithfully and vigorously defend this Act on behalf of the State of California.

(b) Before appointing or thereafter substituting independent counsel, the Attorney General shall exercise due diligence in determining the qualifications of independent counsel and shall obtain written affirmation from independent counsel that independent counsel will faithfully and vigorously defend this Act. The written affirmation shall be made publicly available upon request.

(c) A continuous appropriation is hereby made from the General Fund to the Controller, without regard to fiscal years, in an amount necessary to cover the costs of retaining independent counsel to faithfully and vigorously defend this Act on behalf of the State of California.

# Mercury News editorial: Cortopassi measure to scuttle Delta tunnels is a disaster

Mercury News Editorial

POSTED: 11/06/2015 10:48:33 AM PST | UPDATED: 6 MONTHS AGO

Wealthy Stockton farmer Dean Cortopassi is right that California voters should be able to vote on Gov. Jerry Brown's misguided, \$17 billion twin-tunnel plan for the Sacramento-San Joaquin River Delta.

But instead of a straightforward ballot measure, he has concocted a nightmare of a law that appears to require statewide voter approval of all state revenue bond projects costing more than \$2 billion. It's a classic badly drafted proposition with the potential for massive unintended consequences, none of them good.

California Secretary of State Alex Padilla announced Monday that a random sampling of petition signatures submitted by Cortopassi had met the threshold to qualify "No Blank Checks" for the November 2016 ballot. Cortopassi spent more than \$4 million to collect those signatures.

The proposition wouldn't affect projects financed with general obligation bonds, which already require voter approval. Revenue bond projects are funded by users and ratepayers, such as motorists crossing a toll bridge -- or water customers for the Delta tunnels.

Lack of clarity makes this measure a prime example of why laws are best vetted in the Legislature, where pitfalls can be identified and remedied.

The nonpartisan Legislative Analyst's Office's review of Cortopassi's measure concludes:

"The fiscal effects of this measure on state and local governments are subject to substantial uncertainty. In particular, it is unclear how certain provisions of the measure would be interpreted by government agencies and the courts, which could affect the number of projects subject to the measure's voter requirements."

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It's not even clear what qualifies as a project.

For example, the LAO couldn't tell if an individual medical building or a series of buildings at a UC medical center or both would trigger a statewide vote.

Others fear a \$2 billion city or county project using revenue bonds might need statewide voter approval, even if only local money would pay for it. Local transportation or desalination projects easily could exceed \$2 billion.

Some think emergency projects after floods or an earthquake might be delayed unconscionably by the need for a vote.

Supporters dismiss these fears, declaring local governments and the UC system are not affected. But the LAO analysis finds the measure broadly subject to interpretation -- which is all you need to tie up urgently needed projects in costly litigation.

Voters shouldn't lock into law any proposition leaving this much uncertainty, especially since it would require two-thirds approval to change or overturn it, even though it can pass initially with a simple majority.

The governor is dead wrong about his \$15 billion-and-counting Delta plan. But when he calls Cortopassi's ballot measure "a really bad idea" -- that's an understatement.

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

# Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** May 25, 2016  
**Subject:** State Legislative Update

## RECOMMENDED ACTION

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

## SUMMARY

Assembly Bill 2730, authored by Assembly Member Alejo, passed through the Assembly Transportation Committee with amendments and goes to the Appropriations Committee next. Staff pulled Senate Bill 1197 to allow for more time to develop bill language that can be supported by all stakeholders. The bill list has been updated.

## FINANCIAL IMPACT

If signed by the Governor, AB 2730 could direct millions of dollars to projects in the US 101 highway corridor in Monterey County.

## DISCUSSION

Staff has been working with the legislature and stakeholder entities on the two bills the Agency is sponsoring this year. The status of these two bills is as follows:

- **AB 2730 (Alejo): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties**
  - The Assembly Transportation Committee heard AB 2730 on April 18 and passed it as amended. Assembly Member Alejo, Supervisor John Phillips, Executive Director Debbie Hale, and legislative consultant John Arriaga all testified in favor.
  - **Web Attachment 1** is the bill as amended April 25, indicating the amendments proposed and accepted by the Committee that restrict the funding to the US 101 corridor and deletes the requirement that Caltrans declare the properties as surplus and sell them immediately, to give Caltrans the opportunity to fully vet the potential use of the properties and to hold on to properties that it can potentially use in the foreseeable future.
  - Assembly Member Mark Stone and Senator Anthony Cannella have agreed to sign on as bill co-authors, showing bipartisan support for this district bill.
- **SB 1197 (Cannella): Intercity rail corridors: extensions**
  - The Coast Rail Coordinating Council (CRCC) and TAMC sponsored SB 1197 in support of their extensions of existing rail corridors: the Coast Daylight and the Salinas Rail Extension.

- Existing law defines the boundaries of the state's three intercity rail corridors. SB 1197 would have authorized the extension of intercity passenger rail service beyond the statutorily-defined boundaries of the corridor, subject to inclusion in and approval of the relevant joint powers board's business plan.
- The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Joint Powers Authority expressed concerns about the bill as written and Capitol Corridor staff suggested that they already have the legislative authority to expand.
- TAMC and CRCC staff decided that, instead of making amendments during the Senate Transportation Committee hearing, Senator Cannella should pull the bill from consideration, so that the various agencies can work together to develop language that meets all the needs for an extension of service, for reintroduction next legislative session.

**Attachment 1** is the updated bill list as of April 25; changes from the list as presented at the April 27 TAMC meeting are marked by cross-out and underline. **Web Attachment 4** is the Agency's adopted 2016 legislative program. The Executive Committee recommends the following positions:

**SUPPORT:**

- **AB 2087 (Levine): Regional conservation frameworks**, which would authorize the Department of Fish and Wildlife (CDFW) to approve regional conservation frameworks to guide conservation of natural resources and infrastructure planning. Once completed, projects that are consistent with the framework shall be considered as mitigation for identified infrastructure projects. This program could both reduce the time for environmental permits as well as enhance the preservation of habitat.
- **AB 2289 (Frazier): Department of Transportation: capital improvement projects**, which is a technical amendment to add operations to the list of capital improvements for the investment of State Highway Operation and Protection Program (SHOPP) fund. The current provision of statute only applies to the "maintenance, safety, and rehabilitation" of the system. As a growing portion of state expenditures, this expansion of the SHOPP will allow the state to pay for additional improvements on the state highway system.

**OPPOSE AS WRITTEN:**

- **SB 885 (Wolk) Construction contracts: indemnity**, which specifies with certain exceptions for construction contracts that a design professional only has the duty to defend claims that arise out of negligence, recklessness, or willful misconduct of the design professional. Prohibits waiver of these provisions and provides that any clause in a contract that requires a design professional to defend claims or lawsuits against other persons or entities is void and unenforceable. The concern is that public agency project sponsors would have to bear the liability for actions of their design consultants.

Approved by:

  
Debra L. Hale, Executive Director

Date signed: May 12, 2016

Consent Agenda

Counsel Approval: N/A

Finance Approval: N/A

Attachment: TAMC Bill List as of April 25, 2016

Web Attachments:

1. AB 2730, as amended April 25, 2016
2. Final TAMC State Legislative Program, adopted January 27, 2016



**TAMC Bill List  
April 25, 2016**

**Assembly bills**

**AB 1364 (Linder) California Transportation Commission**

**Introduced:** 2/27/2015

**Status:** 2/4/2016-Referred to Senate Transportation & Housing and Governmental Organization

**Summary:** Removes the California Transportation Commission (CTC) from the California Transportation Agency (CalSTA) and re-establishes the CTC as an independent entity within state government.

**Priority:** N/A - CTC

**Position:** SUPPORT (Letter sent 3/28/16)

**AB 1505 (Hernandez): Statute of limitations: public contracts**

**Introduced:** 3/4/15

**Last Amended:** 7/13/15

**Status:** 1/28/16: Referred to Senate Public Safety

**Summary:** Increases the Statute of Limitations from 1 to 3 years for a violation of the Public Contract Code, regarding breaking up contracts into smaller pieces to avoid bidding.

**Priority:** N/A

**Position:** Watch

**AB 1550 (Gomez) Greenhouse gases: investment plan: disadvantaged communities**

**Introduced:** 1/4/2016

**Last Amended:** 4/11/2016

**Status:** 4/12/2016- Natural Resources: pass and refer to Appropriations

**Summary:** The California Global Warming Solutions Act of 2006 provides that the allocation of a minimum of 10% Greenhouse Gas Reduction Fund moneys go to projects located in disadvantaged communities and a minimum of 25% to projects that provide benefits to disadvantaged communities. This bill instead requires the investment plan to allocate a minimum of 25% to projects located within disadvantaged communities and a separate and additional 25% unspecified percentage to projects that benefit low-income households, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level.

**Priority:** 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

**Position:** Watch

**AB 1555 (Gomez) Greenhouse Gas Reduction Fund**

**Introduced:** 1/4/2016

**Last Amended:** 3/28/2016

**Status:** 4/14/2016-Referred to Budget

**Summary:** Appropriates \$800 million from the Greenhouse Gas Reduction Fund for the 2016–17 fiscal year to various state agencies in specified amounts for various purposes including low carbon transportation and infrastructure, clean energy communities, wetland and watershed restoration, and carbon sequestration.

**Priority:** N/A: Cap and Trade funding allocation

**Position:** Watch

**AB 1569 (Steinorth) California Environmental Quality Act: exemption: existing transportation infrastructure**

**Introduced:** 1/4/2016

**Last Amended:** 3/28/2016

**Status:** 4/4/2016-Natural Resources: Set second hearing. Failed passage. Reconsideration granted.

**Summary:** Exempts from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure that meets certain requirements.

**Priority:** **4S.** Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

**Position:** Watch

**AB 1591 (Frazier) Transportation funding**

**Introduced:** 1/6/2016

**Status:** 2/1/2016-Referred to Transportation and Revenue & Taxation

**Summary:** Establishes the Road Maintenance and Rehabilitation program at \$4.57 billion annually, repays outstanding transportation loans at \$879 million (one-time payment), increases funding to Trade Corridors Improvement Fund (TCIF) at \$1.24 billion annually, increases funding to transit and Intercity Rail Capital program at \$200 million annually, revises the calculation of variable gas tax, and prohibits weight fees from being used for bond debt service or General Fund loans.

**Priority:** **1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position:** **SUPPORT (Letter sent 3/28/16)**

**AB 1746 (Stone, Mark) Transit buses**

**Introduced:** 2/2/2016

**Last Amended:** 3/30/2016

**Status:** 4/14/2016-In Senate: read first time, to Rules for assignment

**Summary:** This bill extends to 7 additional transit operators the authority to operate transit buses on state highway shoulders.

**Priority:** **13S:** transit bus on shoulder

**Position:** **SUPPORT**

**AB 1815 (Alejo) California Global Warming Solutions Act of 2006: disadvantaged communities**

**Introduced:** 2/8/2016

**Last Amended:** 4/11/2016

**Status:** 4/12/2016-Natural Resources: pass and refer to Appropriations

**Summary:** Requires the Greenhouse Gas Reduction Fund (GGRF) Investment Plan to allocate technical assistance funds to the California Environmental Protection Agency (CalEPA) to assist disadvantaged and low-income communities in developing GHG reduction project funding proposals.

**Priority:** **7S.** Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

**Position:** Watch

**AB 1818 (Melendez) Transportation funds**

**Introduced:** 2/8/2016

**Status:** 2/9/2016-From printer. May be heard in committee March 10.

**Summary:** Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, Caltrans and the CTC are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. (Spot bill.)

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position: Watch**

**AB 1833 (Linder) Transportation projects: environmental mitigation**

**Introduced:** 2/9/2016

**Last Amended:** 3/16/2016

**Status:** 4/18/2016- Natural Resources: pass and refer to Appropriations

**Summary:** Creates the Advanced Mitigation Program in Caltrans to implement environmental mitigation measures in advance of future transportation projects to accelerate project delivery.

**Priority: 4S.** Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

**Position: Watch**

**AB 1886 (McCarty) California Environmental Quality Act: transit priority projects**

**Introduced:** 2/11/2016

**Status:** 3/28/2016- Natural Resources hearing canceled at the request of author

**Summary:** CEQA exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill increases that percentage to 50%.

**Priority: 4S.** Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

**Position: Watch**

**AB 1910 (Harper) Transportation: advisory question: election**

**Introduced:** 2/11/2016

**Status:** 4/19/2016- Failed passage in Transportation; reconsideration granted.

**Summary:** Calls a special election to be consolidated with the November 8, 2016, statewide general election. Requires the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the Legislature should "disproportionately target low-income and middle class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for nontransportation purposes, investing surplus state revenue in transportation infrastructure, repaying funds borrowed from transportation accounts, prioritizing roads over high-speed rail, and eliminating waste at the Department of Transportation."

**Priority: 6S.** Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.

**Position: Watch**

**AB 1919 (Quirk) Local transportation authorities: bonds**

**Introduced:** 2/11/2016

**Last Amended:** 4/4/2016

**Status:** 4/18/2016- Local Government hearing postponed to 5/4.

**Summary:** The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill instead ~~provides for accrued interest and~~ requires the premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position: Watch**

**AB 1982 (Bloom): California Transportation Commission: membership**

**Introduced:** 2/16/2016

**Last Amended:** 4/12/2016

**Status:** 4/18/2016- Transportation: failed passage, reconsideration granted.

**Summary:** Expands the CTC membership of the commission to 15 members by providing for the Senate Committee on Rules and the Speaker of the Assembly to each appoint an additional member, who shall be a person who works directly with communities that are most significantly burdened by, and vulnerable to, high levels of pollution, including communities with diverse racial and ethnic populations and communities with low-income populations.

**Priority:** N/A – CTC

**Position:** Watch

**AB 2014 (Melendez) Freeway Service Patrol Program Assessment**

**Introduced:** 2/16/2016

**Last Amended:** 4/13/2016

**Status:** 4/14/2016- Transportation: pass and refer to Appropriations

**Summary:** This bill would, by June 20, 2018, and every 5 years thereafter, require Caltrans to publish a statewide FSP Program Assessment that would identify, quantify, and analyze existing FSPs, identify opportunities to increase or expand service levels, and analyze and provide recommendations regarding the current and anticipated future financial condition of the program. Requires the state budget to include a line item identifying the amount of local assistance moneys and state operations moneys that were provided in support of FSPs.

**Priority: N/A – Freeway Service Patrol (FSP)**

**Position: SUPPORT**

**AB 2087 (Levine): Regional conservation frameworks**

**Introduced:** 2/17/16

**Last Amended:** 4/5/16

**Status:** 4/13/2016: Water, Parks and Wildlife: pass and refer to Appropriations

**Summary:** Would authorize the Department of Fish and Wildlife to approve regional conservation frameworks to guide conservation of natural resources and infrastructure planning. Once completed, projects that are consistent with the framework (at DFW's determination) shall be considered as mitigation for identified infrastructure projects.

**Priority:** N/A

**Position:** SUPPORT (NEW POSITION RECOMMENDATION)

**AB 2090 (Alejo): Low Carbon Transit Operations Program**

**Introduced:** 2/17/2016

**Last Amended:** 4/7/2016

**Status:** 4/12/2016- Transportation: pass and refer to Appropriations

**Summary:** Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program (LCTOP), which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill authorizes moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.

**Priority:** 2S. Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.

**Position:** SUPPORT

**AB 2289 (Frazier): Department of Transportation: capital improvement projects**

**Introduced:** 2/18/2016

**Status:** 4/21/2016-Assembly consent calendar

**Summary:** Adds operations to the list of capital improvements for the investment of SHOPP fund. The current provision of statute only applies to the "maintenance, safety, and rehabilitation" of the system.

**Priority:** 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position:** SUPPORT (NEW POSITION RECOMMENDATION)

**AB 2293 (Garcia, Cristina) Greenhouse Gas Reduction Fund: Green Assistance Program**

**Introduced:** 2/18/2016

**Last Amended:** 4/11/2016

**Status:** 4/12/2016-Natural Resources: pass and refer to Appropriations

**Summary:** Establishes the Green Assistance Program, to be administered by the Secretary for Environmental Protection, to ~~assist~~ advise small businesses and small nonprofit organizations in applying for moneys from programs using moneys from the fund.

**Priority:** 7S. Support redefinition of "disadvantaged communities" in the Greenhouse Gas Reduction Fund (i.e., "cap and trade") grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

**Position:** Watch

**AB 2332 (Garcia, Eduardo) Transportation funding: complete streets**

**Introduced:** 2/18/2016

**Last Amended:** 4/5/2016

**Status:** 4/18/2016-Transportation: hearing canceled at the request of author

**Summary:** Requires Caltrans to increase the annual number of complete street projects undertaken by the department by 20% over the 2016 baseline by the year 2020 and increase accessibility for low-income and disadvantaged communities by increasing multimodal transportation proximity to employment, jobs, housing, and recreation areas. Establishes department goals to reduce by 10% based on the 2016 baseline the number of transit, pedestrian, and bicyclist fatalities, and reduce by 15% statewide per capita the vehicle miles traveled by the year 2020, and to increase travel by nonautomobile modes of travel. Requires the CTC, no later than July 1, 2017, to adopt targets and performance measures that reflect state transportation goals and objectives that improve mobility, access, and safety for nonmotorized users in disadvantaged communities by requiring not less than 35% of state highway operation and protection program projects be located in urban and rural disadvantaged communities.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position:** Watch

**AB 2343 (Garcia, Cristina) Greenhouse Gas Reduction Fund: study 3-year investment plan: ~~disadvantaged communities~~**

**Introduced:** 2/18/2016

**Last Amended:** 4/11/2016

**Status:** 4/19/2016- Natural Resources: pass and refer to Appropriations

**Summary:** ~~This bill requires a minimum of 10% of the moneys in fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community. Existing law requires the DOF to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys in the fund. This bill would require the DOF to include additional data in that annual report.~~

**Priority: 7S.** Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

**Position:** Watch

**AB 2355 (Dababneh) Intercity rail services: mitigation**

**Introduced:** 2/18/2016

**Status:** 4/18/2016-Transportation hearing canceled at the request of author

**Summary:** Requires Caltrans to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where Caltrans contracts for state-funded intercity rail passenger service. Requires Caltrans to determine what constitutes a reasonable level of mitigation. Provides that funding for the mitigation program shall be made available from funds appropriated by the Legislature for this purpose.

**Priority: N/A** – intercity rail

**Position:** Watch

**AB 2360 (Alejo) School buses: passing violations: automated video enforcement**

**Introduced:** 2/18/2016

**Last Amended:** 4/13/2016

**Status:** 4/18/2016- Transportation hearing canceled at the request of author

**Summary:** Authorizes a school district to install and operate an automated schoolbus video enforcement system, for the purpose of enforcing the law which requires a vehicle to a stop immediately before passing the schoolbus and to not proceed past the schoolbus until the flashing red light signal and stop signal arm cease operation. Would authorize a school district to assess a \$150 civil penalty for failing to stop immediately before passing the schoolbus.

**Priority:** N/A – school transportation

**Position:** Watch

**AB 2374 (Chiu) Construction Manager/General Contractor method: regional transportation agencies: ramps**

**Introduced:** 2/18/2016

**Status:** 4/11/2016-In Senate: read first time, to Rules for assignment

**Summary:** Current law authorizes regional transportation agencies to use the Construction Manager/ General Contractor (CM/GC) project delivery method to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the CM/GC method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill authorizes regional transportation agencies to use this authority on ramps not on the state highway system.

**Priority:** 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

**Position:** SUPPORT

**AB 2398 (Chau) Transportation: state highways**

**Introduced:** 2/18/2016

**Last Amended:** 3/18/2016

**Status:** 4/6/2016- Transportation hearing canceled at the request of author

**Summary:** Requires the CTC, every 5 years, to report to the Speaker of the Assembly, the President pro Tempore of the Senate, and the chairs of specified committees the number of selections, adoptions, and location determinations for state highways undertaken and the amount of moneys allocated for the construction, improvement, or maintenance of the highways.

**Priority:** 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

**Position:** Watch

**AB 2411 (Frazier) Transportation revenues**

**Introduced:** 2/19/2016

**Status:** 4/20/2016 - Referred to Appropriations suspense file

**Summary:** Deletes the transfer of miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position: Watch**

**AB 2452 (Quirk) ~~California Environmental Quality Act: judicial remedies: emissions of greenhouse gases~~ California Council on Science and Technology: contracting**

**Summary:** As amended 4/11/16, no longer relates to transportation. Delete from list.

**AB 2509 (Ting) Operation of bicycles: speed**

**Introduced:** 2/19/2016

**Last Amended:** 4/6/2016

**Status:** 4/21/2016 - In Senate, to Rules for assignment

**Summary:** Current law requires a person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time to ride as close as practicable to the right-hand curb or edge of the roadway except in specified situations. ~~This bill requires a person operating a bicycle to ride as close as is either safe or practicable to the curb or roadway edge.~~ The bill expands the exceptions to riding as close as ~~safe or~~ practicable to the right-hand curb or roadway edge to include, among others, when riding in class I, class II, or class IV bikeways.

**Priority: 3S.** Support legislation that promotes transit-oriented development, complete streets, and active transportation projects.

**Position: Watch**

**AB 2542 (Gatto): Streets and highways: reversible lanes**

**Introduced:** 2/19/2016

**Last Amended:** 3/15/2016

**Status:** 4/19/2016- Transportation: pass and refer to Appropriations

**Summary:** Requires Caltrans or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the CTC for approval, to demonstrate that reversible lanes were considered for the project.

**Priority: N/A**

**Position: Watch**

**AB 2708 (Daly) Department of Transportation: Lean 6-SIGMA program**

**Introduced:** 2/19/2016

**Last Amended:** 3/18/2016

**Status:** 4/12/2016- Transportation: pass and refer to Appropriations

**Summary:** Requires Caltrans to conduct a study to assess the implementation of the Lean 6-SIGMA program, as provided through the Governor's Office of Business and Economic Development and the Government Operations Agency, to determine the effectiveness of streamlining the application process for private architectural and engineering firms seeking to provide professional and technical project development services to the department.

**Priority: N/A**

**Position: Watch**



**AB 2730 (Alejo) Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties.**

**Introduced:** 2/19/2016

**Status:** 4/18/2016- Transportation: pass and refer to Appropriations

**Summary:** ~~Classifies certain properties acquired by Caltrans for a replacement alignment for US 101 in the County of Monterey, known as the former Prunedale Bypass, and no longer required by Caltrans for the alternative improvements undertaken by it in place of the bypass, known as the Prunedale Improvement Project, as excess property, and requires Caltrans to expeditiously dispose of those excess properties.~~ Requires the net proceeds from the sale of the any excess properties originally acquired for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, to be reserved in the State Highway Account for programming and allocation by the CTC, with the concurrence of TAMC, to other transportation state highway projects in the State Highway Route 101 corridor in that county. Exempts these funds from the distribution formulas otherwise applicable to transportation capital improvement funds.

**Priority:** 9S. Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.

**Position:** SPONSOR (Letter sent 3/1/16)

**AB 2742 (Nazarian) Transportation projects: comprehensive development lease agreements**

**Introduced:** 2/19/2016

**Status:** 4/12/2016- Transportation: pass and refer to Appropriations

**Summary:** Extends public-private partnership authority to January 1, 2030.

**Priority:** 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

**Position:** SUPPORT (Letter sent 3/28/16)

**AB 2783 (Garcia, Eduardo) Affordable Housing and Sustainable Communities Program**

**Introduced:** 2/19/2016

**Last Amended:** 3/28/2016

**Status:** 4/20/2016- Housing and Community Development: pass and refer to Appropriations

**Summary:** Current law requires the Strategic Growth Council (SGC) to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities Program. This bill requires the SGC to revise the guidelines and selection criteria with respect to affordable housing projects that qualify under the program's rural innovation project area.

**Priority:** 7S. Support redefinition of "disadvantaged communities" in the Greenhouse Gas Reduction Fund (i.e., "cap and trade") grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

**Position:** Watch

**AB 2796 (Bloom) Active Transportation Program**

**Introduced:** 2/19/2016

**Last Amended:** 4/4/2016

**Status:** 4/12/2016-From Transportation: pass and refer to Appropriations

**Summary:** Current law creates the Active Transportation Program (ATP) in Caltrans for the purpose of encouraging increased use of active modes of transportation. Current law requires the CTC to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be awarded to projects

by metropolitan planning organizations (MPOs), with the funds available for distribution by each MPO based on its relative population. This bill requires a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position: Watch**

### **Assembly bills in the special session**

#### **ABX1-1 (Alejo): Transportation funding**

**Introduced:** 6/23/15

**Status:** 6/24/15-From printer

**Summary:** Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, requires the loans to be repaid by December 31, 2018.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position: SUPPORT (Letter sent 6/25/15)**

#### **ABX1-2 (Perea): Transportation projects: comprehensive development lease agreements**

**Introduced:** 6/25/15

**Status:** 6/26/15 – From printer

**Summary:** Extends Caltrans authorization to enter into Public-Private Partnerships indefinitely and includes within the definition of “regional transportation agency” the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.

**Priority: 5S.** Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

**Position: SUPPORT (Letter sent 7/17/15)**

#### **ABX1-3 (Frazier): Transportation funding**

**Introduced:** 7/9/15

**Last Amended:** 9/3/15

**Status:** 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.

**Summary:** Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position: Watch (spot bill)**

**ABX1-4 (Frazier): Transportation funding**

**Introduced:** 7/9/15

**Status:** 9/3/15-Referred to Rules

**Summary:** Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position:** Watch (spot bill)

**ABX1-6 (Hernández, Roger) Affordable Housing and Sustainable Communities Program**

**Introduced:** 7/16/15

**Status:** 7/17/15-From printer.

**Summary:** Requires 20% of moneys available for allocation under the Affordable Housing and Sustainable Communities Cap and Trade Program to be allocated to eligible projects in rural areas.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position:** SUPPORT (Letter sent 9/9/15)

**ABX1-7 (Nazarian) Public transit: funding**

**Introduced:** 7/16/15

**Status:** 7/17/15-From printer.

**Summary:** Appropriates 20% of Greenhouse Gas Reduction Fund (Cap and Trade) annual proceeds to the Transit and Intercity Rail Capital Program (TIRCP), and 10% of those annual proceeds to the LCTOP.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position:** SUPPORT (Letter sent 9/9/15)

**ABX1 8 (Chiu) Diesel sales and use tax**

**Introduced:** 7/16/15

**Status:** 7/17/15-From printer.

**Summary:** Increases the sales and use tax on diesel fuel from 1.75% to 5.25% and allocates the money by formula to public transit agencies, such as Monterey-Salinas Transit.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position:** SUPPORT (Letter sent 9/9/15)

**ABX1-19 (Linder) California Transportation Commission**

**Introduced:** 9/1/15

**Status:** From printer

**Summary:** This bill excludes the CTC from CalSTA and establishes it as an entity in the state government.

**Priority:** NA – CTC

**Position:** Watch

## **Senate bills**

### **SB 247 (Lara): Charter bus transportation: safety improvements**

**Introduced:** 2/18/2015

**Last Amended:** 1/26/2016

**Status:** 1/27/2016-In Assembly. Read first time. Held at Desk.

**Summary:** Requires a charter-party carrier of passengers engaged in charter bus transportation to ensure that the driver of a charter bus provides oral and written instructions to all passengers on the safety equipment and emergency exits on the vehicle prior to the beginning of any trip and that the charter bus is equipped with specified safety equipment. Requires those vehicles manufactured after July 1, 2017, to be equipped with a secondary door for use as an additional emergency exit. Requires Caltrans to adopt, no later than July 1, 2017, standards and criteria for the implementation of these equipment and safety requirements.

**Priority:** N/A – concern that, as written, would apply to intercity buses

**Position:** Watch

### **SB 321 (Beall) Motor vehicle fuel taxes: rates: adjustments**

**Introduced:** 2/23/15

**Last Amended:** 8/18/15

**Status:** 4/5/16: Sen inactive file - Senate bills

**Summary:** Modifies the method by which the State Board of Equalization (BOE) annually adjusts the motor vehicle "fuel tax swap" rate to take into account a five-year average of fuel prices, thereby smoothing perceived revenue volatility.

**Priority:** 1S

**Position:** SUPPORT (Letter sent 4/17/15)

### **SB 824 (Beall) Low Carbon Transit Operations Program**

**Introduced:** 1/7/2016

**Last Amended:** 3/15/2016

**Status:** 4/20/2016-Transportation & Housing: pass and refer to Appropriations

**Summary:** Authorizes the ARB to allow a transit agency that does not submit a project for funding under the LCTOP program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. Allows a transit agency to loan or transfer its funding share in any particular fiscal year to another transit agency within the same region, to pool its funding share with those of other transit agencies, or to apply to Caltrans to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority. Allows a recipient transit agency to apply to Caltrans for a letter of no prejudice for a capital project or component of a capital project for which Caltrans has authorized a disbursement of funds, and if granted, would allow the transit agency to expend its own moneys and to be eligible for future reimbursement.

**Priority:** 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position:** Watch

**SB 885 (Wolk) Construction contracts: indemnity**

**Introduced:** 1/19/2016

**Last Amended:** 4/18/2016

**Status:** 4/21/2016- Judiciary hearing set for 5/2

**Summary:** Specifies with certain exceptions for construction contracts that a design professional only has the duty to defend claims that arise out of negligence, recklessness, or willful misconduct of the design professional. Prohibits waiver of these provisions and provides that any clause in a contract that requires a design professional to defend claims or lawsuits against other persons or entities is void and unenforceable.

**Priority:** N/A - Contracting

**Position:** Watch

**SB 901 (Bates) Transportation projects: Advanced Mitigation Program**

**Introduced:** 1/21/2016

**Status:** 3/23/2016-April 5 hearing postponed by committee.

**Summary:** Creates the Advanced Mitigation Program in Caltrans to implement environmental mitigation measures in advance of future transportation projects. Requires Caltrans to set aside certain amounts of future appropriations for this purpose.

**Priority:** 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

**Position:** Watch

**SB 902 (Cannella) Department of Transportation: environmental review process: federal program**

**Introduced:** 1/21/2016

**Status:** 2/4/2016-Referred to Transportation & Housing

**Summary:** Existing federal law delegates certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government to Caltrans until January 1, 2017. The bill deletes the January 1, 2017, repeal date and thereby extend these provisions indefinitely.

**Priority:** N/A – NEPA delegation authority

**Position:** SUPPORT (Letter sent 3/28/16)

**SB 903 (Nguyen) Transportation funds: loan repayment**

**Introduced:** 1/21/2016

**Status:** 2/4/2016-Referred to Transportation & Housing

**Summary:** Acknowledges, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and requires this amount to be repaid by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account.

**Priority:** 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position:** SUPPORT (Letter sent 3/28/16)

**SB 1066 (Beall) Transportation funds: fund estimates****Introduced:** 2/16/2016**Status:** 4/15/2016-Set for Appropriations hearing 4/25

**Summary:** Current law requires Caltrans to submit to the CTC an estimate of state and federal funds expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the CTC to adopt a fund estimate in that regard. This bill requires the fund estimates prepared by Caltrans and the CTC to identify and include federal funds derived under the Fixing America's Surface Transportation Act of 2015.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position:** Watch**SB 1141 (Moorlach) State highways: transfer to local agencies: pilot program****Introduced:** 2/18/2016**Last Amended:** 4/5/2016**Status:** 4/20/2016- Transportation & Housing: set for first hearing, failed; reconsideration granted

**Summary:** Requires Caltrans to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. Requires Caltrans, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to the county or to a regional transportation agency that has jurisdiction in the county.

**Priority:** N/A - Caltrans**Position:** Watch**SB 1170 (Wiechowski): Public contracts: water pollution prevention plans: delegation****Introduced:** 2/18/16**Last Amended:** 4/6/2016**Status:** 4/20/2016-Environmental Quality: pass and refer to Appropriations

**Summary:** Prohibits public agencies from requiring a contractor to prepare or assume responsibility for certain plans that prevent stormwater runoff from construction sites.

**Priority:** 11S**Position:** OPPOSE**SB 1197 (Cannella) Intercity rail corridors: extensions****Introduced:** 2/18/2016**Status:** 4/14/2016-April 19 hearing postponed by committee.

**Summary:** Existing law defines the boundaries of 3 state-supported intercity rail corridors, and requires the preparation of an annual business plan for the corridor by each participating joint powers board. This bill authorizes the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. The bill requires a proposed extension to first be recommended and justified in the business plan adopted by the joint powers board, and then requires the approval of the Secretary of Transportation.

**Priority: 10S:** Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.

**Position:** SPONSOR (Letter sent 3/3/16)

**SB 1279 (Hancock): California Transportation Commission: funding prohibition: coal shipment**

**Introduced:** 2/19/16

**Last Amended:** 4/4/16

**Status:** Set for hearing, Senate Transportation, April 19

**Summary:** Prohibits the CTC from programming or allocating funds for any port facility project located in or adjacent to a disadvantaged community which exports or proposes to export coal from California. Bill has the potential for stopping state infrastructure investment in or near ports, including access to ports via rail lines and highways.

**Priority:** N/A

**Position:** Watch

**SB 1320 (Runner) California Transportation Commission**

**Introduced:** 2/19/2016

**Status:** 3/28/2016-April 19 hearing postponed by committee.

**Summary:** Excludes the CTC from CalSTA, establish it as an entity in state government, and require it to act in an independent oversight role.

**Priority:** N/A - CTC

**Position:** SUPPORT (Letter sent 3/28/16)

**SB 1383 (Lara): Short-lived climate pollutants**

**Introduced:** 2/19/16

**Last Amended:** 4/12/2016

**Status:** 4/12/2016- Environmental Quality: pass and refer to Appropriations

**Summary:** Would require the CARB to no later than January 1, 2018 approve and ~~implement~~ begin implementing a comprehensive strategy to reduce emission of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon gases by 40% and anthropogenic black carbon by 50% by 2030.

**Priority:** N/A

**Position:** Watch

**Senate bills in the special session**

**SBX1-1 (Beall): Transportation funding: environmental mitigation: oversight**

**Introduced:** 6/22/15

**Last Amended:** 4/21/16

**Status:** 4/21/16- Read second time and amended. Referred to Appropriations

**Summary:** Creates the Road Maintenance and Rehabilitation Program, which increases several taxes and fees to raise roughly \$4.3 billion in new transportation revenues annually, with the funding used to address deferred maintenance on the state highways and local streets and roads and to improve the state's trade corridors. Requires the CTC to adopt performance criteria to ensure efficient use of the funds available for the program. Includes a 5% set-aside for counties that approve a transactions and use tax on or after July 1, 2016 ~~2015~~. Eliminates the current requirement of the State Board of Equalization to annually modify the gas and diesel taxes, instead requiring the Board to recompute the tax rates based on the California Consumer Price Index and the percentage change in the fuel efficiency of the state motor vehicle fleet. Doubles percentage of greenhouse gas fund proceeds going to the Transit and Intercity Rail Capital Program from 10% to 20% and to the Low Carbon Transit Operations Program from 5% to 10%. Requires the High Speed Rail Authority to set aside

\$550 million annually for connectivity projects. Extends CEQA mitigation for roadway maintenance projects to 2025. Establishes the Advance Transportation Project Mitigation Program to be administered and implemented by the Natural Resources Agency. Extends NEPA delegation authority indefinitely. Extends public private partnership authority indefinitely.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position: SUPPORT (Letter sent 6/29/15)**

#### **SBX1-2 (Huff): Greenhouse Gas Reduction Fund**

**Introduced:** 6/30/15

**Status:** 9/1/15 - refer to Appropriations.

**Summary:** Excludes from Greenhouse Gas Reduction Fund allocation the annual proceeds of the fund generated from the transportation fuels sector. Provides instead that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position: Watch**

#### **SBX1-3 (Vidak): Transportation bonds: highway, street, and road projects**

**Introduced:** 7/1/15

**Last Amended:** 8/17/15

**Status:** 9/14/15-Returned to Secretary of Senate

**Summary:** This bill redirects high-speed rail bond proceeds to state freeways and highways, and local streets and roads, upon voter approval.

**Priority: N/A:** California High-Speed Rail project

**Position: Watch**

#### **SBX1-4 (Beall): Transportation funding**

**Introduced:** 7/7/15

**Last Amended:** 9/4/15

**Status:** 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.

**Summary:** Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position: Watch (spot bill)**



**SBX1-5 (Beall): Transportation funding**

**Introduced:** 7/7/15

**Status:** 9/1/15-In Assembly. Read first time. Held at Desk.

**Summary:** Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position: Watch** (spot bill)

**SBX1 7 (Allen) Diesel sales and use tax.**

**Introduced:** 7/16/15

**Last Amended:** 9/3/15

**Status:** 9/3/15- Referred to Appropriations

**Summary:** Increases the sales and use tax on diesel fuel from 1.75% to 5.25% and allocates the money by formula to public transit agencies, such as Monterey-Salinas Transit. Restricts expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. Requires an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements and Provides that the increase in the additional sales and use tax on diesel fuel imposed by the bill shall not be considered by the board in its annual modification of the diesel excise tax rate.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position: SUPPORT** (Letter sent 9/9/15)

**SBX1 8 (Hill) Public transit: funding.**

**Introduced:** 7/16/15

**Status:** 9/2/15- Referred to Appropriations

**Summary:** Appropriates 20% of Greenhouse Gas Reduction Fund (Cap and Trade) annual proceeds to the TIRCP, and 10% of those annual proceeds to the LCTOP. This represents a doubling of the current funding level for bus and rail transit from current levels, and comes from the currently "unallocated" share.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position: SUPPORT** (Letter sent 9/9/15)

**SBX1 11 (Berryhill) Environmental quality: transportation infrastructure**

**Introduced:** 7/16/15

**Last Amended:** 9/4/15

**Status:** 9/4/15- Read second time and amended. Referred to Transportation and Infrastructure Development

**Summary:** CEQA requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration

if it finds that the project will not have that effect. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA.

**Priority: 4S.** Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

**Position: SUPPORT (Letter sent 9/9/15)**

**SBX1 12 (Runner) California Transportation Commission.**

**Introduced:** 7/16/15

**Last Amended:** 8/20/15

**Status:** 8/20/15-Read second time and amended. Referred to Appropriations

**Summary:** Removes the CTC from CalSTA, reestablishes it as an independent entity in state government, and allows it to again act in an independent oversight role.

**Priority: NA – CTC**

**Position: SUPPORT (Letter sent 9/9/15)**

**SBX1 14 (Cannella) Transportation projects: comprehensive development lease agreements.**

**Introduced:** 7/16/15

**Status:** 8/17/15-August 19 set for first hearing canceled at the request of author.

**Summary:** Extends Caltrans' authorization to enter into Public-Private Partnerships by removing the January, 2017 expiration date.

**Priority: 5S.** Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

**Position: SUPPORT (Letter sent 9/9/15)**

**SCAX 1-1 (Huff): Motor vehicle fees and taxes: restriction on expenditures**

**Introduced:** 6/19/15

**Status:** 9/9/15 - refer to Appropriations

**Summary:** Prohibits the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles and water-borne vessels or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. Provides that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.

**Priority: 1S.** Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

**Position: SUPPORT (Letter sent 6/29/15)**

AMENDED IN ASSEMBLY APRIL 25, 2016

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

**ASSEMBLY BILL**

**No. 2730**

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**Introduced by Assembly Member Alejo**

February 19, 2016

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An act to add Section 14528.9 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL’S DIGEST

AB 2730, as amended, Alejo. Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties.

Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law generally requires proceeds from the sale of excess state highway property to be made available for other highway purposes. Existing law generally provides for the California Transportation Commission to program available funding for transportation capital projects, other than state highway rehabilitation projects, through the ~~state transportation improvement program~~ *State Transportation Improvement Program* process, with available funds subject to various fair share distribution formulas. Existing law, in certain cases, requires the commission to instead reallocate funds from canceled state highway projects to other projects within the same county and exempts those funds from the fair share distribution formulas that would otherwise be applicable.

This bill would ~~classify certain properties acquired by the department for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, and no longer required by the department for the alternative improvements undertaken~~

by it in place of the bypass, known as the Prunedale Improvement Project, as excess property and would require the department to expeditiously dispose of those excess properties. The bill would require the net proceeds from the sale of the *any* excess properties *originally acquired for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass*, to be reserved in the State Highway Account for programming and allocation by the commission, with the concurrence of the Transportation Agency for Monterey County, to other ~~transportation~~ *state highway* projects *in the State Highway Route 101 corridor* in that county. The bill would exempt these funds from the distribution formulas otherwise applicable to transportation capital improvement funds.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 14528.9 is added to the Government  
2 Code, to read:  
3 ~~14528.9. Properties originally acquired by the department for~~  
4 ~~a replacement alignment for State Highway Route 101 in the~~  
5 ~~County of Monterey, known as the former Prunedale Bypass, and~~  
6 ~~no longer required by the department for the alternative~~  
7 ~~improvements undertaken by it in place of the bypass, known as~~  
8 ~~the Prunedale Improvement Project, are hereby classified as excess~~  
9 ~~properties. The department shall expeditiously dispose of these~~  
10 ~~excess properties.~~  
11 *14528.9. Proceeds from the sale of the excess properties, any*  
12 *excess properties originally acquired by the department for a*  
13 *replacement alignment for State Highway Route 101 in the County*  
14 *of Monterey, known as the former Prunedale Bypass, less any*  
15 *reimbursements due to the federal government and all costs*  
16 *incurred in the sale of those excess properties, shall be reserved*  
17 *in the State Highway Account for programming and allocation by*  
18 *the commission, commission through the State Transportation*  
19 *Improvement Program, with the concurrence of the Transportation*  
20 *Agency for Monterey County, to other state highway projects in*  
21 *the State Transportation Improvement Program in the County of*  
22 *Monterey, or to other transportation projects in that county*  
23 *consistent with Article XIX of the California Constitution. in the*

- 1 *State Highway Route 101 Corridor in the County of Monterey.*
- 2 Sections 188 and 188.8 of the Streets and Highways Code do not
- 3 apply to these proceeds.

O



## **FINAL 2016 Legislative Program: State Issues**

- 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.
- 2S. Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.
- 3S. Support legislation that promotes transit-oriented development, complete streets, and active transportation projects.
- 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
- 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.
- 6S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.
- 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.
- 8S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- 9S. Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.
- 10S. Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.
- 11S. Support funding proposals to enable cities and counties to implement storm water runoff requirements for transportation projects.
- 12S. Support legislation that promotes transparency and access to information on rail transport of hazardous materials.
- 13S. Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

# Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** May 25, 2016  
**Subject:** Federal Legislative Update

## RECOMMENDED ACTION

**RECEIVE** federal legislative update.

## SUMMARY

The federal appropriations bill for fiscal year 2017 is pending action on the Senate floor.

## FINANCIAL IMPACT

The 2017 Transportation, Housing and Urban Development, and Related Agencies Appropriations Act provides \$56.5 billion to fund the US Department of Transportation, US Department of Housing and Urban Development, and related agencies. The bill represents an \$827 million decrease from FY2016 enacted levels and \$2.9 billion below the President's budget request, but it is critical for funding transportation activities from October 1, 2016 through September 30, 2017.

## DISCUSSION

On April 21, 2016, the Senate Appropriations Committee passed the major legislation required for funding federal transportation expenditures in the next fiscal year, the 2017 Transportation, Housing and Urban Development Appropriations Act (S.2844), on a vote of 30-0. It is currently on the floor of the Senate for consideration. If passed by the Senate, the bill will go to the House, and then to the President for his signature. At this time, House action on a similar spending bill is unclear. The budget is stalled in the House, which means any work on 2017 appropriations bills is likely to be delayed until mid-May.

**Web Attachment 1** is a summary by the American Public Transportation Association of the Senate appropriations bill's transit and rail impacts. Disappointingly, the act does not fully appropriate the funding set aside for two new rail grant programs in the authorization bill, the Fixing America's Surface Transportation (FAST) Act. On the positive side, the appropriations bill approves \$525 million for the Transportation Investment Generating Economic Recovery (TIGER) grant program. Each of these grant programs could be funding sources for capital expenses of the Rail Extension to Monterey County.

The bill also appropriates \$44 billion from the Highway Trust Fund for the Federal Highways Program, consistent with the authorization act; and \$6.6 million for "emerging technologies" to develop autonomous vehicles "with proven safety benefits" and to strengthen cybersecurity defenses in those technologies.

**Web Attachment 2** is the adopted TAMC 2016 federal legislative program.

Approved by:   
Debra L. Hale, Executive Director

Date signed: May 12, 2016

Consent Agenda

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

Web Attachments:

1. American Public Transportation Association (APTA) legislative update
2. Final TAMC Federal Legislative Program, adopted January 27, 2016



**From:** APTA Legislative Update <legislativeupdate@apta.com>  
**Sent:** Tuesday, April 19, 2016 2:37 PM  
**To:** Christina Watson  
**Subject:** APTA Legislative Alert - April 19, 2016

If you have difficulty viewing this message please click [here](#).

To ensure delivery of Legislative Alert, please add 'LegislativeAlert@apta.com' to your email address book.

If you are still having problems receiving our newsletter, see our whitelisting page for more details:  
<http://www.commpartners.com/website/white-listing.htm>



**April 19, 2016**

### **Senate Appropriations Subcommittee Approves Fiscal Year (FY) 2017 Bill**

On Tuesday, the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development (THUD) and Related Agencies approved the FY 2017 THUD appropriations bill with little change from the original text. The full Senate Appropriations Committee is expected to consider the measure on Thursday. The bill appropriates \$56.5 billion for transportation, housing and urban development, and related agencies programs in FY 2017. The information provided below is preliminary, based on brief summaries provided by the subcommittee.

#### Federal Transit Administration

The bill appropriates a total of \$12.3 billion for Federal Transit Administration (FTA) programs, an increase of \$575 million over FY 2016 levels. The total includes \$150 million for the Washington Metropolitan Area Transit Authority (WMATA), which is authorized under legislation separate from the Fixing America's Surface Transportation (FAST) Act. The FAST Act authorized \$12.175 billion in FY 2017 for FTA programs. While we do not have funding details for all programs, it appears that federal transit programs are funded at levels very close to those in the FAST Act.

The bill provides \$9.7 billion for the transit formula grants, which is \$753 over funding in the previous year and consistent with the FAST Act. It funds the Capital Investment Grants (New Starts/Small Starts/Core Capacity) at a level of \$2.3 billion, \$161 million more than FY 2016 and also of the level authorized under the FAST Act. Within funding for Capital Investment Grant program, the measure allocates \$333 million for core capacity projects, \$241 million for small starts, and \$20 million for the expedited delivery pilot program. We do not yet have details on other general fund transit programs, or individual programs under the formula total.

#### Federal Rail Administration

The bill funds Amtrak at a level of \$1.42 billion, \$30 million more than FY 2016, but about \$82 million less than authorized. Separately, it provides \$50 million for the

newly authorized Consolidated Rail Infrastructure and Safety Improvement grants, which is authorized under the FAST Act at \$190 million, and \$20 million for the new Federal State Partnership for State of Good Repair (SOG R) Grants, which is authorized at \$140 million. The measure also provides \$15 million for the new Rail Restoration and Enhancement Grants, which were authorized at \$20 million. For the implementation of Positive Train Control (PTC), the bill is consistent with the FAST Act in appropriating from the Mass Transit Account \$199 million in FY 2017.

#### Other Programs

The bill also appropriates \$525 million for the Transportation Investment Generating Economic Recovery (TIGER) program, \$25 million more than in FY 2016.

We will provide more detailed information as it becomes available in a subsequent Legislative Alert. For more information on the appropriations bill, please [visit the committee website here](#).



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**American Public Transportation Association** 1300 I Street NW, Suite 1200 East, Washington,  
DC 20005  
[Unsubscribe here](#) (202) 496-4800 | [www.apta.com](http://www.apta.com)



## **FINAL 2016 Legislative Program: Federal Issues**

- 1F.** Support stabilizing and increasing transportation funding sources to avoid the bankruptcy of the federal highway and transit trust funds:
  - 1. Increase and index the gas tax to inflation.
  - 2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee.
  - 3. Remove procedural obstacles that impede expenditure of authorized federal funding.
- 2F.** Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 3F.** Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 4F.** Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Hank Myers, Senior Transportation Planning Engineer  
**Meeting Date:** May 25, 2016  
**Subject:** US 101 Central Coast California Freight Strategy Update

---

### RECOMMENDED ACTION

**RECEIVE** update on the US 101 Central Coast California Freight Strategy report.

### SUMMARY

The Association of Monterey Bay Area Governments (AMBAG) has been developing a five county goods movement plan for the US Highway 101 between San Benito County and Santa Barbara County. The purpose of the effort was to design a strategy to preserve and improve this critical economic corridor which supports the entire Central California Coast. The final report has been completed and it better positions the Monterey Bay Area Region and the Central Coast to capture potential project funding for this key freight corridor.

### FINANCIAL IMPACT

There is no financial impact at this time. The Transportation Agency was previously authorized to contribute \$2,500 in cash match and in-kind services to the project.

### DISCUSSION

In August 2013, Caltrans awarded the Association of Monterey Bay Area Governments (AMBAG) \$240,000 through a transportation planning grant to create a five county goods movement plan for the U.S. Highway 101 between San Benito County and Santa Barbara County. The purpose of this effort was to design a strategy to preserve and improve this critical economic corridor which supports the entire California Central Coast. This freight strategy was prepared in partnership with the Transportation Agency for Monterey County, the California Department of Transportation (Caltrans), the Santa Cruz County Regional Transportation Commission, the San Benito County Council of Governments, the San Luis Obispo Council of Governments, and the Santa Barbara County Association of Governments.

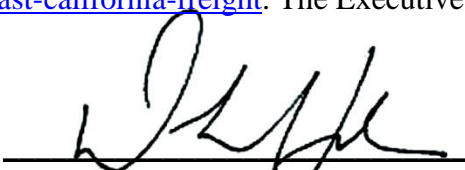
Freight related businesses are critical to the Monterey Bay Area region and the California Central Coast. The Central Coast region along the U.S. 101 corridor is one of the most important agricultural production areas in the country. Assuring the continued flow of freight along the U.S. 101 corridor is critical to the continued economic success of our mega-region. Goods movement industries are critical to the Central Coast, making up approximately 30 percent of Gross Domestic Product for the Central Coast, and include industries such as agriculture, retail, and construction. These industries are responsible for approximately 41 percent of employment in Monterey County, 40 percent in San Benito County, and 28 percent of employment in Santa Cruz County.

Freight and goods movement issues continue to rise in importance in federal legislation. The Moving Ahead for Progress in the 21st Century Act (MAP-21) federal transportation act of 2012 directed states to prepare freight plans consistent with federal guidelines and planning goals. To this end, Caltrans completed the California Freight Mobility Plan in December 2014 which outlines initiatives and projects to maintain and improve freight throughout the state. The recent federal transportation reauthorization bill, the Fixing America's Surface Transportation Act (FAST Act), signed into law in December 2015, funds a freight-specific competitive grant program called the Nationally Significant Freight and Highway Projects Program. This program provides \$4.5 billion in competitive discretionary grant funding over the next five years, with 10 percent reserved for small projects and 25 percent set aside for rural projects. The FAST Act also funds a freight formula program, the National Highway Freight Program, providing \$582.4M over the next five years.

The U.S. 101 Central Coast California Freight Strategy better positions Monterey Bay Area Region and the Central Coast to capture funding from these programs and improve the primary freight corridor which is the backbone of economic commerce throughout the region.

All of the participating agencies worked in collaboration in the mutual development of the freight study. The draft Final Report was reviewed by Caltrans and the partner agencies. Public meetings were held in fall 2015 in the Monterey Bay region, San Luis Obispo and Santa Barbara. Public input mirrored and reinforced issues identified during the study including congestion challenges, safety concerns and freight infrastructure needs. The Final Report for the US 101 Central Coast California Freight Strategy has been completed and is available on the AMBAG website at <http://www.ambag.org/programs-services/planning/regional-freight-plan/us-highway-101-central-coast-california-freight>. The Executive Summary is included as an attachment.

Approved by:

  
Debra L. Hale, Executive Director

Date signed: May 12, 2016

Consent Agenda

Counsel Approval: N/A

Finance Approval: N/A

Attachment: Executive Summary of the Final US 101 Central Coast California Freight Strategy

# U.S. 101 CENTRAL COAST CALIFORNIA FREIGHT STRATEGY

## ***Final Report***

*prepared for*

**Association of Monterey Bay Area Governments (AMBAG)  
Santa Cruz County Regional Transportation Commission (SCCRTC)  
Transportation Agency for Monterey County (TAMC)  
San Benito Council of County Governments (SBtCOG)  
San Luis Obispo Council of Governments (SLOCOG)  
Santa Barbara County Association of Governments (SBCAG)  
California Department of Transportation (Caltrans)**

*prepared by*

**Cambridge Systematics, Inc.**

*A project funded by*

**The California Department of Transportation (Caltrans)**

**April 13, 2016**





## EXECUTIVE SUMMARY

The Central Coast region, which includes San Benito, Monterey, Santa Cruz, San Luis Obispo, and Santa Barbara counties, is one of the most important agricultural production areas in the country and is known for its fresh produce and wine grape production. The region's industries include agriculture, manufacturing, food processing, and other freight-related business clusters which are critical to the region's economy. Growth in Central Coast population centers related to the region's proximity to the Silicon Valley in the north and the Los Angeles Metro area in the south has resulted in increased demand for products shipped via freight modes concurrently with an increase in demand for Central Coast products from outside of the region. The Central Coast relies on U.S. 101 as the primary transportation artery for the region and the area's major truck route.

Figure ES.1 summarizes the freight transportation system in the region and the impact that freight has on the region's economy.

This report developed a **vision** which lays out the strategic direction for this U.S. 101 Corridor Goods Movement System in the Central Coast Region:

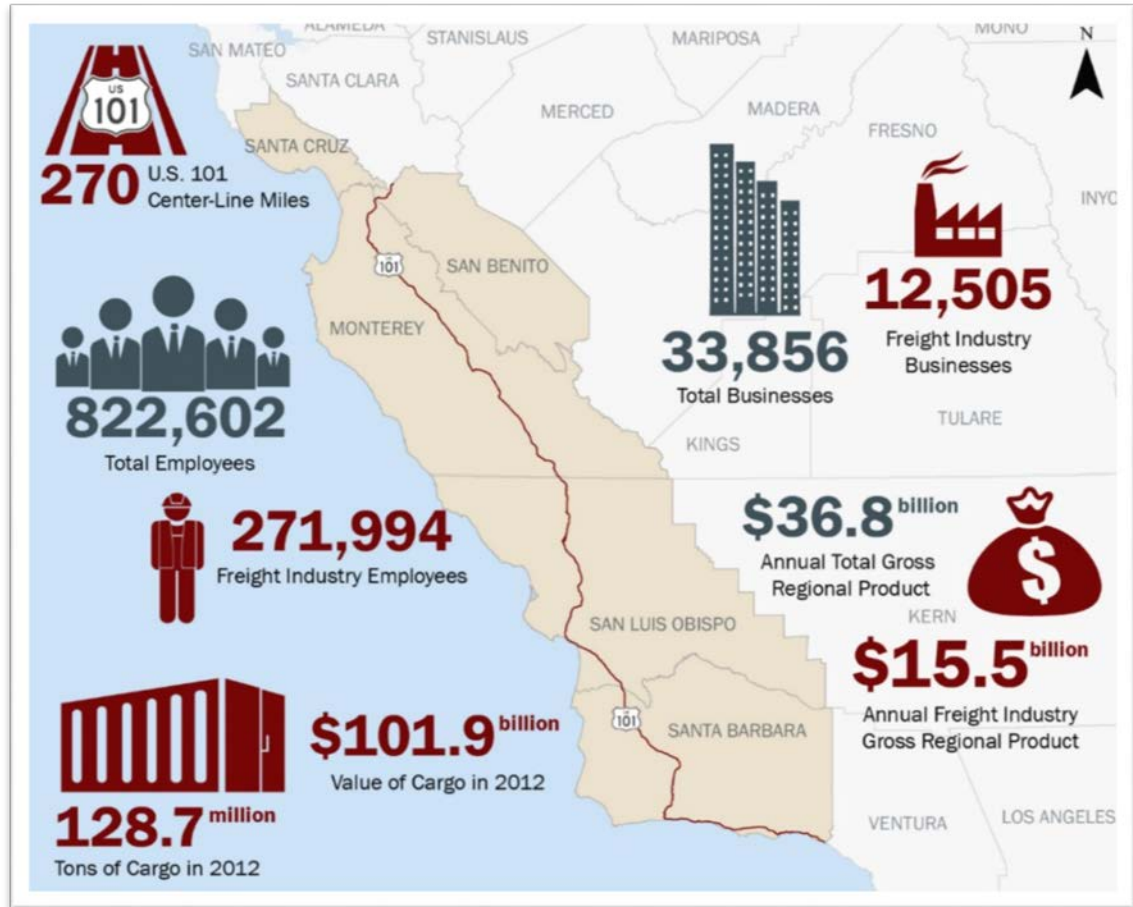
*"The goods movement system in the U.S. 101 Corridor in the Central Coast Region will drive and support the regional economy by creating a technologically advanced, integrated, safe, and efficient multimodal corridor that provides critical connections to international and domestic markets and improves the quality of life of residents."*

The vision is supported by three **goals** that involve collaboration of public and private sectors, community input, and investment to:

- Support **economic development** in the region
- Provide an **efficient, reliable, well-maintained, and safe** goods movement facility along the U.S. 101 corridor, and

- Reduce and mitigate **environmental, social, health, and economic impacts** from goods movement operations

**Figure ES.1 Freight-Related Statistics, U.S. 101 Central Coast California**



Source: Employees (2013). Cargo tons/value (2012). Businesses (2011). Gross Regional Product (2009).

An analysis of current conditions based on suggested performance measures tied to the three goals found that the corridor (including key connecting routes) experiences a number of issues including congestion, safety issues, lack of modal alternatives, truck parking shortages, limited east-west connectivity and others that impact mobility of shippers and receivers that support the region's economy. Based on available data from this and previous studies and stakeholder input, twelve performance metrics were developed and given preliminary ratings based on a qualitative analysis.

- Two metrics, freight access/east-west connectivity and parking availability, were determined to be serious issues with poor current conditions
- Two metrics, tons of PM<sub>2.5</sub>, PM<sub>10</sub>, CO<sub>2</sub>/NO<sub>2</sub> and rail vehicle crashes at at-grade rail crossings, were determined to not be major issues in the study area
- Eight additional metrics were rated as moderate needs



In order to address the issues identified through the conditions analysis, a priority list of 25 projects was developed containing:

- Eight Interchange/Intersection Improvement Projects
- Seven Capacity Expansion/New Road Projects
- Five Rail Projects including new sidings, track realignment, and track upgrades
- Four Operational Improvement Projects including truck climbing lanes and Intelligent Transportation Systems improvements
- One Transload Project

It is important to note that the above list identifies only projects by their primary aim. Many of the projects address concerns across multiple categories. For example, an interchange project may also include operational improvements such as an Intelligent Transportation System (ITS) component like a ramp meter. In addition to the 25 projects, five programs were developed to meet needs and issues that are difficult to address with a single project.

Thirteen of the projects are located directly on U.S. 101 or an intersection/interchange with U.S. 101 while the remaining 12 projects are located on intersecting routes to U.S. 101 or rail lines in the study region. The east-west routes in the region provide critical links between Central Coast businesses and the Interstate highway system. Based on the conditions analysis and stakeholder comments, these routes are most in need of improvement. Rail transportation is also a key component, as projects that improve the mobility and reliability of rail potentially reduce congestion and wear and tear on U.S. 101 and surrounding highways.

Implementing these projects will require a coordinated effort that builds on the collaboration and advocacy begun during the development of the earlier Central Coast Commercial Flows Study and continued through the U.S. 101 Goods Movement Corridor Plan process. Funding for small-scale freight projects which constitute the majority of the priority projects in this study has historically been a challenge due to competing passenger transportation needs and limited funding dedicated to freight needs. However, the passage of the Fixing America's Surface Transportation (FAST) Act in December 2015 provides new federal funding dedicated to freight needs that may be leveraged to advance the projects and programs needed to maintain and improve goods movement on U.S. 101 and the surrounding network. There are also ongoing discussions at the state level that could result in new funding for the Trade Corridor Improvement Fund that has helped fund freight projects in the past. This study identifies the types of projects that may qualify for new funding and suggests strategies for advocacy on behalf of the goods movement needs of the U.S. 101 Corridor.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** May 25, 2016  
**Subject:** City of Greenfield Regional Surface Transportation Program  
Fair Share Allocation

---

### RECOMMENDED ACTION

1. **APPROVE** the request by the City of Greenfield to reprogram \$427,258.28 in Regional Surface Transportation Program fair share funds to the Greenfield Street Rehabilitation Project; and
2. **APPROVE** amending Exhibit A of the local funding agreement to include this project and funding.

### SUMMARY

The Agency has distributed Regional Surface Transportation Program fair share funding by population to the local jurisdictions for a wide range of eligible transportation projects. Funding is available at the discretion of the local jurisdiction for their chosen projects, upon approval by the Transportation Agency Board.


### FINANCIAL IMPACT

Regional Surface Transportation Program funds originate from the State Highway Account and are controlled by this Agency. The City of Greenfield is requesting to reprogram \$427,258.28 of RSTP Fair Share funds.

### DISCUSSION

Examples of the types of transportation projects that are eligible for Regional Surface Transportation Program funding include: local street and roadway rehabilitation, bicycle facilities, pedestrian facilities, public transit capital and signal coordination and other safety and operational improvements. The Transportation Agency distributes the “fair share” component to the cities and County based on population. Funding is programmed at the discretion of the local jurisdiction to eligible transportation projects.

The City of Greenfield requests that \$427,258.28 of their Regional Surface Transportation Program Fair Share funds be reprogrammed to the Greenfield Street Rehabilitation Project. The project requested by the City of Greenfield is an eligible project.

Approved by:   
Debra L. Hale, Executive Director

Date Signed: May 12, 2016

Consent Agenda

Counsel Approval: N/A

Finance Approval: N/A

Attachments:

1. Request for Reprogramming of RSTP Fair Share Funds Letter from City of Greenfield
2. City of Greenfield's revised Local Agency Funding Allocation Agreement Exhibit A



## City of Greenfield

599 El Camino Real Greenfield CA 93937 831-674-5591  
www.ci.greenfield.ca.us

May 11, 2016

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

RE: Greenfield Street Rehabilitation Project

To Whom It May Concern:

The City is preparing to go out to bid for a street rehabilitation project. The scope of work of the selected contractor is as follows:

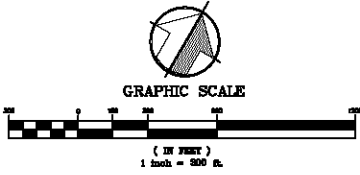
- Rehabilitation of various City streets (see attached map) using PASS® MAX-CR technology street preservations methods.
- Inventory of striping, legends, crosswalks and markings.
- Removal of existing striping, legends, and pavement markers.
- Removal of existing oil deposits from parking spaces.
- Grind and replacement (.3') asphalt pavement.
- Submittal of product design specifications for review and approval.
- Protection of existing manhole, inlet, monument, valve box, and all utility covers.
- Application of PASS® MAX-CR Scrub / Cape Seal.
- Application of Type 2 Micro Surfacing.
- Application of PASS® QB Rejuvenating Fog Seal.
- Traffic control including delivery of "Notices."
- Replacement of traffic striping, legends, and pavement markers.
- Cleanup.

Total project cost is estimated at \$1,013,180, including construction, testing, construction management, and inspection. This project will be funded through a combination of currently available special district assessment funds, LTF and RSTP funds.

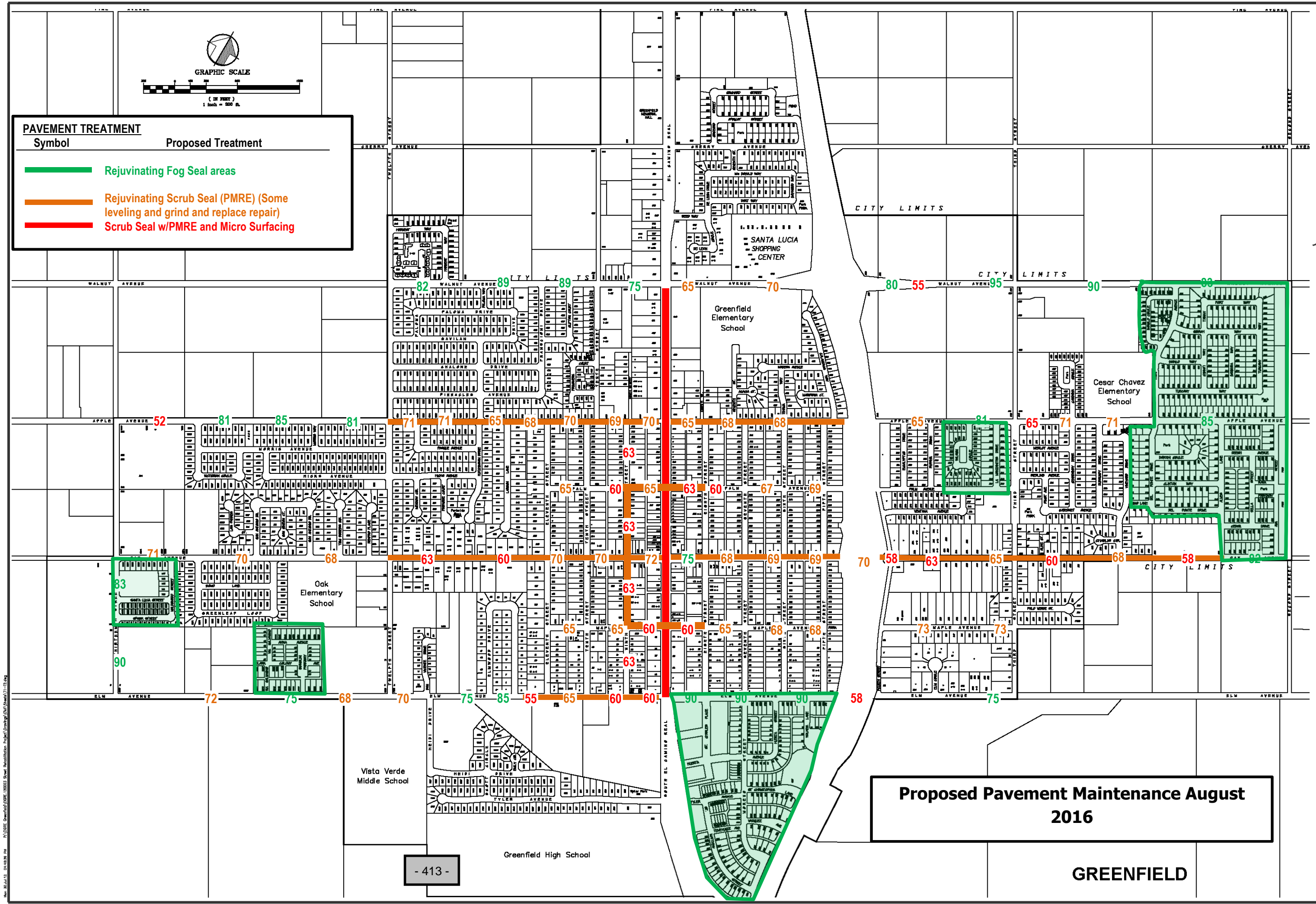
It is requested that TAMC approve allocation of all currently available RSTP funds to this street rehabilitation project.

Respectfully requested,

Mic Steinmann  
Community Services Director



PAVEMENT TREATMENT	
Symbol	Proposed Treatment
	Rejuvenating Fog Seal areas
	Rejuvenating Scrub Seal (PMRE) (Some leveling and grind and replace repair)
	Scrub Seal w/PMRE and Micro Surfacing



Proposed Pavement Maintenance August 2016

GREENFIELD

ENGINEERING  
SURVEYING  
CONSTRUCTION MANAGEMENT

MNS  
ENGINEERS  
201 Industrial Way  
Bakersfield, CA 93327  
805.868.5260 Phone

DATE: \_\_\_\_\_  
SCALE: 1"=40'  
DRAWN BY: XXX  
APPROVED BY: XXX  
DRAWING NO: \_\_\_\_\_

**CITY OF GREENFIELD  
2012 STREET REHABILITATION PROJECT  
INDEX MAP**

SHEET  
**T2**  
OF 147 SHEETS

NOT FOR CONSTRUCTION

Transportation Agency for Monterey County  
Local Agency Funding Allocation Agreement  
Exhibit A

City of Greenfield							
Agency	Board Approval Date	Fund Expiration Date	Type	Project	Budget	Paid	Balance Outstanding
Greenfield	3/26/2014	3/26/2017	RSTP Fair Share	El Camino Real Streetscape Project	\$ 907	\$ 907	\$ -
Greenfield	5/25/2016	5/25/2019	RSTP Fair Share	Greenfield Street Rehabilitation Project	\$ 427,258	\$ -	\$ 427,258
					\$ 428,165	\$ 907	\$ 427,258

Last Revised:5/25/2016

Approved by:Debra L. Hale, Executive Director



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** May 25, 2016  
**Subject:** Caltrain Agreement

---

### RECOMMENDED ACTION

1. **AUTHORIZE** the Executive Director to negotiate and execute an agreement with the Peninsula Joint Powers Board (Caltrain) to review designs in support of the Rail Extension to Monterey County project; and
2. **AUTHORIZE** the use of no more than \$25,400 from funding budgeted for this project for the agreement.

### SUMMARY

This agreement will enable the Transportation Agency to pay Caltrain to perform review of engineering designs of Santa Clara County stations in support of the project to extend passenger rail to Monterey County. This agreement will be for actual costs incurred by Caltrain for staff work related to this project.

### FINANCIAL IMPACT

The Rail Extension to Monterey County Project budget includes funding for engineering work related to the project. Staff proposes to allocate up to \$25,400 of state funds programmed to this project to reimburse Caltrain staff for their efforts. The actual cost will be dependent on the level of effort Caltrain staff expends to conduct the design review.

### DISCUSSION

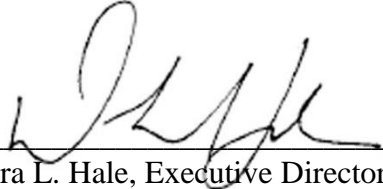
The Salinas Extension Project extends Capitol Corridor passenger rail service from San Jose in Santa Clara County south to Salinas in Monterey County (68 miles). The service will start with two daily round trips between Salinas and Sacramento, expanding to up to six round trips as demand warrants. The project provides an alternative to the highly congested US 101 corridor to access to jobs, education, and health care, and improves interregional transportation and air quality. It also promotes mixed-use, transit-oriented development, affordable housing, livable communities and economic growth around the

May 25, 2016

three stations. The service will stop at Tamien (San Jose), Morgan Hill, and Gilroy in Santa Clara County. Improvements at these stations to support the Capitol Corridor include platform improvements, track improvements, and amenities such as ticket machines. Construction of these improvements is anticipated to begin in 2017 and end in 2020.

The Third-Party Projects group of the Peninsula Corridor Joint Powers Board (PCJPB) Engineering & Construction Department coordinates construction and encroachment activities with federal, state, local public works agencies, regulators, contractors, and other outside parties (commonly referred to “third parties”). The objective of the Third-Party Projects group is to work closely with these outside parties to ensure that all access to Caltrain property is covered by appropriate agreements, constructed in compliance with Caltrain-approved plans and protected in the safest manner possible during construction.

TAMC is requesting that Caltrain’s Third-Party Projects group review the specifications, plans and estimates for Caltrain stations located at Tamien (San Jose), Morgan Hill, and Gilroy, at the 75% and 90% engineering levels. The document Caltrain uses for this purpose is a Service Agreement (**Attachment 1**). The not-to-exceed budget for this work is \$25,400 (**Attachment 2**).

Approved by:   
Debra L. Hale, Executive Director

Date Signed: May 10, 2016

Consent Agenda

Counsel Approval: YES

Finance Approval: YES

Attachments

1. Service Agreement
2. Budget



## PENINSULA CORRIDOR JOINT POWERS BOARD SERVICE AGREEMENT

### FOR PCJPB USE ONLY

<u>PUC No.</u>	<u>SPECIAL DESIGNATION</u> (Location, Bridge No., Etc.)	<u>Sheet ___ of</u>	
	Redwood City Station	<u>County</u> SC-MC	<u>Main</u> MT2
		<u>Mile Post</u> 49.2-77.4	
<u>Estimated Amount</u> \$25, 400	<u>Preliminary Job No.</u>	<u>Lease Audit No.</u>	<b>PCJPB PROJECT No.</b> TO BE PLACED ON ALL CORRESPONDENCE
<u>Est. Start Date</u> 4/4/16	<u>Est. Completion Date</u> 4/30/17	<b>Treasury Dept. receipt of funds confirmation</b> Date _____ Ck # _____ By _____	

<b>Project Title:</b> Salinas Extension Project	
<b>Project Purpose:</b> Design review for rail extension from Santa Clara County to Monterey County; see attached budget	
<b>Company or Funding Agency (Applicant):</b> Transportation Agency for Monterey County	<b>Contact Person Regarding Billings:</b> <u>Name:</u> Christina Watson <u>Address:</u> same <u>City/State/Zip:</u> same <u>Phone:</u> 831-775-0903 <u>Fax:</u> 831-775-0897 <u>E-mail Address:</u> christina@tamcmonterey.org
<b>Accounts Payable Address:</b>  55-B Plaza Circle, Salinas, CA 93940	

THE APPLICANT AGREES TO REIMBURSE THE PENINSULA CORRIDOR JOINT POWERS BOARD (PCJPB) FOR ALL ACTUAL COSTS IN PROVIDING THE SERVICES AND MATERIALS TO THIS PROJECT (INCLUDING APPLICABLE GENERAL AND ADMINISTRATIVE OVERHEAD COSTS). AN ESTIMATE OF THOSE COSTS IS PROVIDED BELOW. APPLICANT ACKNOWLEDGES THAT ALL PCJPB EXPENSES DESCRIBED IN THE CATEGORIES LISTED BELOW WHICH ARE RELATED TO THE PROJECT ARE REIMBURSABLE. PAYMENT FOR PROJECTS WITH ESTIMATED COST OF LESS THAN \$100,000 OR THAT ARE PROJECTED TO BE COMPLETED IN 90 DAYS OR LESS ARE DUE TO PCJPB BEFORE PROJECT WORK BEGINS. THE PCJPB WILL NOT AUTHORIZE WORK ON THIS PROJECT UNTIL THIS AGREEMENT IS EXECUTED AND PREPAYMENT HAS BEEN RECEIVED. PAYMENT OPTIONS (I.E. ESCROW ACCOUNT, SCHEDULED PRE-PAYMENTS, LETTER OF CREDIT ETC.) FOR PROJECTS LASTING MORE THAN 90 DAYS AND COSTING MORE THAN \$100,000 MUST BE PRE-ARRANGED WITH, AND APPROVED BY, PCJPB'S CHIEF FINANCIAL OFFICER (OR THEIR DESIGNEE). BILLINGS UNDER THIS AGREEMENT ARE DUE 30 DAYS FOLLOWING DATE OF INVOICE. ANY AMOUNT DUE TO PCJPB THAT IS NOT PAID, OR CONTESTED IN WRITING, BY THE DUE DATE SHALL BEAR INTEREST AT THE RATE OF 1.5% PER MONTH, COMPOUNDED MONTHLY, FROM THE DUE DATE.

Estimate Includes, but is not limited to:

1. Permit Application Fee: \$250.00
2. PCJPB engineering review, document preparation, processing fees, OSI Oversight etc.: Approximately \$1,600.00 per day, as required.
3. PCJPB administrative and legal review costs: As required.

The estimated reimbursable cost of the work to be performed for this project through the PCJPB is: \$25,400

The estimated length of project is: 360 days

Railroad Protective Liability Insurance (RRPLI) will also be required and is not included in this cost estimate. RRPLI may be paid for through the PCJPB, to protect the PCJPB and its member agencies. (For estimated cost please phone Engineering Department Construction Manager listed below).

#### PENINSULA CORRIDOR JOINT POWERS BOARD

1) \_\_\_\_\_  
(COO - Rail) (Date)

2) NA \_\_\_\_\_  
(Approved as to Form - Counsel) (Date)

3) \_\_\_\_\_  
\*(Chief Financial Officer) (Date)

#### APPLICANT

1) \_\_\_\_\_  
(Authorized Representative) (Date)

\_\_\_\_\_  
(Title or Position)

2) \_\_\_\_\_  
\*(Authorized Budget Officer) signature indicates (Date)  
availability of budgeted funds in the amount specified above

#### RETURN ORIGINAL TO:

Peninsula Corridor Joint Powers Board  
Engineering Department Attn: A. Quicho  
P. O. Box 3006, San Carlos, CA 94070-1306  
(650) 508-7785 FAX (650) 508-7967

\_\_\_\_\_  
(Title or Position)

**Caltrain Service Agreement Budget  
TAMC Rail Extension**

<b>Design SUPPORT COST Activity</b>	<b>Fully loaded hourly rate</b>	<b>Hours</b>	<b>Cost</b>
<b>Office Coordination</b>	\$150	20	\$3,000
<b>Staff Plan/Submittal Review</b>	\$240	80	\$19,200
<b>Staff Administration</b>	\$200	16	\$3,200

**Total Hours**

116

**Total Cost**

**\$25,400**



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Hank Myers, Senior Transportation Planning Engineer  
**Meeting Date:** May 25, 2016  
**Subject:** City of Marina Maintenance Agreement

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### RECOMMENDED ACTION

1. **AUTHORIZE** the Executive Director to execute a Maintenance Agreement with the City of Marina; and
2. **AUTHORIZE** the Executive Director to make changes, as necessary, to the Maintenance Agreement and encroachment permit; subject to review and approval of Agency Counsel.

### SUMMARY

The City of Marina is proposing reconstruction of the intersection of Del Monte Boulevard and Beach Road, partially within the TAMC Monterey Branch Line rail right-of-way. Prior to approval of the encroachment permit for the construction work, the City of Marina must execute a maintenance agreement with the Transportation Agency for the portion of the improvements within the Monterey Branch Line right-of-way.

### FINANCIAL IMPACT

There is no financial impact at this time.

### DISCUSSION

The City of Marina has prepared plans for the Del Monte Avenue and Beach Road Improvement Project and is preparing to advertise for construction of the improvements. The scope of the project includes construction of a roundabout, as well as roadway and drainage improvements within the TAMC Monterey Branch Line rail right-of-way.

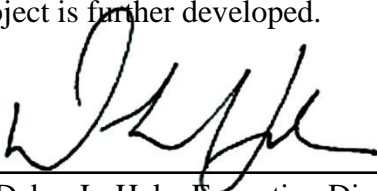
The roadway and drainage improvements, in particular, include construction of a storm drain pipe, outfall end section structure, and rock slope protection into an existing low lying drainage area (south basin) located within the TAMC Monterey Branch Line rail right-of-way at the Beach Road crossing. The drainage improvements would extend into the east side of TAMC right-of way and would be approximately 170 feet long by 10 feet wide (1,700 SF area) and would be set back from

May 25, 2016

the location of future track lines. A City of Marina drainage report states that the drainage basin area located approximately 100 feet north of Beach Road and Del Monte Boulevard has sufficient capacity to retain and infiltrate a 100 year storm.

A key issue for the Transportation Agency is that any proposed use should not preclude the Agency from utilizing the rail right-of-way for its intended public passenger rail purposes, including any proposed improvements, easements, or encroachments within the rail right of way that would negatively impact the construction of the locally-preferred alternative for the Monterey Branch Line. The Transportation Agency has prepared an encroachment permit with special conditions to allow the City of Marina's proposed construction work to take place within the Monterey Branch Line right-of-way. Prior to approval of the encroachment permit, the City of Marina must execute a maintenance agreement with the Transportation Agency for the portion of the roadway and drainage improvements within the Monterey Branch Line right-of-way.

The Maintenance Agreement will require the City of Marina to bear the entire cost of constructing, operating, and maintaining the roadway and drainage improvements within the Monterey Branch Line right-of-way. The City of Marina will also be required to modify the improvements in the event with a future conflict with the proposed Monterey Branch Line project. This approach will allow the City of Marina to proceed with the roadway and drainage improvement project in the near-term, without limiting or restricting Transportation Agency design flexibility in the future as the Monterey Branch Line project is further developed.

Approved by:   
Debra L. Hale, Executive Director

Date signed: May 12, 2016

Consent Agenda

Counsel Approval: Yes

Finance Approval: Yes

Web Attachments: 1) Maintenance Agreement  
2) Encroachment Permit

**Agreement for Maintenance of City Of Marina  
Del Monte Boulevard and Beach Road Improvements  
Located Within TAMC Monterey Branch Line Rail Right of Way**

Location: MBL Engineers Station 307+90

**THIS AGREEMENT**, made this \_\_\_\_\_ day of \_\_\_\_\_, 2016, by and between the Transportation Agency for Monterey County, hereinafter called "TAMC," and the City of Marina, a public agency, address: 211 Hillcrest Avenue, Marina, California 93933, hereinafter called "CITY."

**WITNESSETH:**

- A. WHEREAS, CITY wishes to construct, operate, and maintain, subject to the terms of this Agreement, a roadway improvement project (herein called "Project"), at or near the City of Marina, County of Monterey, State of California, in the location shown on the attached Improvement Plans for the Del Monte Boulevard and Beach Road Improvement Project dated January 2016.
- B. WHEREAS, the Project includes reconstruction of the intersection of Del Monte Boulevard and Beach Road into a new "roundabout" type intersection.
- C. WHEREAS, a portion of the Project includes construction of roadway and drainage improvements on Beach Road located within the TAMC Monterey Branch Line rail right-of-way.
- D. WHEREAS, TAMC has as one of its goals and purposes the improvement of rail transit within the County of Monterey and has as an established project the return of rail transit to the Monterey Peninsula through, among other things, a "Monterey Branch Line."
- E. WHEREAS, the TAMC Board has selected the Monterey Branch Line project as the "preferred alternative" after extensive analysis and has shared the preliminary plans with the City.
- F. WHEREAS, said roadway and drainage improvements, as proposed by CITY, particularly include construction of a storm drainage system, outfall end section structure, rock slope into an existing low lying drainage area (south basin) located within the TAMC Monterey Branch Line rail right of way at the Beach Road crossing. The drainage improvements encroachment would extend into the east side of the Monterey Branch Line right of way and would be approximately 170 feet long by 10 feet wide (1,700 SF area).
- G. WHEREAS, the Drainage Report, entitled Del Monte Improvements from Beach Road to Marina Green Drive prepared by RBF Consulting on behalf of the CITY, dated July 2008, states that the southerly storm drainage basin area located approximately 100 feet north of Beach Road and Del Monte Boulevard, and between Del Monte Boulevard and the Railroad tracks, has sufficient capacity to retain and infiltrate a 100-year storm, and CITY has represented that TAMC may rely upon such Drainage Report.
- H. WHEREAS, said roadway and drainage improvements are a key element of the CITY's Del Monte Boulevard and Beach Road Improvement Project.
- I. WHEREAS, CITY will be required to modify said roadway and drainage improvements within the TAMC Rail Right of Way at no cost to TAMC in the event of a future conflict with the proposed Monterey Branch Line project.

- J. WHEREAS, the parties mutually agree that it is appropriate for the CITY and TAMC enter into a maintenance agreement for the roadway and drainage improvements located within the TAMC Monterey Branch Line Rail Right of Way.

**NOW THEREFORE, IT IS AGREED:**

1. Cost: CITY shall bear the entire cost of constructing, operating and maintaining said roadway and drainage improvements within the TAMC right of way.
2. Encroachment Permit: CITY shall obtain an Encroachment Permit from TAMC prior to entering and constructing any roadway and drainage improvements on TAMC premises and shall comply with all General and Special Conditions of Approval.
3. Construction and Maintenance: Said roadway and drainage improvements shall be constructed, operated, and maintained by CITY in accordance with referenced CITY improvement plans. Approval of this Maintenance Agreement shall not constitute a warranty by TAMC that such plans conform with federal, state and/or local codes and regulations applicable thereto. All work upon said roadway and drainage improvements shall be done to TAMC's satisfaction, and in a manner not to interfere with TAMC's operations. CITY will be required, at CITY's cost, to modify the roadway and drainage improvements within the TAMC Rail Right of Way in the event of a future conflict with the proposed Monterey Branch Line project or with TAMC's ability to utilize the right of way for construction, operation and maintenance for railway purposes, as determined by TAMC in its sole discretion. In the construction, operation, and maintenance of said roadway and drainage improvements, CITY shall keep TAMC's premises in a neat and safe condition, and free from weeds, and trash; failing which, TAMC may do so at CITY's expense. CITY shall protect the existing railroad tracks in-place and shall not allow activities that would affect the operational track profile requirements for the railway. If required by TAMC in use of TAMC's premises, CITY shall reconstruct, relocate, or alter said roadway and drainage improvements to TAMC's satisfaction. Except in emergencies, CITY shall give TAMC five (5) business day's written notice of the day and hour it proposes to do any work on said roadway and drainage improvements. CITY shall cooperate with TAMC in making any tests TAMC requires of any installation or condition which in its judgment may have an adverse effect on any of the facilities of TAMC. All costs incurred by the tests, or any corrections thereafter, shall be borne by the CITY.
4. Term of Agreement: The term of this Agreement shall begin upon execution hereof by CITY and TAMC and shall remain in force until CITY's improvements within the TAMC Right of Way shall be removed or if terminated earlier in accordance with Section 9.
5. Indemnification. To the fullest extent permitted by law, including California Civil Code sections 2782 and 2782.6, CITY shall defend (with legal counsel reasonably acceptable to TAMC), indemnify and hold harmless the TAMC, its officers, agents, and employees,

from and against any and all claims, losses, costs, damages, injuries (including injury to or death of an employee of CITY or its contractors or subcontractors), expenses and liabilities of every kind, nature and description (including incidental and consequential damages, court costs, attorneys' fees, litigation expenses and fees of expert consultants or expert witnesses incurred in connection therewith and costs of investigation) that arise out of, pertain to, or relate to, directly or indirectly, in whole or in part, the negligence, recklessness, or willful misconduct of CITY, any contractor or subcontractor, anyone directly or indirectly employed by them, or anyone that they control (collectively "Liabilities") relating to the construction, operation or maintenance of the Project. Such obligations to defend hold harmless and indemnify the TAMC, its officers, agents, and employees, shall not apply to the extent that such Liabilities are caused in part by the sole negligence, active negligence, or willful misconduct of the TAMC, its officers, agents, and employees. To the extent there is an obligation to indemnify under this Paragraph, CITY shall be responsible for incidental and consequential damages resulting directly or indirectly, in whole or in part, from CITY's negligence, recklessness, or willful misconduct. The CITY's obligations to defend, indemnify and hold harmless shall survive any termination of this Agreement.

6. Environmental Protection: CITY shall at its expense, comply with all applicable laws, regulations, rules and orders regardless of when they become or became effective, including, without limitation, those relating to health, safety, noise, environmental protection, waste disposal, hazardous waste, and water and air quality, and furnish satisfactory evidence of such compliance upon request of TAMC. Should any discharge, leakage, spillage, emission, or pollution of any type occur or arise from the premises covered hereunder as a result of CITY's use, presence, operations or exercise of the rights herein granted, CITY shall immediately notify TAMC and shall at CITY's expense, be obligated to clean all property affected thereby, whether owned or controlled by TAMC or any third persons to the satisfaction of TAMC (insofar as the property owned or controlled by TAMC is concerned) and any governmental body having jurisdiction in the matter. TAMC may at its option, clean TAMC's Premises; if TAMC elects to do so, CITY shall pay TAMC the cost of such cleanup promptly upon receipt of a bill therefor. CITY agrees to release, indemnify and defend TAMC from and against all liability, cost and expense (including, without limitation, any fines, penalties, judgments, litigation costs, and attorney fees) incurred by TAMC as a result of CITY's breach of this section, or as a result of any such discharge, leakage, spillage, emission or pollution, excepting only if such liability, cost or expense is proximately caused solely and exclusively by the active negligence or willful misconduct of TAMC, its officers, agents or employees.
7. Annual Inspection and Maintenance: CITY agrees to inspect and maintain, annually, prior or October 15 of each year, the storm drainage improvements on TAMC premises shown on the above referenced improvement plans. CITY shall maintain a Water Pollution Control Plan and said drainage improvements shall be maintained in accordance with Best Management Practices (BMP) applicable to storm drainage facilities. CITY shall provide to a letter to TAMC providing proof of BMP inspection and maintenance prior to October 15 of each year.

8. Exhibits: The following exhibits are attaché hereto and incorporated by reference:

Exhibit A - TAMC Encroachment Permit with Special Provisions of Approval

Exhibit B – Final Improvement Plans for the Del Monte Boulevard and Beach Road Improvement Project dated January 2016.

Exhibit C – Drainage Report, Del Monte Improvements from Beach Road to Marina Green Drive Prepared by RBF Consulting, dated July 2008.

9. Termination: TAMC may terminate this Agreement at any time for good cause. “Good Cause” includes, without limitation, the failure of CITY to comply with the terms of this Agreement for the maintenance of the roadway and drainage improvements in the manner provided herein. If CITY makes default in respect to any covenant or condition on CITY’s part hereunder and fails to correct such default within thirty (30) days after receipt of notice from TAMC to do so, or if such default is capable of correction but cannot reasonably be cured within such thirty day period then within such longer period provided that the CITY promptly undertakes to correct within the initial thirty day period and thereafter diligently prosecutes such correction to completion, TAMC may terminate this Agreement by notice to CITY and CITY shall thereupon remove said roadway and drainage improvements and restore the premises of TAMC to TAMC’s satisfaction; failing which, TAMC may arrange to do so at CITY’s expense. TAMC shall give written notice of termination to CITY at least thirty (30) days prior to the effective date of termination, which date shall be specified in any such notice.
10. Amendments and Modifications. No modification or amendment of this agreement shall be valid unless it is set forth in writing and executed by the parties hereto.
11. Governing Laws. This Agreement shall be construed and enforced according to the laws of the State of California, and the parties hereby agree that the County of Monterey shall be the proper venue for any dispute arising hereunder.
12. Construction of Agreement. The parties agree that each party has fully participated in the review and revision of this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any exhibit or amendment. To that end, it is understood and agreed that this Agreement has been arrived at through negotiation, and that neither party is to be deemed the party which prepared this Agreement within the meaning of Civil Code Section 1654. Section and paragraph headings appearing herein are for convenience only and shall not be used to interpret the terms of this Agreement.
13. Waiver. Any waiver of any term or condition hereof must be in writing. No such waiver shall be construed as a waiver of any other term or condition herein.
14. Time is of the Essence. The parties mutually acknowledge and agree that time is of the essence with respect to every provision hereof in which time is an element. No extension



of time for performance of any obligation or act shall be deemed an extension of time for performance of any other obligation or act, nor shall any such extension create a precedent for any further or future extension.

15. Execution of Agreement. Any individual executing this Agreement on behalf of an entity represents and warrants that he or she has the requisite authority to enter into this Agreement on behalf of such entity and to bind the entity to the terms and conditions hereof. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.

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

IN WITNESS WHEREOF, TAMC and CITY OF MARINA execute this agreement as follows:

TAMC	CITY OF MARINA
By: _____ Debra L. Hale Executive Director	By: _____ Name: _____ Title: MAYOR
Dated: _____	Dated: _____
Approved as to form:	By: _____ Name: _____ Title: CITY CLERK Dated: _____
By: _____ Legal Counsel	Approved as to form:
	By: _____ Name: _____ Title: CITY ATTORNEY Dated: _____

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

Date: 6/1/2016

Application No. 2016-03

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**  
**APPLICATION FOR**  
**ENCROACHMENT PERMIT (PERMIT TO ENTER AND CONSTRUCT)**

City Of Marina  
(Applicant's Name)

Of 211 Hillcrest Ave, Marina CA 93933  
(Mailing Address)

Del Monte Blvd and Beach Rd Improvement Project  
(Address of Property)

\_\_\_\_\_  
(Assessor's Parcel Number)

Applicant hereby applies for an encroachment permit for the purpose of entering and construction on TAMC property at the above-noted property, pursuant to the final policy with respect to encroachments in Monterey Peninsula Branch Line Right-of-Way for the following reasons:

Description of Use: Construction of roadway and drainage improvements for the City of Marina  
"Del Monte Blvd and Beach Road Improvement Project".

Proposed Starting Date: June 2016  
Estimated Date of Completion: October 2016

Drawings submitted: Plan View: Improvement Plans Dated Jan2016  
Details: See Attachments 1-A & 1-B

Applicant agrees that work will comply with the General Conditions listed on the reverse side of this application.

\_\_\_\_\_  
(Signature of Applicant)

\_\_\_\_\_  
(Phone Number of Applicant)

**\*\*\*YOUR APPROVED APPLICATION IS THE ENCROACHMENT PERMIT\*\*\***

- ☐ Encroachment Permit is approved.
- ☒ Encroachment Permit is approved with Special Conditions of Approval, which are a part of the Encroachment Permit.
- ☐ Encroachment Permit is disapproved.
- ☐ Encroachment Permit application is referred to the TAMC Board for their consideration and action.

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

Approved as to Form:

\_\_\_\_\_  
TAMC Counsel

\_\_\_\_\_  
Date

**Note:** *Encroachment permit actions by the TAMC Executive Director may be appealed to the TAMC Board by filing an appeal with the TAMC Administrative Services Manager within fifteen (15) days of the date of notice to the applicant.*

## TRANSPORTATION AGENCY FOR MONTEREY COUNTY

As condition for the granting of an encroachment permit from TAMC, I hereby agree to the following conditions:

### GENERAL CONDITIONS

1. **Hold Harmless:** Permittee shall hold harmless and defend TAMC, its officers, employees or agents, against any claims or suits, from any cause whatever, arising from the construction, maintenance or existence of the encroachment permitted pursuant to this permit.
2. **Maintenance:** Permittee shall at all times maintain the public property covered by this permit and any structures or landscaping placed thereon in a safe, neat and attractive manner.
3. **Revocability:** This permit shall be revocable at any time with good cause as provided by the Maintenance Agreement referenced herein as Special Conditions of Approval c. TAMC shall give written notice of such revocation and a reasonable time to remove the encroachment. Permittee agrees to remove the encroachment after said notice and to restore the public property to a safe condition. If permittee fails to do so, TAMC may do said work, either with its own employees or by private contract, and the permittee shall be liable for said costs.
4. **Transferability:** This permit is for the benefit of the adjacent property (other than temporary encroachments) and may be transferred to the successor of the permittee without consent of TAMC, provided, however, that no transfer of this permit shall become effective until the transferee executes an agreement with TAMC that he/she has read and accepts the terms and conditions of the permit. It shall be the duty of the permittee to notify his/her successor of this permit and the terms and conditions herein.
5. **Signs:** There shall be no signs or other forms of advertising within the area covered by this permit unless specifically authorized.
6. **Inspection Notice:** Prior to any construction activity the applicant shall contact the TAMC Inspector for a field inspection of the work to be done within the public right-of-way. A twenty-four (24) hour notice shall be given to the TAMC Inspector prior to any work activity.
7. **Insurance:**

(a) Without limiting Permittee's duty to indemnify, Permittee shall maintain, at no cost to TAMC, throughout the term of this Agreement, a policy or policies of insurance with the following coverage and minimum limits of liability (check if applicable):

- ☒ [ X ] Commercial general liability insurance, including but not limited to premises, personal injury, products, and completed operations, with a combined single limit of \$1,000,000 per occurrence.
- ☐ [ ] Professional liability insurance in the amount of not less than \$1,000,000 per claim and \$3,000,000 in the aggregate, to cover liability for malpractice or errors or omissions made in the course of rendering professional services. If professional liability insurance is written on a "claims made" basis rather than an "occurrence" basis, Permittee shall, upon the expiration or termination of this Agreement, obtain extended reporting coverage ("tail coverage") with the same liability limits. Any such tail coverage shall continue for at least three years following the expiration or termination of this Agreement.

- [ X] Comprehensive automobile liability insurance covering all motor vehicles, including owned, leased, hired and non-owned vehicles used in providing services under this Agreement, with a combined single limit of not less than \$1,000,000 per occurrence.
- (b) All insurance required under this Agreement shall be with a company acceptable to TAMC and authorized by law to transact insurance business in the State of California. City may satisfy the foregoing insurance requirements by obtaining equivalent insurance through the Monterey Bay Areas Self-Insurance Authority (MBASIA) that provides equivalent or better protection against the subject risk than commercially available third party insurance. Unless otherwise provided herein, all such insurance shall be written on an occurrence basis; or, if any policy cannot be written on an occurrence basis, such policy shall continue in effect for a period of two years following the date of Permittee's completion of performance hereunder.
- (c) Each policy of insurance required under this Agreement shall provide that TAMC shall be given written notice at least thirty days in advance of any change, cancellation or non-renewal thereof. Each policy shall provide identical coverage for each subcontractor performing work under this Agreement, or be accompanied by a certificate of insurance for each subcontractor showing identical insurance coverage.
- (d) Commercial general liability and automobile liability policies shall provide an endorsement naming TAMC, its officers, agents, and employees, as additional insured's and shall further provide that such insurance is primary to any insurance or self-insurance maintained by TAMC, and that no insurance of any additional insured shall be called upon to contribute to a loss covered by Permittee's insurance.
- (e) Workers Compensation Insurance. If during the performance of this contract, Permittee employs one or more employees, then Permittee shall maintain a workers' compensation plan covering all of its employees as required by Labor Code Sec. 3700, either (a) through workers' compensation insurance issued by an insurance company, with coverage meeting the statutory limits and with a minimum of \$1,000,000.00 per occurrence for employer's liability, or (b) through a plan of self-insurance certified by the State Director of Industrial Relations, with equivalent coverage. If Permittee elects to be self-insured, the certificate of insurance otherwise required by this agreement shall be replaced with consent to self-insure issued by the State Director of Industrial Relations. The provisions of this paragraph apply to any subcontractor employing one or more employees, and Permittee shall be responsible for all subcontractors' compliance herewith.
- 8. Engineering Provisions:** Permittee shall follow the American Railway Engineering and Maintenance of Way Associations 2004 Manual for Railway Engineering engineering specification for work performed on the TAMC Railroad Right-of-Way.

### **Special Conditions of Approval**

- a. The work of construction shall be conducted in accordance with the City of Marina Plans and Specifications for the “Del Monte Boulevard and Beach Street Improvements Project” dated January 2016.
- b. The top of slope for the proposed storm drainage outfall (south basin) shall be adequately offset so that it does not conflict with the proposed second track line location of the Monterey Branch Line (MBL) rail project.
- c. The City of Marina is responsible for all maintenance of the roadway and drainage improvements constructed on TAMC property pursuant to this Encroachment Permit. The City of Marina shall execute a Maintenance Agreement between TAMC and Marina no later than \_\_\_\_\_, and **this Encroachment Permit shall not be effective until such execution.**
- d. The City of Marina will be required to modify the roadway and drainage improvements within the TAMC right of way in the event of a future conflict with the Monterey Branch Line (MBL) rail project.
- e. The City of Marina indemnifies the TAMC for injury or loss arising out of the City installed facilities.
- f. The City of Marina shall maintain a Water Pollution Control Plan and apply the plan’s Best Management Practices to the use of the site.
- g. The City of Marina shall obtain any applicable local land use jurisdiction permits/approvals prior to occupying the site.
- h. Employer’s Liability Insurance shall be maintained at a minimum of \$1,000,000.00 per occurrence.
- i. Unless revoked earlier pursuant to Paragraph 3 of General Conditions, this Encroachment Permit shall terminate if and when the Agreement for Maintenance related to this property and approved by the City of Marina on \_\_\_\_\_ is breached or terminated.

## **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: Fernando Armenta (Chair),  
Alejandro Chavez (1<sup>st</sup> Vice Chair), Dave Potter (2<sup>nd</sup> Vice Chair),  
Kimbley Craig (Past Chair),  
John Phillips (County representative), Robert Huitt (City representative)*

**Wednesday, May 4, 2016**

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

Transportation Agency Conference Room  
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Armenta called the meeting to order at 9:00 a.m. Committee members present: Armenta, Chavez, Huitt, Phillips and alternate Mohamadi for Potter. Staff present: Goel, Hale, Muck, Rodriguez, and Watson. Others present: Agency Counsel Reimann, John Arriaga, JEA & Associates; Terry Feinberg, Moxxy Marketing and Reed Sanders, Senator Cannella's office.
  2. **PUBLIC COMMENTS:** None.
- 
3. **CONSENT AGENDA:**  
On a motion by Committee Member Huitt and seconded by Committee Member Phillips the committee voted 5– 0 to approve the consent agenda. Committee member Craig arrived after consent approval.
    - 3.1 Approved minutes from the Executive Committee meeting of April 6, 2016.
    - 3.2 Received the legislative update.

**END OF CONSENT**

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4. On a motion by Committee Member Phillips and seconded by Committee Member Craig the committee voted 6– 0 to receive the state legislative update and recommend that the Board adopt positions on bills of interest to the Agency.

Christina Watson, Principal Transportation Planner, reported that staff has been working with the legislature and stakeholders on AB 2730, authored by Alejo. As amended, this bill restricts the funding for use in the US 101 corridor and deletes the requirement that Caltrans declare the properties as surplus and sell them immediately, to give Caltrans the opportunity to fully vet the potential use of the properties and to hold on to properties that it can potentially use in the foreseeable future. Also, SB1197, authored by Cannella, would have authorized the extension of intercity passenger rail service beyond the statutorily-defined boundaries of the corridor. Agency staff, along with the Coast Rail Coordinating Council, decided that, instead of making amendments to the bill in open hearing, to pull the bill to develop language all stakeholders can support next year.

John Arriaga, JEA & Associates, reported that SB 885 by Wolk, related to indemnity clauses in design contracts, has been controversial but is moving forward through the process. He noted that the League of California Cities, the California State Association of Counties, and the California Special Districts Association are among the entities that oppose the bill. Executive Director Debbie Hale noted that the Chambers of Commerce are in support based on concerns from the American Institute of Architects.

5. On a motion by Committee Member Chavez and seconded by Committee Member Huitt the committee voted 6– 0 to receive information on ballot initiative and recommend an oppose position on the “No Blank Checks” initiative on the November 2016 ballot.

Christina Watson, Principal Transportation Planner, reported that the California Association of Councils is encouraging their members to review and consider opposing the ‘No Blank Checks’ initiative on the November 2016 ballot. This initiative would amend the California Constitution to prohibit the state from issuing bonds on projects exceeding \$2 billion without a direct vote of the people.

John Arriaga, JEA & Associates, reported that the initiative was in response to the Delta tunnel project, and noted the Governor opposes the initiative.

6. On a motion by Committee Member Huitt and seconded by Committee Member Phillips the committee voted 6– 0 to recommend that the Board approve Resolution 2016-09 adopting the fiscal year 16/17 budget and overall work program and estimated budgets for fiscal years 17/18 and 18/19.

Todd Muck, Deputy Executive Director, highlighted work the Agency will be doing in fiscal year 16/17, with examples such as outreach on the Holman Highway construction and the Monterey to Salinas Highway 68 Scenic Corridor study.

Rita Goel, Director of Finance & Administration, reported 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 overall work program tasks such as rail program, highway projects, bicycle and pedestrian program etc.

Next step on May 25, 2016, the Board will be asked to approve the budget and overall work program, in accord with Agency Bylaws requiring the annual budget be approved no later than the Board's May meeting.



7. The Committee received a report on the draft agenda for TAMC Board meeting of May 25, 2016:

Executive Director Hale reported that the Board would be asked to adopt the Regional Pedestrian and Bicyclist Way finding Plan for Monterey County. The Board will also hold a Sales Tax Ballot Hearing to introduce ordinance to place on ballot. Receive presentation on the Regional Development Impact Fee program and FORA Fee Study update; Approve removal of South County interchanges from the Regional Development Impact Fee project list and the revised fee schedule; and Provide policy input on coordinating the Fort Ord Reuse Authority (FORA) Community Facilities District fees with the Regional Development Impact Fee after the dissolution of FORA.

9. **ADJOURNMENT**

Chair Armenta adjourned the meeting at 10:13 a.m.

  
Elouise Rodriguez, Senior Administrative Assistant

# City of Carmel-by-the-Sea

POST OFFICE BOX CC  
CARMEL-BY-THE-SEA, CA 93921  
(831) 620-2000

April 11, 2016

Assembly Member Luis Alejo  
P.O. Box 942849  
Sacramento, CA 94249-0030

Via email to: [Tony.Madrigan@asm.ca.gov](mailto:Tony.Madrigan@asm.ca.gov)

**Re: Support for AB 2730 (Alejo): Department of Transportation: Prunedale Bypass:  
County of Monterey: disposition of excess properties**

Dear Assembly Member Alejo:

On behalf of the City of Carmel-by-the-Sea, I write in support of Assembly Bill (AB) 2730: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 19, 2016). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County for use on future transportation projects in Monterey County. **The City of Carmel-by-the-Sea supports this bill.**

Over many years, TAMC, the County of Monterey and Caltrans assembled the transportation funds to buy 145 parcels (353 acres) of land for the US 101 Prunedale Bypass project. The project was unable to be constructed, and TAMC and Caltrans instead focused on safety improvements on US 101, known as the Prunedale Improvement Project. Caltrans has the authority to sell the unused land, and under current law, the revenues from the sale of bypass land would go into the state general fund – not back to transportation and not back to Monterey County.

AB 2730 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for other highway improvement projects in Monterey County. AB 2730 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism. This bill would help TAMC and Caltrans to make much-needed and long-deferred highway improvements.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

  
Jason Burnett  
Mayor

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Mark Stone, 29th Assembly District  
Hon. Bill Monning, 17th Senate District  
Debra L. Hale, TAMC



# City of Gonzales

P.O. BOX 647  
PHONE: (831) 675-5000

147 FOURTH ST.  
FAX: (831) 675-2644

GONZALES, CALIFORNIA 93926  
[www.ci.gonzales.ca.us](http://www.ci.gonzales.ca.us)

April 27, 2016

Maria Orozco  
Mayor

Assembly Member Luis Alejo  
P.O. Box 942849  
Sacramento, CA 94249-0030

Via email to: [Tony.Madrigal@asm.ca.gov](mailto:Tony.Madrigal@asm.ca.gov)

Liz Silva  
Mayor Pro Tem

**RE: Support for AB 2730 (Alejo): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties**

Dear Assembly Member Alejo:

Scott Funk  
Councilmember

On behalf of the City of Gonzales, I write in support of Assembly Bill (AB) 2730: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as amended, April 18, 2016). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County for use on future transportation projects on the US 101 corridor in Monterey County. **The City of Gonzales supports this bill.**

Jose G. Lopez  
Councilmember

Robert Bonincontri  
Councilmember

Over many years, TAMC, the County of Monterey and Caltrans assembled the transportation funds to buy 145 parcels (353 acres) of land for the US 101 Prunedale Bypass project. The project was unable to be constructed, and TAMC and Caltrans instead focused on safety improvements on US 101, known as the Prunedale Improvement Project. Caltrans has the authority to sell the unused land, and under current law, the revenues from the sale of bypass land would go into the state general fund – not back to transportation and not back to Monterey County.

René L. Mendez  
City Manager

AB 2730 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for other US 101 improvement projects in Monterey County. AB 2730 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism. This bill would help TAMC and Caltrans to make much-needed and long-deferred highway improvements.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Maria Orozco  
Mayor

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Bill Monning, 17th Senate District  
Hon. Mark Stone, 29th Assembly District  
Debra L. Hale, TAMC



*Gateway  
to the  
Pinnacles*



April 28, 2016

Assembly Member Luis Alejo

Via email to: [JPachecoucd15@gmail.com](mailto:JPachecoucd15@gmail.com)

Fax: 916-319-2130

P.O. Box 942849

Sacramento, CA 94249-0030

**Re: Support for AB 2730 (Alejo): Department of Transportation: Prunedale Bypass:  
County of Monterey: disposition of excess properties**

Dear Assembly Member Alejo:

On behalf of the City of Soledad, I write in support of Assembly Bill (AB) 2730: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as amended, April 25, 2016). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County for use on future transportation projects on the US 101 corridor in Monterey County. **The City of Soledad supports this bill.**

Over many years, TAMC, the County of Monterey and Caltrans assembled the transportation funds to buy 145 parcels (353 acres) of land for the US 101 Prunedale Bypass project. The project was unable to be constructed, and TAMC and Caltrans instead focused on safety improvements on US 101, known as the Prunedale Improvement Project. Caltrans has the authority to sell the unused land, and under current law, the revenues from the sale of bypass land would go into the state general fund – not back to transportation and not back to Monterey County.

AB 2730 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for other US 101 corridor improvement projects in Monterey County. AB 2730 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism. This bill would help TAMC and Caltrans to make much-needed and long-deferred highway improvements.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Fred J. Ledesma  
Mayor

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Mark Stone, 29th Assembly District

Hon. Bill Monning, 17th Senate District  
Debra L. Hale, TAMC





***Grower-Shipper Association of Central California***  
***"OUR MEMBERS: PARTNERS PRODUCING PROSPERITY"***

April 12, 2016

Assembly Member Luis Alejo  
P.O. Box 942849  
Sacramento, CA 94249-0030

Via email to: [Tony.Madrigal@asm.ca.gov](mailto:Tony.Madrigal@asm.ca.gov)

**Re: Support for AB 2730 (Alejo): Department of Transportation: Prunedale Bypass:  
County of Monterey: disposition of excess properties**

Dear Assembly Member Alejo:

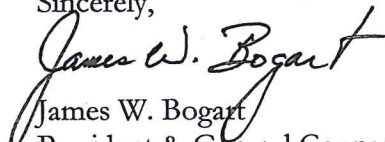
**The Grower-Shipper Association of the Central California supports Assembly Bill 2730,** which will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County for use on future transportation projects in Monterey County.

Growers, shippers, packers, harvesters, processors, and countless other related businesses come together as the voice of the Grower-Shipper Association of Central California. Our almost 400 **members** span the coastal region encompassing Monterey, Santa Cruz, San Benito and Santa Clara counties. We are the local voice of advocacy for regional agriculture that produces more than 100 different crops in this world-renowned coastal agricultural area.

Safely distributing fresh produce, berries, wine and other agricultural goods to the nation is a key mission of the Grower-Shipper Association. AB 2730 will ensure that millions of transportation dollars can come back to the local highway system for improvements that will facilitate the delivery of nearly \$5.5 billion in goods every year to market.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

  
James W. Bogart  
President & General Counsel

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Bill Monning, 17th Senate District  
Hon. Mark Stone, 29th Assembly District  
Debra L. Hale, TAMC

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**JODY HANSEN**

MPCC PRESIDENT/CEO

May 5, 2016

The Honorable Luis Alejo

Assemblymember, 30<sup>th</sup> Assembly District

State Capitol

P.O. Box 942849

Sacramento, CA 94249-0030

Via email to: [Tony.Madrigal@asm.ca.gov](mailto:Tony.Madrigal@asm.ca.gov)

**Re: Support for AB 2730 (Alejo): Department of Transportation: Prunedale  
Bypass: County of Monterey: disposition of excess properties**

Dear Assemblymember Alejo:

On behalf of the Monterey Peninsula Chamber of Commerce, I write in support of Assembly Bill (AB) 2730: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as amended, April 18, 2016). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County for use on future transportation projects on the US 101 corridor in Monterey County. **The Monterey Peninsula Chamber of Commerce supports this bill.**

Over many years, TAMC, the County of Monterey and Caltrans assembled the transportation funds to buy 145 parcels (353 acres) of land for the US 101 Prunedale Bypass project. The project was unable to be constructed, and TAMC and Caltrans instead focused on safety improvements on US 101, known as the Prunedale Improvement Project. Caltrans has the authority to sell the unused land, and under current law, the revenues from the sale of bypass land would go into the state general fund – not back to transportation and not back to Monterey County.

AB 2730 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for other US 101 improvement projects in Monterey County. AB 2730 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism. This bill would help TAMC and Caltrans to make much-needed and long-deferred highway improvements.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

  
Jody Hansen,  
President/CEO

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Bill Monning, 17th Senate District  
Hon. Mark Stone, 29th Assembly District  
Debra L. Hale, TAMC





May 3, 2016

The Honorable Mark Stone  
29th Assembly District  
State Capitol  
P.O. Box 942849  
Sacramento, CA 94249-0029

Via email to: [Craig.Scholer@asm.ca.gov](mailto:Craig.Scholer@asm.ca.gov)

**Re: Support for AB 1746 (Stone): Transit buses**

Dear Assembly Member Stone:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing in support of Assembly Bill (AB) 1746, Transit buses (as amended, March 30, 2016). This bill extends to seven additional transit operators the authority to operate transit buses on state highway shoulders. **TAMC supports this bill.**

In 2013, AB 946 (Stone) authorized the Monterey-Salinas Transit District (MST) and the Santa Cruz Metropolitan District (METRO), in conjunction with Caltrans and CHP, to conduct a transit-bus-only program using the shoulders of certain state highways as transit-bus-only traffic corridors. National studies have shown that bus use on shoulders is a low-cost strategy to improve bus running times and reliability for transit systems.

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC recently authorized funds for MST to study a bus on shoulder project on Highway 1 between Monterey and Marina. TAMC supports this alternative bus project as a way to relieve congestion on regional highways.

Thank you for your authorship of this bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jea@jeaandassociates.com](mailto:jea@jeaandassociates.com).

Sincerely,  


Debra L. Hale  
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Bill Monning, 17th Senate District  
Hon. Luis Alejo, 30th Assembly District



May 3, 2016

The Honorable Melissa Melendez  
67th Assembly District  
State Capitol, Suite 6031  
Sacramento, CA 94249-0067

Via fax to: (916) 319-2167

**Re: Support for AB 2014 (Melendez): Freeway Service Patrol Program Assessment**

Dear Assembly Member Melendez:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing in support of Assembly Bill (AB) 2014, Freeway Service Patrol (FSP) Program Assessment (as amended, April 5, 2016). This bill would require Caltrans to publish a statewide FSP Program Assessment that would identify, quantify, and analyze existing FSPs, identify opportunities to increase or expand service levels, and analyze and make recommendations regarding the current and anticipated future financial condition of the program. **TAMC supports this bill.**

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC is the Service Authority for Freeways Emergencies (SAFE) for Monterey County, supporting FSP services that provide assistance to motorists who are stranded on the highway. FSP reduces traffic jams by providing quick response to stalls, helps stranded motorists, and saves fuel and air-polluting emissions by reducing stop and go traffic. TAMC supports your efforts through AB 2014 to establish the statewide benefits of FSP programs, so that Monterey County may continue to provide sustainable FSP services on the state highway system.

Thank you for your authorship of this bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jea@jeandassociates.com](mailto:jea@jeandassociates.com).

Sincerely,

Debra L. Hale  
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Mark Stone, 29th Assembly District

Hon. Bill Monning, 17th Senate District  
Hon. Luis Alejo, 30th Assembly District





May 3, 2016

The Honorable Luis Alejo  
P.O. Box 942849  
Sacramento, CA 94249-0030

Via email to: [Tony.Madrigal@asm.ca.gov](mailto:Tony.Madrigal@asm.ca.gov)

**Re: Support for AB 2090 (Alejo): Low Carbon Transit Operations Program**

Dear Assembly Member Alejo:

On behalf of the Transportation Agency for Monterey County (TAMC), I write in support of Assembly Bill (AB) 2090: Low Carbon Transit Operations Program (as amended, April 7, 2016). This bill will authorize a transit agency to apply for, and receive, Low Carbon Transit Operations Program funds to maintain current transit service levels in circumstances where that transit agency is experiencing a fiscal emergency. **The Transportation Agency for Monterey County supports this bill.**

Current law continuously appropriates 5% of annual proceeds in the Greenhouse Gas Reduction Fund to the Low Carbon Transit Operations Program (LCTOP), which provides operating and capital assistance to transit agencies to reduce greenhouse gas emissions and improve mobility. Eligible projects include expanded service hours, route expansions, discount and free transit passes, and transit station safety and accessibility improvements.

This bill would enable transit agencies facing unique fiscal circumstances to also use this funding source to maintain current transit service levels. Without this flexibility, these transit agencies would be forced to cut back on existing service, forcing people out of transit and into less efficient modes of transportation. The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. This bill would enable the Monterey-Salinas Transit District to continue bus operations in case of a fiscal emergency.

Thank you for your authorship of this bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jea@jeaandassociates.com](mailto:jea@jeaandassociates.com).

Sincerely,

Debra L. Hale  
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Bill Monning, 17th Senate District  
Hon. Mark Stone, 29th Assembly District



May 3, 2016

The Honorable David Chiu  
17th Assembly District  
State Capitol  
P.O. Box 942849  
Sacramento, CA 94249-0017

Via fax to: (916) 319-2117

**Re: Support for AB 2374 (Chiu): Construction Manager/General Contractor method:  
regional transportation agencies: ramps**

Dear Assembly Member Chiu:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing in support of Assembly Bill (AB) 2374, Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: ramps (as introduced, February 18, 2016). This bill would authorize regional transportation agencies to use the CM/GC project delivery method on ramps not on the state highway system. **TAMC supports this bill.**

Current law authorizes Regional Transportation Agencies (RTAs) to use the CM/GC project delivery method to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the design-bid-build method and of the CM/GC method, and (3) the RTA board adopts the method in a public meeting. CM/GC is an emerging project delivery method that potentially combines the best of both design-bid-build and design-build. AB 2374 authorizes regional transportation agencies to use the CM/GC method on ramps not on the state highway system and removes the requirement that the project be developed in accordance with an expenditure plan approved by voters.

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC serves as Monterey County's regional transportation planning agency. TAMC supports efforts to expand design-build authority and allow for regional control of such projects.

Thank you for your authorship of this bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1346 or [jea@jeaandassociates.com](mailto:jea@jeaandassociates.com).

Sincerely,

Debra L. Hale  
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District      Hon. Bill Monning, 17th Senate District  
Hon. Mark Stone, 29th Assembly District      Hon. Luis Alejo, 30th Assembly District





May 9, 2016

The Honorable Jim Beall  
State Capitol, Room 5066  
Sacramento, CA 95814

Via email: [Lynne.Andres@sen.ca.gov](mailto:Lynne.Andres@sen.ca.gov)

**RE: SUPPORT for SB X1-1 (Beall): Transportation funding: environmental mitigation: oversight – as amended**

Dear Senator Beall:

On behalf of the Transportation Agency for Monterey County (TAMC), I write to restate our support of Senate Bill (SB) X1-1: Transportation funding: environmental mitigation: oversight (as amended, April 21, 2016). This bill will create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. **TAMC strongly supports this bill.**

As amended, SBX1-1 would double the percentage of greenhouse gas fund proceeds going to the Transit and Intercity Rail Capital Program from 10% to 20% and to the Low Carbon Transit Operations Program from 5% to 10%. It would require the High Speed Rail Authority to set aside \$550 million annually for connectivity projects. The bill also extends CEQA mitigation for roadway maintenance projects to 2025 and deletes the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons. The bill would also expand the exemption to include state roadways. It establishes the Advance Transportation Project Mitigation Program to be administered and implemented by the Natural Resources Agency to improve the efficiency and efficacy of mitigation projects for transportation improvements. It extends NEPA delegation authority indefinitely. The bill also extends public private partnership authority indefinitely. TAMC supports all of these provisions in the amended SBX1-1.


The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC supports your efforts to stabilize and increase transportation funding. This bill would facilitate better planning and programming by making the actual amount of transportation funding in any given year more predictable. This bill would help TAMC, Monterey County, Cities and Caltrans to do long-term planning for much-needed roadway and highway improvements.

TAMC would like to reiterate our support of ensuring that this bill support regional planning efforts by putting funding into the direly underfunded State Transportation Improvement Program (STIP). Programming the funds via the STIP would support regional collaboration and multimodal transportation projects. TAMC would also like to strongly encourage the

legislature to act soon in order to address the immediate needs of the state's transportation system.

Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jea@jeaandassociates.com](mailto:jea@jeaandassociates.com).

Sincerely,



Debra L. Hale  
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Bill Monning, 17th Senate District  
Hon. Luis Alejo, 30th Assembly District  
Hon. Mark Stone, 29th Assembly District



May 3, 2016

The Honorable Bob Wieckowski  
10th Senate District  
State Capitol, Room 3086  
Sacramento, CA 95814

Via Fax to: (916) 651-4910

**Re: SB 1170 (Wieckowski): Public contracts: water pollution prevention plans:  
delegation – OPPOSE**

Dear Senator Wieckowski:

On behalf of the Transportation Agency for Monterey County (TAMC), I write to oppose Senate Bill (SB) 1170: Public contracts: water pollution prevention plans: delegation (as amended, April 6, 2016). This bill would prohibit a public entity, charter city, or charter county from delegating to a contractor the development of a plan, as defined, used to prevent or reduce water pollution or runoff on a public works contract. **TAMC opposes this bill as written.**

Stormwater Pollution Prevention Plans are required for projects of at least one acre of land to identify stormwater control measures for the construction process. Ultimately, the success or failure of the plan lies with the general contractor carrying out the plan. SB 1170 would shift the development and liability of the plan to the public agency and thus would create confusion and conflict in the public works process. SB 1170 would further disconnect the entity responsible for the development of the plan from the entity that performs the work related to the plan.

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC serves as Monterey County's regional transportation planning agency, and is a state designated agency responsible for planning and financial programming of transportation projects. Unfortunately, as currently written, SB 1170 would add significant new costs and inefficiencies to the delivery of this infrastructure.

If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jea@jeaandassociates.com](mailto:jea@jeaandassociates.com).

Sincerely,

Debra L. Hale  
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Mark Stone, 29th Assembly District

Hon. Bill Monning, 17th Senate District  
Hon. Luis Alejo, 30th Assembly District



## **ROUNDBABOUTS - SMART TRANSPORTATION INFRASTRUCTURE**

Herein I am addressing a matter before the TAMC Board on Wednesday, April 27; Item 8 on your Agenda.

I support “smart” infrastructure and here is why.

On a late evening on April 10, 2010, two beautiful young women were killed in a tragic vehicle accident at the intersection of River Road at Las Palmas Parkway. They carelessly and innocently entered the intersection on a red light. The driver who broadsided them sustained minor injuries. Neither of the involved drivers had been drinking alcohol. River Road was closed that late evening for the on-scene investigation and extrications. A lapse of attention and the inherently dangerous design of standard intersections created this tragedy – friends, family, teachers, schoolmates, all suffered a great loss. This tragedy would not have occurred had the drivers entered a properly designed roundabout intersection.

Roundabouts are deemed safer than traditional intersections because their design precludes high-risk situations – it is designed to preclude head-on and broadside collisions and vehicles are not required to stop. The Transportation Research Board informs us that modern roundabouts in the U.S. have resulted in a 90-percent reduction in fatal and incapacitating accidents. Injury accidents are reduced by 76 percent and overall intersection accidents reduced by 35 percent, because there is one-third the number of collision points as compared to standard intersections, regardless of the lack of familiarity by drivers with this type of intersection design. Roundabouts perform more favorably when compared to conventional intersections in terms of improved safety, increased capacity, reduced overall delay, and improved aesthetics. They are self regulating as to speed and access to the intersection by the drivers. Roundabouts are proven to be safer, cheaper to maintain and friendly to the environment. They must be an integral part of our transportation infrastructure in Monterey County!

Roundabouts are underappreciated in California even though it is prevalent in other states and is very common elsewhere in the world. Although we lag behind there are a few roundabouts scattered about the state including those in Davis, Truckee, Arcata, Santa Barbara, Calabasas, Long Beach, Woodland, Santa Cruz, and Modesto. Locally, the City of Marina has installed roundabouts on lower Reservation Road and at the MBEST Technology Center. Salinas has one and there is the Holman Hwy (Hwy 68)/Hwy 1 roundabout soon to break ground.

At last count, California, with a population of 38 million, is reported to have around 210 roundabouts. In comparison, there are over 150 roundabouts constructed in Utah (pop. of 2.7 million). Wisconsin has built at least 120 since 2004. Maryland is closing in on 200 and Kansas has nearly 100. Today, the number of modern roundabouts in the USA is around 5,000 with hundreds more being constructed every year<sup>1</sup>. The United Kingdom has at least 10,000 roundabouts and France has 30,000. The City of Carmel, Indiana has 94 roundabouts - 35 more than in 2011! The numbers indicate California is lagging.

Consider this other important benefit related to roundabouts – reduced vehicle greenhouse gas emissions! Globally, emissions of carbon dioxide (CO<sub>2</sub>) and other greenhouse gases amount to multiple billions of metric tons per year. In California, our total annual tonnage of CO<sub>2</sub> emissions is anticipated to reach 430 million metric tons of CO<sub>2</sub> equivalents (MMTCO<sub>2</sub>E) by 2020 and only if the current constraints mandated by AB32 are not reversed; otherwise California is on track for emitting

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<sup>1</sup> <http://www.roundaboutsusa.com/history.html> Web site visited April 24, 2016

600 MMTCO<sub>2</sub>E.<sup>2</sup> In the case that tons of crud emitted into the air we breathe is not comprehensible, perhaps a more comprehensible context is that California's population increases each year by about 500,000 – the equivalent of one new City of Sacramento each year! In response to the pending filth associated with our transportation system, California took the lead in protecting the environment and protecting health and safety in 2006 with Assembly Bill (AB) 32 - The Global Warming Solutions Act of 2006. AB 32 is intended to reduce greenhouse gas emissions in California so that by 2020 the gases emitted in California would be the same as that in 1990 and by 2050 emissions are further reduced to 80 percent of 1990 emissions (430 MMTCO<sub>2</sub>E in 1990 and 600 MMTCO<sub>2</sub>E in 2020 if “business as usual”). So how does one go about doing this? Along comes Senate Bill (SB) 375 that passed in 2008. This legislation empowers regional planning coordination pursuant to AB 32. Here locally, our regional planning authority, AMBAG, responded to SB 375 with the *Monterey Bay Blueprint for a Sustainable Growth and Smart Infrastructure*. The Blueprint focuses on transportation and land use planning as a way to reduce our dependency on the automobile and reduce emissions.

Reducing greenhouse gas emissions through building smart transportation infrastructure is a critical component to reducing greenhouse gas as transportation accounts for 38 percent of the emissions in California and so reducing transportation related emissions is necessary to meet state mandates. A 2007 roundabouts study<sup>3</sup> showed that they significantly decrease delay time, fuel consumption, and hydrocarbon emissions (hydrocarbons are reduced by 26 percent!) at intersections when compared to a signalized intersection.

Here are the superior attributes of modern roundabouts:

1. Reduces the severity of collisions – physical layout of roundabouts makes them safer;
2. Reduces to one-quarter the number of vehicle conflict points and so reduces number of collisions;
3. Injury accidents reduced;
4. Reduces vehicle emissions through eliminating stop and go traffic;
5. Out performs standard intersections during peak traffic conditions;
6. Implements AB32 / SB 375 (directs future land use decisions to reduce green house gas emissions);
7. Increases roadway capacity through eliminating stop and go traffic and reduces the negative effects of drivers who cause further intersection delays because they are focused on their smart phones;
8. Reduces noise impacts by eliminating or reducing engine acceleration and braking noise;
9. Reduces impervious surfacing thereby reducing storm-water run-off and reducing construction and operational costs;
10. Reduces bicycle and pedestrian fatalities;
11. Reduces operational costs (based on 20 year life cycle comparisons, materials, collision costs, power consumption, pavement rehabilitation, signal maintenance, etc., are reduced);
12. Reduces insurance costs related to property damage and hospitalization costs; and
13. It may even be faster than a speeding bullet and may leap tall buildings!

Unfortunately, even with the long standing benefits of roundabouts our government officials and developers continue to subject us with poorly engineered, grossly inefficient, inept, and unsafe intersections. Any other engineered contraption or product that pollutes and kills as many people would have been tossed onto the scrap heap years ago. We are paying dearly with our blood and

<sup>2</sup> [http://leonard.csusb.edu/outreach/documents/FINAL\\_GHGReductionOverview-AB32\\_SB375\\_ARC.pdf](http://leonard.csusb.edu/outreach/documents/FINAL_GHGReductionOverview-AB32_SB375_ARC.pdf). (accessed May 9, 2011)

<sup>3</sup> Maxine Hesck. “Quantitatively Determining the Emissions Reduction Benefits of the Replacement of a Signalized Intersection by a Roundabout.” March 2007

treasure for a crappy transportation system, so why have we not embraced and constructed roundabouts when the evidence clearly shows their efficiency and health and safety benefits?

Our transportation infrastructure in Monterey County continues to hinder our mobility with traffic signals and stop-signs; it pollutes our air, damages our property, injures and kills. Now is the time for the TAMC Board to do the right thing and approve TAMC staff's request to move forward with this important roundabout project.

Sincerely,

Matthew Sundt  
Salinas, California

Web site links for additional information (web sites visited April 2016)

<http://www.alaskaroundabouts.com/California.htm>

<http://www.roundaboutsusa.com/>





May 10, 2016

Ms. Susan Bransen  
Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

**SUBJECT: 2016 State Transportation Improvement Program**

*Susan*  
Dear Ms. Bransen:

The Transportation Agency for Monterey County is alarmed by the \$16.1 million in proposed cuts to Monterey County's 2016 Regional Transportation Improvement Program. This amount, \$9.1 million less than the revised funding target for our county, is in addition to three projects that are also being proposed for extended delays – two of which that will be ready for construction next fiscal year. This additional round of cuts to our program comes after our Board of Directors voluntarily deleted \$7 million from our program based on the revised fund estimate approved by the California Transportation Commission in January 2016.

Our Agency understands the difficult decisions before the Commission due to the ongoing transportation funding crisis and shortfall in revenues. However, these additional cuts are deeply troubling considering our Agency's efforts to work collaboratively with the Commission on this issue. These efforts include the aforementioned willingness to make up our share of the \$754 million shortfall, while other agencies made no cuts at all or kept unprogrammed balances, as well as meetings and letters to our State legislative delegation urging them to pass a funding solution.

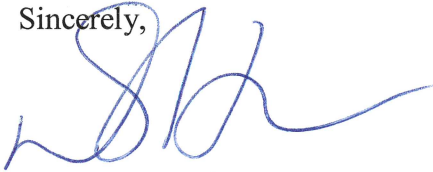
In light of the unequitable nature of these cuts, our Agency would appreciate the Commission's consideration of the following:

- **Approval of Monterey County's AB 3090 Request:** The Transportation Agency will submit an AB 3090 reimbursement request in the amount of \$3.0 million for the Highway 1 Operational Improvements project. Our Agency will advance this project using our own Regional Surface Transportation Program funds, and will seek to be reimbursed with future STIP funding. Considering that this action will help the Commission by freeing up funding in 2017/18, our Agency requests that the reimbursement be programmed as early as possible in this STIP cycle.

- **Restoration of funding to Monterey County in the 2018 STIP:** Our Agency strongly recommends that a process be formalized with the adoption of the 2016 STIP that restores funding cuts with the next STIP cycle for agencies that made voluntary cuts to their Regional Transportation Improvement Program. For Monterey County, that would be \$11.1 million to the Highway 156 Improvement project and \$5.0 million to the US-101 South County Freeway Conversion project.
- **Provide funding for delay-related construction cost increases:** The Highway 68 Corral de Tierra project was programmed for construction at \$1.7 million in 2016/17, and has now been proposed for delay to 2017/18. The extended delay will likely result in additional construction costs to the project. Our Agency requests that any delay-related construction cost increases be funded by the Commission.

The Transportation Agency values our partnership with the Commission to deliver needed safety and congestion relief projects to Monterey County, and looks forward to continuing to work with the Commission to address issues from the ongoing transportation funding crisis. Thank you for consideration of the points put forward in this letter, and please contact Michael Zeller of my staff at (831) 775-4416 if you have any questions.

Sincerely,



Debra L. Hale  
Executive Director



DEPARTMENT OF  
**FINANCE**  
OFFICE OF THE DIRECTOR

EDMUND G. BROWN JR. GOVERNOR

STATE CAPITOL ■ ROOM 1145 ■ SACRAMENTO CA ■ 95814-4998 ■ [WWW.DOF.CA.GOV](http://WWW.DOF.CA.GOV)

Honorable Luis Alejo  
Member of the Assembly  
State Capitol, Room 2117  
Sacramento, CA 95814

Dear Assemblymember Alejo:

Our office has reviewed AB 2730 as amended April 25, 2016. On the basis of our attached analysis of available information, we regret that we must oppose your legislation. If you feel that we may have overlooked factors that may be important in evaluating your legislation, please call me at 445-8610 and we will arrange any assistance necessary.

Sincerely,

MICHAEL COHEN  
Department Director

Attachment

# DEPARTMENT OF FINANCE BILL ANALYSIS

AMENDMENT DATE: 04/25/2016  
POSITION: Oppose

BILL NUMBER: AB 2730  
AUTHOR: Alejo, Luis

**BILL SUMMARY:** Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties.

This bill directs the California Department of Transportation (Caltrans) to use any proceeds from the sale of parcels originally acquired for the Prunedale Bypass project for highway projects in the State Route 101 corridor.

## FISCAL SUMMARY

Caltrans uses the revenue from excess property sales to offset transportation-related debt service costs. The redirection of the revenue from the sale of these parcels to other transportation projects would reduce available funds from transportation sources and instead those costs would be borne by the General Fund. Caltrans currently collects between \$60 million and \$70 million in miscellaneous revenue annually statewide that is used to pay transportation debt service. Finance does not have an estimate regarding the resale value of the property referenced in this bill.

## COMMENTS

The Department of Finance is opposed to this bill because it results in increased General Fund debt service costs and transfers the burden of paying for transportation debt from a user-based funding source to general purpose revenue without regard to the level of benefit the payer is receiving.

Existing law allows Caltrans to acquire any real property necessary for state highway purposes, and to sell or exchange that property should it be determined that the property in question is no longer necessary for highway projects. Existing law also directs Caltrans to sell or exchange those properties within one year of determining they are no longer necessary, if possible.

Caltrans acquired some 140 parcels, totaling 353 acres, to preserve the right-of-way for the long-planned Prunedale Bypass in Monterey County. The overall Prunedale Bypass project was planned in the 1950s but was abandoned and replaced with the smaller-scale Prunedale Improvement Project, for which Caltrans has planned to use the same right-of-way. This project is intended to improve safety and the flow of traffic along the congested State Route 101 corridor. Caltrans plans to use the parcels in question for either the completion of the Prunedale Improvement Project or for future mitigation needs within the State Route 101 corridor, and has therefore not yet declared the parcels to be excess or unnecessary.

Under current law, revenues from the sale of excess properties owned by Caltrans are not covered by Article XIX of the California State Constitution, and are therefore free to be used for any purpose the state may choose. Currently these revenues are directed to the General Fund to help pay debt service costs from transportation-related bonds.

This bill requires that the sale of any properties related to the Prunedale Improvement Project be retained in the State Highway Account to be spent on future projects in State Route 101 corridor. Doing so would

Analyst/Principal (0754) S.Wells	Date 5/10/2016	Program Budget Manager Kristin Shelton	Date 5/10/16
Department Deputy Director	Orig. Signed By J.W.H. MAY 10 2016		Date
Governor's Office:	By:	Date:	Position Approved
			Position Disapproved
BILL ANALYSIS			Form DF-43 (Rev 03/95 Buff)
FLT : AB 2730 - 5/10/2016 14:47:17 PM			

BILL ANALYSIS--(CONTINUED)

Form DF-43

AUTHORAMENDMENT DATEBILL NUMBER

Alejo, Luis

04/25/2016

AB 2730

COMMENTS (continued)

limit the non-Article XIX revenues that currently offset General Fund transportation debt service costs, and would therefore increase General Fund costs.

Code/Department Agency or Revenue Type	SO	(Fiscal Impact by Fiscal Year)						Fund Code
	LA	(Dollars in Thousands)						
	CO	PROP						
	RV	98	FC	2015-2016 FC	2016-2017 FC	2017-2018	0042	
2660/Caltrans	SO	No		----- See Fiscal Analysis -----				
<u>Fund Code</u>	<u>Title</u>							
0042	Highway Account, State, STF							





55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831) 775-0903 • Website: [www.tamcmonterey.org](http://www.tamcmonterey.org)

May 16, 2016

Mr. Bob Alvarado, Chair  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

**Re: Opposition to Proposition 1B deprogramming of the Coast Daylight Track and Signal Project (\$25M)**  
California Transportation Commission on May 18-19, 2016 (Tab 58)

Dear Chair Alvarado:

We recently became aware of the deprogramming proposed by Caltrans of \$25 million from the Coast Daylight Service in the Proposition 1B Intercity Rail Program on the agenda for the California Transportation Commission on May 18-19, 2016. **We request that the CTC deny Caltrans' request to deprogram Proposition 1B funds from the Coast Daylight project.**

This proposed programming decision was made without consulting with regional partners. This action jeopardizes several Central Coast rail projects that planning agencies and elected officials have worked on together for years. The project has been in the state rail plan for years. It is not clear how this deprogramming action supports the State's emphasis on rail transportation and alternatives to driving throughout California.

Our agency has prioritized rail improvements and rail projects enjoy strong support from the public and elected officials. We are deeply concerned that the proposed elimination of \$25 million to the Coast Daylight project is a question of geographic equity, as this was funding that we had been counting on to implement improvements to the central coast, a historically underfunded region for rail services. This elimination will jeopardize all the success the corridor has achieved to date and put into question any improvements in the corridor for years to come. Monterey County is already facing a \$16.1 million STIP cut. Adding another \$25 million cut is a disproportionate cut to statewide funding coming to this region.

We look forward to your response. Please do not hesitate to contact me at 831-775-0903 or [debbie@tamcmonterey.org](mailto:debbie@tamcmonterey.org) or our consultant John Arriaga at (916) 669-1340 or [jea@jeaandassociates.com](mailto:jea@jeaandassociates.com).

Sincerely,

  
Debra L. Hale  
Executive Director

Copy: Chad Edison, CalSTA  
Coast Corridor Legislators

Bob Roberts, Division of Rail and Mass Transit  
Coast Corridor RTPA Executive Directors