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

**Technical Advisory Committee**

**Thursday, June 5, 2025**

**\*\*9:30 AM\*\***

**MEETING LOCATION**

Voting members must attend a physical meeting location to count towards quorum

*55B Plaza Circle, Salinas, California 93901  
Transportation Agency Conference Room*

**Alternate Location with Zoom Connection Open to the Public**

*2616 1st Avenue, Marina, California 93933  
Supervisor Askew's Office*

**Members of the public & non-voting members may join meeting online at:**

**<https://us02web.zoom.us/j/88607651053?pwd=FHOmkHFdIXaOvh8buUVnKSeskLyUb8.1>**

**OR**

**Via teleconference at +1 669 900 6833**

**Webinar ID: 886 0765 1053**

**Passcode:268091**

*Please note: If all board members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted, but the meeting may continue at the discretion of the Chair.*

*Nota: Si todos los miembros de la comite directiva están presentes, la participación pública por Zoom es solo para conveniencia y no es obligatoria por ley. Si se pierde la transmisión de Zoom por cualquier motivo, la reunión podría pausarse mientras se intenta solucionar el problema, pero la reunión podrá continuar a discreción del presidente.*

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

*Consulte las instrucciones para la reunión especial al final de la agenda.*

**1. QUORUM CHECK - CALL TO ORDER**

Call to order and self-introductions. According to Transportation Agency and Page Committee bylaws, Committee membership consists of representatives from the Transportation Agency voting and ex-officio members, and other agencies that may be appointed by the Transportation Agency. Currently the Committee membership includes representatives from 12 Cities, the County, MST, Caltrans, City of Watsonville, the Air District, and AMBAG, for a total of 18 members. Five members of the Technical Advisory Committee, representing voting members of the Transportation Agency Board of Directors, constitute a quorum for transaction of the business of the committee.

**If you are unable to attend, please contact the Committee coordinator. Your courtesy to the other members to assure a quorum is appreciated.**

## **2. PUBLIC COMMENTS**

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

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

### **COMENTARIOS DEL PÚBLICO:**

Cualquier miembro del público podrá dirigirse a la Comite sobre cualquier punto no incluido en la agenda, pero que sea de su competencia. En este punto, cada miembro del público tendrá dos minutos para plantear sus inquietudes. Se podrán formular comentarios sobre los puntos de este agenda cuando se discuta dicho punto. Se anima a quienes deseen dirigirse a la Comite para recibir comentarios del público o sobre un punto de la agenda que envíen sus comentarios por escrito a Maria en [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) antes de las 5:00 pm del lunes anterior a la reunión. Dichos comentarios se distribuirán a la Comite antes de la reunión.

Formato alternativo de la agenda y recursos auxiliares: Si se solicita, la agenda se pondrá a disposición de las personas con discapacidad en formatos alternativos apropiados, según lo exige la Sección 202 de la Ley de Estadounidenses con Discapacidades de 1990 (42 USC Sec. 12132) y las normas y reglamentos federales adoptados en su aplicación. Las personas que soliciten una modificación o adaptación por discapacidad, incluyendo ayudas o servicios auxiliares, pueden comunicarse con el personal de la Agencia de Transporte al 831-775-0903. Las ayudas o servicios auxiliares incluyen instalaciones accesibles para sillas de ruedas, intérpretes de lengua de señas, intérpretes de español y materiales impresos en letra grande, braille o en disco. Estas solicitudes pueden ser presentadas por una persona con discapacidad que requiera una modificación o adaptación para participar en la reunión pública y deben hacerse al menos 72 horas antes de la reunión. Se hará todo lo posible para atender la solicitud.

## **3. CONSENT AGENDA**

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

3.1. **APPROVE** the draft Technical Advisory Committee Minutes for May 1, 2025.

- Maria Montiel

*The draft minutes of the May 1, 2025, Technical Advisory Committee meeting are attached for review.*

4. **RECEIVE** update on bills proposed by the state that may impact Monterey County jurisdictions.

- Christina Watson, Janneke Strause

*This report includes updates on state draft legislation.*

5. **REVIEW** how speed limits are established on public roads and associated legislation that was recently passed.

- Doug Bilse

*The severity of a crash on public roads is typically a direct correlation to vehicle speed. The California Vehicle Code establishes the process used by local agencies to establish speed limits on public roads. On many roads, the public agency primarily relies on the statistical driver speed, which has traditionally been the 85th percentile speed, to define the safe speed. Recent state regulations revised this process allowing jurisdictions to have more latitude to post speed limits below the 85th percentile speed.*

6. **REVIEW** and **PROVIDE INPUT** on the proposed request for services for Traffic Engineering On-Call Services

- Doug Bilse

*The Agency proposes to use a request for qualifications process to award a contract for on-call Traffic Engineering services. The engineering services include complete street designs, mobility monitoring and corridor analysis.*

7. **ANNOUNCEMENTS** and/or **COMMENTS**

8. **ADJOURN**

#### **ANNOUNCEMENTS**

Next Committee meeting:

**Thursday, August 7, 2025, at 9:30 A.M.**

**Transportation Agency for Monterey County**

**Conference Room**

**55-B Plaza Circle, Salinas CA 93901**

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

There will be a zoom link for hybrid participation by members of the public.

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

Doug Bilse, Technical Advisory Committee Coordinator

[Doug@tamcmonterey.org](mailto:Doug@tamcmonterey.org)

Important Meeting Information

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

Transportation Agency for Monterey County

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

55B Plaza Circle, Salinas, CA 93901

TEL: 831-775-0903

EMAIL: [info@tamcmonterey.org](mailto:info@tamcmonterey.org)

Agenda Items: The agenda will be prepared by Agency staff and will close at noon five (5) working days before the regular meeting. Any member of the Committee may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any support papers must be furnished by that time or be readily available.

**Memorandum**

**To:** Technical Advisory Committee  
**From:** Maria Montiel, Administrative Assistant  
**Meeting Date:** June 5, 2025  
**Subject:** Draft TAC Minutes

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**RECOMMENDED ACTION:**

**APPROVE** the draft Technical Advisory Committee Minutes for May 1, 2025.

**SUMMARY:**

The draft minutes of the May 1, 2025, Technical Advisory Committee meeting are attached for review.

**FINANCIAL IMPACT:****DISCUSSION:****ATTACHMENTS:**

1. Draft TAC minutes May 1, 2025

**WEB ATTACHMENTS:**

## TECHNICAL ADVISORY COMMITTEE MINUTES

### Meeting held at the Transportation Agency for Monterey County Office

55-B Plaza Cir., Salinas CA 93901

*Alternate Location: 2616 1st Avenue, Marina, California 93933, Supervisor Askew's Office*

### Draft Minutes of Thursday, May 1, 2025

COMMITTEE MEMBERS	MAY 24	JUN 24	AUG 24	SEP 24	OCT 24	NOV 24	JAN 25	FEB 25	MAR 25	APR 25	MAY 25
Javier Hernandez, Carmel-by-the-Sea (Robert Culver)	P	C	A	P	P(VC)	P(VC)	C	P	P	P	P
John Guertin, Del Rey Oaks	A	A	A	A	A	A	A	A	-	A	A
Patrick Dobbins Gonzales (vacant)	P	N	P	P	P	P	N	E	E	P	E
Jamie Tugel, Greenfield, <b>Chair</b> (Doug Pike)	E	C	P	P	E	P	C	P	E	P	P
Octavio Hurtado, King City (Steve Adams)	P	E	A	P	A	P	E	P	P	A	E
Nourdin Khayata, Marina (Edrie Delos Santos)	A	L	A	P	A	P	L	A	A	A	A
Marissa Garcia, Monterey (Andrea Renny, Fernanda Roveri)	P	L	P	P	P	P	L	E	P	P	P
Daniel Gho, Pacific Grove (Joyce Halabi)	A	E	P(A)	P	P	A	E	P(VC)	P(VC)	P(VC)	P(VC)
David Jacobs, Salinas <b>Vice Chair</b> (Adrian Robles)	P	D	P	P	P	P	D	P	P	P	A
Leon Gomez, Sand City (Vibeke Norgaard)	P	M	P	P	P	P	M	P	P	P(VC)	P
Leslie Llantero, Seaside (Patrick Grogan)	E	E	P(A)	P(A)	E	P(A)	E	A	P(A)	E	A
Don Wilcox, Soledad (Alex Ramos, Kao Nou Yang)	P(A)	E	P	P(A)	P	P	E	E	P	P	P
Chad Alinio, MCPW (Enrique Saavedra)	P(A)	T	A	P(A)	A	A	T	P(A)	P	A	A
Chris Duymich, AMBAG (Paul Hierling, Heather Adamson)	P	I	P	P	P(VC)	P	I	P	P	P	P
Tyler LeSage, Caltrans (Kelly McClendon, Jill Leal)	P(VC)	N	P	P(A)	P	P(VC)	N	P(A)	P	P	P
Kyle Jordan CSUMB	P	G	P	P	A	A	G	-	-	A	A
Tyrone Bell, MBARD	P		P	P	A	P		E	-	A	A
Vince Dang, MST (Michelle Overmeyer)	P(A)		P(VC)	P	P	P(VC)		P(VC)	P(VC)	P(VC)	P(VC)

P = Present      A = Absent      P(A) = Alternate Present      E = Excused      (VC) = Video conference

STAFF	MAY 24	JUN 24	AUG 24	SEP 24	OCT 24	NOV 24	JAN 25	FEB 25	MAR 25	APR 25	MAY 25
T. Muck, Executive Director	E		P	P	P	P		P	E	P	P
C. Watson, Director of Planning	P(VC)		P(VC)	A	P(VC)	P(VC)		A	P(VC)	P(VC)	E
M. Zeller, Director of Programming & Project Delivery	P(VC)		E	P(VC)	A			P	P(VC)	A	P(A)
D. Bilsle, Principal Engineer	P		P	P	P	P		P	P	P(VC)	P
M. Montiel, Administrative Assistant	P		P	P	P	P		P	P	P	P
J. Strause, Assoc. Transp. Planner	A		P	A	P(VC)	P(VC)		A	A	P	P(VC)
T. Wright, Community Outreach Coord.	A		A	A	A	A		A	A	A	E
L. Williamson, Senior Engineer	A		A	A	A	A		A	P(VC)	A	A
A. Hernandez, Transportation Planner	A		P(VC)	P(VC)	P(VC)	A		P	A	P(VC)	P
A. Conlen, Sr. Transportation Planner										P	P(VC)
A. Guther, Transportation Planner	P		P	A	P(VC)	A		A	A	P(VC)	A
J. Kise, Director of Finance and Admin.	P(VC)		-	A	P(VC)	A		A	A	A	A
A. Sambrano, Transportation Planner	P(VC)		P(VC)	P(VC)	P	A		P(VC)	A	A	A

**OTHERS PRESENT:**

Mi Ra Park, TAMC staff  
 Brianna

Beatriz Trujillo

Chair Tugel, City of Greenfield, called the meeting to order at 9:36 am. Introductions were made and a quorum was established.

**1. PUBLIC COMMENTS**

None

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**2. BEGINNING OF CONSENT AGENDA**

**M / S / C: Garcia / Leon / unanimous**

**3.1** Approved the Technical Advisory Committee meeting minutes for April 3, 2025.

**END OF CONSENT AGENDA**

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**4 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP) BI-ANNUAL PACKET**

Tyler LeSage with Caltrans District 5 reported that Caltrans monitors highway conditions and performance through inspections and analysis. The State Highway Operation and Protection Program (SHOPP) primarily funded through the State Highway Account underscores the state's unwavering commitment to preserving its infrastructure. He noted that the projects outlined in this communication encompass a range of initiatives, including programmed projects in or near construction, those earmarked for future construction, projects funded by the minor program, long lead projects with committed but unprogrammed funding, SHOPP candidate projects proposed for future programming, future PID projects identified in the 10-year plan, and non-SHOPP projects integrated into the 3-year workplan.

**5 TRAFFIC CRASH DATABASE MANAGEMENT SYSTEM REQUEST FOR PROPOSALS**

Doug Bilse, Principal Engineer, reported that the Transportation Agency received a grant to create a regional traffic crash database and procure an electronic crash records and citation system. He noted that the crash data will be consistent with data reported by each jurisdiction to the California Highway Patrol as part of the Statewide Integrated Traffic Records Systems (SWITRS). Mr. Bilse noted that the data is expected to be housed in an easily accessible database that will be hosted by the vendor during the first year, and then subsequently hosted by the vendor with an option to have member agencies host their own data. In conclusion, Mr. Bilse noted that an electronic crash records and citations system is also a component of the Request for Proposals. This system will be designed to reduce the risk of errors commonly associated with manual data entry of traffic citation by the police department staff.

Chair Jamie Tugel noted that this work should be coordinated, including training with the Police department.

**6 ANNOUNCEMENTS**

None

**7 ADJOURN**

The meeting was adjourned at 10:01 a.m.

**Memorandum**

**To:** Technical Advisory Committee

**From:** Christina Watson, Director of Planning, Janneke Strause, Associate Transportation Planner

**Meeting Date:** June 5, 2025

**Subject:** **State Legislative Update**

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**RECOMMENDED ACTION:**

**RECEIVE** update on bills proposed by the state that may impact Monterey County jurisdictions.

**SUMMARY:**

This report includes updates on state draft legislation.

**FINANCIAL IMPACT:**

Proposed legislation could impact transportation funding availability.

**DISCUSSION:**

**Attachment 1** is an updated bill list limited to bills that are still active this first year of a two-year legislative session. Changes from what was presented to the TAMC Board in April are indicated by cross-out or underline.

Of interest to this Committee, there are three Brown Act bills:

- Assembly Bill (AB) 259 (Rubio) Open meetings: local agencies: teleconferences
- Senate Bill (SB) 239 (Arreguín) Open meetings: teleconferencing: subsidiary body
- SB 707 (Durazo) Open meetings: meeting and teleconference requirements

There are a handful of roadway/highway safety bills:

- AB 289 (Haney) State highway work zone speed safety program
- AB 382 (Berman) Pedestrian safety: school zones: speed limits
- AB 1014 (Rogers) Traffic safety: speed limits
- SB 671 (Cervantes) Pedestrian crossing signals
- SB 720 (Ashby) Automated traffic enforcement system programs

TAMC staff will provide a verbal update at the meeting and seek Committee feedback on the proposed positions on legislation.

The 2025 adopted TAMC legislative program is online as a **web attachment**.

**ATTACHMENTS:**

1. State Bill List

**WEB ATTACHMENTS:**

- [TAMC 2025 Legislative Program](#)

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<b>AB 39 (Zbur)</b> <b>General Plans: Local Electrification Planning Act</b>	5/22/25 Assembly Floor	This bill, the Local Electrification Planning Act, would require each local jurisdiction to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes the identification of opportunities to expand electric vehicle charging <u>and other zero-emission fueling infrastructure</u> , and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.	<b>Watch</b> <b>Priority 5S</b>
<b>AB 259 (Rubio)</b> <b>Open meetings: local agencies: teleconferences</b>	5/14/25 Senate Local Government	This bill <del>removes</del> <u>would extend</u> the January 1, 2026, sunset under the Brown Act for local agencies to use teleconferencing as an option for participation <u>until January 1, 2030</u> <del>thus extending the current practice of hybrid meetings indefinitely.</del>	<b>SUPPORT</b> <b>Priority 16S</b> <b>Letter sent 4/2/25</b>
<b>AB 289 (Haney)</b> <b>State highway work zone speed safety program</b>	5/23/25 Assembly Floor	This bill would authorize Caltrans to establish a speed safety system pilot program for <u>automated</u> speed enforcement in up to 75 state highway construction or maintenance areas. The bill would require Caltrans to adopt written guidelines and would require Caltrans, in developing the guidelines, to consult with the California Highway Patrol and other relevant stakeholder organizations.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 382 (Berman)</b> <b>Pedestrian safety: school zones: speed limits</b>	5/23/25 Assembly Floor	This bill reduces the speed limit in a school zone when children are present, from <u>25 miles per hour (mph) to 20 mph.</u>	<b>SUPPORT</b> <b>Priority 9S</b>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<p><b><u>AB 544 (Davies)</u></b>  <b><u>Electric bicycles: required equipment</u></b></p>	<p><u>5/21/25</u>  <u>Senate Transportation</u></p>	<p><u>The bill requires an e-bike that operates on a roadway, sidewalk or bikeway to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear. This bill provides that a person under 18 years of age who is cited for operating an electronic bicycle (e-bike) while not wearing a proper helmet may avoid resulting court notification and fines if the person delivers proof to the agency that issued the citation that (1) the person has a helmet that meets legal specifications and (2) the person has completed a specialized e-bike safety course.</u></p>	<p><b><u>Watch</u></b>  <b><u>Priority 9S</u></b></p>
<p><b>AB 761 (Addis)</b>  <b>Monterey-Salinas District: sales and special taxes</b></p>	<p>5/20/25  Senate Rules</p>	<p>This bill allows the Monterey-Salinas Transit District, upon the affirmative vote of at least 2/3 of its board, to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance of not more than 0.25% in accordance with the Transactions and Use Tax Law before January 1, 2035. The measure exempts this tax from the 2% limit for sales taxes.</p>	<p><b>SUPPORT</b>  <b>Priority 17S</b>  <b>Letters sent 4/2/25</b></p>
<p><b>AB 830 (Rogers)</b>  <b>State highways: encroachment permits</b></p>	<p>5/23/25  Assembly Floor</p>	<p>This bill would require Caltrans to bear the sole expense of relocating or removing the public utility district’s encroachment in the event a future improvement of the highway. <u>The May 23 amendments narrowed the scope of the bill to only apply to Mendocino County and is no longer relevant to TAMC.</u></p>	<p><b>Watch</b>  <del><b>Priority 11S</b></del>  <b>N/A</b></p>
<p><b><u>AB 875 (Murasutchi)</u></b>  <b><u>Vehicle removal</u></b></p>	<p><u>5/23/25</u>  <u>Senate Rules</u></p>	<p><u>This bill authorizes a peace officer to seize and impound an out-of-class electric bicycle and empowers a local government to impose charges to cover related costs.</u></p>	<p><b><u>Watch</u></b>  <b><u>Priority 9S</u></b></p>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<b>AB 891 (Zbur)</b> <b>Transportation: Quick-Build Project Pilot Program</b>	5/23/25 Assembly Floor	This bill would establish the Quick-Build Project Pilot Program within Caltrans' maintenance program to expedite development and implementation of low-cost projects on the state highway system. The bill would require Caltrans to develop and publish guidance for the deployment of district quick-build projects. The bill would require Caltrans to identify and commit to funding a minimum of 6 quick-build projects statewide.	<b>SUPPORT</b> <b>Priority 14S</b> <b>Letter sent 4/2/25</b>
<b>AB 902 (Schultz)</b> <b>Transportation planning and programming: barriers to wildlife movement</b>	5/24/25 Assembly Floor	<p><u>This bill would require a lead agency to incorporate appropriate wildlife passage features to feasibly avoid, minimize, and mitigate further impairment to wildlife connectivity into a transportation infrastructure project in a connectivity area that may significantly impair wildlife connectivity. The bill would only apply to a project with a project initiation phase beginning on or after January 1, 2026. This bill does not apply to projects on the state highway system where Caltrans is the lead agency. This bill would require a regional transportation plan or sustainable communities strategy to identify and analyze connectivity areas, permeability, and natural landscape areas, and identify strategies and the general location of uses and transportation networks in a manner that avoids, minimizes, or mitigates impacts and barriers to wildlife movement.</u></p>	<b>Watch</b> <b>Priority N/A</b>
<b>AB 954 (Bennett)</b> <b>STIP: bicycle highway pilot program</b>	5/23/25 Assembly Floor	This bill would require Caltrans to prepare a proposal for the development, including the selection of sites for a pilot program establishing branded networks of bicycle highways numbered and signed within two of California's major metropolitan areas. The bill would require Caltrans, on or before January 1, 2030, to include the proposal in the draft ITIP and would require Caltrans to perform all other actions necessary for the pilot program to be programmed in the STIP.	<b>Watch</b> <b>Priority 14 S</b>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<b>AB 1014 (Rogers)</b> <b>Traffic safety: speed limits</b>	5/23/25 Senate Rules	Existing law sets default speed limits for highways and Caltrans must adjust these limits to the nearest 5 miles per hour based on the 85th percentile of traffic speed. Local authorities can lower speed limits if the current limit is deemed too high for safety or specific conditions, such as designating a highway section as a "safety corridor." This bill would allow Caltrans to similarly lower or keep speed limits under specific circumstances and introduces additional criteria for defining "safety corridor." It permits further reductions of 5 miles per hour for safety concerns, such as safe pedestrian crossings. The bill allows setting a 25- or 20-mile-per-hour speed limit on non-freeway highways. As for enforcement, the bill mandates that any peace officer, instead of just the local authority, must issue only warning citations for the first 30 days of a new lower speed limit.	<b>SUPPORT</b> <b>Priority 9S</b>
<b>SB 30 (Cortese)</b> <b>Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions</b>	5/20/25 Senate Floor	As amended in the Senate Environmental Committee on 4/30, this bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring <u>Tier 0 or Tier 1</u> equipment for continued use after the public entity decommissions the equipment. <u>TAMC successfully advocated for an amendment to exempt Tier 4 equipment, to help the Central Coast acquire the prospective inventory needed to operate new rail service.</u>	<del><b>OPPOSE</b></del> <b>unless amended</b> <b>Watch</b> <b>Priority 1S</b>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 63 (Wiener)</b>  <b>San Francisco Bay area: local revenue measure: transportation funding</b></p>	<p><u>5/23/25</u>                      Senate Floor</p>	<p><u>This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs MTC. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for administrative expenses, the bill would require the tax to be allocated by MTC to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District (Caltrain), the San Francisco Bay Area Rapid Transit District (BART), and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses.</u></p>	<p align="center"><b><u>Watch</u></b>  <b><u>Priority 1S</u></b></p>
<p><b>SB 71 (Wiener)</b>  <b>California Environmental Quality Act: exemptions: transit projects</b></p>	<p><u>5/23/25</u>                      Senate Floor</p>	<p>This bill would indefinitely extend CEQA exemptions for active transportation plans, restriping on streets and highways, bicycle parking, signage, and storage, transit projects, and transit planning. <u>The May 23 amendments delete the requirement that specific projects be located on a site that is wholly within the boundaries of an urbanized area or urban cluster and extend the exemption to 2040 for agencies operating Tier 4 locomotives or cleaner.</u></p>	<p align="center"><b>SUPPORT</b>  <b>Priority 14S</b>  <b>Letter sent 4/2/25</b></p>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<b>SB 74 (Seyarto)</b> <b>Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program</b>	5/23/25 Senate Floor	This bill would require the Office of Land Use and Climate Innovation to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects facing unforeseen costs after starting construction. The bill would authorize the Office of Land Use and Climate Innovation to provide funding for up to 20% of a project’s additional projected cost after the project has started construction, including that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals.	<b>Watch</b> <b>Priority 8S</b>
<b>SB 78 (Seyarto)</b> <b><u>Caltrans: report: state highway system: safety enhancements</u></b>	<u>5/23/25</u> Assembly Floor	<u>This bill requires Caltrans to prepare a report to the Legislature that identifies types of safety enhancements that could be implemented on the state highway system, common factors contributing to the delay in the delivery of the project’s safety enhancements, and strategies to expedite the safety enhancements.</u>	<b><u>Watch</u></b> <b><u>Priority 9S</u></b>

TAMC Bill Matrix – June 2025 – Active Bills

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 79 (Wiener)</b>  <b>Local government land: public transit use: housing development: transit-oriented development</b></p>	<p>5/23/2025                      Senate Floor</p>	<p>This bill would allow more housing to be built near major public transportation stops by establishing state standards for transit-oriented zoning around major transit stops, <del>especially train stations.</del> This bill <u>would allow a housing development project within one-half or one-quarter of a transit oriented development site on any site zoned for residential, mixed, commercial, or light industrial development, if the development complies with the applicable specified requirements, which differ based on transit-oriented development tiers</u> <del>requires zoning for multifamily residential uses near major transit stops on any site zoned for residential, mixed-use, commercial, or light industrial development up to a specified height, density, and floor area ratio.</del> The bill authorizes transit agencies to develop at the same or greater density on land they own or have a permanent operating easement on.</p>	<p><b>Watch</b>  <b>Priority 14S</b></p>
<p><b>SB 239 (Arreguín)</b>  <b>Open meetings: teleconferencing: subsidiary body</b></p>	<p>5/8/25                      Senate Floor</p>	<p><u>This bill is a Brown Act bill that would allow for subsidiary bodies of a local agency that serve exclusively in an advisory capacity to use teleconferencing rather than in-person attendance to conduct meetings, provided that the body designates at least one physical location where members of the public may physically attend and that each member of the subsidiary body participate through both audio and visual technology. The bill would exempt from these alternative teleconferencing provisions a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets. The bill would require any final recommendations adopted by a subsidiary body to be presented at a regular meeting of the legislative body that established the subsidiary body. The bill would sunset on January 1, 2030. This would apply to TAMC’s advisory committees.</u> <del>This bill is a Brown Act bill that would allow for subsidiary bodies of a local agency to use teleconferencing rather than in-person attendance to conduct meetings. This would apply to TAMC’s committees.</del></p>	<p><b>SUPPORT</b>  <b>Priority 16S</b>  <b>Letter sent 4/2/25</b></p>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<b>SB 445 (Wiener)</b> <b>Transportation:</b> <b>planning: complete</b> <b>streets facilities:</b> <b>sustainable</b> <b>transportation</b> <b>projects</b>	5/6/2025 Senate Floor	This bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment review process for complete streets. The bill would state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.	<b>Watch</b> <b>Priority 11S</b>
<b><u>SB 671 (Cervantes)</u></b> <b><u>Pedestrian crossing</u></b> <b><u>signals</u></b>	<u>5/12/25</u> <u>Assembly</u> <u>Transportation</u>	<u>This bill requires installation and maintenance of traffic-actuated signals with touch-free Accessible Pedestrian Signals (APS) on state-owned sidewalks and directs Caltrans to catalogue existing state-owned or operated traffic signals located in specified areas.</u>	<b><u>Watch</u></b> <b><u>Priority 9S</u></b>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<p><b><u>SB 707 (Durazo)</u></b> <b><u>Open meetings: meeting and teleconference requirements</u></b></p>	<p><u>5/6/25</u> <u>Senate Floor</u></p>	<p><u>This bill would make numerous changes to the Brown Act. This bill would revise the definition of a legislative body and would specify that bodies with certain subject matter jurisdiction, including budgets, and some advisory committees are legislative bodies. This bill would include as a “meeting” any conversation between members of a legislative body regarding, among other things, the compensation of a local agency executive, and the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee. This bill would require the agenda to be provided in all languages spoken jointly by 20% or more of the population in the county in which the local agency is located that, among other things, speaks English less than “very well”. This bill would require a body, when reporting an action taken in closed session, to include an estimate of the fiscal impact of the action taken. The bill would prohibit a legislative body of a local agency from calling a special meeting regarding the evaluation of performance, discipline, or dismissal of a local agency executive, or a member of the legislative body. The bill would prohibit a legislative body from considering the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee at a special meeting, unless the item is properly before the legislative body and certain criteria are met, including that at least 4/5 of the legislative body vote at the start of the meeting to proceed with the meeting.</u></p>	<p align="center"><b><u>Watch</u></b> <b><u>Priority 16S</u></b></p>
<p><b><u>SB 720 (Ashby)</u></b> <b><u>Automated traffic enforcement system programs</u></b></p>	<p><u>5/23/25</u> <u>Senate Floor</u></p>	<p><u>This would authorize cities and counties to establish alternative automated traffic enforcement systems to detect red light violations.</u></p>	<p align="center"><b><u>Watch</u></b> <b><u>Priority 9S</u></b></p>

TAMC Bill Matrix – June 2025 – Active Bills

Measure	Status	Bill Summary	Recommended Position
<p><b><u>SB 741 (Blakespear)</u></b>  <b><u>Coastal resources:</u></b>  <b><u>coastal development</u></b>  <b><u>permit: exemption:</u></b>  <b><u>Los Angeles-San Diego-</u></b>  <b><u>San Luis Obispo Rail</u></b>  <b><u>Corridor</u></b></p>	<p><u>5/23/25</u>   <u>Senate Floor</u></p>	<p><u>Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways. This bill would exempt the need to have a coastal permit for specific emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor.</u></p>	<p><b><u>SUPPORT</u></b>   <b><u>Priority 11S</u></b></p>

## Memorandum

**To:** Technical Advisory Committee  
**From:** Doug Bilse, Principal Engineer  
**Meeting Date:** June 5, 2025  
**Subject:** Establishing Speed Limits on Public Roads

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### RECOMMENDED ACTION:

**REVIEW** how speed limits are established on public roads and associated legislation that was recently passed.

### SUMMARY:

The severity of a crash on public roads is typically a direct correlation to vehicle speed. The California Vehicle Code establishes the process used by local agencies to establish speed limits on public roads. On many roads, the public agency primarily relies on the statistical driver speed, which has traditionally been the 85th percentile speed, to define the safe speed. Recent state regulations revised this process allowing jurisdictions to have more latitude to post speed limits below the 85th percentile speed.

### FINANCIAL IMPACT:

Establishing lower speed limits and associated enforcement can influence the severity of crashes and their associated costs. Many grants use scoring criteria based on posted speed limits or the project's ability to lower vehicle speed.

### DISCUSSION:

Speed is a significant concern both locally and statewide. According to Caltrans, more than 3,600 traffic fatalities and 13,000 serious injuries occur in California each year. Approximately 1/3 of these fatalities and serious injuries are related to speeding and aggressive driving. In an average year in Monterey County, 46 people are killed, and 310 people are seriously injured on our roadways instead of making it home safely. A safe speed is a travel speed that lowers the likelihood of a crash by allowing more response time and better visibility. Speed limits in California are governed by the legislature that supports changes to the California Vehicle Code. The California Manual on Traffic Control Devices is sometimes used to clarify the methodology used to establish a speed limit and install appropriate signage. Section 22350 of the California Vehicle Code defines the "Basic Speed Law" as follows:

*No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.*

Because the Basic Speed Law does not give a driver specific guidance on appropriate vehicle speeds on specific roadway segments, specific speed limits are established using a rational and defensible procedure that maintains the confidence of the public and legal systems. By following vehicle codes and standard procedures, agencies can establish speed limits that are uniform throughout the state

and avoid influence from political pressure or emotional perceptions. This process is driven by over 60 sections of the California Vehicle Code that result in a complex decision tree (**attachment 1**). In simple terms, there are two primary ways to establish the safe speed for a given road segment:

1. Prima facie (i.e., statutory or presumed) speed limits that reflect values defined in the California Vehicle Code based on the road segment's character and environment (e.g., railroad crossing, residential area, business district, school zone).
2. Engineering and traffic surveys are used to support speed limits that the local authority, or Caltrans, establish to be reasonable and safe and to be legally enforceable.

In specific circumstances, a speed limit can exist on a road segment with no action from local government. For example, some roads do not have the speed limit posted on a sign, and a driver is expected to understand these prima facie speed limits that are listed in the California Driver's Handbook. When the prima facie speed limits are not applicable, a speed limit can be established that allows the posting of legally defensible speed limit signs after a local governing body (e.g. city council or county board of supervisors) has voted on and passed an ordinance or resolution based on an engineering and traffic survey. Prior to AB 43, the considerations reviewed in the engineering and traffic survey were limited to:

- Prevailing speeds
- Collision History
- Highway, traffic, and roadside conditions not readily apparent to the driver

The prevailing speed is typically defined as the 85th percentile speed, and it is the single most influential indicator used in engineering and traffic surveys to determine what is safe and reasonable. The "85th percentile rule" was developed in the 1930s and became the widely accepted "conventional wisdom" for setting speed limits across the United States. This reflects the approach that the collective judgment of drivers should determine what is safe, and assumes 85% of drivers decide to travel at or below a safe speed. Proponents of the use of the 85th percentile speed have argued that it reduces the variability in travel speeds and allows law enforcement to focus on extreme cases of speeding (i.e., 15% of drivers traveling above the 85th percentile speed).

Since the 85th percentile speed typically falls between 5 mph increments, it cannot be used as the speed limit. That is, there cannot be a 32.5 mph speed limit, so it must be rounded up to 35 mph or rounded down to 30 mph. The selection of the appropriate speed limit becomes more complex because the engineering and traffic survey can reduce the 85th percentile speed by 5 mph to set the speed limit when there are "significant conditions not readily apparent to the driver." Different agencies have used different approaches applying these criteria. Assembly Bill 43 (AB 43) took effect in 2022 to consider vulnerable road users when setting speed limits. Assembly Bill 1938 (AB 1938) subsequently clarified some of the legislation enacted in AB 43. AB 43 (**web attachment 1**) and AB 1938 (**web attachment 2**) support the belief that the traditional "85th percentile rule" is not always the best approach for setting speed limits that align with Complete Streets, Vision Zero, Safe System, Active Transportation, Sustainable Transportation, and Transportation Equity policy goals of local, regional, and state jurisdictions. AB 43 and AB 1938 clarified the use of the 85th percentile speed and provided allowances to local agencies to establish posted speed limits up to 12.4 mph below the 85th percentile speed if specific criteria are met. The following are highlights of the changes resulting from the implementation of AB 43 and AB 1938:

- Directs engineering and traffic surveys to add the following considerations to support a speed limit:

- Residential density under certain conditions
- Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and those unhoused
- Creates a business activity district with a prima facie speed limit of 25 mph (or 20 mph under certain conditions)
- Creates a senior zone (e.g., road adjacent to a senior center) with a prima facie speed limit of 25 mph
- Creates "safety corridors" where a 5 mph reduction of the 85th percentile speed is allowed (note: safety corridors will be defined in the California Manual on Traffic Control Devices, and no more than 1/5 of the streets in a jurisdiction can be on safety corridors)
- Allows a 5 mph reduction of the 85th percentile speed, under certain conditions, on roadway segments adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused (note: the California Manual on Traffic Control Devices will define what constitutes "high concentrations")
- Extends the area and removes restrictions where statutory speed limits apply to the segments adjacent to resident and business districts
- Allows Caltrans and local authorities to establish speed limits of 20 mph and 15 mph when certain conditions are met
- Gives more latitude for an engineering and traffic survey to round the speed limit down below the 85th percentile speed
- Establishes that the speed limits supported by the engineering and traffic survey cannot be set to more than 12.4 mph below the 85th percentile speed.
- Allows the local authority, by ordinance, to retain the current speed limit or restore the immediately prior speed limit under certain conditions if an engineering and traffic survey finds that the 85th percentile speed is more than is reasonable or safe
- Extends the time an engineering and traffic survey is valid and allows broader use of radar speed enforcement

Assembly Bill 1014 (AB 1014) is being considered to make similar changes to the process used by Caltrans to establish speed limits on the state highway network. If approved, AB 1014 will allow Caltrans to reduce posted speeds under specific circumstances. Local authorities can lower speed limits if the current limit is deemed too high for safety or specific conditions, such as designating a highway section as a "safety corridor." This bill would allow Caltrans to lower speed limits or set a 25- or 20-mile-per-hour speed limit on highways that are not considered a freeway.

Speed limits must be posted on white regulatory signs with black lettering to be enforceable. Advisory speeds are not enforceable, and are mounted on yellow warning signs with black lettering. Advisory signs are posted in advance of changing road conditions requiring speed reductions to maintain safe and efficient traffic flow. Speed limit and advisory speed signs must be sized and placed at specific locations according to the California Manual of Uniform Traffic Control Devices.

#### **ATTACHMENTS:**

1. Attachment 1- Flow Chart for Establishing Speed Limits in California

#### **WEB ATTACHMENTS:**

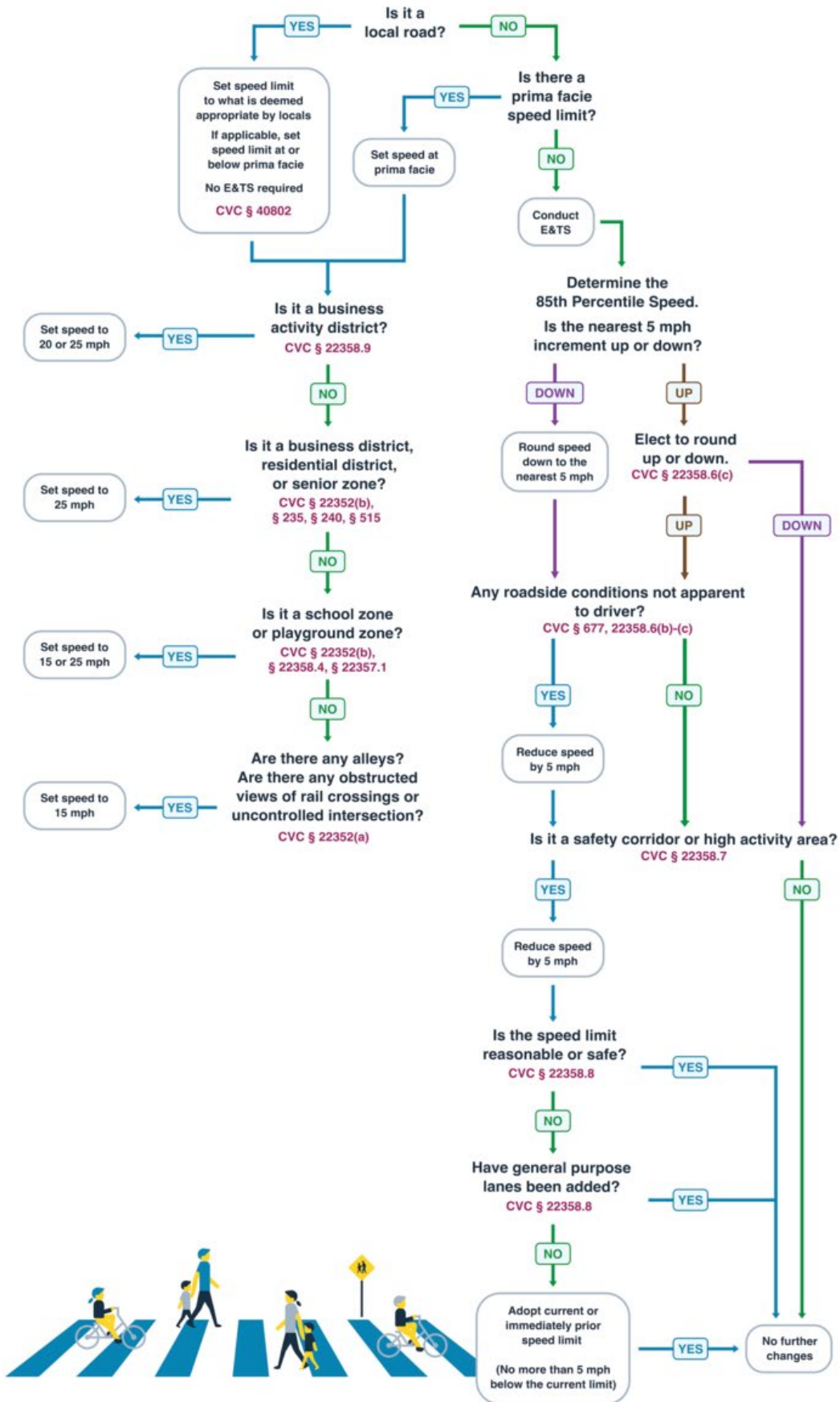
[Assembly Bill 43 \(AB 43\) Language](#)

[Assembly Bill 1938 \(AB 1938\) Language](#)



# Attachment 1: Flow Chart for Establishing Speed Limits

(source: U.C. Berkeley Safe Transportation Research and Education Center)



## Memorandum

**To:** Technical Advisory Committee  
**From:** Doug Bilse, Principal Engineer  
**Meeting Date:** June 5, 2025  
**Subject:** Request for Qualifications for On-Call Traffic Engineering Services

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### **RECOMMENDED ACTION:**

**REVIEW** and **PROVIDE INPUT** on the proposed request for services for Traffic Engineering On-Call Services

### **SUMMARY:**

The Agency proposes to use a request for qualifications process to award a contract for on-call Traffic Engineering services. The engineering services include complete street designs, mobility monitoring and corridor analysis.

### **FINANCIAL IMPACT:**

The on-call services contract is expected to be \$1,000,000 covering a 5-year contract life. A minimum of two firms will be selected to ensure a competitive process is used to perform tasks. The on-call Traffic Engineering Services contract is expected to involve several work elements and be funding primarily with Measure X funds allocated to specific projects on the state highway network. Other services may involve specific funding sources for other types of projects (e.g., Safe Streets for All, Safe Routes to School).

### **DISCUSSION:**

Traffic Engineering services are often required on large projects such as state highway capitol projects. The services to be delivered through this contract reflect an array of experience that exceeds staff's ability and resources. The on-call contract will facilitate project delivery and allow the Agency to implement leading-edge technology. Attached is the Request for Qualifications (**attachment 1**) and the Scope of Services (**attachment 2**) that indicates the type of services expected to be delivered through the contract.

The Agency is interested in expanding the current monitoring program to incorporate "big data." Big data traffic monitoring uses advanced analytics to analyze large amounts of traffic data, enabling real-time insights into traffic flow, congestion, and potential issues. This data can be used to optimize traffic flow, improve road safety, and reduce congestion. Key aspects of big data traffic monitoring:

#### **Data Collection:**

- Traffic monitoring systems gather real-time data from various sources like sensors, cameras, and connected vehicles.

### Data Analysis:

- Big data analytics tools are used to process and analyze this data, identifying patterns, predicting congestion, and optimizing traffic flow.

### Real-time Monitoring:

- Real-time data is used to monitor traffic conditions, allowing for immediate adjustments and responses to incidents.

### Optimization:

- By analyzing data, traffic management systems can be optimized to improve efficiency and reduce congestion.

### Predictive Analytics:

- Machine learning algorithms can be used to predict traffic patterns and congestion hotspots, enabling proactive measures.

### Visualization:

- Data can be visualized using interactive maps and graphs, providing a clear understanding of traffic conditions.

### Adaptive Traffic Signals:

- Big data can be used to optimize traffic signals, adjusting them in real-time based on current traffic conditions.

### **ATTACHMENTS:**

1. Traffic Engineering On-Call RFQ - 2025
2. Scope of Services

### **WEB ATTACHMENTS:**



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## **REQUEST FOR QUALIFICATIONS**

THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC) INVITES  
CONSULTANTS TO SUBMIT STATEMENTS OF QUALIFICATIONS FOR:

### **TRAFFIC ENGINEERING ON-CALL SERVICES**

You are invited to submit your qualifications for the services to complete the above work. Submittals are due via email to the project manager, Doug Bilse, TE at [doug@tamcmonterey.org](mailto:doug@tamcmonterey.org), by 12:00 noon Pacific Time on Thursday, July 24, 2025.

Copies of the RFQ and the detailed information regarding the submittal requirements are attached and available at the TAMC website ([www.tamcmonterey.org](http://www.tamcmonterey.org)) in electronic format. You may email the project manager, noted above, for further information. Email inquiries, including the submittal of the Statement of Qualifications, should include the above subject (in bold) in the subject header.

## BACKGROUND

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

TAMC’s Board of Directors includes twenty-four members who consist of local officials from each of its twelve incorporated cities and five county supervisorial districts, and ex-officio members from seven public agencies. The mission of TAMC 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.

## PROJECT DESCRIPTION

This request for qualifications will be used by TAMC to select a consultant or consultant team to perform the services described in **Attachment A**, Scope of Work, generally described as Traffic Engineering and ancillary services.

A copy of the template agreement anticipated to be used by TAMC is **Attachment B**. A single document will be prepared between the Consultant and TAMC consistent with the provisions of these attachments.

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

## PROJECT BUDGET and CONTRACT TERM

The allocated budget for this work is \$1,000,000. The term of the contract will be five (5) years. Work will be issued on a task order basis, with a separate scope of work and budget for each task issued.

**SELECTION PROCESS**

TAMC will establish a review committee to review the statements of qualifications. This review may be followed by an oral interview between a review committee and the firm(s) that respond(s) best to the RFQ. Based on the recommendations of the review committee, TAMC staff will issue a “Notice of Intent to Award” notice to all responders, indicating staff’s intent to negotiate with the specific firm considered to be the most qualified consultant or consultant team.

Further, the Agency may, or may not, also negotiate contract terms with selected consultants prior to award, and expressly reserves the right to negotiate with several consultants simultaneously and, thereafter, to award a contract to the consultant offering the most favorable terms to the Agency. Submittals, therefore, should contain the consultant’s most favorable terms and conditions, because the selection and award may be made without further discussion with any consultant. The most responsive and competitive submittals will be considered by the Executive Director, or the Board of Directors (as applicable) for consideration and selection. The Agency reserves the right to accept or reject any and all submittals, to waive minor irregularities, and to request additional information or revisions to offers, and to negotiate with any or all consultants at any stage of the evaluation. TAMC may use their discretion to choose the bid that presents the greatest value to the Agency after all evaluation criteria are considered.

**The evaluations will be based upon the following criteria:**

1	<p><b><u>Project Team Skills:</u></b></p> <ul style="list-style-type: none"> <li>• Ability to design, develop cost estimates, oversee project delivery and grant preparation of complete streets and active transportation projects.</li> <li>• Conduct monitors studies and other work related to multimodal performance measures.</li> <li>• Facilitate community / stakeholders engagement to build consensus on challenging mobility projects.</li> <li>• Provide plan review with a special emphasis on projects involving Caltrans review or approval (e.g., roundabout designs on state highways).</li> </ul>	40 points
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	<ul style="list-style-type: none"> <li>• Collect traffic data and conduct traffic analysis on existing and future scenarios to assure adequate operations and design standards are met.</li> <li>• Prepare bid packages (plans, specifications, and cost estimates) for small-scale projects that include complete streets features.</li> <li>• Conduct civil engineering (e.g., survey and base mapping) for small scale complete streets projects.</li> </ul>	
<p>2</p>	<p><u>Demonstrated Knowledge and Experience:</u></p> <ul style="list-style-type: none"> <li>• Develop and implement innovative monitoring projects that include “big data” to enhance data used to evaluate performance and project delivery objectives. Please emphasize this experience in detail with graphics if possible.</li> <li>• Managing projects providing data and graphics that demonstrate the ability of complete streets design features to effectively address specific safety issues and stakeholder concerns,</li> <li>• Preparing conceptual designs for stand-alone projects that feature complete streets concepts (e.g., roundabouts, curb extensions, raised crosswalks, bike facilities),</li> <li>• Conducting benefit-cost ratio analysis and producing exhibits (e.g., vicinity/location maps, benefit-cost ratios, project renderings) for grant applications with a focus on complete streets and active transportation concepts.</li> <li>• Develop concepts and designs that create unique, interesting places that reflect the diverse values, culture, and heritage of the local community. Please show exemplary illustrations.</li> </ul>	<p>50 points</p>
<p>4</p>	<p><u>References:</u> favorable references from past clients.</p>	<p>10 points</p>

Total of 100 possible points

## QUESTION & ANSWERS, ADDENDA

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

Any questions about this Request for Qualifications must be received by the Agency no later than 12 noon, pacific time, on Thursday July 10, 2025 (two weeks prior to the due date), to guarantee response or consideration. Responses to questions concerning this Request for Qualifications posed before this deadline will be posted on the Agency's website ([www.tamcmonterey.org](http://www.tamcmonterey.org)).

## SUBMITTAL REQUIREMENTS and FORMAT

All interested firms are required to submit one (1) digital copy of their statement to perform the requested consulting services.

### A. Project Team

The statement shall clearly identify a Project Manager and include the names and qualifications of all personnel of the proposed team to be assigned to the contract and a chart representing the proposed organizational structure of the team. The submittal shall identify the skills of each of the team members and how those skills will be utilized in the work.

### B. Demonstrated Knowledge and Experience

The statement shall include the Project Manager and assigned team members' demonstrated knowledge of and expertise and experience in the work as specified.

### C. References

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

### D. Cost of Services

The statement of qualifications shall include a listing of the hourly rates for the assigned personnel for the term of the contract.

PROPOSED AWARD SCHEDULE (all times are PDT)

<b>TASK</b>	<b>DATE</b>
TAMC Board approval of Release of RFQ	June 25, 2025
Release of Request for Qualifications	June 27, 2025
Deadline for proposer questions/clarifications	July 14, 2025 - 12:00 pm
Statements of Qualifications due to TAMC	July 24, 2025 - 12:00 pm
Review and Ranking of Submittals	August 28, 2025
Tentative Interviews	Week of August 11, 2025
Contract expiration date	June 30, 2030

MISCELLANEOUS

A. Modification or Withdrawal of Submittals

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

B. Property Rights

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

C. Confidentiality

Before award of the contract, all Proposals will be designated confidential to the extent permitted by the California Public Records Act. After award of the contract (or if not awarded, after rejection of all Proposal), all responses will be regarded as public records

and will be subjected to review by the public. Any language purporting to render all or portions of any submittals as confidential will be regarded as non-effective and will be disregarded.

D. Amendments to Request for Qualifications

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

E. Non-Commitment of TAMC

This Request for Qualifications does not commit TAMC to award a contract, to pay any costs incurred in the preparation of a submittal for this request, or to procure or contract for services. All products used or developed in the execution of any contract resulting from this Request for Qualifications will remain in the public domain at the completion of the contract.

F. Conflict of Interest

The prospective consultant shall disclose any financial, business, or other relationship with TAMC that may have an impact upon the outcome of this contract or TAMC construction project. The prospective consultant shall also list current clients who may have a financial interest in the outcome of this contract or TAMC projects that will follow. In particular, the prospective consultant shall disclose any financial interest or relationship with any construction company that might submit a bid on TAMC projects.

G. Nondiscrimination

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

H. Final Selection and Protests

The selection process is considered concluded when a "Tentative Award" email is sent to all participating consultants indicating which consultant will be recommended

approval. The firm recommended is not a final selection and no contract is certain until approved by the TAMC Executive Director, or Board of Directors, as applicable.

Protestants shall email a detailed statement of protest to the project manager at Doug Bilsle, TE [doug@tamcmonterey.org](mailto:doug@tamcmonterey.org); no later than five (5) business days after receipt of the Tentative Award email described above.

### QUESTIONS

If you need assistance or have any questions, please email the Project Manager, Doug Bilsle, TE at [doug@tamcmonterey.org](mailto:doug@tamcmonterey.org).

Attachments:

- A. Scope of Work
- B. Sample TAMC Standard Agreement for Professional Services
- C. Sample Invoice Cover Page Format



## **TAMC On-Call Traffic Engineering and Ancillary Services Scope of Services**

Provide traffic engineering and ancillary on-call services for the Transportation Agency for Monterey County (TAMC) with the goal of facilitating the delivery of complete streets projects and monitoring mobility performance including:

- provide traffic engineering services including, but not limited to, development of conceptual designs and alternatives analysis of projects that include complete streets features,
- review project plans prepared by other parties (i.e., conduct third-party design reviews)
- provide data and illustrations that support the effectiveness of complete streets designs addressing safety, congestion and other potential stakeholder concerns,
- provide civil engineering services needed to submit bid packages for small-scale complete streets projects including, but not limited to, conducting surveys, preparing base maps, plans, specifications, and cost estimates,
- provide project management services needed to track project delivery according to scope, schedule and budget,
- assist in the planning of public outreach events and facilitate community / stakeholder engagement meetings intended to build consensus with the project stakeholders,
- conduct mobility planning that incorporates stakeholder input into project designs and graphical presentations that reflect community context,
- assist with the preparation of grant applications including, but not limited to, rough cost estimates, benefit-cost ratio analysis, and project renderings,
- collect traffic data and prepare/review analysis related to performance measures of complete streets design features.
- Implement monitoring programs that evaluate improvements resulting from projects designed to improve mobility

- Develop performance measure reports stations that may include the use of “big data.” Big data in traffic monitoring involves collecting, analyzing, and visualizing large datasets from various sources to understand and manage traffic flow, congestion, and safety.
- Use “big data” to optimize routes, manage traffic signals, and improve the overall efficiency of transportation systems.