



Regional Transportation Planning Agency - Local Transportation Commission  
Monterey County Service Authority for Freeways & Expressways - Email: [info@tamcmonterey.org](mailto:info@tamcmonterey.org)

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

**Wednesday, April 24, 2019  
Agricultural Center Conference Room  
1428 Abbott Street  
Salinas, California  
\*\*9:00 AM\*\***

**FOR WIRELESS INTERNET,  
CONNECT TO: ABBOTT CONF-GUEST  
PASSWORD: 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 and agendas, click on agenda item and open it, click on report attachments listed at end of report.*

**1. QUORUM CHECK – CALL TO ORDER**

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

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

**PLEDGE OF ALLEGIANCE**

**2. PUBLIC COMMENTS**

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

**4. PRESENT** Transportation Agency Employee of the Quarter to Christina Watson.

- Hale

*Christina Watson has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for January – March 2019.*

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

**CLOSED SESSION:**

Pursuant to Government Code section 54956.9(d)(1), the Board will confer with legal counsel regarding existing litigation:

1. TAMC v. Olga Chisum, et al., Court Number 17CV001194
2. TAMC v. MWM Investments, Court Number 17CV001231

**RECONVENE** in open session and report any actions taken.

- Zeller

**6. Salinas Rail Project Package 1 - Construction Contract:**

1. **APPROVE** the project plans and specifications;
2. **APPROVE** and **AUTHORIZE** the Executive Director, subject to approval by Agency Counsel and Caltrans Audits and Investigations, to execute a contract with Monterey Peninsula Engineering in an amount not to exceed \$7,487,989, with an anticipated completion date of September 2020, for construction of the Package 1 Improvements at the Salinas Train Station;
3. **AUTHORIZE** the use of funds from the approved project budget for this work in an amount not to exceed \$7,487,989, and \$1,123,200 as a contingency fund for change orders; and
4. **AUTHORIZE** the Executive Director to take such other further actions as may be

necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work or change the approved contract amount or term.

- Williamson

*On December 11, 2018, the Agency published bid documents for qualified contractors to construct the Package 1 improvements at the Salinas Train Station. These improvements include enhanced pedestrian, bicycle and vehicular access, and parking improvements as well as the abandonment of Station Place and the extension of Lincoln Avenue from Market Street to Railroad Avenue. On March 19, 2019, TAMC held the bid opening and received seven (7) bids.*

7. RECEIVE presentation on the draft 2019 Five-Year Integrated Funding Plan.

- Zeller

*To ensure efficient coordination among various fund sources, the 2019 Integrated Funding Plan identifies projects that are strong candidates for specific Senate Bill 1 grants, State Transportation Improvement Program funds, Measure X, and other matching funds, and can be brought to construction over the next five years.*

8. RECEIVE update on state legislative activities and ADOPT positions on legislation.

- Watson

*Staff and Agency Legislative Analyst Gus Khouri will present a legislative update and a bill list for consideration. The Executive Committee discussed state legislative issues and recommended positions on relevant legislation at their April 3 meeting.*

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

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

11. Executive Director's Report.

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

## 13. ADJOURN

---

---

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

**ADMINISTRATION and BUDGET**

- 3. 1.1 APPROVE** minutes of the Transportation Agency for Monterey County (TAMC) the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for March 27, 2019.

**-Rodriguez**

- 3. 1.2 ACCEPT** the list of checks written for the month of March 2019 and credit card statements for the month of February 2019.

**- 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 APPROVE** revisions to the Administrative Policies.

**- Goel**

*The Agency Board first approved these policies in 2000, though periodic changes and additions have been made since then. The first comprehensive update was done in December 2005. Updates were also done in February 2008, September 2009, June 2011 and June 2014. Some additional revisions are being proposed at this time to bring the policies up to date.*

- 3. 1.4 RECEIVE** report on conferences or trainings attended by agency staff.

**- Muck**

*Agency staff attend conferences or trainings 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.*

**BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES - No items this month**

**PLANNING - No items this month**

## PROJECT DELIVERY and PROGRAMMING

### 3. 4.1 Grant Preparation Assistance:

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with Cathedral Oaks Consulting, subject to approval by Agency Counsel, in an amount not-to-exceed \$150,000 to provide grant preparation assistance services through June 30, 2022;
2. **APPROVE** the use of Measure X funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount, subject to approval by Agency Counsel.

- Hale

*On January 23, 2019, the Agency Board approved issuing a Request for Qualifications for consultant assistance and expertise to prepare grant applications to provide matching funds for various Measure X and other priority projects. In the past, such assistance was utilized to secure over \$30 million in state competitive funding. Of the six submittals received by the deadline of March 7, 2019, four were found responsive, and a review committee recommended selection of Cathedral Oaks Consulting for this on-call contract.*

### 3. 4.2 Safe Routes to School Program Implementation Request for Proposals:

1. **APPROVE** the release of a Request for Proposals for consultants to assist in expanding the Measure X Safe Routes to School Program implementation; and
2. **DIRECT** staff to release the request for proposals to potential consultants at a not-to exceed amount of \$1,580,000, including an initial three-year contract and three optional one-year contract extensions.

- Green

*The request for proposals will help TAMC staff to implement the education, encouragement and enforcement programs of the Measure X Safe Routes to School program identified in the Every Child: Community-Supported Safe Routes to School grant. Programs will be implemented in Salinas, Seaside, Marina, Monterey, Castroville, Pajaro, Prunedale, Gonzales, Soledad, Greenfield and King City over the next three-years.*

### 3. 4.3 Pavement Management Program Services:

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute contract renewal and amendment with Nichols Consulting Engineers, CHTD, subject to approval by Agency Counsel, in an amount not to exceed \$13,716 to provide Pavement Management Program services, and extend the term of the agreement

- to December 31, 2019;
2. **APPROVE** the use of Measure X funds budgeted to the Pavement Management Program; and
  3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract amendment, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term or amount.

- Deal

*Nichols Consulting Engineers (NCE) has been performing pavement management program services to collect over 1,300 center-line miles of pavement condition data throughout the County of Monterey and creating pavement management databases for each participating member jurisdiction. NCE was originally hired for this work in September 2017 after a formal Request for Proposals process. The contract amendment allows NCE to complete the 77 additional miles in County of Monterey that exceeded the original mileage estimate. This amendment also extends the term of the agreement to allow enough time to complete all of the items in the amended Scope of Work. The contract needs to be renewed in order to execute these amendments, because the term of the contract expired February 28, 2019.*

## RAIL PROGRAM

### 3. 5.1 Salinas Rail Project - HDR Engineering Contract Amendment #6:

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute contract amendment #6 with HDR Engineering Inc., subject to approval by Agency Counsel, in an amount not to exceed \$297,151, to complete the design work for Package 1 at the Salinas train station, and to extend the contract deadline by eighteen months from June 30, 2019 to December 31, 2020;
2. **AUTHORIZE** the use of state funds budgeted to this project;
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount; and
4. **APPROVE** sole source finding.

- Watson

*The Salinas Rail Extension Kick Start Project is in the final design phase. HDR Engineering, Inc. was originally hired for this work in June 2014 after a formal Request for Proposals process. The contract now needs to be amended for a sixth and final time, to incorporate additional required work not anticipated, including an extensive utility relocation effort for Package 1 (Lincoln Avenue extension). This amendment removes the final design for Packages 2 (Salinas Layover Facility) and 3 (Gilroy station access and Coast Mainline track work) due to uncertainties related to Union Pacific; these Packages will be a part of a future*

*Request for Proposals to bring them from the current 75% design status to final design and construction readiness. Staff recommends a sole source finding for this proposed amendment #6 based on the related nature of the tasks and efficiencies involved.*

**3. 5.2 Rail Network Integration Study Contract:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with AECOM, subject to approval by Agency Counsel and the Independent Office of Audits and Investigations, in an amount not to exceed \$350,000, to prepare a Monterey Bay Area Rail Network Integration Study, for the period ending June 30, 2021;
2. **APPROVE** the use of Transit and Intercity Rail Capital Program funds budgeted to this purpose; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

**- Watson**

*TAMC published a request for proposals on December 5, 2018, to select a firm to perform a Monterey Bay Area Network Integration Study. A selection committee reviewed the three proposals received by the deadline of February 7, 2019, held interviews on February 21, 2019, and unanimously recommend AECOM to do this work.*

**REGIONAL DEVELOPMENT IMPACT FEE - No items this month**

**COMMITTEE MINUTES and CORRESPONDENCE**

**3. 7.1 ACCEPT** draft minutes of the Transportation Agency Committees:

- [Technical Advisory Committee](#) - April 4, 2019
- Rail Policy Committee - no meeting
- Executive Committee - April 3, 2019
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - April 3, 2019
- [Excellent Transportation Oversight Committee](#) - April 16, 2019

**- Rodriguez**

**3. 7.2 RECEIVE** correspondence to and from TAMC for the month of April 2019.

**- Rodriguez**

**ANNOUNCEMENTS**

Next Transportation Agency for Monterey County meeting will be on  
Wednesday, May 22, 2019

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

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 thru Friday 8:00 a.m. - 5:00 p.m.**  
**TEL: 831-775-0903**  
**FAX: 831-775-0897**

*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.*



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** April 24, 2019  
**Subject:** **Employee of the Quarter**

**RECOMMENDED ACTION:**

**PRESENT** Transportation Agency Employee of the Quarter to Christina Watson.

**SUMMARY:**

Christina Watson has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for January – March 2019.

**FINANCIAL IMPACT:**

None.

**DISCUSSION:**

The Agency employees recognize Christina Watson for her professionalism and diligence in representing the Agency in various forums, her proficiency in a variety of computer programs, and her review of agenda packets. Most notably they appreciate her tireless work on the Salinas Rail Extension project, the Coast Rail service and the TAMC Legislative Program.

**ATTACHMENTS:**

- EOQ - Christina Watson

# EMPLOYEE OF THE QUARTER

*Christina Watson*

*It is hereby certified that Christina Watson has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for January 1 – March 31, 2019.*

*The Agency employees recognize Christina Watson for her professionalism and diligence in representing the Agency in various forums, her proficiency in a variety of computer programs, and her review of agenda packets. Most notably they appreciate her tireless work on the Salinas Rail Extension project, the Coast Rail service and the TAMC Legislative Program.*

*On behalf of the Board of Directors and staff of the Transportation Agency for Monterey County, it is our great pleasure to recognize Christina Watson for her exemplary service.*

*Recognized By*

*Acknowledged By*

---

*TAMC Chair  
Robert Huitt*

---

*Executive Director  
Debra L. Hale*

*Date: April 24, 2019*



***Memorandum***

**To:** Board of Directors  
**From:** Laurie Williamson, Senior Transportation Engineer  
**Meeting Date:** April 24, 2019  
**Subject:** Salinas Rail Station Package 1 Construction Contract

**RECOMMENDED ACTION:**

**Salinas Rail Project Package 1 - Construction Contract:**

1. **APPROVE** the project plans and specifications;
2. **APPROVE** and **AUTHORIZE** the Executive Director, subject to approval by Agency Counsel and Caltrans Audits and Investigations, to execute a contract with Monterey Peninsula Engineering in an amount not to exceed \$7,487,989, with an anticipated completion date of September 2020, for construction of the Package 1 Improvements at the Salinas Train Station;
3. **AUTHORIZE** the use of funds from the approved project budget for this work in an amount not to exceed \$7,487,989, and \$1,123,200 as a contingency fund for change orders; and
4. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work or change the approved contract amount or term.

**SUMMARY:**

On December 11, 2018, the Agency published bid documents for qualified contractors to construct the Package 1 improvements at the Salinas Train Station. These improvements include enhanced pedestrian, bicycle and vehicular access, and parking improvements as well as the abandonment of Station Place and the extension of Lincoln Avenue from Market Street to Railroad Avenue. On March 19, 2019, TAMC held the bid opening and received seven (7) bids.

**FINANCIAL IMPACT:**

The Monterey County Rail Extension Kick Start project, estimated at \$81 million, includes the capital improvements needed to bring new peak hour rail service to Salinas. At their December 5-6, 2018 meeting, the California Transportation Commission awarded TAMC \$11.2 million in State Transportation Improvement Program and Proposition 116 Rail Bond funding for the construction of Package 1 improvements, including construction oversight by MNS Engineers and TAMC staff. This funding allocation requires that TAMC be under contract with a contractor within 6 months of allocation (by June 6, 2019). Submitted bids range between \$7,487,989 and \$9,844,656.

**DISCUSSION:**

The Transportation Agency for Monterey County, as the local lead agency, grantee agency and owner of the Monterey County Rail Extension Kick Start project, proposes to extend passenger rail service from Santa Clara County south to Salinas. The rail extension project provides an alternative to the highly congested US 101 corridor to access to jobs, education, and health care, and will improve interregional transportation and regional air quality.

Package 1 of the Monterey County Rail Extension Kick Start project improves pedestrian, bike, vehicular and bus access to the train station, provides enhanced parking, abandons Station Place and extends Lincoln Avenue from West Market Street to Railroad Avenue to provide signalized access to the station. Demolition of structures in the vicinity of the station was completed by Bowen Engineering and Environmental in November 2018.

The Transportation Agency's consultants, HDR and BKF, have completed the Package 1 project plans and specifications. The plans and specifications were amended during the bid process. TAMC staff now recommends Board approval of the plan and specification documents, available via **web attachment** below.

On December 11, 2018, TAMC advertised for construction bids. The bid opening was held on Tuesday, March 19, 2019 at 12 noon. The submitted bids are as follows:

Monterey Peninsula Engineers	\$7,487,989.00
Granite Construction Company	\$8,170,141.94
Anderson Pacific Engineering	\$8,200,355.00
Don Chapin Company	\$8,464,273.00
Granite Rock Company	\$8,959,556.12
Teichert Construction	\$9,063,506.00
Robert A Bothman Construction	\$9,844,656.00

The average of all bids submitted is \$8,598,640. The Engineer's Estimate is \$8,569,021, within 0.34% of the average bid. The tabulated bid results are available online at the **web attachment** below. MPE is the low bidder and TAMC staff recommends approving the contract with MPE for this work.

The City of Salinas is preparing to relocate the Sanitary Sewer and Storm Drain lines from the existing Station Place to the new Lincoln Avenue Extension. After utility relocations, the TAMC-hired construction team may begin the staged construction of Package 1.

**Attached** is the draft contract for Package 1 construction.

**ATTACHMENTS:**

- Draft MPE Contract

**WEB ATTACHMENTS:**

- [Salinas train station – Call for construction bids](#)

**DRAFT**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**CONTRACT NO. 6803.4.SAL.21**

THIS AGREEMENT, made and concluded, in duplicate, between the TRANSPORTATON AGENCY FOR MONTEREY COUNTY thereof, party of the first part, and

Monterey Peninsula Engineering  
Contractor, party of the second part.

**ARTICLE I.--WITNESSETH**, That for and in consideration of the payments and agreements hereinafter mentioned, to be made and performed by the said party of the first part, and under the conditions expressed in the 2 bonds, bearing even date with these presents, and hereunto annexed, the said party of the second part agrees with the said party of the first part, at his own proper cost and expense, to do all the work and furnish all the materials, except such as are mentioned in the specifications to be furnished by said party of the first part, necessary to construct and complete in a good, workmanlike and substantial manner and to the satisfaction of the TRANSPORTATION AGENCY FOR MONTEREY COUNTY, the work described in the special provisions and the project plans described below, including any addenda thereto. and also in conformance with the 2015 California Department of Transportation Standard Plans, the Standard Specifications, and the Labor Surcharge and Equipment Rental Rates in effect on the date the work is accomplished, which said special provisions, project plans, Standard Plans, Standard Specifications, and Labor Surcharge and Equipment Rental Rates are hereby specially referred to and by such reference made a part hereof.

The special provisions for the work to be done are dated December 2018 and are entitled:

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY;  
NOTICE TO BIDDER AND SPECIAL PROVISIONS FOR**

***SALINAS COMMUTER RAIL STATION  
PACKAGE 1***

**IN**

*Salinas, California*

The project plans for the work to be done were approved December 2018 and are entitled:

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY;  
PROJECT PLANS FOR**

***SALINAS COMMUTER RAIL STATION  
PACKAGE 1***

**IN**

*Salinas, California*

**ARTICLE II.**--The said party of the first part hereby promises and agrees with the said Contractor to employ, and does hereby employ, the said Contractor to provide the materials and to do the work according to the terms and conditions herein contained and referred to, for the prices hereinafter set forth, and hereby contracts to pay the same at the time, in the manner and upon the conditions herein set forth; and the said parties for themselves, their heirs, executors, administrators, successors and assigns, do hereby agree to the full performance of the covenants herein contained.

**ARTICLE III.**--The State general prevailing wage rates determined by the Director of Industrial Relations are hereby made a part of this contract. It is further expressly agreed by and between the parties hereto that should there be any conflict between the terms of this instrument and the bid or proposal of said Contractor, then this instrument shall control and nothing herein shall be considered as an acceptance of the said terms of said proposal conflicting herewith.

**ARTICLE IV.**--By my signature hereunder, as Contractor, I certify that I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self insurance in conformance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract.

**ARTICLE V.**--And the said Contractor agrees to receive and accept the following prices as full compensation for furnishing all materials and for doing all the work contemplated and embraced in this agreement; also for all loss or damage, arising out of the nature of the work aforesaid, or from the action of the elements, or from any unforeseen difficulties or obstructions which may arise or be encountered in the prosecution of the work until its acceptance by the *TRANSPORTATION AGENCY FOR MONTEREY COUNTY*, and for all risks of every description connected with the work; also for all expenses incurred by or in consequence of the suspension or discontinuance of work and for well and faithfully completing the work, and the whole thereof, in the manner and according to the plans and specifications, and the requirements of the Engineer under them, to wit:

**BID ITEM LIST**

Item No	Item Code	Final Pay Item	Item	Unit	Quantity	Price	Extension
1	050000A		CONSTRUCTION SURVEYS	LS	1	\$20,000.00	\$20,000.00
2	050001A		ENGINEER'S FIELD OFFICE	MONTH	14	\$5,000.00	\$70,000.00
3	80050		PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	1	\$1,500.00	\$1,500.00
4	120090		CONSTRUCTION AREA SIGNS	LS	1	\$20,000.00	\$20,000.00
5	120100		TRAFFIC CONTROL SYSTEM	LS	1	\$60,000.00	\$60,000.00
6	124000		TEMPORARY PEDESTRIAN ACCESS ROUTE	LS	1	\$15,000.00	\$15,000.00
7	130100		JOB SITE MANAGEMENT	LS	1	\$20,000.00	\$20,000.00
8	130300A		AMEND EXISTING STORM WATER POLLUTION PREVENTION PLAN	LS	1	\$2,500.00	\$2,500.00
9	130310		RAIN EVENT ACTION PLAN	EA	109	\$150.00	\$16,350.00
10	130320		STORM WATER SAMPLING AND ANALYSIS DAY	EA	74	\$100.00	\$7,400.00
11	130330		STORM WATER ANNUAL REPORT	EA	2	\$650.00	\$1,300.00
12	130620		TEMPORARY DRAINAGE INLET PROTECTION	EA	54	\$250.00	\$13,500.00

Item No	Item Code	Final Pay Item	Item	Unit	Quantity	Price	Extension
13	130640		TEMPORARY FIBER ROLL	LF	2,500	\$5.00	\$12,500.00
14	130710		TEMPORARY CONSTRUCTION ENTRANCE	EA	4	\$5,000.00	\$20,000.00
14A	130730		14A - 130730 - LS - STREET SWEEPING	LS	1	\$10,000.00	\$10,000.00
15	130900		TEMPORARY CONCRETE WASHOUT	LS	1	\$2,500.00	\$2,500.00
16	141101		REMOVE YELLOW PAINTED TRAFFIC STRIPE (HAZARDOUS WASTE)	LF	1,840	\$20.00	\$36,800.00
17	170103		CLEARING AND GRUBBING (LS)	LS	1	\$25,000.00	\$25,000.00
18	170103A		REMOVE TREE	EA	54	\$600.00	\$32,400.00
19	190101		ROADWAY EXCAVATION	CY	13,600	\$40.00	\$544,000.00
20	192037	F	STRUCTURE EXCAVATION (RETAINING WALL)	CY	96	\$80.00	\$7,680.00
21	193013	F	STRUCTURE BACKFILL (RETAINING WALL)	CY	93	\$120.00	\$11,160.00
22	204039A		PLANT (PALM)	EA	5	\$1,375.00	\$6,875.00
23	204040A		PLANT (TREE/36" BOX)	EA	63	\$628.00	\$39,564.00
24	204041A		PLANT (5 GALLON CONTAINER)	EA	2,115	\$30.00	\$63,450.00
25	204042A		PLANT (1 GALLON CONTAINER)	EA	4,133	\$11.00	\$45,463.00
26	204099		PLANT ESTABLISHMENT WORK	LS	1	\$25,000.00	\$25,000.00
27	205034		DECOMPOSED GRANITE	SQFT	135	\$9.00	\$1,215.00
28	205035		WOOD CHIP MULCH	CY	300	\$40.00	\$12,000.00
29	205062		ROOT BARRIER	LF	1,653	\$14.50	\$23,968.50
30	206005		EDGING	LF	36	\$22.50	\$810.00
31	206562		1" REMOTE CONTROL VALVE	EA	39	\$400.00	\$15,600.00
31A	206564		1 1/2" REMOTE CONTROL VALVE	EA	8	\$445.00	\$3,560.00
32	206572		MASTER CONTROL VALVE	EA	1	\$665.00	\$665.00
33	206631		1" WYE STRAINER ASSEMBLY	EA	1	\$290.00	\$290.00
34	206762		12-54 STATION IRRIGATION CONTROLLER (STAINLESS STEEL PEDESTAL MOUNTED)	EA	1	\$5,550.00	\$5,550.00
34A	208451A		1" DRIP VALVE ASSEMBLY	EA	6	\$445.00	\$2,670.00
34B	208684A		AIR RELIEF VALVE	EA	6	\$120.00	\$720.00
34C	208685A		MANUAL FLUSH VALVE	EA	6	\$95.00	\$570.00
34D	208686A		SYSTEM INDICATOR	EA	6	\$50.00	\$300.00
35	208220		1/2" DRIP IRRIGATION TUBING	SQFT	5,698	\$2.00	\$11,396.00
36	208426		2" BACKFLOW PREVENTER ASSEMBLY	EA	1	\$6,000.00	\$6,000.00
37	208442		FLOW SENSOR	EA	1	\$800.00	\$800.00

Item No	Item Code	Final Pay Item	Item	Unit	Quantity	Price	Extension
38	208445		TREE WELL SPRINKLER ASSEMBLY	EA	68	\$1.00	\$68.00
39	208449		POP-UP SPRINKLER ASSEMBLY	EA	721	\$50.00	\$36,050.00
40	208590		GATE VALVE	EA	10	\$450.00	\$4,500.00
41	208605		2" PLASTIC PIPE (CLASS 315) (SUPPLY LINE)	LF	0	\$1.00	\$0.00
41A	208594		3/4" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	LF	760	\$6.00	\$4,560.00
41B	208596		1 1/4" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	LF	500	\$7.00	\$3,500.00
41C	208597		1 1/2" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	LF	300	\$8.00	\$2,400.00
42	208610		1" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	LF	8,800	\$7.00	\$61,600.00
43	208611		2" PLASTIC PIPE (SCHEDULE 80) (SUPPLY LINE)	LF	2,400	\$11.00	\$26,400.00
44	208613		2" PLASTIC PIPE (SCHEDULE 80) (SLEEVE)	LF	880	\$13.00	\$11,440.00
45	208614		4" PLASTIC PIPE (SCHEDULE 80) (SLEEVE)	LF	920	\$20.00	\$18,400.00
46	208649		QUICK COUPLING VALVE	EA	17	\$250.00	\$4,250.00
47	208683		BALL VALVE	EA	13	\$250.00	\$3,250.00
48	210110		BIORETENTION SOIL MIX	CY	1,700	\$100.00	\$170,000.00
49	210610		COMPOST	CY	230	\$50.00	\$11,500.00
50	260203		CLASS 2 AGGREGATE BASE	CY	5,590	\$52.00	\$290,680.00
51	390132		HOT MIX ASPHALT (TYPE A)	TON	3,310	\$150.00	\$496,500.00
52	393004		GEOSYNTHETIC PAVEMENT INTERLAYER (PAVING FABRIC)	SY	825	\$7.00	\$5,775.00
53	398200		COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	825	\$15.00	\$12,375.00
54	401050		JOINTED PLAIN CONCRETE PAVEMENT	CY	1,510	\$620.00	\$936,200.00
55	510060	F	STRUCTURAL CONCRETE, RETAINING WALL	CY	75	\$715.00	\$53,625.00
56	510503A		TYPE A INLET	EA	3	\$3,400.00	\$10,200.00
57	510504A		OVERFLOW INLET	EA	23	\$2,400.00	\$55,200.00
58	520103	F	BAR REINFORCING STEEL (RETAINING WALL)	LB	8,265	\$3.50	\$28,927.50
59	650010		12" REINFORCED CONCRETE PIPE	LF	825	\$140.00	\$115,500.00
60	650012		15" REINFORCED CONCRETE PIPE	LF	351	\$150.00	\$52,650.00
61	680283		3" PLASTIC PIPE UNDERDRAIN	LF	110	\$55.00	\$6,050.00
62	680902		4" PERFORATED PLASTIC PIPE UNDERDRAIN	LF	2,200	\$36.00	\$79,200.00

Item No	Item Code	Final Pay Item	Item	Unit	Quantity	Price	Extension
63	682042		CLASS 2 PERMEABLE MATERIAL (BLANKET)	CY	840	\$100.00	\$84,000.00
64	700617		DRAINAGE INLET MARKER	EA	27	\$100.00	\$2,700.00
65	707225		48" PRECAST CONCRETE PIPE MANHOLE (TYPE A)	EA	5	\$7,000.00	\$35,000.00
65A	710102		ABANDON CULVERT (LF)	LF	1,105	\$30.00	\$33,150.00
65B	710132		REMOVE CULVERT (LF)	LF	145	\$30.00	\$4,350.00
66	710150		REMOVE INLET	EA	20	\$1,000.00	\$20,000.00
67	710156		REMOVE MANHOLE	EA	3	\$3,000.00	\$9,000.00
68	710160		REMOVE JUNCTION BOX	EA	41	\$3,000.00	\$123,000.00
69	710196		ADJUST INLET	EA	2	\$800.00	\$1,600.00
70	710212		ADJUST MANHOLE TO GRADE	EA	17	\$600.00	\$10,200.00
71	710220		ADJUST UTILITY COVER TO GRADE	EA	28	\$350.00	\$9,800.00
72	710262		CAP INLET	EA	1	\$700.00	\$700.00
72A	710267A		CAP PIPE	EA	2	\$1,000.00	\$2,000.00
72B	710370		SAND BACKFILL	CY	130	\$400.00	\$52,000.00
73	730010		MINOR CONCRETE (CURB)	LF	3,910	\$26.00	\$101,660.00
74	730070		DETECTABLE WARNING SURFACE	SF	260	\$45.00	\$11,700.00
75	731504		MINOR CONCRETE (CURB AND GUTTER)	LF	2,650	\$42.00	\$111,300.00
76	731505A		MINOR CONCRETE (BIORETENTION DEEPEDED CURB AND GUTTER)	LF	5,400	\$61.00	\$329,400.00
77	731506A		MINOR CONCRETE (BIORETENTION LATERAL BRACE)	CY	64	\$1,125.00	\$72,000.00
78	731516		78 - 731516 - CY - MINOR CONCRETE (DRIVEWAY)	CY	8	\$735.00	\$5,880.00
79	731521		MINOR CONCRETE (SIDEWALK)	CY	720	\$450.00	\$324,000.00
80	731531		VEHICULAR COLORED CONCRETE	CY	18	\$900.00	\$16,200.00
81	731623A		MINOR CONCRETE (CURB RAMP)	EA	31	\$1,750.00	\$54,250.00
81A	731628A		MINOR CONCRETE (BUS SHELTER PAD)	CY	16	\$610.00	\$9,760.00
82	731710		REMOVE CONCRETE CURB (LF)	LF	2,350	\$7.00	\$16,450.00
83	731780		REMOVE CONCRETE SIDEWALK (SQYD)	SQYD	4,000	\$23.00	\$92,000.00
84	731790		REMOVE CONCRETE ISLAND (PORTIONS) (SQYD)	SQYD	2,100	\$16.00	\$33,600.00
85	731840		REMOVE CONCRETE (CURB AND GUTTER)	LF	4,200	\$15.00	\$63,000.00
86	206763A		BOOSTER PUMP	EA	1	\$26,000.00	\$26,000.00

Item No	Item Code	Final Pay Item	Item	Unit	Quantity	Price	Extension
87	770001A		2" SCH 40 PVC WATER LINE	LF	110	\$27.00	\$2,970.00
88	770003A		WATER VALVE AND BOX	EA	1	\$555.00	\$555.00
89	770004A		6" PVC UTILITY SPLIT CASING	LF	420	\$82.00	\$34,440.00
90	770005A		SLURRY CAP	CY	5	\$400.00	\$2,000.00
91	770006A		REMOVE UTILITY BOX	EA	43	\$400.00	\$17,200.00
92	770007A		6-INCH DUCTILE IRON PIPE (CALWATER)	LF	135	\$250.00	\$33,750.00
93	770008A		6-INCH PVC C900 PIPE (CALWATER)	LF	150	\$200.00	\$30,000.00
94	770009A		8-INCH PVC C900 PIPE (CALWATER)	LF	555	\$125.00	\$69,375.00
95	770010A		2-INCH IRRIGATION SERVICE (CALWATER)	EA	1	\$4,500.00	\$4,500.00
96	770011A		6-INCH FIRE HYDRANT CONNECTIONS (CALWATER)	EA	3	\$10,000.00	\$30,000.00
97	780001A		SITE BENCH	EA	4	\$3,700.00	\$14,800.00
98	780002A		TRASH RECEPTACLE	EA	5	\$6,500.00	\$32,500.00
99	780003A		TRASH ENCLOSURE	EA	2	\$40,000.00	\$80,000.00
100	780004A		BIKE RACK	EA	2	\$1,200.00	\$2,400.00
101	780005A		BIKE LOCKERS	EA	8	\$2,800.00	\$22,400.00
102	780006A		INSTALL BUS SHELTER (FURNISHED BY OTHERS)	EA	2	\$10,000.00	\$20,000.00
103	780008A		COBBLESTONE ENERGY DISSIPATOR	SF	650	\$25.00	\$16,250.00
104	780260		REMOVE AND REPLACE MONUMENT	EA	1	\$1,000.00	\$1,000.00
105	780500		PARKING BUMPER (PRECAST CONCRETE)	EA	36	\$85.00	\$3,060.00
106	782201A		DECORATIVE COBBLE	TON	5	\$135.00	\$675.00
107	800360		CHAIN LINK FENCE (TYPE CL-6)	LF	185	\$32.00	\$5,920.00
108	800401A		BARRIER FENCE (36")	LF	425	\$160.00	\$68,000.00
109	803012A		ACCESS GATE	EA	1	\$4,500.00	\$4,500.00
110	803050		REMOVE CHAIN LINK FENCE	LF	1,000	\$4.00	\$4,000.00
111	803110		REPLACE WOOD FENCE	LF	200	\$30.00	\$6,000.00
112	833088	F	TUBULAR HANDRAILING	LF	190	\$120.00	\$22,800.00
113	810120		REMOVE PAVEMENT MARKER	EA	82	\$6.50	\$533.00
114	810230		PAVEMENT MARKER (RETROREFLECTIVE)	EA	777	\$6.50	\$5,050.50
115	820250		REMOVE ROADSIDE SIGN	EA	24	\$175.00	\$4,200.00
116	820840		ROADSIDE SIGN - ONE POST	EA	66	\$500.00	\$33,000.00
117	840505A		4" THERMOPLASTIC TRAFFIC STRIPE	LF	5,874	\$3.00	\$17,622.00

Item No	Item Code	Final Pay Item	Item	Unit	Quantity	Price	Extension
118	840505		6" THERMOPLASTIC TRAFFIC STRIPE	LF	6,653	\$3.50	\$23,285.50
119	840506		8" THERMOPLASTIC TRAFFIC STRIPE	LF	430	\$4.50	\$1,935.00
120	840507		6" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 8-4)	LF	670	\$3.25	\$2,177.50
121	840508		8" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 12-3)	LF	170	\$4.25	\$722.50
122	840530		6" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 17-7)	LF	310	\$3.10	\$961.00
123	840519		THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	SQFT	3,854	\$10.00	\$38,540.00
124	846030		REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	184	\$25.00	\$4,600.00
125	846035		REMOVE THERMOPLASTIC PAVEMENT MARKING	SQFT	471	\$10.00	\$4,710.00
126	870201A		LIGHTING SYSTEM - RAIL STATION	LS	1	\$675,000.00	\$675,000.00
127	870401A		SIGNAL AND LIGHTING MODIFICATION (LOCATION 1)	LS	1	\$425,000.00	\$425,000.00
128	999990		MOBILIZATION	LS	1	\$350,000.00	\$350,000.00
<b>142 Items</b>				<b>Total</b>			<b>\$7,487,989.00</b>

IN WITNESS WHEREOF, The parties to these presents have here-unto set their hands the year and date first above written

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

By \_\_\_\_\_  
TAMC

Contractor

By \_\_\_\_\_

Licensed in accordance with  
an act providing for the  
registration of contractors,

License No. \_\_\_\_\_

Federal Employer Identification

Number \_\_\_\_\_

Approved and certified as being in conformance with the requirements of the State Contract Act.

\_\_\_\_\_  
Attorney, TAMC

Approved Effective \_\_\_\_\_



***Memorandum***

**To:** Board of Directors  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** April 24, 2019  
**Subject:** **2019 Five-Year Integrated Funding Plan**

**RECOMMENDED ACTION:**

**RECEIVE** presentation on the draft 2019 Five-Year Integrated Funding Plan.

**SUMMARY:**

To ensure efficient coordination among various fund sources, the 2019 Integrated Funding Plan identifies projects that are strong candidates for specific Senate Bill 1 grants, State Transportation Improvement Program funds, Measure X, and other matching funds, and can be brought to construction over the next five years.

**FINANCIAL IMPACT:**

The Transportation Agency for Monterey County’s programmed share of the 2018 State Transportation Improvement Program is \$59.8 million. Along with \$137 million of proposed Measure X funding, Agency staff is proposing to match these funds with over \$220 million in Senate Bill 1 grants and other funding programs over the next five years.

**DISCUSSION:**

The strategic goals identified by the Transportation Agency Board of Directors highlight delivering the Measure X regional program of projects, while strategically utilizing debt financing to expedite delivery, and leveraging as much matching funds as possible. With the passage of California Senate Bill 1 (Beall), several new transportation funding programs were created from which the Transportation Agency will potentially be able to leverage Measure X and other existing fund sources. To ensure coordination between the various fund sources, which all have different requirements and eligibility, the Transportation Agency prepared a 2017 Integrated Funding Plan, which has been updated for 2019 (**Attachment 1**) to coincide with the 2020 State Transportation Improvement Program cycle.

The draft 2019 Integrated Funding Plan is designed to identify projects that will be strong candidates for specific matching fund programs, and to identify a funding pathway to bring projects to construction over the next five years. The primary sources of funding included in the 2019 Integrated Funding Plan

are the regional share of Measure X, Monterey County's share of the State Transportation Improvement Program, and the various Senate Bill 1 formula and grant funding programs. The following provides a status update on several of the priority regional projects included in the plan:

Salinas Rail Extension:

The first package of the Salinas Rail Extension project is set to begin construction in 2019 with the extension of Lincoln Avenue directly into the train station, and improvements to the parking areas to provide bus bays, better drainage, new landscaping, and more space for cars and bicycles. The construction of this project is funded with State Transportation Improvement Program funds and Proposition 116 funds.

Multimodal Corridor: Imjin Parkway Improvements:

Imjin Parkway will be the first regional Measure X project to reach construction. This project to improve travel connections between Salinas and the Peninsula was successful in receiving \$19 million in Senate Bill 1 grant funds and is currently fully-funded with additional funding coming from Measure X, developer fees, and the State Transportation Improvement Program. The project is currently in final design and construction is scheduled to begin early in 2020.

Fort Ord Regional Trail and Greenway (FORTAG):

With the award of a \$10 million Statewide Active Transportation Program grant, the first section of the FORTAG project is now fully-funded. Additional funding on the project includes Measure X and SB 1 Local Partnership Program formula funds. This paved bicycle and pedestrian path will connect Laguna Grande Park to the Frog Pond in Del Rey Oaks, running along Highway 218. The project is currently in the environmental phase and construction is scheduled to begin in 2022.

Highway 1 Rapid Bus Corridor

Monterey-Salinas Transit is initiating the preliminary engineering and environmental phase to develop a dedicated busway utilizing the Monterey Branch Line right-of-way between Marina and Sand City. The Transportation Agency will be evaluating alternative intersection concepts at Fremont Blvd and Highway 1 to accommodate transit movements through this complicated intersection. Construction of the project's first segment is targeted to begin in 2022.

Highway 156 / Castroville Boulevard Interchange:

The Transportation Agency has been coordinating with Caltrans to deliver the first phase of the Highway 156 Monterey Expressway project. This new proposed interchange at Castroville Boulevard will help improve safety and provide congestion relief in this heavily-traveled corridor. The Agency will be seeking Senate Bill 1 grant funds to match with Measure X and State Transportation Improvement Program funds. If successful, the project could begin construction by 2023.

Scenic Route 68 Corridor Improvements:

Currently in the environmental phase, this project to improve connection between the Salinas Valley and the Peninsula is currently funded with a mix of State Transportation Improvement Program funds and Measure X. Future phases of the project are proposed to be funded with Senate Bill 1 grant funds, Measure X, and State Highway Operations and Protection Program (SHOPP) funds. If

successful in securing grant funding, this high priority regional project could begin construction on its first segment by 2024.

US 101 South of Salinas:

The Transportation Agency is working with Caltrans to develop a study for this project to look at safety improvements, removing left turns, constructing a new interchange, and adding frontage roads along this congested agricultural route. Once complete, the Agency will be able to use the results of the study to begin the environmental phase, currently programmed in 2020/21 with \$5 million in State Transportation Improvement Program funds, which the Agency will seek to match with \$5 million in Inter-regional Transportation Improvement Program funds. Future phases of the project are proposed to be funded with Measure X, Senate Bill 1 grants, and State Highway Operations and Protection Program funds, with construction projected in 2024/25.

Staff will provide a presentation on the draft 2019 Integrated Funding Plan at the April Board meeting to discuss the status of projects, funding strategies, and receive Board feedback and direction. The California Transportation Commission will release a draft of the 2020 State Transportation Improvement Program (STIP) fund estimate in June and will adopt the county shares in August. Agency staff will update this 2019 Integrated Funding Plan based on the 2020 STIP fund estimate and return to the Board with a revised funding plan for Board approval in September. This will guide the development of the Agency's proposal for programming Monterey County's STIP share, called the Regional Transportation Improvement Program, which is then due to the California Transportation Commission by December 15, 2019.

**ATTACHMENTS:**

- 2019 Integrated Funding Plan - draft

**Transportation Agency for Monterey County**  
**2019 Integrated Funding Plan (all dollars in \$1,000s)**



Summary of Funding Sources	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding
Measure X	\$ 4,243	\$ 18,802	\$ 10,602	\$ 15,101	\$ 20,925	\$ 36,200	\$ 39,000	\$ 144,873
RSTP / TDA 2%	\$ 904	\$ 874	\$ 352	\$ -	\$ -	\$ -	\$ -	\$ 2,130
Developer Fees	\$ -	\$ 3,250	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 8,250
STIP - 2018	\$ 9,931	\$ 1,334	\$ 23,014	\$ 5,189	\$ 20,333	\$ -	\$ -	\$ 59,801
STIP - 2020	\$ 2,600	\$ -	\$ 20,431	\$ 1,518	\$ -	\$ 189	\$ 189	\$ 24,927
SB 1 Local Partnership Formula	\$ 1,613	\$ 724	\$ -	\$ -	\$ 650	\$ -	\$ -	\$ 2,987
State Highway Operation & Protection Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,033	\$ 10,000	\$ 17,033
STIP - ITIP	\$ -	\$ -	\$ 5,000	\$ -	\$ 10,000	\$ -	\$ -	\$ 15,000
Active Transportation Program	\$ -	\$ 3,341	\$ -	\$ 9,181	\$ -	\$ 4,850	\$ -	\$ 17,372
SB 1 Adaptation Planning Grant	\$ 376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 376
SB 1 Statewide Habitat Grant	\$ -	\$ -	\$ 4,952	\$ -	\$ -	\$ -	\$ -	\$ 4,952
SB 1 Congested Corridors	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000
SB 1 Local Partnership Competitive	\$ -	\$ 19,000	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 29,000
SB 1 Trade Corridors	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
SB 1 TIRCP	\$ -	\$ 2,115	\$ 8,033	\$ -	\$ -	\$ -	\$ -	\$ 10,148
Traffic Congestion Relief Program	\$ 5,500	\$ -	\$ 16,500	\$ -	\$ -	\$ -	\$ -	\$ 22,000
Prop 116	\$ 4,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,900
Other Matching Funds	\$ -	\$ -	\$ -	\$ -	\$ 26,000	\$ -	\$ 7,000	\$ 33,000
	\$ 30,067	\$ 49,440	\$ 88,884	\$ 30,989	\$ 92,908	\$ 78,272	\$ 76,189	\$ 446,749

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding
<b>State Route 68 Safety &amp; Traffic Flow</b>	<b>Env't</b>			<b>Design &amp; ROW</b>		<b>Con</b>		<b>\$ 92,276</b>
STIP - 2018	\$ 3,400			\$ 5,000				\$ 8,400
STIP - 2020	\$ 2,600			\$ 1,518				\$ 4,118
Measure X	\$ 640			\$ 12,085		\$ 30,000		\$ 42,725
SB 1 Congested Corridors						\$ 30,000		\$ 30,000
State Highway Operation & Protection Program						\$ 7,033		\$ 7,033

<b>State Route 156 - A: Castroville Boulevard Interchange</b>			<b>Design &amp; ROW</b>		<b>Con</b>		<b>\$ 55,200</b>
STIP - 2018			\$ 17,825		\$ 1,975		\$ 19,800
STIP - 2020			\$ 7,875				\$ 7,875
Measure X					\$ 2,525		\$ 2,525
Developer Fees					\$ 5,000		\$ 5,000
STIP - ITIP					\$ 10,000		\$ 10,000
SB 1 Local Partnership Competitive					\$ 10,000		\$ 10,000

<b>State Route 156 - B: Blackie Road Extension</b>		<b>Env't</b>	<b>Design &amp; ROW</b>		<b>Con</b>		<b>\$ 6,500</b>
STIP - 2018					\$ 2,000		\$ 2,000
Measure X			\$ 2,000		\$ 2,000		\$ 4,000
Developer Fees		\$ 250					\$ 250
SB 1 Local Partnership Formula	\$ 250	---->					\$ 250

<b>US 101 Safety Improvements - South County</b>	<b>Study</b>		<b>Env't</b>		<b>Design</b>		<b>Con</b>	<b>\$ 86,424</b>
Measure X	\$ 255						\$ 30,000	\$ 30,255
STIP - 2018			\$ 5,000		\$ 16,169			\$ 21,169
STIP - ITIP			\$ 5,000					\$ 5,000
SB 1 Trade Corridors							\$ 20,000	\$ 20,000
State Highway Operation & Protection Program							\$ 10,000	\$ 10,000

Funds showing "---->" indicate a time extension on the use of the funds to shift into the next fiscal year from when the funds were originally programmed.

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding
<b>Holman Highway 68 - B: Pacific Grove</b>		<b>Study</b>	<b>Env't</b>		<b>Design</b>	<b>Con</b>		<b>\$ 11,002</b>
RSTP / TDA 2%		\$ 150	\$ 352					\$ 502
Measure X			\$ 150		\$ 650	\$ 4,200		\$ 5,000
SB 1 Local Partnership Formula					\$ 650			\$ 650
Active Transportation Program						\$ 4,850		\$ 4,850
<b>Highway 1 Rapid Bus Corridor</b>		<b>Env't</b>	<b>Design</b>		<b>Con</b>			<b>\$ 40,000</b>
Measure X	\$ 750		\$ 1,500		\$ 12,750			\$ 15,000
SB 1 Local Partnership Formula	\$ 100							\$ 100
Other Matching Funds					\$ 25,000			\$ 25,000
<b>Multimodal Corridor: Imjin Parkway</b>		<b>Design</b>	<b>Con</b>					<b>\$ 39,650</b>
STIP - 2018			\$ 1,100					\$ 1,100
Measure X	\$ 550	\$ 16,000						\$ 16,550
SB 1 Local Partnership Competitive		\$ 19,000						\$ 19,000
Developer Fees		\$ 3,000						\$ 3,000
<b>Fort Ord Trails and Greenway - Full Project Environmental</b>		<b>Env't</b>						<b>\$ 1,084</b>
RSTP / TDA 2%	\$ 584							\$ 584
SB 1 Local Partnership Formula	\$ 500							\$ 500
<b>Fort Ord Trails and Greenway - Segment 1</b>		<b>Design &amp; ROW</b>		<b>Con</b>				<b>\$ 12,797</b>
Measure X		\$ 802		\$ 1,016				\$ 1,818
RSTP / TDA 2%								\$ -
SB 1 Local Partnership Formula	\$ 600	---->						\$ 600
Active Transportation Program		\$ 1,198		\$ 9,181				\$ 10,379
<b>Fort Ord Trails and Greenway - Segment 2</b>					<b>Design &amp; ROW</b>	<b>Con</b>		<b>\$ 16,000</b>
Measure X					\$ 1,000	\$ 7,000		\$ 8,000
Other Matching Funds					\$ 1,000	\$ 7,000		\$ 8,000
<b>Salinas Rail Extension - Package 1</b>		<b>Con</b>						<b>\$ 11,200</b>
STIP - 2018	\$ 6,300							\$ 6,300
Prop 116	\$ 4,900							\$ 4,900
<b>Salinas Rail Extension - Packages 2 &amp; 3</b>		<b>Design &amp; ROW</b>	<b>Con</b>					<b>\$ 42,589</b>
STIP - 2020			\$ 12,556					\$ 12,556
Traffic Congestion Relief Program	\$ 5,500		\$ 16,500					\$ 22,000
SB 1 TIRCP			\$ 8,033					\$ 8,033
<b>Salinas Rail Extension - Positive Train Control</b>		<b>Con</b>						<b>\$ 1,615</b>
SB 1 TIRCP		\$ 1,615						\$ 1,615
<b>Salinas Rail Extension - Network Integration</b>		<b>Study</b>						<b>\$ 500</b>
SB 1 TIRCP		\$ 500						\$ 500
<b>Habitat Preservation / Advance Mitigation</b>		<b>RCIS</b>	<b>ROW</b>					<b>\$ 10,328</b>
Measure X	\$ 48		\$ 4,952					\$ 5,000
SB 1 Adaptation Planning Grant	\$ 376							\$ 376
SB 1 Statewide Habitat Grant			\$ 4,952					\$ 4,952

Funds showing "---->" indicate a time extension on the use of the funds to shift into the next fiscal year from when the funds were originally programmed.

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding
<b>Regional Wayfinding (Bikeway Signs)</b>	<b>Con</b>	<b>Con</b>						<b>\$ 1,931</b>
<i>SB 1 Local Partnership Formula</i>	\$ 163	\$ 724						\$ 887
<i>RSTP / TDA 2%</i>	\$ 320	\$ 724						\$ 1,044
<b>Safe Routes to Schools</b>								<b>\$ 6,812</b>
<i>Measure X</i>	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 4,669
<i>Active Transportation Program</i>		\$ 2,143						\$ 2,143
<b>Senior and Disabled Transportation</b>								<b>\$ 3,500</b>
<i>Measure X</i>	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 3,500
<b>Commuter Bus, Salinas Valley Transit Centers</b>								<b>\$ 5,831</b>
<i>Measure X</i>	\$ 833	\$ 833	\$ 833	\$ 833	\$ 833	\$ 833	\$ 833	\$ 5,831
<b>Planning, Programming, &amp; Monitoring</b>								<b>\$ 1,410</b>
<i>STIP - 2018</i>	\$ 231	\$ 234	\$ 189	\$ 189	\$ 189			\$ 1,032
<i>STIP - 2020</i>						\$ 189	\$ 189	\$ 378

Funds showing "--->" indicate a time extension on the use of the funds to shift into the next fiscal year from when the funds were originally programmed.



## *Memorandum*

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** April 24, 2019  
**Subject:** State Legislative Update

### **RECOMMENDED ACTION:**

**RECEIVE** update on state legislative activities and **ADOPT** positions on legislation.

### **SUMMARY:**

Staff and Agency Legislative Analyst Gus Khouri will present a legislative update and a bill list for consideration. The Executive Committee discussed state legislative issues and recommended positions on relevant legislation at their April 3 meeting.

### **FINANCIAL IMPACT:**

Some of the bills on the draft list would have funding impacts on the agency if enacted.

### **DISCUSSION:**

**Attachment 1** is a write-up of state legislative activities by Agency Legislative Analyst Gus Khouri. One development since the March TAMC meeting includes submitting a budget ask to Assembly Member Rivas for \$10 million for State Route 156/ Castroville Boulevard Interchange Project pre-construction activities. **Attachment 2** is the fact sheet for that ask. Support letters sent on behalf of that request are included in this agenda packet under correspondence. Support letters for SB 628 (Caballero), TAMC's Prunedale Bypass funding bill, are also included under correspondence. That bill was approved on consent by the Senate Transportation Committee at their April 9 hearing.

**Attachment 3** is an updated bill list. Changes to the list compared to the TAMC Board meeting of March 27 are indicated in cross-out and underline. Bills that no longer relate to transportation have been removed. New support/oppose recommendations are as follows:

- Assembly Bill (AB) 1486 (Ting): Local Agencies: surplus land: This bill would require special districts and other public agencies to offer a right of first refusal to affordable housing developers, schools, and park agencies before leasing, selling, or otherwise “conveying” any of the agency’s land. This bill could impact TAMC’s ability to transfer property at the Salinas train station to the City of Salinas. Recommend oppose.

- AB 1568 (McCarty): Affordable Housing Production: withholding transportation funds: this proposal would threaten voter-approved SB 1 funding for unrelated activities, housing production. Recommend oppose.
- Senate Bill (SB) 5 (Beall): Affordable Housing and Community Development Investment: This bill would fund construction of workforce and affordable housing, transit-oriented development, and “projects promoting strong neighborhoods.” Recommend support.
- SB 152 (Beall): Active Transportation Funding: This bill would change the allocation of formula funding in a manner that would make it unlikely for Monterey County projects to succeed in applications. Recommend oppose.

The Executive Committee received a presentation on April 3 and recommended the Board adopt the new positions as indicated above. After that date, the bills continued to be amended. Highlighted bills on the list are new since the discussion at the Executive Committee. Bills not discussed at the Executive Committee that staff recommends a Board position on are as follows:

- AB 490 (Salas): California Environmental Quality Act (CEQA): development projects: streamlining: This bill would streamline environmental review for projects in an infill site within 1/2 mile of a major transit stop, existing or planned. Recommend support.
- AB 1112 (Friedman): Motorized scooters: local regulation: This bill reflects the best practices that TAMC staff found when investigating local scooter rules. Recommend support.
- AB 1402 (Petrie-Norris): Active Transportation Program: This bill is the same as SB 152 (Beall). Recommend oppose.
- SB 25 (Caballero and Glazer): CEQA: projects funded by qualified opportunity zone funds or other public funds: This bill would streamline CEQA review of certain projects in opportunity zones. Recommend support.
- SB 742 (Allen): Intercity passenger rail services: motor carrier transportation of passengers: This bill solves a long-standing problem that Amtrak Thruway bus passengers must have a rail ticket to ride the bus. Recommend support.

Letters sent expressing the positions adopted by the Board at its March 27 meeting are included in this agenda packet under correspondence.

**ATTACHMENTS:**

- ▢ Khouri state report
- ▢ SR 156 budget ask fact sheet
- ▢ State bill list



March 25, 2019

TO: TAMC Board of Directors

FROM: Gus Khouri, Principal, Khouri Consulting

**RE: STATE LEGISLATIVE UPDATE – APRIL**

---

On March 20, TAMC Chair Robert Huitt, Executive Director Debbie Hale, and Principal Transportation Planner Christina Watson participated in the Central Coast Coalition's 10<sup>th</sup> Annual Legislative Day. Khouri Consulting arranged meetings with Governor Newsom, his cabinet, the California State Transportation Agency, California Transportation Commission, and the Central Coast's seven legislative delegation members (Assembly Members Cunningham, Limón, Rivas, Stone, and Senators Caballero, Jackson, and Monning).

The day's events primarily focused on discussing Governor Newsom's budget proposal to tie affordable housing production to the receipt of local streets and roads funding, the influence of the California Air Resources Board on transportation funding decisions, advocating for endorsements of prospective applications for Senate Bill 1 (SB 1) funds, and funding for passenger rail along the Central Coast.

### **Tightening the Nexus Between Affordable Housing and Transportation Funding**

On March 11, Governor Newsom released draft budget trailer bill strongly encouraging local jurisdictions to make zoning changes to increase the availability of affordable housing, proposing \$750 million in support, and withholding local streets and roads funding for failure to take action.

This proposal, which is essentially draft language without a bill number, sets higher short-term housing production goals for cities and counties and provides \$750 million in support and incentives to help jurisdictions plan and zone for more ambitious housing targets. The proposal would update and modernize the state's long-term housing goals, known as Regional Housing Needs Allocations (RHNA), to better reflect regional housing and transportation needs. Under this proposal, the Department of Housing and Community Development must propose an improved RHNA process and methodology that promotes and streamlines housing development. The language authorizes the state to withhold SB 1 local streets and roads funds from any jurisdiction that does not have a compliant housing

element and has not zoned and entitled for its updated annual housing goals, beginning July 1, 2023.

Of the \$750 million in support and incentives in this proposal, the five-county Central Coast is projected to receive about \$6.7 million from the \$250 million statewide planning pot, and roughly \$13.25 million from the \$500 million statewide set-aside based on a proportionate share of annual housing targets.

In our discussion with Governor Newsom, he emphasized that he respects the will of the voters as it pertains to SB 1 funding, and that funding would only be withheld in the most egregious circumstances as demonstrated by the City of Huntington Beach. Legislators we talked to were all staunchly opposed to withholding SB 1 funding.

### **CTC and CARB Collaboration to Reduce Greenhouse Gas Emissions**

Per Assembly Bill (AB) 179 of 2017, the CTC and CARB are required to convene a meeting twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. A tension exists with transportation planning agencies who are being asked to go above and beyond to meet future emission reduction targets, despite not having purview over housing production or job creation location, while implementing voter-approved expenditure plans, such as Measure X. At the state level, there is also concern about the ability to implement SB 1 programs, which voters have overwhelmingly supported for purposes of maintaining highway and local streets and roads infrastructure, easing congestion, and providing multimodal solutions.

The Central Coast Coalition discussed SB 526 (Allen), which would prioritize greenhouse gas emission reducing projects over safety and congestion management projects, with Governor Newsom and legislators. The Governor was interested in the Coalition's suggestion to provide more funding for passenger rail as the most impactful way to reduce greenhouse gas emissions and build momentum for implementing the State Rail Plan.

### **SB 1 Competitive Program Allocations- ATP and LPP**

The Active Transportation Program (ATP) is a \$400 million/ year grant program to encourage increased use of active modes of transportation such as biking and walking. Under current rules, 50% of ATP funds are awarded on a statewide competitive basis by the CTC, 10% are set aside for competitive projects in small urban and rural regions, and 40% go to projects selected by metropolitan planning organizations (MPOs) in urban areas with populations greater than 200,000. Senator Beall has introduced SB 152 to modify ATP to have 75% of all funding to go to MPOs (up from 40%), 15% to be allocated on a competitive basis to small urban and rural areas (up from 10%), and 10% to be allocated on a competitive basis statewide (down from 50%). If this change were enacted, TAMC's eligibility would be limited to the 15% for small and rural areas and the 10% statewide pot. Under current rules, TAMC can apply for 60% of ATP funds. TAMC has been successful recently, winning \$10.3 million for the Fort Ord Regional Trail and Greenway (FORTAG) and \$2.1 million for a Safe Routes to School Education Program in the most recent round.

The Local Partnership Program (LPP) provides \$200 million annually for jurisdictions that have secured a voter-approved tax or fee dedicated for transportation purposes. It is split 50/50 between a formulaic share and a competitive program administered by the CTC. TAMC receives roughly \$700,000 annually from the formulaic share, but also succeeded in receiving \$19 million from the competitive program in May 2018 to fund the Imjin Parkway project. Some Southern California regional transportation planning agencies have expressed a desire to pursue legislation to change program allocations to be distributed on a 95/5 split favoring a formulaic share, or some hybrid that provides a higher floor of guaranteed funding. The result would limit the CTC's flexibility to mix and match funding to fully fund projects. Under a best-case scenario of an increased formulaic share, TAMC would virtually double its formulaic share to roughly \$1.4 million annually, which could provide funding for a minor active transportation project at the expense of competing for prospective resources to address safety or congestion relief initiatives on US 101 and State Route 156. We will continue to monitor any prospective legislative effort on this issue. Senator Beall may amend SB 277 (currently "Road Maintenance and Rehabilitation Program: guidelines") to make changes to LPP. We were pleased to hear that Governor Newsom and legislators are reluctant to make any changes to either the ATP or LPP.



**Top 10 Crash Location in Monterey County**

**State Route 156  
Safety  
Improvements**

**State Route 156/Castroville Boulevard Interchange**

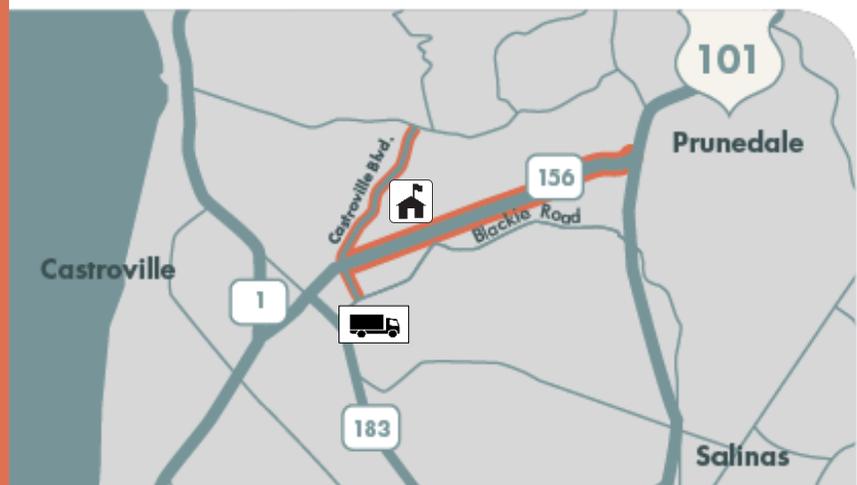
Build a new interchange at Castroville Boulevard and Highway 156, with connections to Blackie Road to improve access for truck traffic.

**Project Purpose**

Highway 156 provides the primary connection between the San Francisco Bay area and the Monterey Peninsula. The intersection of Castroville Boulevard and 156 is a top collision location in Monterey County, controlled only by a stoplight. As a result, there are substantial delays and safety concerns, particularly during special event weekends. This project will improve safety and relieve traffic congestion on Highway 156, by replacing this traffic signal with a full interchange. The new interchange will also create safer access for students and teachers traveling to North Monterey County High School. Located near the county's major regional distribution center, the Blackie Road connection will divert hundreds of trucks per day to the new interchange, away from the town center and the accident-ridden Highway 183/156 intersection.

**Project Benefits:**

- Improves safety at two collision hot spots
- Provides traffic relief for 32,000 vehicles per weekday
- Creates safer access to North Monterey County High School
- Supports \$2 billion per year visitor-serving economy
- Facilitates goods movement between major distribution center and US 101



**Project Cost: \$55.2 Million • Measure X Share: \$30 Million**

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
<b>AB 40 Ting</b> <b>Zero-Emission Vehicles</b>	1/24/19 Assembly Transportation	This bill would require the California Air Resources Board (CARB) to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles by 2040. Transportation funding is dependent on motor fuel. The state would need to find an alternative method of funding transportation infrastructure if this bill were to be enacted.	<b>OPPOSE unless amended</b>  <b>Priority 1S</b>  Letter sent 4/5
<b>AB 148 Quirk Silva</b> <b>Regional Transportation Plans: housing needs</b>	1/24/19 Assembly Transportation	This bill would require each Sustainable Communities Strategy (SCS) within a regional transportation plan to identify an 8-year projection of emergency shelters needed in the region. This provision is very specific to housing needs rather than transportation plans, and regional transportation plans are prepared by transportation agencies. It would be more appropriate to place an emergency housing projection in the city and county-prepared regional housing needs assessment and local housing elements.	<b>OPPOSE</b>  <b>Priority 1S</b>  Letter sent 4/5
<b>AB 158 Voepel</b> <b>Roadside rest areas: commercial vehicles: parking</b>	<u>3/20/19</u>  <u>Assembly Appropriations</u>	<u>This bill would require Caltrans and CHP to conduct a study evaluating parking and rest facilities for commercial vehicles. The County of Monterey is looking into whether the study would include Big Sur.</u>	<b><u>Watch</u></b>  <b><u>Priority 9S</u></b>
<b>AB 246 Mathis</b> <b>State Highways: property leases</b>	<u>2/7/19</u>  <u>Assembly Transportation</u>	<u>This bill would authorize Caltrans to offer a lease on a right of first refusal basis of any airspace under a freeway, or real property acquired for highway purposes, located in a disadvantaged community, that is not excess property to the city or county in which the disadvantaged community is located, for purposes of an emergency shelter or feeding program, or for park, recreational, or open-space purposes for a rental amount of \$1 per month. The bill would authorize Caltrans to lease up to 10 parcels in any city or in the unincorporated area of any county in which the disadvantaged community is located, for park, recreational, or open-space purposes, at an amount equal to 30% of the fair market lease value of the applicable parcel. Although Prunedale is not a disadvantaged community, this bill could affect the land acquired for the Prunedale Bypass.</u>	<b><u>Watch</u></b>  <b><u>Priority 4S</u></b>
<b>AB 252 Daly</b> <b>Environmental review: federal program</b>	3/20/19 Assembly Appropriations	This bill would remove the sunset date (January 1, 2020) for Caltrans being able to use the National Environmental Policy Act (NEPA) delegation to streamline environmental review for projects with federal funding, allowing for environmental review of projects to be expedited. The bill is sponsored by the Self-Help Counties Coalition (SHCC). TAMC supported the previous version, AB 28 (Frazier) in 2017, which was also sponsored by SHCC, and had extended the sunset date from January 1, 2017 to January 1, 2020.	<b>SUPPORT</b>  <b>Priority 6S</b>  Letter sent 4/5

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
AB 285 Friedman California Transportation Plan	3/26/19 Assembly Natural Resources	Under existing law, Caltrans is required to prepare the California Transportation Plan, which looks at the movement of goods and people and how the state will achieve greenhouse gas emission goals. This bill would require Caltrans to address in the California Transportation Plan how statewide greenhouse gas emission goals will be reduced by 2030 <u>to attain the air quality goals described in California's state implementation plans required by the federal Clean Air Act with carbon neutrality by 2045.</u>	Watch Priority NA
AB 352 Garcia, Eduardo Transformative Climate Communities Program	3/18/19 Assembly Natural Resources	This bill would require agencies administering competitive Greenhouse Gas Reduction Fund (GGRF) grant programs to give preferential points for programs intended to improve air quality, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to prohibit grant eligibility and scoring criteria from precluding low-income communities from being awarded a grant.	Watch Priority 1S
AB 490 Salas California Environmental Quality Act: development projects: streamlining	4/3/19 Assembly Natural Resources	This bill would streamline environmental review and approval for projects located in an infill site that is also a transit priority area (within 1/2-mile of a major transit stop that is existing or planned).	SUPPORT Priorities 6S & 8S
AB 659 Mullin Transportation: emerging transportation technologies: CA Smart City Challenge Grant Program	3/26/19 Assembly Appropriations	This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs.	Watch Priority 2S
AB 821 O'Donnell Trade Corridor Enhancement Program Account	3/4/19 Assembly Transportation	This bill would require the California Transportation Commission (CTC) to allocate not less than 10% of funds available in the Trade Corridor Enhancement Program to projects nominated by Caltrans for projects nominated to the California Port Efficiency Program. Since there are no ports in Monterey County, this bill would result in less available funding for our trade corridors (US 101, State Route 156).	OPPOSE Priority 1S Letter sent 4/5
AB 847 Grayson Transportation Financing: housing Housing: transportation-related impact fees grant program	4/1/19 Assembly Housing and Community Development	This bill would direct miscellaneous revenue (approximately \$80 million annually) from the State Highway Account to cities and counties certified by the Department of Housing and Community Development (HCD) to have met their very low income housing goals or low income housing goals. This bill has been gutted and amended to require the Department of Housing and Community Development to establish a competitive grant program to award grants to cities and counties to offset up to 100% of any transportation-related impact fees exacted upon a qualifying housing development project by the local jurisdiction.	OPPOSE- Watch Priority 3S

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
<b>AB 938 Rivas</b> <u>Tax Exemptions: Trade-In for Low Emission Vehicles</u>	3/25/19 <u>Assembly Revenue and Taxation</u>	<u>This bill provides a tax exemption for trading in a vehicle for the purchase of a low-emission vehicle. Unclear how this exemption might impact sales tax receipts from Measure X.</u>	<u>Watch</u> <u>Priority NA</u>
<b>AB 983 Boerner-Horvath</b> <u>Transportation electrification</u>	4/1/19 <u>Assembly Utilities and Commerce</u>	This bill would require an electric company to work with local agencies or regional planning agencies in its service territory to determine where to install new electric vehicle charging stations along local transit corridors. The bill would prioritize the installation of charging stations in disadvantaged communities. The requirement to prioritize installation of charging stations in disadvantaged communities may not best serve the transit corridor charging needs; the definition of disadvantaged communities may not correspond to low income neighborhoods or where the need for charging stations exists. The cost allocation methodology may not be in the best interest of the ratepayers. More information is needed.	<u>Watch</u> <u>Priority 9S</u>
<b>AB 1112 Friedman</b> <u>Motorized scooters: local regulation</u>	4/1/19 <u>Assembly Transportation</u>	<u>This bill would authorize a local authority to regulate motorized scooters by assessing limited penalties for moving or parking violations. The bill would prohibit a local authority from subjecting the riders of shared scooters to requirements more restrictive than those applicable to riders of privately-owned motorized scooters or bicycles. The bill would authorize a local authority to regulate scooter share operators by requiring a scooter share operator to pay fees that do not exceed the reasonable cost to the local authority of regulating the scooter share operator. This bill reflects a lot of the best practices TAMC staff found and gives guidance on local regulation of the scooters.</u>	<u>SUPPORT</u> <u>Priority 8S</u>
<b>AB 1142 Friedman</b> <u>Transportation Pilot Projects: regional transportation plans</u> <u>Regional Transportation Plans</u>	4/1/19 <u>Assembly Transportation</u>	<u>This bill would require the Strategic Growth Council to manage and award financial assistance to specified local entities for the purpose of funding pilot projects that reduce vehicle miles traveled, to support the planning and development of sustainable communities. This bill has been gutted and amended to remove the incentive program for vehicle miles traveled reduction. It makes modest amendments to responsibilities of putting together a regional transportation plan and still bears watching for potentially more substantive amendments.</u>	<u>Watch</u> <u>Priority 1S</u>
<b>AB 1266 Rivas, Robert</b> <u>Traffic control devices: bicycles</u>	4/3/19 <u>Assembly Transportation</u>	<u>This bill would permit drivers of bicycles to travel through an intersection that requires turns if there is a striped bike lane between the right-turn only lane and the adjacent through lane and pavement markings ensuring that bicycles may travel to the left of vehicles turning right. to disobey the directions of a traffic control device requiring a turn when pavement markings indicate that bicycles may travel straight through a right turn only lane.</u>	<u>Watch</u> <u>Priority 8S</u>

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
<b>AB 1402 Petrie-Norris</b> <b>Active Transportation Program</b>	3/27/19 <u>Assembly Transportation</u>	<u>This bill would change the allocation method of the Active Transportation Program to favor the formulaic program, increasing the formula for MPOs with population of 200,000 or more from 40% to 75%, increasing the competitive share for small and rural regions from 10% to 15%, and reducing the statewide competitive portion from 50% to 10%. This change would make it unlikely for TAMC to get funding from this already very competitive program in the future.</u>	<b>OPPOSE</b> <b>Priority 1S</b>
<b>AB 1486 Ting</b> <b>Local Agencies: surplus land</b>	4/1/19 <u>Assembly Local Government</u>	<u>This bill would require special districts and other public agencies to offer a right of first refusal to affordable housing developers, schools, and park agencies before leasing, selling, or otherwise “conveying” any of the agency’s land. This bill would prevent prudent efforts to lease or otherwise protect land for important community purposes. This bill could impact TAMC’s ability to transfer property at the Salinas train station to the City of Salinas.</u>	<b>OPPOSE</b> <b>Priority 4S</b>
<b>AB 1568 McCarty</b> <b>Housing law compliance: withholding transportation funds</b>	4/2/19 <u>Assembly Housing and Community Development</u>	<u>This bill would require cities and counties to be certified in the prior fiscal year by the Department of Housing and Community Development, in order to remain eligible for an apportionment of their local streets and roads funds. The State Controller would withhold funding in an escrow account for those jurisdictions found to be non-compliant. This proposal threatens voter-approved SB 1 funding for an unrelated activity, housing production.</u>	<b>OPPOSE</b> <b>Priority 1S</b>
<b>AB 1717 Friedman</b> <b>Transit-Oriented Affordable Housing Funding Program Act</b>	4/1/19 <u>Assembly Housing &amp; Community Development</u>	<u>This bill would establish the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency. The bill would authorize a local jurisdiction to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district. The bill would authorize the district to provide program funding to multifamily housing developments within those program areas that meet specified requirements, including that the housing include a minimum percentage of units that are restricted to very lower, low, or moderate-income households.</u>	<b>Watch</b> <b>Priority 8S</b>
<b>ACA 1 Aguiar-Curry</b> <b>Affordable Housing and Public Infrastructure Bond: Voter Threshold</b>	3/28/18 <u>Assembly Appropriations</u>	<u>This measure would lower to 55% the voter-approval threshold for a city, county, or city and county to incur bonded indebtedness, exceeding in any year the income and revenue provided in that year, that is in the form of general obligation bonds issued to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing projects. Supported by CALCOG, League of California Cities, California State Association of Counties, California Transit Association, and California Special Districts Association.</u>	<b>Watch</b> <b>Priority 3S</b>

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
<p>SB 5 Beall</p> <p><del>Local State Sustainable Investment Incentive Program Affordable Housing and Community Development Investment</del></p>	<p>4/4/19</p> <p>Senate Appropriations Committee</p>	<p>This bill would establish the <del>Local State Sustainable Investment Incentive</del> <u>Affordable Housing and Community Development Investment</u> Program, to authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, <u>or a combination of those entities</u>, to apply for funding for eligible projects include, among other things, construction of workforce and affordable housing, certain transit-oriented development, and “projects promoting strong neighborhoods.” The source of funding for this program is the Educational Revenue Augmentation Fund (ERAF). Supported by League of California Cities as well as the Cities of Salinas and Sand City. Senator Caballero is a co-author.</p>	<p><b><u>SUPPORT</u></b></p> <p><b>Priority 8S</b></p>
<p><b>SB 25 Caballero &amp; Glazer</b></p> <p><b>California Environmental Quality Act: projects funded by qualified opportunity zone funds or other public funds</b></p>	<p>3/8/19</p> <p>Senate Environmental Quality</p>	<p>This bill would streamline CEQA review and approvals for projects that are funded, in whole or in part, by specified public funds or public agencies for projects located in a qualified opportunity zone. <u>The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. In Monterey County, opportunity zones are found in King City, Marina, Salinas and Seaside.</u></p>	<p><b><u>SUPPORT</u></b></p> <p><b>Priorities 6S &amp; 8S</b></p>
<p>SB 43 Allen</p> <p>Carbon Taxes</p>	<p>4/4/19</p> <p>Senate Governance &amp; Finance</p>	<p>This bill would require the CARB, in consultation with the California Department of Tax and Fee Administration, to report to the Legislature on the feasibility and practicality of a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product, to encourage the use of less carbon-intensive products.</p>	<p><b>Watch</b></p> <p><b>Priority 1S</b></p>
<p>SB 50 Wiener</p> <p>Planning and zoning: housing development: equitable communities incentives</p>	<p>4/4/19</p> <p>Senate Governance &amp; Finance</p>	<p>This bill would require a city, county, or city and county, to grant an “equitable communities incentive” for a job-rich housing project or a transit-rich housing project. The bill would require that a residential development eligible for an equitable communities incentive receive waivers on density and car parking requirements if the development is located within a ½-mile radius of a major transit stop, defined as a rail transit station or ferry terminal, or within ¼ mile radius of a stop on a high-quality bus corridor, defined as having 15-minute headways or more frequent bus service during peak periods (6am-10am and 3pm-7pm weekdays). Long list of supporters includes “Monterey Peninsula YIMBY”; opposed by the League of California Cities, among others. This bill is focused on relatively “jobs-rich” census tracts with population density of at least 250 people per square mile with long in-commutes and/or a jobs/housing mismatch. In Monterey County, qualifying tracts are in Salinas (but not within ½ mile of the train station), on the River Road wine corridor, and on the Monterey Peninsula (Monterey, Pacific Grove, Pebble Beach, Carmel-by-the-Sea, Carmel Valley, Del Rey Oaks, and the Highway 68 corridor). Senator Caballero and Assembly Member Rivas are both co-authors.</p>	<p><b>Watch</b></p> <p><b>Priority 8S</b></p>

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
<b><u>SB 59 Allen</u></b> <b><u>Autonomous Vehicle Technology: Statewide Policy</u></b>	4/1/19 <u>Senate Transportation</u>	<u>This bill would establish policy relating to autonomous vehicles in order to ensure that these vehicles support the state’s efforts to reduce greenhouse gas emissions and encourage efficient land use. The bill would require OPR, in coordination with CARB, to convene an automated vehicle interagency working group of state agencies, including CalSTA, Caltrans, and the DMV, to guide policy development for autonomous vehicle technology consistent with statewide policies.</u>	<b><u>Watch</u></b> <b><u>Priority NA</u></b>
<b>SB 127 Weiner</b> <b>Transportation funding: active transportation: complete streets</b>	1/24/19 <u>Senate Transportation</u>	This bill would establish a “Division of Active Transportation” within Caltrans and require that a CalSTA undersecretary be assigned to active transportation program matters. The bill would require CTC to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. This bill would create an asset management plan to prescribe a process for community input and complete streets implementation to prioritize safety and accessibility for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program (SHOPP) projects. The bill would require Caltrans to use 3% of SHOPP funds for bicycle and pedestrian facilities. The bill provides an opportunity to address multimodal solutions. While the SHOPP is oversubscribed in its ability to address maintenance needs on the state highway system, local jurisdictions such as TAMC are held to the same standards, but state highway projects do not always include active transportation features.	<b>SUPPORT</b> <b>Priority 8S</b> <b>Letter sent 4/5</b>
<b><u>SB 137 Dodd</u></b> <b><u>Federal Transportation Funds: State Exchange Programs</u></b>	4/4/19 <u>Assembly Transportation</u>	<u>This bill would authorize Caltrans to allow federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to Caltrans.</u>	<b><u>Watch</u></b> <b><u>Priority 1S</u></b>
<b><u>SB 152 Beall</u></b> <b><u>Active Transportation Program</u></b>	3/29/19 <u>Senate Transportation</u>	<u>This bill would change the allocation method of the Active Transportation Program to favor the formulaic program, increasing the formula for MPOs with population of 200,000 or more from 40% to 75%, increasing the competitive share for small and rural regions from 10% to 15%, and reducing the statewide competitive portion from 50% to 10%. SB 152 limits rural communities’ access to ATP funding: While the bill proposes to increase the Small Urban/ Rural set aside from 10% to 15%, the bill also reduces the statewide component from 50% to 10%. This reduction drastically cuts the amounts of funds for which rural communities are eligible to compete. Rural areas are visited by hundreds of thousands of Californians who do not live there. Those regions need active transportation facilities to accommodate visitors. Rural areas will never get enough money to build anything meaningful under a population-based formula. SB 152 would also limit the 10% statewide component to “transformative projects”, code for large urban projects, which would extremely limit the ability of rural agencies to compete for statewide funds.</u>	<b><u>OPPOSE</u></b> <b><u>Priority 1S</u></b>

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
<b>SB 277 Beall</b> <b>Road Maintenance and Rehabilitation Program: guidelines</b>	3/27/19  Senate Transportation	<u>Spot bill related to SB 1 funding for local road repairs.</u>	<u>Watch</u>  <u>Priority 1S</u>
<b>SB 498 Hurtado</b> <b>Trade Corridors Improvement Fund: grant program: short-line railroads</b>	4/1/19  Senate Rules	<u>This bill would require the CTC, with respect to specified funds resulting from TCIF program savings, to establish a competitive grant program to provide grants from those funds in the 2020–21 and 2021–22 fiscal years to short-line railroad operators for railroad reconstruction, maintenance, upgrade, or replacement expenditures.</u>	<u>Watch</u>  <u>Priority 1S</u>
<b>SB 526 Allen</b> <b>Regional transportation plans: Greenhouse gas emission targets</b>	4/3/19  Senate Transportation	<u>This bill would require the CARB to adopt a regulation that requires a Metropolitan Planning Organization (MPO) to provide any data that CARB requests to determine if the MPO is on track to meet its 2035 greenhouse gas emission reduction target. If the state board determines that the MPO is not on track to meet its 2035 greenhouse gas emission reduction target, the bill would require the CTC to assign a lower priority to a project that increases vehicle miles traveled and greenhouse gas emissions. This bill could jeopardize funding for safety projects by giving highest priority to projects that reduce greenhouse gas emissions.</u>	<b>OPPOSE</b>  <b>Priority 3S</b>  <b>Letter sent 4/5</b>
<b>SB 628 Caballero</b> <b>Prunedale Bypass: disposition of excess properties: relinquishment: State Route 183.</b>	3/14/19  Senate Transportation	<u>This bill, sponsored by TAMC, would reserve proceeds from the sale of any excess properties originally acquired by the Department of Transportation (Caltrans) for the Prunedale Bypass in Monterey County and require that the proceeds be used for other projects, including safety projects, on US 101 or Route 156 in Monterey County. The bill is a reintroduction of AB 696 (Caballero), which was vetoed by Governor Brown in 2017. This version also contains language requested by the City of Salinas to direct Caltrans to relinquish a section of State Route 183 to the City.</u>	<b>SPONSOR/ SUPPORT</b>  <b>Priority 4S</b>  <b>Letter sent 3/14</b>
<b>SB 742 Allen</b> <b>Intercity passenger rail services: motor carrier transportation of passengers</b>	4/3/19  Assembly Transportation	<u>This bill would authorize Caltrans to provide funding to Amtrak, a joint powers authority, or any other public or private transit operator for the purpose of entering into a contract with a motor carrier of passengers for the intercity transportation of passengers by motor carrier over regular routes. This bill solves a long-standing problem with Amtrak Thruway buses that passengers must hold a ticket for a train trip in order to ride on a Thruway bus. The California Intercity Passenger Rail group has been seeking this solution for years.</u>	<u>SUPPORT</u>  <u>Priority 8S</u>
<b>Governor’s Proposed Budget Trailer Bill</b>	3/11/19	<u>This proposal would provide \$750 million in support and incentives to help jurisdictions plan and zone for higher, ambitious housing targets. Failure to comply with zoning for increased affordable housing could result in having local streets and roads funding withheld.</u>	<u>Watch</u>  <u>Priority 3S</u>



***Memorandum***

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
**Meeting Date:** April 24, 2019  
**Subject:** Reports from Transportation Providers

**RECOMMENDED ACTION:**

**RECEIVE** reports from Transportation Providers:

- Caltrans Director's Report and Project Update - Gubbins
- Monterey Peninsula Airport - Sabo
- Monterey-Salinas Transit - Sedoryk
- Monterey Bay Air Resources District - Stedman

**ATTACHMENTS:**

- ▣ Caltrans Director Report
- ▣ Caltrans Project Update



**BEFORE**



**AFTER**

**Southbound US 101 in Buellton  
Santa Barbara County**

# Caltrans District 5



**District Director  
Timothy Gubbins**

*Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.*

WINTER 2019

## District Director's Report

*A quarterly publication for our transportation partners*

### Fix-it-First

In 2018, Caltrans completed more than 50 projects and began work on another 500 statewide—all funded through Senate Bill 1, the Road Repair and Accountability Act of 2017, and the State Highway Operation and Protection Program.

In District 5, these projects included:

- US 101 – 5.2 miles of repairs, shoulder pavement and striping, Santa Barbara County, \$4.4 million
- US 101 – 4.5 miles of pavement, San Benito County, \$1.4 million
- US 101, revamp two bridges, Santa Barbara County, \$1.2 million
- Highway 41 – 9.32 miles of pavement preservation, San Luis Obispo County, \$4.8 million
- US 101 – 16.2 miles of pavement, San Luis Obispo County, \$9.1 million
- US 101 – 367 miles of striping, Santa Barbara and San Luis Obispo counties, \$4.9 million
- US 101 – 379 miles of striping, San Luis Obispo and Monterey counties, \$5.2 million
- US 101 – 281 miles of striping, Monterey and San Benito counties, \$4.4 million

SB 1 invests \$5.4 billion annually to fix the state's transportation system. More information: <http://rebuildingca.ca.gov/>



### District 5 Kicks Off Active Transportation Plan

Caltrans is developing active transportation plans in all 12 Districts statewide. Its consultant, Toole Design Group, will create and implement a route prioritization—emphasizing social equity—to identify bicycle and pedestrian network gaps, performance metrics and improvements. District 5 will work with multiple stakeholders and the public to identify needs and develop active transportation solutions on, across, and parallel to, the state highway system. The District plan will establish a vision with local partners for a safe network supporting

healthy communities for all users, especially in disadvantaged areas. Main goals for the plan include safety improvements, developing long-term strategies for multimodal options, better connectivity and accessibility, exploring shared mobility systems for short trips, identifying needs unique to rural and main street corridors, coordinating with trail networks, and maintaining long-term active transportation facilities. The District will roll out the major planning effort in early spring 2019. For more information, contact Terri Persons, District 5 Active Transportation Coordinator at [terri.person@dot.ca.gov](mailto:terri.person@dot.ca.gov)

### Asset Management Coming

District 5 is engaging local partners in asset management implementation. The District's strategies are based on the Caltrans 2018 *California Transportation Asset Management Plan* developed in partnership statewide. Nearly \$2.7 billion in SB 1 funding is expected to be available statewide through 2027 to address pavement, culverts and transportation management systems as well as office buildings, roadside rest facilities and weigh stations.

Asset management calls for investing in highway infrastructure based on total life-cycle costs from design to long-term upkeep. It also stresses the *fix-it-first* approach using preventive maintenance to improve or preserve existing assets and not expand highway capacity. More information: [http://www.dot.ca.gov/assetmgmt/documents/TAMP\\_Final\\_03\\_30\\_18.pdf](http://www.dot.ca.gov/assetmgmt/documents/TAMP_Final_03_30_18.pdf)



# SLOW FOR THE CONE ZONE

CALTRANS

## Innovating Safety

District 5 is now using automated flagging assistance devices for temporary traffic control with high visibility signal heads. Just one person is needed to operate the hand-held remote control while standing well beyond the roadway and moving traffic. These devices are used in the daytime for short-term lane or road closures for bridge maintenance, haul road crossing, and guardrail and pavement repairs. They do not replace the need for trained flaggers and should only be used in locations where just one lane of approaching traffic needs control, according to the Federal Highway Administration. This equipment furthers Caltrans' high safety goal toward zero worker and user fatalities in all travel modes. More information: <https://ops.fhwa.dot.gov/publications/fhwahop17042/fhwahop17042.pdf> & [http://www.dot.ca.gov/perf/library/pdf/Caltrans\\_Strategic\\_Mgmt\\_Plan\\_033015.pdf](http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf)

TOWARD ZERO DEATHS	
CALTRANS SAFETY & HEALTH OBJECTIVES	TARGETS
Zero worker fatalities	Zero work zone-related worker fatalities every year
Reduce user fatalities and injuries by adopting a <b>Toward Zero Deaths</b> practice	Maintain 0.5 or less fatalities per 100 million vehicle miles traveled on the state highway system every year
Promote health through active transportation and reduced pollution in communities	10 percent reduction in number of fatalities every year for each mode: vehicle, transit, pedestrian and bicycle



## State Rail Plan Serves Central Coast

The Caltrans 2018 California State Rail Plan sets a long-term vision for prioritizing state investment in an efficient, effective passenger and freight rail system consistent with the California Transportation Plan 2040. The plan's regional goals support:

- Running two daily intercity trains connecting the San Francisco Bay Area to Salinas via San Jose plus new stations in Pajaro, Watsonville and Castroville.
- Adding local stops along the coastal route in Soledad and King City.
- Enhancing rail connections to Gilroy.
- Providing express bus service to:
  - San Jose, Salinas, San Luis Obispo and Santa Barbara.
  - Central Valley to Paso Robles.
  - Hollister, Monterey and Santa Cruz to the statewide rail network.

More information: [http://www.dot.ca.gov/californiarail/docs/CSRP\\_Final\\_rev121818.pdf](http://www.dot.ca.gov/californiarail/docs/CSRP_Final_rev121818.pdf)



Sea level rise, Highway 1 in San Luis Obispo County

## D5 Climate Change Vulnerability Assessment

District 5 recently kicked off its first climate change vulnerability assessment. The study will identify specific locations for likely impacts of rising sea levels, increasing storm and wildfires, coastal erosion, changing precipitation patterns and higher temperatures. The report will feature a GIS database with online interactive mapping for public use. Caltrans will evaluate other modal vulnerabilities with local partners. Agency partners include: California Department of Water Resources, California Energy Commission, California Geological Survey, Federal Emergency Management Agency, UC-Berkeley, UC-Davis and the U.S. Army Corps of Engineers. Caltrans is producing assessments for each District. District 5's report is scheduled for completion in fall 2019. <http://www.dot.ca.gov/transplanning/ocp/vulnerability-assessment.html>



Landslide, Highway 154 in Santa Barbara County



Thomas Fire, Highway 192 in Santa Barbara County



## Caltrans Funds Multimodal Plans

### Downtown Multimodal Streetscape Plan

The City of Santa Maria recently completed its downtown multimodal plan. The \$265,590 grant project emphasizes beautification efforts, activities and partnerships to connect the downtown's retail and civic areas to Allan Hancock College, the transit center and surrounding residences. The comprehensive plan also identifies Complete Streets priorities for these locations with recommendations for future funding and implementation.

### Alisal Corridor Complete Streets Plan

The City of Salinas is nearing completion on its corridor plan addressing pedestrian, transit, bicycle and vehicular needs along Alisal Street, a major local arterial. The \$262,782 grant project focuses on improving safety and access for all users with recommendations for parking, infill development opportunities, funding and implementation.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 2019 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
1.	<b>Highway 1 EFA Contract #05A1959</b>  (1H780)	South of Gorda to Lucia  (PM 8.23)	Remove slide at Mud Creek (PM 8.9) & Paul's Slide (PM 21.6)	Spring 2019— Fall 2019	\$60 million	SHOPP	Zeke DeLlamas (RS)	John Madonna Construction San Luis Obispo, CA	Mud Creek - \$54 million & Paul's Slide - \$6 million.
2.	<b>Highway 1 Bridges Project</b>  (1H660)	From north of Gorda to Garrapata Creek Bridge  (PM 11.7/63.0)	Bridge joint/seal and overlay	Summer 2018 – Spring 2019	\$2.8 million	SB 1 Maintenance	Kelly McClain (TL)	American Civil Constructors West Coast Inc. Benicia, CA	Project resumed from winter suspension on March 22, 2019 with completion scheduled for end of May, weather permitting.
3.	<b>Highway 1 Safety Upgrades: Hurricane Point to Rocky Creek Viaduct</b>  (1A000)	South of Bixby Creek Bridge to south of Rocky Creek Bridge  (PM 58.3/59.8)	Shoulder widening, guardrail upgrades, potential retaining wall	March 18, 2019— Fall 2019	\$5.3 million	SHOPP	Ken Dostalek	Granite Construction Company of Watsonville, CA	Construction began March 18, 2019.
4.	<b>Highway 68 Pacific Grove Centerline Rumble Strip</b>  (1G450)	East of Piedmont Avenue to slightly west of the SR 1/68 Junction  (PM 1.6/L4.1)	Centerline rumble strip & open grade asphalt concrete	Summer 2018 - Winter 2018/2019	\$2.9 million	SHOPP	Carla Yu (TL)	Granite Construction of Watsonville, CA	Scheduled to be completed by late April 2019.
5.	<b>Highway 68 Pacific Grove Shoulder Widening</b>  (1C250)	Pacific Grove to Scenic Drive  (PM 1.6/L4.0)	Shoulder widening, rumble strips, guardrail	Summer 2019	\$3.6 million	SHOPP	Carla Yu	Granite Construction Company Watsonville, CA	Contract approved on March 21. Construction is scheduled to begin in May 2019.
6.	<b>Highway 68 Pavement Overlay</b>  (1H3804)	In Monterey from SR 1/68 separation to SPCA Road  (PM 3.9/10.8)	Pavement Overlay with Bonded Wearing Course	Summer 2018 – Summer 2019	\$3.7 million	SB 1 Maintenance	Kelly McClain (TL)	Mercer Fraser Company Eureka, CA	Project mostly complete with the exception of one mile of asphalt needing replacement—most likely to take place March through May 2019 due to warmer temperatures.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 2019 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
7.	<b>Highway 68 Salinas River Bridge Widening</b>  (0F700)	East of Reservation Road undercrossing to Spreckels Boulevard undercrossing  (PM R17.4/R18.0)	Bridge widening	Spring 2016 - Winter 2018/2019	\$18 million	SHOPP	David Rasmussen (TL)	Viking Construction Company Rancho Cordova, CA	Due to excessive rain, construction completion is now expected in April 2019, weather dependent. Plant establishment to continue for one year after project completion.
8.	<b>US 101 Salinas Rehabilitation</b>  (1C890)	East Market Street overcrossing to just south of Russell/Espinosa Road  (PM 87.31/R91.5)	Roadway rehabilitation	Spring 2019 – Summer 2021	\$37 million	SHOPP	Aaron Henkel	Granite Rock Company, Watsonville, CA	Construction starting mid-April, 2019 with primarily overnight work.
9.	<b>US 101 King City Combined Projects</b>  (1F75U4)	Near King City from South of Wild Horse Road to Teague Avenue	Pavement Rehabilitation, Seismic Retrofit with widening and median barrier	Winter 2019	\$77.7 million	SHOPP	Aaron Henkel	OHL, USA, Irvine, CA	Contract approved February 11, 2019. (This project contains 3 previous projects that were combined into 1F75U: 1F750, 1H620, and 1C960).

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	<b>TMS Detection Repair</b>  (1H990)	Various locations throughout District 5  (SRs 1, 17, 68, 156, 101)  (PM Various)	Replace failed TMS Detection	Summer 2020	\$451,000	SB1 SHOPP	Brandy Rider	PA&ED	Project is in preliminary Design and the Environmental Phase.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 2019 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
11.	<b>Highway 1 Replace Culvert Near Limekiln Creek</b>  (0Q500)	Near Lucia south of Limekiln Bridge  (PM 20.4)	Replace culvert and repair erosion	Fall 2021	\$1.5 million	SHOPP	Ken Dostalek	PA&ED	Plans, Specifications, and Estimate (PS&E) completion date expected in December 2019.
12.	<b>Highway 1 Big Sur CAPM</b>  (1F680)	From Torre Canyon Bridge to Carpenter Street  (PM 39.8/74.6)	Pavement rehabilitation	Spring 2020 - Fall 2021	\$24 million	SB 1 SHOPP	Carla Yu	PA&ED	Project is in Design.
13.	<b>Highway 1 Castro Canyon Bridge Rail Upgrade</b>  (1H490)	At Castro Canyon Bridge  (PM 43.1)	Replace bridge rail	Spring 2022	\$1.6 million	SHOPP	Ken Dostalek	PA&ED	Project to upgrade existing bridge rail. Widening or replacement will also be considered. Environmental studies began in July 1, 2018.
14.	<b>Highway 1 Garrapata Creek Bridge Rail Replacement</b>  (1H800)	At Garrapata Creek Bridge  (PM 62.97)	Bridge rail rehabilitation	Fall 2023	\$12 million	SHOPP	Carla Yu	PA&ED	Environmental studies are underway. Project is a “long lead” with a longer than normal environmental study period needed to develop a context sensitive solution for the bridge rail with historic structures.
15.	<b>Highway 1 Garrapata Creek Bridge Rehab</b>  (1H460)	At Garrapata Creek Bridge  (PM 63.0)	Electrochemical Chloride Extraction (ECE) of bridge structure	Spring 2023	\$18 million	SHOPP	Carla Yu	PA&ED	Environmental studies are under way.
16.	<b>Highway 68 Pacific Grove ADA Pathway</b>  (1H220)	From 17 Mile Drive to Congress Avenue  (PM 0.5/0.8)	Provide accessible pathway	Winter 2022	\$0.75 million	SHOPP	Mike Lew	PA&ED	PA&ED began in June 23, 2018.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 2019 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
17.	<b>Highway 68 Pacific Grove CAPM</b> (1H000)	From Forest Avenue to the SR 1/68 Junction (PM 1.1/L4.3)	Pavement preservation	Winter 2022	\$3.1 million	SHOPP	Carla Yu	PA&ED	Environmental studies are complete; project will enter design.
18.	<b>US 101 Camp Roberts SRRA Infrastructure Upgrade</b> (1H020)	Northbound and southbound at the Camp Roberts Rest Area (PM R2.9/R5.3)	Safety roadside rest area infrastructure upgrade	Winter 2020	\$5 million	SHOPP	Carla Yu	PS&E/RW	Project is in Design.
19.	<b>US 101 San Antonio River Bridge-Seismic Retrofit</b> (1F820)	Near King City at the San Antonio River Bridge (PM R6.7)	Seismic retrofit 2 bridges	Winter 2021	\$11 million	SHOPP	Carla Yu	PA&ED	Design began in fall 2018.
20.	<b>US 101 Paris Valley 2R Rehab</b> (1F740)	Near King City south of Paris Valley Road overcrossing to Rancho undercrossing (PM R28.0/R30.6)	Pavement rehabilitation	Summer 2019 - Winter 2020	\$26.9 million	SHOPP	Aaron Henkel	PS&E	Contract awarded to Papich Construction
21.	<b>US 101 North Soledad OH Deck Replacement</b> (0F970)	North Soledad Bridge (PM 62.1/63.2)	Bridge replacement	Summer 2021	\$6.6 million	SHOPP	Ken Dostalek	PS&E/RW	Design is 95% complete. Project requires multiple agreements with Union Pacific Railroad that may extend the Design phase. Expected to advertise for construction in March 2020.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 2019 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
22.	<b>US 101 Monterey-San Benito Co Roadside Safety Improvements (1F900)</b>	In Monterey and San Benito Counties North Gonzales to SCL Line  (PM 73.0/96.8)	Roadside safety improvements	Fall 2020 - Spring 2021	\$2.8 million	SHOPP	Brandy Rider	PS&E/RW	PS&E to be contracted out for Design.
23.	<b>US 101 Salinas CAPM (1F700)</b>	North of Gonzales to East Market Street  (PM 73.8/87.3)	Pavement preservation	Summer 2019	\$24.1 million	SHOPP	David Silberberger	PS&E/RW	This project is on target to begin construction in May/June 2019.
24.	<b>US 101 Market Street Northbound On-ramp Improvements (1H050)</b>	Near Salinas from East Market Street to South of Sherwood Drive  (PM 87.4/87.8)	Roadway and Retaining Wall	Winter 2023	\$4.7 million	SHOPP	David Silberberger	PA&ED	Work on the environmental document began in September 2018. The environmental document is expected to be completed in July 2019.
25.	<b>US 101 Prunedale Rehab (1H690)</b>	Near Prunedale North of Boronda Road overcrossing to Monterey/San Benito County Line  (PM R91.5/101.3)	Pavement rehabilitation	Winter 2022	\$49 million	SB 1 SHOPP	David Silberberger	PA&ED	The environmental document is now expected to be completed in September 2020.
26.	<b>Highway 156 Castroville Overhead (0A090)</b>	On SR 156 between the SR 183/156 separation and Castroville Boulevard  (PM R1.1/R2.1)	Replace Bridge Railing	Spring 2020	\$4.5 million	SHOPP	David Silberberger	PS&E/RW	Design of the structure continued. Due to additional delays in the railroad process, the start date for construction has moved out one year to Summer of 2022.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 2019 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
27.	<b>Highway 156 West Corridor</b>  (31600)	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	PA&ED	The overall project cost is \$389 million. The project is divided into 3 segments. The project team will be focusing on delivering Segment 1 (Castroville Boulevard Interchange) through construction. The project team will also continue their efforts on delivering a Supplemental EIR for Segments 2 and 3 relating to tolling.
28.	<b>Highway 218 Seaside ADA</b>  (1H230)	From Del Monte Road to Fremont Boulevard  (PM R0.2/L0.9)	ADA compliant pedestrian access	Spring 2022	\$1 million	SHOPP	Mike Lew	PA&ED	PA&ED began June 23, 2018.

## ACRONYMS USED IN THIS REPORT:

<b>ADA</b>	Americans With Disabilities Act
<b>EIR</b>	Environmental Impact Report
<b>PA&amp;ED</b>	Project Approval and Environmental Document
<b>PS&amp;E</b>	Plans, Specifications, and Estimates
<b>SB</b>	Senate Bill, the Road Repair and Accountability Act of 2017
<b>SCL</b>	Santa Clara County Line
<b>SHOPP</b>	Statewide Highway Operation and Protection Program
<b>SR</b>	State Route
<b>TMS</b>	Traffic Management System
<b>R/W</b>	Right of Way



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** April 24, 2019  
**Subject:** TAMC Draft Minutes of March 27, 2019

**RECOMMENDED ACTION:**

**APPROVE** minutes of the Transportation Agency for Monterey County (TAMC) the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for March 27, 2019.

**ATTACHMENTS:**

- TAMC Draft Minutes of March 27, 2019

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**  
**SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS**  
**MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE**  
**JOINT POWERS AGENCY**  
**DRAFT MINUTES OF MARCH 27, 2019 TAMC BOARD MEETING**  
**HELD AT THE**  
**Agricultural Center Conference Room**  
**1428 ABBOTT STREET, SALINAS**

<b>TAMC BOARD MEMBERS</b>	<b>APR 18</b>	<b>MAY 18</b>	<b>JUN 18</b>	<b>AUG 18</b>	<b>SEP 18</b>	<b>OCT 18</b>	<b>DEC 18</b>	<b>JAN 19</b>	<b>FEB 19</b>	<b>MAR 19</b>
L. Alejo, Supr. Dist. 1, <b>1st Vice Chair</b> ( <del>L. Gonzales</del> ; J. Gomez)	P	P(A)	P(A)	P	P(A)	P(A)	P	P	P	P
J. Phillips, Supr. Dist. 2, <b>Past Chair</b> (J. Stratton)	P	P	P	P	P	P	P	P	P	P
C. Lopez, Supr. Dist. 3 (P. Barba)	P	P	P	P	P	P	P	P*	P	P
J. Parker, Supr. Dist. 4 (W. Askew)	P(A)	P	P	P(A)	P	P	P(A)	P	P	P
M. Adams, Supr. Dist 5 (Y. Anderson)	P	P	P	P	P	P	P	P	P	P(A)
D. Potter, Carmel-by-the-Sea (J. Barrpn)	P	P	E	E	P	P	P	P*	P	P
A. Kerr, Del Rey Oaks (P. LIntell)	P(A)	P	P	P	P	P	P	-	P	P
M. Orozco, Gonzales (L. Worthy)	P	P(A)	P	P	P	P	P	P	P	P
A.Untalon, Greenfield (A. Tipton)	-	P	P	-	P	-	P	P*	P	P
M. LeBarre, King City (C. DeLeon)	P	E	P	P	P	E	P	P	P	P
B. Delgado, Marina (F. O'Connell)	P	P(A)	P	-	P	P	P	P	P	P(A)
E. Smith, Monterey, <b>2nd Vice Chair</b> (A. Renny)	P	P	P(A)	P	-	P	P	P	-	E
R. Huit, Pacific Grove, <b>Chair</b> ( <del>N. Smith</del> , D. Gho)	P	P(A)	P	P	P	P	P	P	P	P
S. Davis, Salinas (C.Cromeenes)	P	P	P	P	P	P	P	P*	P	P
Gregory Hawthorne, Sand City (J. Blackwelder)	E	P	E	E	-	P(A)	-	-	-	P
I. Oglesby, Seaside (D. Pacheco)	P	P	P	P	P	P	P	P*	P	P
A. Chavez, Soledad (F. Ledesma)	-	-	P	-	-	P	P	P	P	P
M. Twomey, AMBAG (H. Adamson; <del>B. Patel</del> , <del>S. Vienna</del> )	P(A)	P	P(A)	P	P	P(A)	P(A)	P(A)	P(A)	P
T. Gubbins, Caltrans, Dist. 5 ( <del>A. Loe</del> , <del>O. Monroy Ochoa</del> , J. Olejnik.)	P(A)	P(A)	P(A)	P	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)
R. Stedman, Monterey Bay Air Resources District ( <del>A. Romero</del> , D. Frisbey)	P	P(A)	P(A)	P(A)	P	-	P	-	P(A)	P
B. Sabo, Monterey Peninsula Airport District	P	P	-	P	-	P	-	P	-	P
C. Sedoryk, Monterey-Salinas Transit (H. Harvath; L. Rheinheimer)	P	P(A)	P	P	P	-	P	P(A)	P	P
T. Coffman-Gomez, Watsonville (L. Hurst)	-	P	P	E	P	-	P	P*	-	P
E. Ochoa, CSUMB ( <del>A. Lewis</del> , L. Samuels)	P(A)	-	-	P(A)	P (A)	P	-	-	-	-

TAMC STAFF	MAR 18	APR 18	MAY 18	JUN 18	AUG 18	SEP 18	OCT 18	JAN 19	FEB 19	MAR 19
S. Castillo, Transportation Planner	-	-	-	-	P	P	P	P	P	P
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	P	P	P	P
R. Deal, Principal Engineer	P	P	E	P	P	P	P	P	P	P
R. Goel, Dir. Finance & Administration	P	P	P	P	E	E	E	P	P	E
A. Green, Assoc. Transportation Planner	P	P	E	P	P	P	P	P	P	P
D. Hale, Executive Director	P	P	P	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	P	P	P	P	P	P	P	P	P
T. Muck, Deputy Executive Director	P	P	E	P	P	P	P	P	E	P
K. Reimann, Legal Counsel	P	P(A)	P(A)	P	P	P	P	P	P	P
E. Rodriguez, Senior Admin. Assistant	P	P	P	P	E	P	P	P	P	P
L. Terry, Accountant Assistant	E	E	E	E	E	E	P	E	P	E
C. Watson, Principal Trans. Planner	P	E	P	P	P	P	P	P	P	P
L. Williamson, Senior Trans. Engineer	-	-	-	-	-	P	P	P	P	P
T. Wright, Community Outreach	P	P	P	P	E	P	P	P	P	P
M. Zeller, Principal Trans. Planner	P	P	P	P	P	P	P	P	P	P

**OTHERS PRESENT**

Mario Romo	Access Monterey Peninsula	Jayne Smith	SOS 101 Traffic Safety Alliance
Justin Riedmiller	Access Monterey Peninsula	Claire Dias	SOS 101 Traffic Safety Alliance
David Cardoza	Access Monterey Peninsula	Fernando Munoz	Public

**1. CALL TO ORDER**

Chair Huitt called the meeting to order at 9:00 a.m. Board member Scott Davis led the pledge of allegiance.

**2. PUBLIC COMMENTS**

Jayne Smith, Claire Dias - US 101 Traffic Safety Alliance. The Alliance has received support from all 5 county supervisors, Caltrans, Monterey County Farm Bureau, and Grower-Shippers of the Central Coast. Invited to attend quarterly meetings with Assemblymember Rivas and California Highway Patrol. She thanked TAMC.

Voice mail from Butch Lindley: Personally witnessed a big-rig make a U-turn at Spence Road. Caltrans can you add a “No U Turn sign” at Spence Road at US 101?

---

### **3. CONSENT AGENDA**

**M/S/C** Phillips/Lopez/unanimous  
The Board approved the consent agenda.

#### ***ADMINISTRATION and BUDGET***

- 3.1.1** Approved minutes of the Transportation Agency for Monterey County, the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for Monterey County meeting of February 27, 2019, 2019.
- 3.1.2** Accepted the list of checks written for February 2019 and credit card statements for the month of January 2019.
- 3.1.3** Received report on conferences or trainings attended by agency staff.
- 3.1.4** Regarding small purchases Procurement and Approval Thresholds:
1. Adopted a resolution amending procurement policies to streamline procedures for contacting for professional services valued at \$50,000 or less;
  2. Increased the Executive Director's purchasing authority for both goods and services to \$50,000 in light of new Measure X and other project delivery activities, and
  3. Directed the Executive Director to include a quarterly report identifying any contracts valued at \$50,000 and under, entered into in the preceding quarter.
- 3.1.5** Director Hale noted a correction to item 3.1.5 "TAMC received former Fort Ord property via Economic Development Conveyance, not Public Benefit Conveyance as stated in the staff report". Received an update on Fort Ord Property Management efforts and amended the Agency's fiscal 2018/19 budget to add \$100,000 from Monterey Branch Line lease revenues to cover property management and related expenses.

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

- 3.2.1** Approved the appointment of Elizabeth Sofer to serve as the Sand City main representative on the TAMC Bicycle and Pedestrian Advisory Committee.
- 3.2.2** Approved the appointment of Abby L. Ostovar to serve as the City of Monterey main representative on the TAMC Bicycle and Pedestrian Advisory Committee.
- 3.2.3** Adopted Resolution 2019-04 designating the Transportation Agency's allocation of \$818,655 of FY 2018/19 Low Carbon Transit Operation funds to the Monterey Salinas Transit District for free fares on the weekends on routes that serve the disadvantaged communities in Salinas, free summer passes for youth living in disadvantaged communities, free fares for Hartnell College students, procurement and installation of a mobile fare payment system, and reserving a portion of the funds to be combined with future grant funding to purchase and electric bus.
- 3.2.4** Regarding Bicycle Secure Program Grant Applications:
1. Approved funding of all 2019 Bike Secure applications;
  2. Approved opening the program for additional applications this calendar year; and
  3. Authorized the Executive Director to allocate surplus Bike Secure Program money to fund additional applications this calendar year.

***PLANNING***

**3.3.1** No items this month.

***PROJECT DELIVERY and PROGRAMMING***

**3.4.1** No items this month.

***RAIL PROGRAM***

**3.5.1** Authorized the Executive Director to accept demolition work by Bowen Engineering and Environmental and file a Notice of Completion for work performed under contract no.6803.4SAL.20.

***REGIONAL DEVELOPMENT IMPACT FEE***

**3.6.1** No items this month.

***COMMITTEE MINUTES***

**3.7.1** Received Transportation Agency for Monterey County correspondence for March 2019.

**3.7.2** Accepted draft minutes from Transportation Agency committees:

- Technical Advisory Committee – March 7, 2019
  - Rail Policy Committee – March 4, 2019
  - Executive Committee – March 6, 2019
  - Bicycle and Pedestrian Committee – March 6, 2019
  - Excellent Transportation Oversight Committee (xTOC) – January 15, 2019
-

**4. CLOSED SESSION**

The Board held a closed session pursuant to Government Code section §54956.9 (d)(1), the Board will confer with legal counsel regarding existing litigation:

1. TAMC v. Olga Chisum, et al., Court Number 17CV001194
2. TAMC v. MWM Investments, Court Number 17CV001231

Reconvened: Agency Counsel Reiman reported that the TAMC Board met and gave direction to legal counsel and there was no action taken.

**5. TAMC PHOTO**

The Board took a group photo.

**6. STATE AND FEDERAL LEGISLATIVE UPDATES**

**M/S/C** Potter/Kerr/unanimous

The Board received an update on State and federal legislative activities and adopted positions on legislation.

Christina Watson, Principal Transportation Planner, reported that Congress finally negotiated a budget for Fiscal Year 2019, to fund the federal government through September 30, 2019. Meanwhile, in his "State of the State" address, Governor Newsom announced his intention to complete the Central Valley (Bakersfield to Merced) portion of the High Speed Rail project and the sections at the "bookends" known as "blended services" (Caltrain in the San Francisco Bay Area and Metrolink in Southern California). Ms. Watson noted the key issues discussed during the Central Coast Coalition trip to Sacramento included the nexus between transportation and housing, given that 2019 is shaping up to be the year of housing. Other issues of concern include the push to have greenhouse gas emission reductions count more than safety or congestion relief in funding programs, and a push to change the distribution of some grant programs to be more formulaic.

Board member Parker commented that TAMC should consider becoming more involved in working locally on the intersection of housing and transportation.

Chair Huitt lauded Agency legislative analyst Gus Khouri for his impressive ability to set up a series of productive meetings.

Public Comment:

Fernando Munoz, resident, commented that he does not support an expensive bike path, stating that 99% of the people drive; he asked if TAMC could instead use the money for Blanco, Imjin, or Highway 1 in Moss Landing; he also stated that East Garrison is inhabited by people working in San Jose, stating that housing is too expensive; he also said that Castroville Road needs repair.

**7. MEASURE X SAFE ROUTES TO SCHOOL UPDATE**

The Board received an update on the Measure X Safe Routes to School Program.

Ariana Green, Associate Transportation Planner reported the Measure X Safe Routes to School program provides a consistent source of funding over the next 30 years; approximately \$667,000 annually, or \$20 Million over the 30-year life of Measure X. The Measure X Safe Routes to School program funds projects and programs that improve children's health by making walking and bicycling safer and easier. She announced staff will be holding Pop-Up demonstrations in Seaside and Marina this May. The pop-ups will allow members of the community to experience temporary protected bike lanes, curb extensions and crosswalks. The Seaside pop-up will be located in front of MLK Jr. School of the Arts on Broadway Ave between Mescal St and Yosemite St from May 1 to May 13. The Marina pop-up will be located on Carmel Ave in front of Marina Vista Elementary and Crumpton Elementary from May 14 to May 28.

Ms. Green reported that the Transportation Agency in partnership with the Monterey County Health Department were successful in getting a \$2.1 M Active Transportation Program grant to implement traffic gardens and safe routes to school education at 11 schools across the county. Traffic Gardens will be installed at 11 schools including all South County cities, Salinas, Castroville, Pajaro, Prunedale, Seaside, Marina and Monterey. The grant will be an opportunity to develop safe routes to school support networks within each of these communities and engage groups such as senior volunteers and university students to help make programs sustainable.

Board member Ian Oglesby commented that perhaps more resources should be put toward infrastructure projects in the future.

Board alternate Yuri Anderson asked how do we scale up to educate all 2nd and 5th graders? Ms. Green responded that it will be important to train volunteers and parents to conduct more bike safety education.

Board alternate Yuri Anderson asked how it is equitable that 11 schools get \$2.1 M grant vs. 42 schools in Salinas that are being served through a \$1.3 million grant? Ms. Green explained that the two grants are different, the \$1.3 M grant is to develop a safe routes to school plan for 42 schools in Salinas, whereas the \$2.1 M is to deliver safe routes to school programming which involves more than just education; it includes supplies and infrastructure. The communities that were selected in the grants were based on safety concerns and economic need.

8. **REPORTS FROM TRANSPORTATION PROVIDERS**

**Caltrans** – Ailene Loe reported the project update list in the agenda packet is current, She announced the Salinas River Bridge project will be completed in April. She added that the Caltrans mile marker magazine is now available at: <http://www.dot.ca.gov/milemarker/>.

**Monterey Regional Airport District** – Bill Sabo reported good news, traffic counts are up! Starting April 2, 2019, the Monterey Airport will begin service to Dallas and Denver providing service into Monterey. The Airport will be making improvements to taxiways adjacent to the runways and general aviation facilities. He announced they have a board member leaving and suggested a resident of the City of Seaside would provide good balance of representation on the Airport’s board. He encouraged anyone interested to apply to fill the vacancy.

**Monterey-Salinas Transit District** – Carl Sedoryk, General Manager, reported he met in Washington DC last week and had some of the best meetings in the past five years, noting encouraging discussions regarding more funding for infrastructure and busses. He announced after close to 30 years in operation, Monterey-Salinas Transit will begin renovations at their Salinas Transit Center in downtown Salinas on March 28, 2019. The improvement project is expected to take six months to complete.

**Monterey Bay Air Resources District** – Richard Stedman announced the Air District is launching their electric vehicle incentive program with over \$800,000. He also announced a call for nominations is open for Clean Air Leaders Awards Thursday, May 16<sup>th</sup>, 6:30 to 8:30 p.m.

**California State University Monterey Bay** – No report

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

Board Chair Huitt accompanied Director Hale and TAMC staff Watson for Legislative Day in Sacramento on March 20, 2019.

10. **EXECUTIVE DIRECTOR'S REPORT**

Executive Director Hale:

- Thanked Chair Huitt for joining staff on the Central Coast Coalition Legislative Day in Sacramento and for personalizing the trip.
- TAMC went out to bid on Package 1 Salinas Train Station, and received seven bids, staff is busy reviewing the bids.
- FORTAG will be hosting a Pop Up on April 13, 2019, 10 a.m. to 2:00 p.m.
- King City Ciclovía will be held on April 15, 2019, 11a.m. to 3:00 p.m.
- Moving forward with Measure X projects: 156 Castroville Blvd; Highway 68 to Salinas; US Highway 101 South of Salinas Projects.
- Fair Political Practices Commission (FPPC) Form 700 due April 1, 2019.

11. **ANNOUNCEMENTS AND/OR COMMENTS**

Board Chair Huitt thanked the Agency for doing an excellent job on Measure X funding.

Board member Hawthorne noted that the TAMC right of way goes right through the city and asked if the corridor could be cleaned up. He suggested that a bus route on the TAMC property from Tioga to Contra Costa would help to beautify that whole area.

12. **ADJOURNMENT**

Chair Huitt adjourned the meeting at 10:49 a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Dave Delfino, Finance Officer / Analyst  
**Meeting Date:** April 24, 2019  
**Subject:** TAMC payments for the month of March 2019

### **RECOMMENDED ACTION:**

**ACCEPT** the list of checks written for the month of March 2019 and credit card statements for the month of February 2019.

### **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 \$639,859.80 which, included checks written for March 2019 and payments of the February 2019 Platinum Plus for Business Credit Card statement.

### **DISCUSSION:**

During the month of March 2019 normal operating checks were written, as well as checks for:

- Salinas Rail Kick-Start Project: two checks totaling \$36,575.48 to HDR Engineering Inc. for engineering services, two checks totaling \$273,327.80 to Meyers, Nave, Riback, Silver & Wilson for legal Right-of-Way work, a check for \$11,625.15 to MNS Engineers, Inc. for construction management services, and a check for \$66,511.39 to Elaine Molinari, Trustee, for the purchase of real property;
- Corridor studies: two checks totaling \$17,060.43 to Kimley-Horn & Associates, Inc. for services for the traffic study of Canyon Del Rey (SR 218) Corridor, and two checks totaling \$10,906.86 to Omni-Means, LTD for services for the traffic study of the Pajaro to Prunedale G-12 Corridor; and,

- Monterey Branch Line: two checks totaling \$885.11 to Overland, Pacific & Cutler, Inc. for appraisal service for California American Water pipeline easement.

**ATTACHMENTS:**

- ▣ Checks March 2019
- ▣ Credit Cards February 2019

Transportation Agency for Monterey County (TAMC)  
 Union Bank Operating Account  
 March 2019

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
03/01/2019 18646	HDR Engineering Inc.	15,318.96		Engineering Services Salinas Rail Extension Kick-Start Project
03/01/2019 18647	Kimley-Horn & Associates, Inc.	7,282.59		Services for the Traffic Study of Canyon Del Rey (SR 218) Corridor
03/01/2019 18648	Lincoln National Life Insurance Co.	598.45		Employee Benefits
03/01/2019 18649	MNS Engineers, INC.	11,625.15		Construction Management Services for Salinas Rail Extension Kick-Start Project
03/01/2019 18650	Overland, Pacific & Cutler, Inc.	503.42		Appraisal for CalAmerican Water Easement
03/01/2019 18651	Pacific Grove Chamber of Commerce	390.00		Association Dues
03/01/2019 18652	Plaza Circle, Ltd	7,988.65		Office Rent
03/01/2019 18653	State of California Dept. of Transportation	7,305.40		Refund of FSP Funds
03/01/2019 18654	VSP	152.16		Employee Benefits
03/01/2019 EFT	CalPERS Health Benefits	10,262.16		Employee Benefit
03/01/2019 EFT	Christina Watson	189.00		Reimbursement of 125 Plan
03/01/2019 EFT	Elouise Rodriguez	140.38		Office and Meeting Supplies
03/01/2019 EFT	TAMC County Acct. 691		200,000.00	Funds Transfer From TAMC County Acct. 691
03/07/2019 DEP	Haedrich, P & S Real State, Newton Bros., Cardinale and Lithia		9,037.23	Railroad Right of Way Rent
03/07/2019 DEP	State of California		34,875.74	SAFE - Revenue January 2019
03/08/2019 18655	United Way of Monterey County	115.00		Employee Deduction - Charitable
03/08/2019 18656	AT & T (Carol Stream, Il.)	382.41		Telecommunications, Call Box and Rideshare - Phone Service
03/08/2019 18657	Casey Printing	1,231.25		Office Supplies
03/08/2019 18658	Comcast	153.42		Telecommunication
03/08/2019 18659	Enterprise Rent-a-Car	64.80		Auto Rental
03/08/2019 18660	FedEx (Postage)	33.05		Delivery Service
03/08/2019 18661	Grower-Shipper Association	1,750.00		AgKnowledg Class Tuition
03/08/2019 18662	Meyers, Nave, Roback, Silver & Wilson	37,126.70		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
03/08/2019 18663	Office of the County Counsel	9,514.02		Legal Services
03/08/2019 18664	Omni-Means, LTD.	8,335.86		Service for the Traffic Study of the Pajero to Prune dale G12 Corridor
03/08/2019 18665	Petty Cash	175.69		Office and Meeting Supplies
03/08/2019 18666	Shred It	473.80		Office Expenses
03/08/2019 18667	Smile Business Products	212.51		Office Copier Expenses
03/08/2019 18668	The Maynard Group	642.56		Telephone Service Contract
03/08/2019 EFT	Payroll	41,736.43		Payroll
03/08/2019 EFT	United States Treasury	9,982.86		Payroll Taxes & Withholding
03/08/2019 EFT	EDD	3,884.96		Payroll Taxes & Withholding
03/08/2019 EFT	EDD	33.34		Payroll Taxes & Withholding
03/08/2019 EFT	Pers Retirement	8,445.91		Employee Benefits
03/08/2019 EFT	Pers Retirement PEPRA	740.67		Employee Benefits
03/08/2019 EFT	CalPERS	7,256.34		Employee Benefits
03/14/2019 EFT	TAMC County Acct. 691		150,000.00	Funds Transfer From TAMC County Acct. 691
03/15/2019 18669	AAMCOM LLC	91.80		SAFE - Call Box Service
03/15/2019 18670	Access Monterey Peninsula, Inc. (AMP)	1,680.00		TV Video Services
03/15/2019 18671	Alvarez Technology Group, Inc.	1,425.00		Computer Support
03/15/2019 18672	California Highway Patrol	219.75		Freeway Service SAFE Call Box Program
03/15/2019 18673	Delta Dental	741.64		Employee Benefits
03/15/2019 18674	Khouri Consulting	3,000.00		Legislative Consultant
03/15/2019 18675	Peninsula Messenger LLC	375.00		Courier Service
03/15/2019 18676	The Maynard Group	321.28		Telephone Service Contract
03/15/2019 18677	The Salinas Californian	149.70		Advertising for RCIS - RFP
03/15/2019 18678	Verizon Wireless	88.69		Call Box-Phone Service
03/15/2019 18679	Elaine Molinari, Trustee	66,511.39		Purchase of Salinas Rail Property
03/19/2019 EFT	State of California		136,321.71	Rural Planning Funds - 2nd Quarter 18/19
03/22/2019 18680	United Way of Monterey County	70.00		Employee Deduction - Charitable
03/22/2019 18681	Alvarez Technology Group, Inc.	250.00		Computer Support
03/22/2019 18682	Business Card	1,433.66		Office and Meeting Supplies, Staff Travel & Professional Training
03/22/2019 18683	Case Systems Inc.	6,869.02		SAFE Call Box - Maintenance
03/22/2019 18684	Comcast	153.42		Telecommunication
03/22/2019 18685	Delta Dental	741.64		Employee Benefits
03/22/2019 18686	FedEx (Printing)	283.21		Agenda Printing
03/22/2019 18687	HDR Engineering Inc.	21,256.52		Engineering Services Salinas Rail Extension Kick-Start Project
03/22/2019 18688	Kimley-Horn & Associates, Inc.	9,777.84		Services for the Traffic Study of Canyon Del Rey (SR 218) Corridor
03/22/2019 18689	Lincoln National Life Insurance Co.	663.02		Employee Benefits
03/22/2019 18690	Meyers, Nave, Roback, Silver & Wilson	236,201.10		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
03/22/2019 18691	Mike LeBarre	211.68		Board Member Travel

Transportation Agency for Monterey County (TAMC)  
 Union Bank Operating Account  
 March 2019

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
03/22/2019 18692	Oppida, LLC	2,335.00		Accounting Services
03/22/2019 18693	Sentry Alarm Systems	283.50		Office Security
03/22/2019 18694	Smile Business Products	172.45		Office Copier Expenses
03/22/2019 18695	Pure Water	52.95		Water
03/22/2019 18696	Action Council of Mo. Co. Inc.	3,500.00		Sponsorship for King City Ciclovía
03/22/2019 EFT	Payroll	41,122.33		Payroll
03/22/2019 EFT	United States Treasury	9,898.16		Payroll Taxes & Withholding
03/22/2019 EFT	EDD	3,878.58		Payroll Taxes & Withholding
03/22/2019 EFT	EDD	16.30		Payroll Taxes & Withholding
03/22/2019 EFT	Pers Retirement	8,445.91		Employee Benefits
03/22/2019 EFT	Pers Retirement PEPRA	740.67		Employee Benefits
03/22/2019 EFT	CalPERS	7,256.34		Employee Benefits
03/22/2019 EFT	Todd Muck	1,283.32		Reimbursement for Travel for Calif. Transportation Planning Meeting
03/22/2019 EFT	Dave Delfino	882.00		Reimbursement of 125 Plan
03/22/2019 EFT	Christina Watson	736.56		Reimbursement for Travel for Coast Rail and Calif. Transportation Planning Meetings
03/22/2019 EFT	Christina Watson	277.00		Reimbursement of 125 Plan
03/22/2019 EFT	Debbie Hale	106.86		Reimbursement of 125 Plan
03/25/2019 EFT	Union Bank	46.88		Bank Service Charges
03/28/2019 EFT	Graniterock		7,804.37	Railroad Right of Way Rent
03/28/2019 DEP	City of Marina		6,925.00	Local Agency Contribution
03/28/2019 DEP	Jaguar and Cardinale		5,631.27	Railroad Right of Way Rent
03/29/2019 18697	De Lage Landen Financial Services	327.26		Office Copier Lease
03/29/2019 18698	FedEx (Postage)	34.83		Delivery Service
03/29/2019 18699	Office Depot	401.28		Office Supplies
03/29/2019 18700	Omni-Means, LTD.	2,571.00		Service for the Traffic Study of the Pajero to Prunedale G12 Corridor
03/29/2019 18701	Overland, Pacific & Cutler, Inc.	381.69		Appraisal for CalAmerican Water Easement
03/29/2019 18702	Plaza Circle, Ltd	7,988.65		Office Rent
03/29/2019 18703	Robert Hutt	141.77		Board Member Travel
03/29/2019 18704	Shell	63.09		Auto Expense - Gasoline
03/29/2019 18705	United States Postal Service	200.00		FSP Postage
03/29/2019 18706	VSP	152.16		Employee Benefits
<b>TOTAL</b>		<b>639,859.80</b>	<b>550,595.32</b>	

# Credit Cards February 2019



ELOUISE RODRIGUEZ

Platinum Plus® for Business

February 05, 2019 - March 04, 2019

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 ..... \$1,353.68  
**Minimum Payment Due ..... \$13.54**  
**Payment Due Date ..... 03/31/19**

**Late Payment Warning:** If we do not receive your minimum payment by the date listed above, you may have to pay a fee based on the outstanding balance on the fee assessment date:  
 \$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 equal to or greater than \$5,000.01

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

## Account Summary

Previous Balance ..... \$2,213.09  
 Payments and Other Credits ..... -\$2,213.09  
 Balance Transfer Activity ..... \$0.00  
 Cash Advance Activity ..... \$0.00  
 Purchases and Other Charges ..... \$1,353.68  
**Fees Charged ..... \$0.00**  
**Finance Charge ..... \$0.00**

---

New Balance Total ..... \$1,353.68

Credit Limit ..... \$7,600  
 Credit Available ..... \$6,246.32  
 Statement Closing Date ..... 03/04/19  
 Days in Billing Cycle ..... 28

## Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
		<b>Payments and Other Credits</b>		
02/18	02/15	PAYMENT - THANK YOU		-2,213.09
		<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>		<b>-2,213.09</b>
		<b>Purchases and Other Charges</b>		
02/07	02/06	NOB HILL #607 SALINAS CA		127.45
02/07	02/06	SMK*SURVEYMONKEY.COM 971-2445555 CA		408.00
02/08	02/06	DEVICE MAGIC INC RALEIGH NC		150.00
02/11	02/07	THE BAGEL CORNER SALINAS CA		20.05

Account Number:  
February 05, 2019 - March 04, 2019

New Balance Total ..... \$1,353.68  
**Minimum Payment Due ..... \$13.54**  
**Payment Due Date ..... 03/31/19**

Enter payment amount

\$

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

BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796

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

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



ELOUISE RODRIGUEZ

February 05, 2019 - March 04, 2019

Page 3 of 4

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
02/11	02/08	TSHEETS	8888362720 ID	95.00
02/18	02/15	AMERICAN PLANNING A	3124319100 IL	195.00
02/18	02/15	PLANETIZEN-8772607526	8772607526 CA	99.95
02/18	02/15	SALINAS VALLEY CHAMBER	8008259171 MN	110.00
02/18	02/15	ASSOCIATION OF ENVIRON	760-7992740 CA	100.00
02/21	02/20	DREAMHOST DH-FEE.COM	877-8294070 CA	7.33
02/28	02/26	STARBUCKS STORE 06629	SALINAS CA	40.90
<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>				<b>\$1,353.68</b>

**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	26.49% V	\$0.00	\$0.00

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

Bank of America Business Advantage

LIFE / BETTER CONNECTED®

# Don't forget all your card offers

Continue using it for everyday purchases, expense tracking and more.

In addition to offering you low-rate financing when you need it, your Bank of America Business credit card helps you keep a handle on spending with:

- Employee cards with credit limits you set
- The ability to download your transactions into QuickBooks® for easy account management

Review your transactions in Online Banking at [bankofamerica.com/smallbusiness](http://bankofamerica.com/smallbusiness).

QuickBooks is a registered trademark of Intuit Inc.

ARBGYRPS | SSM-10-18-0062.B



DEBRA L HALE

Platinum Plus® for Business

February 05, 2019 - March 04, 2019

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 ..... \$79.98  
**Minimum Payment Due** ..... **\$10.00**  
**Payment Due Date** ..... **03/31/19**  
**Late Payment Warning:** If we do not receive your minimum payment by the date listed above. You may have to pay a fee based on the outstanding balance on the fee assessment date:  
 \$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 equal to or greater than \$5,000.01

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

**Account Summary**

Previous Balance ..... \$64.99  
 Payments and Other Credits ..... **-\$64.99**  
 Balance Transfer Activity ..... \$0.00  
 Cash Advance Activity ..... \$0.00  
 Purchases and Other Charges ..... \$79.98  
**Fees Charged** ..... **\$0.00**  
**Finance Charge** ..... **\$0.00**  
 New Balance Total ..... \$79.98  
 Credit Limit ..... \$5,000  
 Credit Available ..... \$4,920.02  
 Statement Closing Date ..... 03/04/19  
 Days in Billing Cycle ..... 28

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
02/18	02/15	<b>Payments and Other Credits</b> PAYMENT - THANK YOU <b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>		 - 64.99 <b>-\$64.99</b>
02/13	02/12	<b>Purchases and Other Charges</b> ADOBE *ACROPRO SUBS 4085366000 CA		29.98
02/28	02/27	MAILCHIMP *MONTHLY MAILCHIMP.COMGA <b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>		50.00 <b>\$79.98</b>

Account Number:  
February 05, 2019 - March 04, 2019

New Balance Total ..... \$79.98  
**Minimum Payment Due** ..... **\$10.00**  
**Payment Due Date** ..... **03/31/19**

**Enter payment amount**

\$

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

BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796

DEBRA L HALE  
TAMC  
ATTN RITA GOEL  
55 PLAZA CIR STE B  
SALINAS, CA 93901-2952

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** April 24, 2019  
**Subject:** **Administrative Policies**

### **RECOMMENDED ACTION:**

**APPROVE** revisions to the Administrative Policies.

### **SUMMARY:**

The Agency Board first approved these policies in 2000, though periodic changes and additions have been made since then. The first comprehensive update was done in December 2005. Updates were also done in February 2008, September 2009, June 2011 and June 2014. Some additional revisions are being proposed at this time to bring the policies up to date.

### **FINANCIAL IMPACT:**

Generally, there is no direct financial impact of the proposed changes. The proposed revisions help to minimize the Agency's potential financial liability as a result of better definition and risk management.

### **DISCUSSION:**

The Administrative Policies cover procedures for such activities as purchasing, contracting for services, official travel, reporting of accidents, disposition of surplus property, records retention, telecommuting, media guidelines, paper reduction, electronic communication, etc.

The original policies were approved when the Agency separated from the County of Monterey in July 2000. These documents were based on similar policies in place at the County of Monterey and with member agencies. The Agency Board has approved changes to the policies at different times since 2000 and the last update was done in June 2014. Changes since 2014, recommended by staff and reviewed by Agency Counsel and County Counsel staff with expertise in these matters, have been presented in the revisions.

### **Transportation Development Act Funds and State Transit Assistance Funds**

Both these policies have been deleted as the Transportation Development Act Guidelines were separately adopted by the Board in April 2015.

### Purchasing of Goods and Services

These policies are being updated to reflect the increased dollar authority levels of the Executive Director, approved by the Board in March 2019. Also, since the last modification to the Administrative policies, the Agency developed a more comprehensive Consultant Procurement and Management manual to be consistent with applicable State guidelines and to supplement existing policy. Hence the checklist which was attached as Exhibit A has been deleted.

### Other changes

The policies on Electronic Communication and Records Retention have been updated.

Generally, there is no direct financial impact due to the proposed revisions to most of the Administrative Policies. Counsel and management have mostly proposed non-substantive wording changes to clarify and standardize language.

The revised policies are online as a **web attachment**.

Staff recommends the approval of revisions to the Administrative Policies.

### **WEB ATTACHMENTS:**

- [Administrative Policies, showing changes](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Todd Muck, Deputy Executive Director  
**Meeting Date:** April 24, 2019  
**Subject:** **Conferences and Training Attended by Agency Staff**

### **RECOMMENDED ACTION:**

**RECEIVE** report on conferences or trainings attended by agency staff.

### **SUMMARY:**

Agency staff attend conferences or trainings 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:**

During the week of April 1, Executive Director Hale participated in the spring meeting of the American Public Works Association's Government Affairs Committee in Washington, DC. It was an excellent time to be in the nation's capital since several committees were beginning work on the reauthorization of the federal transportation act, also known as the "FAST" act.

Summaries of Executive Director Hale's trip and the American Public Works Association's transportation policy priorities are attached.

### **ATTACHMENTS:**

- ▢ APWA Government Affairs - DC Trip summary
- ▢ APWA Transportation Policy Priorities



## Memorandum

**To:** Board of Directors  
**From:** Debbie Hale, Executive Director  
**Subject:** American Public Works Association Washington, DC Visit

---

During the week of April 1, I participated in the spring meeting of the American Public Works Association's Government Affairs Committee in Washington, DC. It was an excellent time to be in the nation's capital since several committees were beginning work on the reauthorization of the federal transportation act, also known as the "FAST" act.

As part of my work with the Government Affairs Committee, I helped author the transportation policy priorities for the current Congressional session. These priorities are focused on the following three areas: stabilizing funding; streamlining the federal process and promoting safety improvements. These priorities provided the talking points for our discussions with committee staff from both the House and Senate infrastructure committees.

We learned that both the House and Senate are actively involved in drafting infrastructure legislation. The Senate is more focused on surface transportation and update of the FAST Act, while the House is more interested in a multi-area infrastructure package. The process is somewhat disconnected because separate committees work on policy issues and funding for the highway trust fund, but the policy committees acknowledge that additional transportation funding is needed. It was communicated to us that increasing the gas tax is the likely short-term solution, while a vehicle miles-traveled (or other user-type) fee is likely the long-term solution. It was noted that there is broad Congressional support for earmarks, but they are not likely to happen this fiscal year.

I met with Congressman Panetta's chief of staff Joel Bailey and learned that the Congressman now serves on the House Ways and Means Committee. This committee will be responsible for addressing the revenue shortfall in the Highway Trust Fund and has had its first meeting on this issue. There apparently was not a specific discussion of revenue options, but an acknowledgement of the need to begin such discussions. I conveyed to him TAMC's support for the modernization of federal transportation revenues, which have not been adjusted since 1994. I assured him that TAMC appreciates Congressman Panetta's efforts to avert a shortfall in federal funding for critical local safety projects such as US 101 South of Salinas, SR 156 at Castroville Blvd, and the Scenic Highway 68 Corridor.

We also met with the Deputy Administrator for the Federal Highway Administration, Brandye Hendrickson. Ms. Hendrickson elaborated on FHWA's continued support for the Every Day Counts technology and administrative innovations program. She also noted that the Administration recognizes the need to shore up the Highway Trust Fund and that a gas tax increase, a national vehicle miles-traveled pilot program and interstate tolling were under discussion. She added that the Administration supports a full infrastructure bill rather than a separate surface transportation bill.

In addition, we received a presentation from the US Geological Survey on their data mapping programs. The highlights included map information on stream water flows, coastal hazards, and potential earthquake damage. The group also received information on the Federal Permitting Improvement Program at [www.permits.performance.gov](http://www.permits.performance.gov), which tracks the permit status for projects on the dashboard and establishes a dispute resolution process with the Office of Management and Budget. I intend to reach out to Caltrans to determine which projects could benefit from this process, especially those that are initiating the environmental review (State Route 68 and US 101 South of Salinas).

All in all, it was a productive trip that provided a positive outlook on the transportation funding front. I will continue to monitor the federal program developments through my service on the APWA task force for reauthorization of the federal service transportation act (FAST Act).

FUNDING:	Dedicated, long-term revenue for funding of national and regional multi-modal transportation systems
STREAMLINING:	Improve processes to support regulations by eliminating unnecessary, duplicative, and burdensome requirements
SAFETY:	Provide additional emphasis on safety of all transportation system users

## PRIORITY: FUNDING

Our aging roads and bridges are deteriorating, traffic is increasing, and deaths on our roads are unacceptably high. Our nation cannot remain economically competitive if our transportation network is not maintained and improved. The professionals of the American Public Works Association (APWA) believe that continued investment in our country's transportation infrastructure is needed now!

**Investment in transportation projects is a proven way to create jobs.** The Federal Highway Administration (FHWA) estimates that every \$1 billion invested in transportation creates about 27,800 jobs and up to \$6 billion in gross domestic product.

### APWA makes the following funding recommendations:

- **Increase and index the federal motor fuel tax**, whose purchasing power has plummeted by over 64% since it was last raised in 1993, due to inflation and improved fuel economy.
- **Support a near-term transition to a more fiscally viable method of collecting transportation revenues based on usage of the road system**, such as a vehicle-miles traveled or similar fee. A per-mile fee would also assure that all vehicles pay their fair share.
- **Expand access to innovative financing tools**, such as loan guarantees, public-private partnerships and local tax-free municipal infrastructure bonds.
- **Enhance state and local flexibility in the use of federal funds**, so that cities, counties and states can decide which projects are best for their citizens.
- **Support a multi-modal system to enhance the cost-effectiveness of our existing transportation network** and do so through funding operational improvements on highways and local streets, improved bus and rail transit, safer bikeways, pedestrian crossings and pathways, and airport safety improvements.
- **Fund professional development training initiatives** to assist with the growth and utilization of innovative activities related to having a diverse, high-quality workforce and continued career opportunities in the transportation sector.

## PRIORITY: STREAMLINING

**Current federal regulations can add at least 20% - 30% to the cost of building transportation projects.** Reducing those costs would significantly increase the number of projects that can be built without new taxes.

APWA applauds FHWA's "Every Day Counts" initiative, but more changes are needed to reduce project delays and escalating costs, such as:

- **Set time limits for federal agency review of projects** under the National Environmental Policy Act (NEPA) so that projects are not unnecessarily delayed. APWA supports federal level efforts like One-Federal Decision to empower federal agency cooperation on environmental review and permitting for major infrastructure projects.
- **Exempt environmentally beneficial, active transportation or public transit projects from federal regulations** (especially NEPA), such as projects funded under the Scenic Byways, Transportation Enhancement, and Safe Routes to Schools programs.
- **Allow states with strong environmental review laws to substitute their laws for NEPA** and remove the current 2-year legal window for environmental lawsuits.
- **Allow right-of-way to be acquired prior to completion of federal NEPA requirements** to speed up delivery of projects that can demonstrate no significant adverse impact.
- **Exempt small projects** from federal regulatory requirements - those that receive less than \$1,000,000, or less than 25% of the total project cost from federal sources.
- **Clarify that state and local projects do not become subject to federal laws and regulations** until a project has been approved to receive federal funding, and not retroactive to past project phases.
- **Protection of state and local level control** regarding public works projects is key to successfully designing, maintaining, and operating transportation infrastructure. **APWA opposes unfunded mandates and any effort to impede the appropriate use of public right of way.** APWA strongly encourages the federal government and industry to coordinate with state and local governments on transportation and infrastructure projects.

## PRIORITY: SAFETY

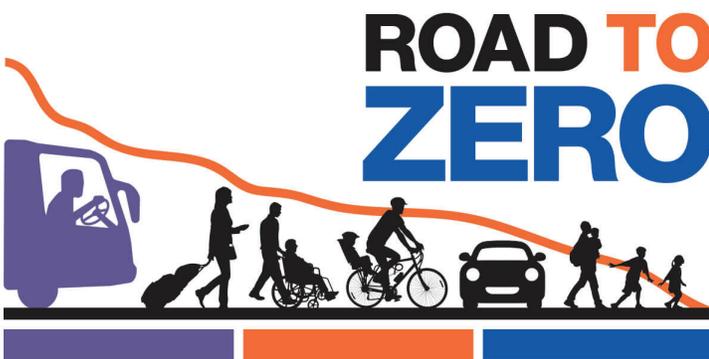
APWA is committed to improving the safety for travelers on our nation's roadways. In 2017, traffic fatalities reached 40,100--up 23% since 2011. About 15% of those killed were pedestrians. When added to the 4.57 million people seriously injured in motor vehicle crashes, the human and economic impact of traffic collisions is staggering and unacceptable.

Another important aspect for transportation safety is cybersecurity and data protection. With transportation technology advancing rapidly, and the increasing research and roll-out of connected and autonomous vehicles, it is crucial that an appropriate level of federal support and resources are directed to state and local governments for enhancing security and upgrading infrastructure. This type of investment will help to ensure the traveling public's safety is paramount, and personal information is protected.

To eliminate these deaths and injuries, APWA supports the following:

- **Increase funding for safety projects to reduce collisions, injuries and fatalities** on all public roads, sidewalks and bikeways. APWA is a member of the Road to Zero coalition and we applaud these efforts in researching critical safety improvements.
- **Increase funding for High Risk Rural Roads and Safe Routes to Schools Programs.** Rural roads are where a majority of traffic fatalities occur. Pedestrian and bicycle injuries and fatalities are also rising. Increased federal investment and education focused on eliminating distracted driving can help reverse these trends.

- **Increase investment in local bridges** by providing more funding for off-system bridges and for local bridges not on the National Highway System. In 2015, FHWA rated 24% of the nation's off-system highway bridges deficient - we can work together to fix this dangerous situation.
- **Allow more flexible use for Highway Safety Improvement Plan (HSIP) funds** on unpaved roads and a wider variety of projects beyond those listed in the regulations - without cumbersome data gathering requirements. Cities and counties are already struggling to meet rural safety needs.
- **Support investment in modern vehicle technology**, such as Intelligent Transportation Systems, and connected and autonomous vehicles, as a cost-effective way to improve the safety and efficiency of our nation's transportation systems.
- **Support for FHWA's Traffic Incident Management (TIM) initiative to reduce and eliminate injuries and deaths of crash victims and crash responders**, such as public works, police, fire, tow-operators, and emergency medical services to best protect the traveling public. APWA is a member of the Executive Leadership Group for TIM and strongly supports all TIM-related efforts.
- **Public works professionals working in the transportation sector utilize drones in various capacities** such as for inspecting bridges, aerial surveys of land and existing roads, traffic monitoring, weather impacts on transportation infrastructure, and to have photos for educating the public. It is important that federal regulations do not become onerous and burdensome to localities in their use of drones for public works purposes.



Local governments own and maintain approximately 75 percent of the nearly four million-mile roadway network and nearly 51 percent of the nation's bridges (nearly 300,000) and manage approximately 90 percent of our transit systems. Nearly every trip begins and ends on a local road, street, or sidewalk. Let's work together to make our transportation infrastructure safe and less congested. APWA will also be releasing a policy statement in 2019 specifically outlining priorities for the next surface transportation reauthorization legislation to follow the Fixing America's Surface Transportation (FAST) Act (Public Law 114-94) which expires in September 2020.

The American Public Works Association represents over 30,000 public works professionals across North America dedicated to providing essential and high-quality services to millions of people in rural and urban communities, both small and large. APWA members serve in both the public and private sectors providing expertise to the local, state and federal government levels. Working in the public interest, our members plan, design, build, operate and maintain our vast transportation network, as well as other key infrastructure assets essential to our nation's economy and way of life.

AMERICAN PUBLIC WORKS ASSOCIATION



Your Comprehensive Public Works Resource

APWA Government Affairs - 116<sup>th</sup> United States Congress  
Transportation Priorities  
Andrea Eales, APWA Director of Government Affairs,  
aeales@apwa.net, 202.218.6730



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** April 24, 2019  
**Subject:** **Contract: Grant Preparation Assistance**

### **RECOMMENDED ACTION:**

#### **Grant Preparation Assistance:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with Cathedral Oaks Consulting, subject to approval by Agency Counsel, in an amount not-to-exceed \$150,000 to provide grant preparation assistance services through June 30, 2022;
2. **APPROVE** the use of Measure X funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount, subject to approval by Agency Counsel.

### **SUMMARY:**

On January 23, 2019, the Agency Board approved issuing a Request for Qualifications for consultant assistance and expertise to prepare grant applications to provide matching funds for various Measure X and other priority projects. In the past, such assistance was utilized to secure over \$30 million in state competitive funding. Of the six submittals received by the deadline of March 7, 2019, four were found responsive, and a review committee recommended selection of Cathedral Oaks Consulting for this on-call contract.

### **FINANCIAL IMPACT:**

The proposed not-to-exceed amount is \$150,000 over a three-year term, which is based on past experience of the full grant preparation cost of \$25,000 for one SB 1 grant. Work will be directed on a task order basis, within a specific scope of work budget negotiated with the consultant. The total cost of all task orders may not exceed the \$150,000 budget. The funding source will be Measure X funding or other funding related to the specific the projects in question.

### **DISCUSSION:**

The Agency's goals and objectives call for an aggressive effort to seek matching funds to leverage Measure X local transportation sales tax money with both state and federal funding, to maximize the delivery of transportation improvements under this program.

As grant opportunities arise, TAMC staff may require expert assistance in preparing these grant applications, since they often require technical analysis, and can take a great deal of time outside of normal work assignments. Hiring outside consultant assistance can improve the Agency's ability to attract outside funding by providing the expertise and resources needed to prepare grant applications.

The following teams submitted proposals that were found to be responsive:

- Cathedral Oaks Consulting
- Bowen-Gray-Scott
- TFG
- WSP

Additionally, Dudek and California Consulting also submitted timely proposals, but they were not responsive to all the requirements in the RFQ.

Submitting teams were evaluated by a staff panel based on the following criteria: Project Team Skills (45 points); General Knowledge and experience with grant-writing (45 points); References (5 points); Cost (5 points).

Based on strong references, local knowledge and lower costs, the panel ranked Cathedral Oaks Consulting as the top team. The panel found that the Cathedral Oaks team has had success with a variety of projects for both federal and state grants. Cathedral Oaks wrote the successful Imjin Parkway \$19 million Local Partnership Program grant, has worked with other regional transportation agencies, wrote a successful federal BUILD grant for Stanislaus COG, and brought in new team members to bolster graphics and visuals. Their subconsultant, COH & Associates, has extensive experience with benefit-cost and greenhouse gas emissions analyses.

Upon approval of the contract, staff will issue a first task order to work with Cathedral Oaks' team to develop a strategic grants action plan aimed at funding the priority projects in our Integrated Funding Plan.

**ATTACHMENTS:**

- ▢ Grant Assistance Scope of Work

ATTACHMENT A  
**SCOPE OF SERVICES**

**Overview**

Consultant will assist TAMC in seeking matching funds for its Measure X projects from various state and federal funding programs such as, but not limited to:

- SB 1 competitive funding programs
- Federal Lands Access Program
- Highway Safety Improvement Program

Task Orders

Work will be conducted via task orders issued by the TAMC project manager. The project manager will create a task order scope of work and estimated budget for negotiations with the consultant team. After negotiations are successfully concluded, the Consultant and TAMC authorized representatives will sign off on the scope of work and budget for the task order and TAMC will issue the notice to proceed.

Typical Services

Typical services performed under this contract, conducted in close coordination with the TAMC project manager, will include the following:

- a. Information Gathering: Develop grant approach and assemble existing project data and visual information.
- b. Technical Analyses: Perform the required grant application technical work utilizing existing information, including analysis of congestion data and calculation of the project's benefit/cost and air quality improvements. Recommend and perform complementary technical analyses that more fully demonstrate the benefits of the project, for example, health data analysis, greenhouse gas emissions analysis, cost benefit analysis.
- c. Visual Information: Work with TAMC staff to assemble and create visual information such as project maps, refinements to project drawings and layouts, photos and/or charts that enhance the quality of the application.
- d. Draft Grant Application: Prepare draft grant application utilizing a visually-appealing layout for the project team's review, according to the task order schedule to allow sufficient review time prior to the required project submittal.
- e. Final Grant Application: Finalize the application to respond to the project team review comments and transmit in an editable format to the project manager at least one week prior to the required grant due date.

## **Role of TAMC**

Upon the issuance of a notice to proceed for any give approved Task Order, TAMC will, as needed and appropriate:

- Provide to the Consultant written and visual project information currently in its possession to facilitate the preparation of the grant applications.
- Set up the various meetings and conference calls to coordinate information-sharing.
- Prepare any required project programming request forms.
- Review and comment on the draft grant applications.
- Finalize the grant applications and submit them as required by the grant application deadlines.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Ariana Green, Associate Transportation Planner  
**Meeting Date:** April 24, 2019  
**Subject:** **Safe Routes to School Program Implementation Request for Proposals**

### **RECOMMENDED ACTION:**

#### **Safe Routes to School Program Implementation Request for Proposals:**

1. **APPROVE** the release of a Request for Proposals for consultants to assist in expanding the Measure X Safe Routes to School Program implementation; and
2. **DIRECT** staff to release the request for proposals to potential consultants at a not-to exceed amount of \$1,580,000, including an initial three-year contract and three optional one-year contract extensions.

### **SUMMARY:**

The request for proposals will help TAMC staff to implement the education, encouragement and enforcement programs of the Measure X Safe Routes to School program identified in the Every Child: Community-Supported Safe Routes to School grant. Programs will be implemented in Salinas, Seaside, Marina, Monterey, Castroville, Pajaro, Prunedale, Gonzales, Soledad, Greenfield and King City over the next three-years.

### **FINANCIAL IMPACT:**

The three-year contract will be funded with \$840,000 Active Transportation Program Cycle 4 funds for work on the "Every Child: Community-Supported Safe Routes to School" grant, plus \$140,000 in Measure X funding for marketing and website design for the Measure X Safe Routes to School Program. Subject to the Transportation Agency's approval and satisfaction, the selected consultant and the Agency will have an option to renew this agreement annually, upon generally the same terms and conditions, for up to three additional fiscal years at a cost not-to exceed \$200,000 per year to be paid out of Measure X Safe Routes to School funds. The total amount anticipated to be expended over six fiscal years (a three-year contract plus three one-year renewals) would be \$1,580,000.

### **DISCUSSION:**

In February 2018, the TAMC Board adopted the Measure X Safe Routes to School Guidelines, which set goals for safe routes to school in Monterey County. The Measure X Safe Routes to School

program is aimed at developing safe, healthy and affordable transportation options for children, educating children and the community how to safely walk, bicycle and carpool, and encouraging children to use active transportation that will lead to a healthier lifestyle.

This Request for Proposal will work toward the following goals identified in the Measure X Safe Routes to School Program Guidelines:

- Education 1: All Children in Monterey County receive pedestrian and bicycle safety education by 5th grade
- Education 2: Parents, guardians, teachers, school staff and surrounding neighborhood community are educated on safe driving, bicycling and walking in support of safe routes to school efforts
- Encouragement 1: The majority of children arrive to school by bus, carpool, bike, scooter/skateboard or walking
- Encouragement 2: All K-12 schools have safe routes to school encouragement programs
- Encouragement 3: All K-12 schools participate in Monterey County Bike Walk Challenge
- Enforcement 1: Crossing guards at all elementary schools
- Enforcement 2: Community-enhanced enforcement
- Equality 1: Countywide Safe Routes to School Program resources are distributed equitably

To meet the comprehensive Measure X Safe Routes to School Program goals, the scope of work for this contract will include:

- Develop a brand strategy and communication plan for all Measure X Safe Routes to School Program work;
- Develop bilingual outreach materials for schools, students, and community support;
- In-class bilingual traffic safety presentations lead by certified instructors;
- Pedestrian education and rodeos for 2nd grade students;
- Develop traffic safety curriculum for 3rd and 4th graders in partnership with the Monterey County Health Department;
- Bike rodeos and all necessary equipment for 5th grade students;
- Help organize, promote and participate in California Pedestrian Safety Month, National Walk to School Day and Monterey County Bike & Walk to School events;
- Assist in the development of walking school buses at schools with traffic gardens;
- Review traffic garden designs to ensure consistency with traffic safety curriculum;
- Develop a volunteer crossing guard program and provide crossing guard training;
- Organize family fun events in coordination with the development of traffic gardens;
- Outreach and training for parents and community volunteers; and
- Design and develop a cohesive and user-friendly Safe Routes to School Resource Hub to be hosted by TAMC.

The consultant scope of work will help to deliver the Active Transportation Program Cycle 4 "Every Child: Community-Supported Safe Routes to School" grant and develop infrastructure to enable the expansion of Measure X Safe Routes to School programs to schools and communities not served through the grant. This work will complement the existing contract for bicycle and pedestrian safety education by serving 11 additional schools. Please view the **web attachment** for the full scope of

work.

**WEB ATTACHMENTS:**  
[SRTS Implementation SOW](#)



## TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Rich Deal, Principal Engineer  
**Meeting Date:** April 24, 2019  
**Subject:** Pavement Management Program Services Contract Amendment

**RECOMMENDED ACTION:****Pavement Management Program Services:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute contract renewal and amendment with Nichols Consulting Engineers, CHTD, subject to approval by Agency Counsel, in an amount not to exceed \$13,716 to provide Pavement Management Program services, and extend the term of the agreement to December 31, 2019;
2. **APPROVE** the use of Measure X funds budgeted to the Pavement Management Program; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract amendment, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term or amount.

**SUMMARY:**

Nichols Consulting Engineers (NCE) has been performing pavement management program services to collect over 1,300 center-line miles of pavement condition data throughout the County of Monterey and creating pavement management databases for each participating member jurisdiction. NCE was originally hired for this work in September 2017 after a formal Request for Proposals process. The contract amendment allows NCE to complete the 77 additional miles in County of Monterey that exceeded the original mileage estimate. This amendment also extends the term of the agreement to allow enough time to complete all of the items in the amended Scope of Work. The contract needs to be renewed in order to execute these amendments, because the term of the contract expired February 28, 2019.

**FINANCIAL IMPACT:**

This amendment to agreement with Nichols Consulting Engineers, dated February 28, 2018 for performing pavement management program services increases the "not-to-exceed amount" from \$288,510 to \$302,226. The pavement management program services are paid by Measure X pavement management program. TAMC is reimbursed from fair share Measure X funds received by each

jurisdiction, based on centerline miles. The additional 77 miles included in this amendment lie within County of Monterey, which exceeded the original mileage estimate. For this reason, the additional \$13,716 would be reimbursed to TAMC according to the County of Monterey's reimbursement agreement with TAMC.

**DISCUSSION:**

TAMC entered into an agreement for professional services with Nichols Consulting Engineers, CHTD, on February 28, 2018 to perform pavement management program services. Agencies may then use their pavement management database to make the best decisions in the short, medium and long term on how to spend precious Measure X maintenance funds, as well as other sources of funds each jurisdiction may capture for pavement maintenance.

The Agreement expired by its own terms on February 28, 2019. TAMC and Consultant desire to renew and amend the Agreement to:

1. Increase the “not to exceed amount” of the Agreement from \$288,510 to \$302,226;
2. Amend the Scope of Services to increase survey miles beyond those originally estimated and to add additional labor as detailed in Exhibit A.1 to include 77 additional survey miles more than the original survey mileage estimated in Task B of the scope of work, which is a 5.56% increase in total survey miles. Sixteen (16) additional labor hours are required to input the additional survey data and run the StreetSaver pavement management software, increasing the final inventory of maintained roads to 1,384 miles; and
3. Extend the term of the Agreement to December 31, 2019, in order to proceed with the remaining items in the revised Scope of Services (Exhibit A1) under Task D, budget analysis & funding scenarios for the County of Monterey and City of Greenfield, and complete the intent of the Agreement.

**ATTACHMENTS:**

- ▢ NCE Contract Amendment #1
- ▢ NCE Amended Scope of Work A1

**RENEWAL AND AMENDMENT #1 TO AGREEMENT**  
**FOR PROFESSIONAL SERVICES**  
**BETWEEN**  
**THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND**  
**NICHOLS CONSULTING ENGINEERS, CHTD**

THIS RENEWAL AND AMENDMENT NO. 1 to the Agreement dated February 28, 2018, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and Nichols Consulting Engineers, CHTD, hereinafter referred to as "Consultant," is hereby entered into between TAMC and the Consultant.

**RECITALS:**

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on February 28, 2018, hereinafter referred to as "Agreement;" and
- B. **WHEREAS**, the Agreement expired by its own terms on February 28, 2019; and
- C. **WHEREAS**, TAMC and Consultant desire to renew and amend the Agreement to:
  - (a) increase the "not to exceed amount" of the Agreement by \$13,716 from \$288,510 to \$302,226; (b) amend the Scope of Services to increase survey miles beyond those originally estimated and to add additional labor as detailed in Exhibit A1 and
  - (c) extend the term of the Agreement to December 31, 2019 in order to proceed with the remaining items in the revised Scope of Services (Exhibit A1, and complete the intent of the Agreement;

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

1. **RENEWAL OF AGREEMENT**

The Agreement is renewed and amended retroactively to February 28, 2019, and all of its provisions shall be deemed to have been in effect continuously since that time.

2. **TERM OF AGREEMENT**

The term of this agreement is extended to December 31, 2019.

3. **TOTAL COMPENSATION**

The total compensation to be paid pursuant to this Agreement as amended shall not exceed Three Hundred Two Thousand Two Hundred Twenty-Six dollars (\$302,226).

4. **SCOPE OF SERVICES**

The Scope of Services attached to the Agreement as Exhibit A is hereby replaced with the Scope of Services dated March 27, 2019 and attached hereto as Exhibit A1.

5. **REMAINDER OF TERMS UNCHANGED**

All other terms of the Agreement remain in full effect.

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

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment to the Agreement with Nichols Consulting Engineers, CHTD.

TAMC:

Nichols Consulting Engineers, CHTD:

\_\_\_\_\_  
Debra L. Hale  
Executive Director

\_\_\_\_\_  
Margot Yapp  
Vice President

\_\_\_\_\_  
(date)

\_\_\_\_\_  
(date)

Approved as to form:

\_\_\_\_\_  
TAMC Counsel

\_\_\_\_\_  
Gregory Fasiano, PG  
Corporate Secretary

\_\_\_\_\_  
(date)

\_\_\_\_\_  
(date)

## **ATTACHMENT A1 AMENDMENT #1 SCOPE OF WORK**

### **TASK A - Kickoff Meeting**

The consultant shall conduct a kick-off meeting with all 8 agencies (7 cities and 1 county) participating in the Pavement Management Program (PMP) being implemented by the Transportation Agency for Monterey County (TAMC). In addition to the kick-off meeting, other meetings may be held throughout the course of the project as needed. The consultant will provide a progress schedule with milestone activities.

The 8 participating agencies include:

- **Carmel by the Sea**
- **Del Rey Oaks**
- **Greenfield**
- **King City**
- **Marina**
- **Pacific Grove**
- **Sand City**
- **County of Monterey**

### **Deliverables:**

Progress Schedule, Meeting Minutes

### **TASK B - Pavement Condition Surveys**

The consultant shall conduct field surveys on all paved streets and roads within the city and county networks for all 8 agencies (7 cities and 1 county). This will include the paved roads within the County of Monterey road system, and within the cities of **Carmel by the Sea, Del Rey Oaks, Greenfield, King City, Marina, Pacific Grove, Sand City, and the County of Monterey** totaling approximately **1,384** centerline miles.

<b>PARTICIPATING AGENCIES</b>	<b>CENTERLINE MILES</b>
Carmel by the Sea	<b>27</b>
Del Rey Oaks	<b>10</b>
Greenfield	<b>23</b>
King City	<b>28</b>
Marina	<b>78</b>
Pacific Grove	<b>56</b>
Sand City	<b>5</b>
Monterey County	<b>1,159</b>
<b>Total Miles</b>	<b>1,384</b>

Condition surveys shall be performed to identify pavement distress in accordance with the latest MTC Pavement Distress Identification Manuals (AC 4<sup>th</sup> Edition, PCC 3<sup>rd</sup> Edition, March 2016). The survey information to be collected and/or verified shall at a minimum include: Street geometric (length, width, section area), functional class, surface type, surface condition, surface distress, and pavement condition index (PCI). Eight pavement distresses of flexible pavement to be inspected will include but are not limited to: alligator cracking, block cracking, distortions, longitudinal and transverse cracking, patching and utility cuts, rutting and depressions, weathering, and raveling. Rigid pavements will include seven distresses: corner break, divided (shattered) slab, faulting, linear cracking, patching and utility cuts, scaling/map cracking/crazing, and spalling.

Upon completion of field surveys, consultant shall verify and update all agency's database. The consultant shall confirm with MTC that the roadway data is compatible with the StreetSaver database before it is uploaded into the database.

Deliverables:

Inventory and condition information for each paved road and street with breakdown by agency. The consultant shall provide a list of all costs associated with this deliverable, including a breakdown of such costs for each of the 8 agencies (7 cities and 1 county).

**TASK C - Update Maintenance and Rehabilitation Strategies**

The consultant shall review maintenance and rehabilitation strategies with each of the 8 agencies (7 cities and 1 county). This shall include the recommendation and selection of appropriate treatments such as slurry seals, chip seals, overlays, reconstructions, and the determination of treatment unit costs.

Deliverables:

Maintenance and rehabilitation decision trees for each agency. The consultant shall provide a list of all costs associated with this deliverable, including a breakdown of such costs by each of the 8 agencies (7 cities and 1 county).

**TASK D – Budget Analysis and Funding Scenarios**

The consultant shall an initial prepare budget needs and funding scenario reports for each of the 8 agencies (7 cities and 1 county).

Deliverables:

A minimum of five initial budget scenarios shall be prepared for each agency. The consultant shall provide a list of all costs associated with this deliverable, with a breakdown of such costs by agency. This shall include the following scenarios:

- Budget Needs Assessment
- Utilize Existing Budget
- Maintain Current Pavement Condition Index (PCI)
- Improve Network PCI (by 5 pts)
- Improve Network to Regional Target PCI

**TASK E – Training**

The consultant shall provide one full day (8 hours) of hands on computer training for representatives each of 7 agencies (6 cities and 1 county), *excluding the City of Del Rey Oaks*. The training will be hosted at the TAMC facility. Each agency will provide their own laptop computers and internet access (Wi-Fi) will be provided by TAMC. The training shall include all aspects of the StreetSaver Program, including data entry and editing, performing PCI calculations and budget analysis, generating reports, and use of the GIS toolbox.

Deliverables:

On-site training and training manuals. The consultant should provide a list of all costs associated with this deliverable, including a breakdown of such costs for each of 7 agencies (6 cities and 1 county), *excluding the City of Del Rey Oaks*.

**TASK F - Final Reports /Council Presentations**

*Task F-1 shall be provided for each agency. Task F-2 shall be provided for each agency, excluding the City of Del Rey Oaks, which elected not to include Task F-2 in their scope of work.*

**TASK F-1 Final Reports:** Upon completion of the project, the consultant shall prepare a final project report for all 8 agencies (7 cities and 1 county). The consultant shall also prepare a PowerPoint presentation for each final report, after the final reports are completed. The PowerPoint presentation shall be tailored specifically for each City Council/County Board/Management Staff. The presentation shall provide a summary of the pavement network and shall include budgets and planning recommendations. The participating agencies and TAMC will review and provide input on the final PowerPoint presentations.

The consultant shall provide a list of all costs associated with this deliverable, with a breakdown of such costs by agency.

**TASK F-2 Council Presentations:** The consultant shall provide a City Council/County Board presentation of the final report for each of 7 agencies (6 cities and 1 county), *excluding the City of Del Rey Oaks*. The presentation for each agency will be scheduled to occur at a mutually agreed date for a regular monthly meeting of the agency council/board. The consultant presentation will include the full details of the final report and PowerPoint presentation included in Task F-1. It shall be presented in a manner that clearly conveys the key aspects and recommendations of the final report.

The consultant shall provide a list of all costs associated with this deliverable, with a breakdown of such costs for each 7 agencies (6 cities and 1 county), *excluding the City of Del Rey Oaks*.

Deliverables:

A total of five copies of each agency report shall be provided by the consultant and distributed as follows: 4 copies to the agency, 1 copy to TAMC. In addition, a digital copy of the reports and presentations shall be provided to each 7 agencies (6 cities and 1 county), *excluding the City of Del Rey Oaks* and to TAMC.

## **TASK G- Breakdown of Costs by Agency**

The consultant provided TAMC with a cost proposal showing a breakdown of costs for each agency for all the above listed tasks (Tasks A-F) included in this joint procurement of PMP services. After reviewing the cost information, a total of 8 agencies elected to proceed in the joint procurement. Each of the 8 agencies has executed an agreement authorizing TAMC to procure the elected PMP services on their behalf.

The final consultant scope of work has been revised to include only those 8 agencies that have executed authorizing agreements with TAMC, and includes all the above listed Tasks A-F for each agency with the following exceptions:

- *City of Del Rey Oaks has elected to be excluded from Task E, Training and Task F-2 Council Presentations*
- *City of Del Rey Oaks has elected to be excluded from Task F-2 Council Presentations*

The costs provided for each agency shall be considered as fixed prices and no increases were allowed for any reduction in the final scope of services based the number of participating agencies.



## *Memorandum*

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** April 24, 2019  
**Subject:** **Salinas Rail Project - HDR Engineering Contract Amendment**

### **RECOMMENDED ACTION:**

#### **Salinas Rail Project - HDR Engineering Contract Amendment #6:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute contract amendment #6 with HDR Engineering Inc., subject to approval by Agency Counsel, in an amount not to exceed \$297,151, to complete the design work for Package 1 at the Salinas train station, and to extend the contract deadline by eighteen months from June 30, 2019 to December 31, 2020;
2. **AUTHORIZE** the use of state funds budgeted to this project;
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount; and
4. **APPROVE** sole source finding.

### **SUMMARY:**

The Salinas Rail Extension Kick Start Project is in the final design phase. HDR Engineering, Inc. was originally hired for this work in June 2014 after a formal Request for Proposals process. The contract now needs to be amended for a sixth and final time, to incorporate additional required work not anticipated, including an extensive utility relocation effort for Package 1 (Lincoln Avenue extension). This amendment removes the final design for Packages 2 (Salinas Layover Facility) and 3 (Gilroy station access and Coast Mainline track work) due to uncertainties related to Union Pacific; these Packages will be a part of a future Request for Proposals to bring them from the current 75% design status to final design and construction readiness. Staff recommends a sole source finding for this proposed amendment #6 based on the related nature of the tasks and efficiencies involved.

### **FINANCIAL IMPACT:**

The budget for the current contract has a not-to-exceed amount of \$2,511,997, funded through Traffic Congestion Relief Program (TCRP) funds allocated to the design phase of this project. This amendment adds \$297,151 to the contract for a new total contract amount of \$2,809,148. There is sufficient funding available for this additional amount.

For the original contract, TAMC commissioned an independent cost estimate from URS, Inc. URS

estimated the final design work would cost \$2.5-3 million. This contract amendment is still within the amount of the original independent cost estimate.

**DISCUSSION:**

The Salinas Rail Extension Kick Start Project Package 1 is currently at 100% design and going into construct Package 1 includes circulation improvements along West Market Street/ State Route 183 and via an extensior Lincoln Avenue, which currently terminates at West Market Street from the south. The proposed improvement include changing the intersection at Lincoln Avenue to a 4-way intersection with the associated changes to the signals, bike lanes and crosswalks, as well as some lane configuration changes. Package 1 also includes two parking lots with landscaping and stormwater improvements, and adding bicycle parking near the train station.

The current contract with HDR Engineering, Inc., includes utility coordination, design support during construction, and as-built designs after construction. The original contract contemplated the utility coordinatio task taking less time and effort than have been expended to date already, and now the team recognizes that eve more utility coordination work will need to take place in the time prior to and during construction. The origina Package 1 final design was presented to TAMC in May 2018 after two years of extensive outreach on the 75% designs. After receipt of the 100% plans, the City of Salinas and other entities provided yet more comments, leading to another year of design revisions beyond what had been anticipated.

TAMC staff believes it is most appropriate to do a contract amendment with HDR Engineering, Inc. to add this work to the contract for final design, and recommends a sole source finding. The total contract amount is still within the original contract independent cost estimate, albeit it the contract as amended will now exclude future design work on Packages 2 and 3. Staff and consultant will strive to be as efficient as possible to reduce the final cost to the Agency, and will seek funding contributions from others if they ask for further changes.

**Attached** are the contract amendment #6, revised scope of work, and additional budget. **Web Attachment 1** is a memo from HDR explaining the changes to the scope of work and budget and detailing the challenges faced in accomplishing the original contract scope of work. **Web Attachment 2** is a sole source finding.

**ATTACHMENTS:**

- HDR Amendment #6

**WEB ATTACHMENTS:**

- [HDR Memo - Contract Challenges](#)
- [Sole Source Finding](#)

**AMENDMENT # 6 TO AGREEMENT FOR PROFESSIONAL SERVICES**  
**BETWEEN**  
**THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND**  
**HDR ENGINEERING, INC.**

THIS AMENDMENT NO. 6 to the agreement dated June 25, 2014, between the Transportation Agency for Monterey County, hereinafter referred to as “TAMC”, and HDR Engineering, Inc., hereinafter referred to as “Consultant”, is hereby entered into between TAMC and Consultant.

**RECITALS :**

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on June 25, 2014, hereinafter referred to as “Agreement”;
- B. **WHEREAS**, the Agreement relates to the Salinas Rail Extension Kick Start Project (the “Project”), which is currently in the final design phase and for which Consultant is to provide design support during construction and as-built designs after construction;
- C. **WHEREAS**, the Agreement contains a Not to Exceed amount, which may be amended only by the written agreement of the parties, and which establishes the maximum amount of costs which may be incurred under the Agreement;
- D. **WHEREAS**, TAMC and Consultant approved Amendment #1 on April 27, 2016, to increase the maximum amount payable and expand the Scope of Services to add additional traffic analysis and other studies for the improvements to Highway 183 associated with the Project;
- E. **WHEREAS**, TAMC and Consultant approved Amendment #2 on May 24, 2017, to extend the agreement to June 30, 2019;
- F. **WHEREAS**, TAMC and Consultant approved Amendment #3 on August 23, 2017, to modify the contract budget to add task 17: Plans, Specifications, and Estimates (PS&E) for building demolition work for Package 1;
- G. **WHEREAS**, TAMC and Consultant approved Amendment #4 on February 28, 2018, to allow revised per task budgeted amounts while maintaining the current Not to Exceed amount as established in Amendment #3 to the Agreement;
- H. **WHEREAS**, TAMC and Consultant approved Amendment #5 on August 22, 2018, to allow revised per task budgeted amounts while maintaining the current Not to Exceed amount as established in Amendment #3 to the Agreement; and
- I. **WHEREAS**, TAMC and Consultant desire to amend the agreement for professional services, to increase the maximum amount payable and expand the Scope of Services to add additional utility coordination and design work for Package 1 and to delete final design for Packages 2 and 3, and extend the contract term;

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

**1. TERM OF AGREEMENT**

The Paragraph 2 of the Agreement (Term of Agreement), as amended, shall be amended to replace the date “June 30, 2019” with the date “December 31, 2020”.

**2. BUDGET AND TOTAL COMPENSATION**

The Budget attached to the Agreement as amended as Exhibit B is hereby replaced with the Budget designated Exhibit B-5 and shall be effective upon execution. Exhibit B-5 is attached hereto as Exhibit B-5 and provides for the addition of Two Hundred Ninety Seven Thousand, One Hundred Fifty One (\$297,151) and reallocation of budgeted amounts within the existing Not to Exceed amount of Two Million, Five Hundred Eleven Thousand, Nine Hundred Ninety-Seven Dollars (\$2,511,997), for a new Not to Exceed amount of Two Million, Eight Hundred Nine Thousand, One Hundred Forty Eight Dollars (\$2,809,148). Exhibit B-5 replaces previous versions of the Budget in the contract.

**3. SCOPE OF WORK**

The Scope of Work attached to the Agreement as Exhibit A, as amended, is hereby replaced with the Scope of Work and attached hereto as Salinas Extension Kick-Start Design Phase Scope of Work Amendment #6, Exhibit A-5.

**4. REMAINDER OF TERMS UNCHANGED**

All other terms of the Agreement, as amended, remain in full effect.

An executed copy of this Amendment No. 6 shall be attached to the Agreement and shall be incorporated as if fully set forth therein.

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment #6 to the Agreement with HDR Engineering, Inc.

TAMC :

HDR ENGINEERING INC.:

\_\_\_\_\_  
Debra L. Hale  
Executive Director

\_\_\_\_\_  
(date)

Approved as to form:

\_\_\_\_\_  
TAMC Counsel

\_\_\_\_\_  
  
\_\_\_\_\_  
(date)

\_\_\_\_\_  
(date)

## EXHIBIT A.5: SCOPE OF WORK

### PROJECT UNDERSTANDING

The Transportation Agency for Monterey County (“Agency”) has been working to extend passenger rail service from Santa Clara County to the City of Salinas by way of the “Salinas Rail Extension Project”. The project would function as an extension of existing state-sponsored Capitol Corridor passenger rail service. The service will start with two daily round trips between Salinas and Sacramento, with the first phase of the project called “the Kick-Start Project”.

The Scope of Work for this contract is to complete full construction documents for bidding purposes for the Salinas Rail Extension Kick-Start Project (“Project”). The Project has completed California Environmental Quality Act (CEQA) review with a certified Environmental Impact Report (EIR) and an EIR Addendum. The Project consists of:

1. Modifications to the existing Salinas train station, including the extension of Lincoln Avenue, the construction of parking, track and platform improvements;
2. Construction of a two-train rail layover facility in Salinas;
3. Track and platform improvements at and adjacent to the Gilroy train station;
4. Station improvements at the Morgan Hill and Tamien train stations;
5. Track improvements required for operation of rail service between San Jose and Salinas.

### AGENCY PROVIDED ITEMS AND SERVICES

The Agency shall provide the selected Consultant with:

1. Project Study Report
2. Alternatives Analysis
3. Environmental documentation
4. Sixty percent designs and value engineering report of the full build out project
5. Conceptual design for the Salinas interim layover facility
6. Topographic surveys obtained to date
7. Geotechnical investigations and reports obtained to date
8. Utility information obtained to date
9. Timely review of submittals

## SERVICES PROVIDED BY HDR ENGINEERING

HDR Engineering and its subconsultants, BKF Engineers ~~and Pacific Railway Enterprises (PRE)~~, shall furnish design services and project management for the final design phase. HDR will be responsible for the overall project management, station design, layover facility, track and railroad coordination. BKF will be responsible for roadway, drainage, and utility design. ~~PRE will be responsible for railroad signals design.~~ The work is described as follows:

### Task 1: Kick-off Meeting and Document Review

HDR will meet with Agency staff to discuss the project, perform a peer review of all available project materials, and develop a work plan to complete the design of the project and bid the project.

The project kickoff meeting is the start of a verification and validation process where HDR will verify that the design meets current criteria and validate that it is suited for the purpose intended. The kickoff meeting will provide HDR a first-hand accounting of the project's history including operational requirements, funding limits, stakeholder involvement, and the key decisions that lead to the current project definition. Once briefed, the Team will conduct a peer review to verify that the proposed design meets current design criteria and codes as well operational, regulatory, and functional requirements for the intended service. Geotechnical and survey data will also be verified for accuracy and completeness. As part of the peer review, HDR will review the value engineering review done by Harris & Associates to identify potential cost saving strategies. These strategies could include design changes, innovative contracting methods, and/or modifications to the proposed operating plans. HDR will also validate that the proposed improvements are appropriate for the intended service. At the completion of the peer review, the Team will present its findings and a go-forward work plan to TAMC and key stakeholders. Once the work plan is accepted, the Team will proceed immediately into the 75% design phase.

#### Deliverables:

1. Meeting notes
2. Work Plan

### Task 2: Project Management

HDR will provide overall Project Management for completing the final design for the Kick-Start Project, preparing the project for the Construction phase. This includes:

1. Supervise and coordinate all design activities.
2. Track overall project schedule and design costs.
3. Attend twelve (12) Project Team meetings during the Final Design Phase. Consultant's design team members shall attend on an as needed basis.
4. Prepare a progress report and provide to the Agency Project Manager on a monthly basis with transmittal of the invoice (required for review and processing for payment).
5. Develop and implement design quality management plan (DQMP).
6. Project Manager shall review all quality assurance "check prints" and "review prints" prior to submitting deliverables.
7. Coordination of all design work with other work being performed by others within the project limits.

8. Coordinate with the Agency, Capitol Corridor Joint Powers Authority (CCJPA), Caltrain, and Caltrans including quarterly meetings, as needed.

HDR will also provide Project Management for completion of the Traffic Analysis and Caltrans Geometric Drawings and Fact Sheets. This includes:

1. Coordination with Caltrans.
2. Prepare for and attend two (2) Caltrans Traffic Focus Meetings via phone.
3. Prepare for and attend two (2) Caltrans Fact Sheet Focus Meetings.

The HDR team will also provide Project Management services for the anticipated 18 month construction phase for Package 1. It is anticipated that the construction phase will commence in June 2019 and be closed out by December 2020. This task includes:

1. Attendance on bi-weekly conference calls with TAMC PM and Construction Manager.
2. Development of invoices and progress reports and budget management.
3. Internal tracking of RFI and CCOs.
4. Design coordination and oversight.
5. Project close out.

#### **Deliverables:**

1. Quality Assurance Procedures
2. Monthly Progress Reports
3. Caltrans Focus Meeting Minutes (4)

### **Task 3: Topographic Surveys**

The HDR team will finalize survey data for the proposed layover facility using ground based high definition scanners to collect field data. HDR will also verify the accuracy of the existing survey and collect additional information at the Salinas and Gilroy stations using the ground based laser scanners.

Through the review and verification of the previous survey data provided by Parsons for Salinas Station, it was discovered that there is a discrepancy between the benchmark elevation listed on Parsons 60% Plans and the National Geodetic Survey (NGS) published elevation. After further vertical review of the previous data, it was determined that it would not be suitable for design purposes. To develop design level survey, the HDR team will return to Salinas Station to conduct a level loop to tie into the benchmark using the NGS published elevation. The HDR team will also survey the areas along Market Street and Palmetto Street for which the design team was previously relying on the Parsons data.

It was also discovered that the Parsons did not provide any vertical information for the existing track at the Gilroy Caltrain yard and along the UPRR mainline. The HDR team will coordinate with Caltrain to obtain a right of entry permit to conduct non-intrusive survey work, and coordinate with UPRR to obtain a permit to conduct surveys on the mainline track between the Gilroy station and south of Luchessa Avenue.

HDR will update base mapping based on the new survey to complete the final design for the Kick-Start Project.

### Key Assumptions:

1. No additional survey work is necessary at Morgan Hill and Tamien Stations
2. TAMC will provide aerial topographic mapping for Layover Facility Option 1 (John Street)
3. TAMC will provide all boundary information for parcels to be acquired.

### Deliverables:

1. One hard copy of all survey raw data, field notes and sketches
2. One hard copy and one electronic file of the survey points and monuments collected including point numbers, coordinates, elevations, descriptions
3. Survey points
4. Existing track alignments and profiles
5. Topographic survey drawings with surface features and contours
6. Digital Terrain Model files
7. Survey and alignment calculations and traverses

### Task 4: Utility Coordination

The Consultant will collect utility information from all utility owners for the Salinas Layover facility and the Gilroy Station track extension (i.e., storm drain, sanitary sewer, water and street lighting from the cities of Gilroy and Salinas). Utility information will also be obtained from California Water Service (water purveyor within Salinas), Pacific Gas & Electric, SBC (Pacific Bell), Comcast, AT&T Broadband, other cable, if any, the CCJPA and the Peninsula Corridor Joint Powers Board (PCJPB). The Consultant will commission and manage the work to obtain utility pothole information.

The Consultant will identify conflicts between existing utilities and proposed project improvements. For Package 1, the Consultant will send Relocation Claim Letters to each owner notifying them of the potential conflicts and requesting a formal Utility Owner Response in the form of a Claim of Liability, Cost Estimate and Utility Relocation Plan. The Consultant will coordinate with each utility owner to confirm that the proposed relocation is in agreement with the project improvements. Once complete Utility Owner Responses are received, the Consultant will prepare Reports of Investigation, Draft Utility Agreements for execution between the Owner and TAMC, and final Notice to Owner letters to initiate the relocation construction.

Consultant will also continue utility coordination activities during the construction phase of Package 1 which is anticipated to be 18 months as described in Task 2. The scope of work includes coordination with CalWater and PG&E and the City of Salinas. The relocations required for the Package 1 have been designed by both CalWater and PG&E, however the City of Salinas's on-going Sanitary Sewer and Storm Drain relocation, and City of Salinas on-going PG&E joint trench relocation to Lincoln Avenue may require redesign of the project's utility relocations. This scope assumes the following will be required to finalize the design and initiate construction of the project's required relocations:

- Monthly coordination calls with utility owners.
- Two (4) field meetings

- Coordination with PG&E, CalWater and City of Salinas SS/SD on a time and materials basis.

**Deliverables:**

1. Summary of utility information
2. Updates to utility owner contact information
3. Location, elevation and other utility information.
4. Existing Utility drawings
5. Package 1 - Relocation Claim Letters to Owners
6. Package 1 - Reports of Investigation
7. Package 1 - Draft Utility Agreements
8. Package 1 - Notice to Owner Letters

**Task 5: Coordination with Union Pacific Railroad (UPRR)**

Consultant will draft a letter to UPRR to schedule a kick-off meeting for the project and contact UPRR to discuss project status. Consultant will request as-built drawings for Gilroy project area and prepare draft CPUC applications for modifications to at-grade crossings in Gilroy. Consultant will work with TAMC to develop programming level cost estimates for TAMC’s TIRCP grant applications for the Kick-Start Project and the full build-out of the project.

**Key Assumptions:**

1. This task will be performed on a time and material basis. Any work in excess of the established task budget will be considered extra work requiring additional compensation.

**Task 6: Geotechnical Investigations**

**Task 6.1 Data Review**

Prior to undertaking the field exploration, HDR will review available data, including geotechnical reports provided to HDR by TAMC, published geologic data, and other readily available sources of geotechnical and/or geologic information. If useful, relevant exploration data from previous geotechnical reports are found, HDR will assess whether the proposed field exploration program can be reduced. The geotechnical review will be conducted for the Gilroy, and Salinas Stations.

**Task 6.2 Exploration**

Prior to the start of subsurface exploration, HDR will locate the proposed borings in the field and call the locations into Underground Surface Alert. HDR will present the proposed boring locations to TAMC and request that they provide HDR with any information they may have about the locations of known underground utilities in these areas. Boring locations would be adjusted so the drilling would not conflict with known existing utilities or obstructions.

Prior to drilling, HDR will obtain the required drilling permit from the Monterey County Health Department, Division of Environmental Health for the borings to be performed in Salinas. The borings in Gilroy are under the jurisdiction of the Santa Clara Valley Water District (SCVWD), which does not require a drilling permit for borings less than 45 feet deep.

HDR will perform a subsurface exploration program to log and sample approximately 10 exploratory borings using solid flight or hollow-stem auger drilling equipment, located as follows: a) three in the proposed Lincoln Avenue extension and parking lot area; b) two in the proposed Salinas layover facility (along Tracks SY1 and SY2); c) three along the proposed T119 track between 10th Street and Luchessa Avenue; and 2 within the limits of the platform extensions at Gilroy Station. The borings will be drilled to depths of about 5 feet. Soil samples will be collected at selected intervals using Standard Penetration and Modified California split spoon samplers, as well as bulk samples, as appropriate. The borings will be backfilled with cuttings from the borings, and cement or asphalt cold patched, as appropriate.

The borings at the proposed Salinas layover facility, along Track T119 in Gilroy will be within Union Pacific (UPRR) right-of-way (ROW). HDR has included the following in the scope and fee for these borings:

- Onsite personnel from HDR and the driller will take the required online Contractor Orientation Railroad Safety Course;
- Obtain the required UPRR right-of-entry (ROE) permit; a process that can take up to about 45 days; and
- A UPRR flagman for work in their ROW.

### **Task 6.3 Laboratory Testing**

Laboratory testing of selected samples recovered from the exploratory borings will be conducted to confirm visual classifications and to provide geotechnical parameters for development of geotechnical recommendations. Testing will include, as appropriate:

- Classification and index tests such as gradation and Atterberg limits determinations to provide data for classification;
- Moisture content and dry density determinations to aid in the qualitative evaluation of the soil types encountered; and
- R-value tests to provide data for the development of pavement section recommendations.

### **Task 6.4 Engineering Analysis**

HDR's evaluation will include geotechnical analysis to develop recommendations for earthwork and pavement sections for the proposed street extension and parking area. The evaluation for the new tracks and platforms are limited to confirming that the subgrade conditions encountered are consistent with those that will be used for the track rail bed design and platform design.

### **Task 6.5 Report Preparation**

Based on the conditions encountered in the field explorations and laboratory test results, HDR will perform engineering analysis to develop geotechnical conclusions and recommendations for the project. HDR will prepare a report that will describe subsurface conditions encountered and will include as appropriate, field and laboratory test data, logs of the test borings, and a site plan showing the location of each exploration. The report will present discussions, conclusions, and recommendations regarding the following as appropriate:

- Site geology and seismicity;
- Soil and groundwater conditions encountered;
- Site preparation and grading for the street extension and parking area;
- Discussion of whether the subgrade conditions encountered are consistent with those that will be used for track rail bed design and platform design;
- Recommendations for earthwork, including subgrade preparation, allowable fill materials, placement and compaction of fill, and suitability of onsite soil for use as fill; and
- Asphalt concrete pavement section recommendations.

### Schedule

Cost is based on requiring 12 weeks to schedule, coordinate, permit and undertake the field exploration program after receiving notice to proceed. This schedule is largely dependent on the schedule to receive the UPRR ROE permit. Laboratory testing, engineering analysis, and draft report preparation should take about 4 weeks after the field explorations to complete. Therefore, the time needed to complete the draft geotechnical investigation report is estimated to be 12 weeks following notice to proceed. The Final Geotechnical Report is anticipated to be complete 4 weeks after draft comments are resolved.

### Key Assumptions:

1. Field work occurs during regular weekday hours.
2. Scope and fee assume that the soil encountered will be relatively free of contaminants. If that is not the case, additional fee would be required for special handling and disposal.
3. HDR assumes that they will not experience adverse weather conditions, or site access conditions that would prevent the timely completion of the work. This would include work stoppages or interruptions due to rail-related activities.
4. Geotechnical services during construction are not included in this scope of services.

### Deliverables:

1. Draft and Final Geotechnical Investigation Reports

### Task 7: Final Plans

HDR will prepare final engineering plans, technical specifications, and cost estimates for bidding purposes. All plans shall be prepared in US Customary units and comply with all standards and requirements of UPRR. HDR shall provide the Agency with full plans, technical specifications and updated cost estimate for review at the 75%, ~~90% and~~ 100%, Final, and Issue for Bid (IFB) milestones.

Base on comments received from the 75% design submittal, HDR will revise the Package 1 plans to the ~~90~~100% design level. HDR will continue to work on the design details during the review period. Upon receipt of the ~~90~~100% comments HDR will incorporate them into the ~~100%~~Final design plans for Package 1. Upon receipt of the Final comments HDR will ~~and~~ prepare an contract Issue for Bid package for Package 1.

### Key Assumptions:

1. The City of Morgan Hill will perform all design work on the relocation of the existing station platform to the other side of the track. HDR will coordinate with the City's designer to incorporate the kick-start station requirements into the City's design.
2. Work includes extending the Gilroy Station Platform approximately 200 feet.
3. Work includes preparation of Caltrans encroachment permit for E. Market St. (SH183)
4. Package 2 and Package 3 were placed on hold after the 75% submittal in February 2016. It is assumed that the scope for 90% plans and 100% plans for Package 2 and Package 3 is deferred to a future contract.

### Deliverables:

The milestone review sets shall be comprised of five full size plan sets, five half size plan sets, with the other items provided in PDF format on a thumb drive or other digital submittal means. The files for the plans shall be included on the thumb drive with each submittal. The plan set shall consist of the following:

1. Roadway Improvement Plans
- ~~2. Coast Main Line Track Improvement Plans~~
- ~~3. Railroad Signal Plans~~
- ~~4.2.~~ Grading and Drainage Plans
- ~~5.3.~~ Construction Staging Plans
- ~~6.4.~~ Utility Plans
- ~~7.5.~~ Architectural Plans
- ~~8.6.~~ Structural Plans
- ~~9.7.~~ Electrical and Communications Plans
- ~~10.8.~~ Landscaping and Irrigation Plans
- ~~11.9.~~ Station Parking Plans
- ~~12.10.~~ Traffic Signal Plans
- ~~13.11.~~ Land Parcel and Right-of-way Plan
- ~~14.12.~~ Caltrans encroachment permit for E. Market St. (SH183)

### Task 8: Cost Estimates

After review of the Parsons 60% submittal for both Salinas Station and Gilroy, it was discovered that 60% Cost Estimates were no longer viable to modify and advance for the 75% submittal. Through the peer review process and development of preliminary engineering concepts with the ITC team, the project's construction scope changed significantly from the Parsons 60% plans and the original kick-start concept. The construction scope change requires the development of new quantity take-off calculations. In addition, the use a different Specification System for the project requires that HDR start over on the development of the cost estimates such that estimate bid items are reflective of the specifications. HDR will also update the cost estimate to reflect current unit costs.

HDR will develop estimates of probable construction cost for each of the three (3) packages to accompany the 75% submittals. HDR will revise the estimate for Package 1 to accompany the, 90-100%, and 100%-Final and IFB Plans and Specifications submittals.

**Deliverables:**

1. 75%, 90% and 100% Cost Estimates - Three Packages Package 2 and Package 3
2. 75%, 100%, Final and IFB Cost Estimates - Package 1

## Task 9: Technical Specifications, Front End and Other Documents for Bidding

### Task 9.1 – Technical Specifications

After review of the specifications developed by Parsons for the 60% design for the Salinas Station, it was discovered that the specifications followed the 2006 Caltrans Specification System, which Caltrans has since ceased to support or update. It was originally anticipated that HDR would build off of the 60% Specifications for both the Salinas and Santa Clara packages. However, in light of these findings, HDR will develop new specifications for each of the three (3) Packages.

It was determined that the appropriate specification system to use for Package 1 (Salinas Street Side Improvements) would be the Caltrans 2015 Specifications System. Since Package 2 (Salinas Track Side Improvements) and Package 3 (Gilroy, Tamien and Morgan Hill) have significant track and architecture improvements not sufficiently covered by the Caltrans Specification System, and since Package 3 is within Caltrain right-of-way, it was decided that use of the Caltrain Specification System would be best suited for Package 2 and Package 3.

These changes have resulted in more work than originally anticipated to prepare the specifications for each package. HDR will develop specifications in the formats specified above for each of the three packages to accompany the 75%, 90% and 100% Plans submittals. HDR will continue development of the technical specifications for Package 1 to accompany the 100%, Final and IFB plan submittals.

**Key Assumptions:**

1. The project will be bid in three packages.

**Deliverables:**

1. Draft Technical bid documents – Three packages
2. IFB Technical bid documents – Package 1

### Task 9.2 – TAMC "Front End" General Provisions

HDR will prepare a set of "Front End" General Provisions for use by TAMC. HDR will prepare modifications to Division 1, Sections 1 through 9 of the 2015 Caltrans Standard Specifications, as required to address specific requirements of TAMC. The "Front End" General Provisions to be prepared will be in the current format used by Caltrans for Special Provisions and will consist of text to Add, Replace or Delete specific clauses, as required. After TAMC review of the draft "Front End" General Provisions, HDR will make revisions and will incorporate the final "Front End" General Provisions into the TAMC Salinas Rail Extension project specifications for Packages 1, 2 and 3.

HDR will also prepare a separate Bid Book that contains specific bid process requirements for bidders.

**Key Assumptions:**

1. TAMC’s Legal Counsel will review Division 1, Sections 1 through 9 of the 2015 Caltrans Standard Specifications and provide an opinion on any language that they feel may need to be modified.
2. TAMC’s Legal Counsel will review the draft “Front End” General Provisions prepared by HDR and provide their concurrence or comments.

**Deliverables:**

1. Draft “Front End” General Provisions in electronic Word format, for TAMC review
2. Final “Front End” General Provisions in electronic Word format
3. Bid Book

**Task 10: Bid Support Services**

HDR shall provide the following bid support services for the two bid packages:

1. Preparation of bid documents including invitation to bid.
2. ~~Organize and attend~~Prepare for and attend pre-bid construction conference
3. Respond to requests for information (RFI) including maintaining a log of RFI’s and responses provided. Assumes 10 RFIs.
4. Prepare bid addendums as required. Assumes 5 Bid Addenda. The following significant bid addenda are anticipated:
  - a. Revisions to plans resulting from City of Salinas permit review.
- ~~4.5.~~ Conduct review of bids received and provide recommendations.
- ~~5.6.~~ Prepare a conformed set of contract documents incorporating any addendums.

**Deliverables:**

1. RFI ~~log and~~ responses
2. 5 Bid Addenda
- ~~2.3.~~ Bid recommendations
- ~~3.4.~~ Conformed set of contract documents

**Task 11 Additional Items and Services to be Provided by HDR**

The Consultant will provide various support services to the Agency, Agency Project Manager, and task-specific Agency teams on the following activities:

1. Design Support for Public Outreach including attending meetings and preparing exhibits. Stakeholder coordination including review of past meeting minutes and other available information.
2. Design Support for Permitting, including assisting staff with the National Pollutant Discharge Elimination System (NPDES) Permit. The City of Salinas is a Phase 1 Municipal Separate Storm Sewer System (MS4) with an individual NPDES permit that regulates discharge of stormwater for the entire City. The NPDES permit requires the City to adopt and enforce a stormwater ordinance (i.e. the Stormwater Development Standards). The project is required to design post-

construction stormwater BMPs in compliance with the Stormwater Development Standards, prepare a Conceptual (Preliminary) Stormwater Control Plan (SWCP) and submit it to the City for review and approval. NPDES permit will include preparation of erosion control plans and permit applications.

3. Design Support for Property Acquisition:

- a. Package 1: This task includes preparation of parcel descriptions and maps for the American Supply Property (APNs 002-031-030 and 002-171-028) and coordination with the ROW team on Package 1 property acquisition. It also includes the preparation of parcel description and plat map for the Public Utility Easement within Lincoln Avenue extension for proposed utility relocations.
- b. Package 2: This task includes right of way acquisition support services for the following parcels as summarized below:

<b>TABLE 11.1</b>		
<b>Owner</b>	<b>Address</b>	<b>APN</b>
A. Ronald & Joyce Selby	356 W Market St.	002-021-005
B. John Baillie (Tri-Counties Packing)	346 W Market St.	002-021-006
C. B & P Neubert Enterprises Inc. (Bryan Edward Neubert Trust)	330 W Market St.	002-021-007
D. B & P Neubert Enterprises Inc.	320 W Market St	002-021-008
E. TAMC	20 New St.	002-031-030
F. UPRR		002-021-014

Boundary Survey:

- Consultant will research and obtain filed maps and vesting deeds of the subject parcels. Consultant will also perform field survey for the location of the parcels listed in Table 11.1 by locating existing parcel corners, if any, street monuments and planimetric items appurtenant to the resolution of the boundary lines of the subject parcels.
- Additionally, Consultant will research and obtain filed maps and vesting deeds and perform field survey for the parcels that have completed plat and legal descriptions (APN 002-031-030 and APN 002-171-028) under item “a. Package 1”.
- Consultant will add this field collected information to the existing base files and create an AutoCAD drawing of the existing found boundary items.
- Consultant will resolve the boundary based on existing street monuments and any available existing property corners for the subject parcel.

Preparation of Plat and Legal Descriptions:

- Consultant will calculate the location of the Parcel properties to be acquired based on the resolved boundary survey.
- Consultant will prepare the legal descriptions and plats for the parcel properties shown in Table 11.1.

- Consultant will also prepare the mathematical closure calculations for checking the bearings, distances and the area shown on the legal description and plat.

Post-Acquisition Record of Survey:

- Based on the new parcel acquisitions listed in Table 11.1, and the partial acquisition limits from APN 002-031-030 and APN 002-171-028, Consultant will set the boundary corners of the parcel properties and file a Record of Survey with the County of Monterey.
- This post acquisition Record of Survey is prepared showing the results of the field survey and the description and location of the monuments set or found at the exterior boundary corners of subject site Parcels. This Record of Survey is prepared and submitted with the County review fee to the County Surveyor's Office of Monterey County with the referenced maps and deeds used in the preparation of the Record of Survey.
- After the review and approval of the Record of Survey by the County Surveyor's Office, Consultant will prepare the original Mylar(s) of the Record of Survey and submit to the County Surveyor's Office with the recording fee for filing the Survey with the County Recorder's Office.

4. Initiate Design Support during Construction for the two months of construction. This task includes the following:

- a. Attendance at weekly construction conference calls
- b. Preparation of responses to Request for Information (RFI). Assumes 8 RFIs.
- c. Preparation of Construction Change Orders (CCO). Assumes 2 CCOs. including attending construction meetings, reviewing shop drawings, responding to RFIs, reviewing contractor requested changes, and preparing change orders.

**Key Assumptions:**

1. The Consultant will not provide the direct work on public outreach, permitting, property acquisition or construction work, but will provide support for Agency efforts via the contracted design work. Agency staff or other consultants will be responsible for taking the lead on these additional activities.
2. Design support for Public Outreach will be performed on a time and materials basis. Any work in excess of the established allowance of \$25,868 will be considered extra work requiring additional compensation.
3. A design support allowance for property acquisition of ~~\$8695,300-800~~ is included in the fee proposal. The work will be performed on a time and materials basis. Any work in excess of the established allowance will be considered extra work requiring additional compensation.
  - a. TAMC will provide all title reports.
  - b. Consultant will address comments in one round of reviews.
  - c. Because these newly created parcels are not shown on any existing subdivision map, setting the boundary corners for the newly created parcels will trigger a Record of Survey per the State of California Land Surveyors Act.

4. An initiate design support during construction allowance of \$25,000 is included in the fee proposal. ~~The work will be performed on a time and materials basis. Any work in excess of the established allowance will be considered extra work requiring additional compensation. It is estimated this budget will be sufficient for two (2) months of support which is the anticipated timeframe between bid-opening to the first working day of construction.~~

**Deliverables:**

1. Presentation exhibits and materials
2. Technical data for permits including ~~GO 88 B and~~ NPDES
3. Plat Maps and Legal Descriptions for parcels listed in Table 11.1
4. PDF copy of recorded Record of Survey for parcels listed in Table 11.1

## Task 12 - Hazardous Materials Reports

Phase II Site Investigations may need to be conducted for parcels comprising the Salinas station. These Phase II investigations shall update Phase I ESAs conducted in November 2002.

**Key Assumptions:**

1. An allowance of \$50,000 is included in the fee proposal for Phase 2 environmental investigations. Upon further investigation, it was determined that it was prudent to update the Phase I ESA due the lapse of time. HDR added this additional scope to Task 12 as described below. The work will be performed on a time and materials basis. Any work in excess of the established allowance will be considered extra work requiring additional compensation.

### TASK 12.1 - Phase I ESA

Task 12.1 activities include government database search, environmental records review, visual site inspection, and knowledgeable Site contact interviews. The activities are presented below:

- Government Database Search, Environmental Records Review, and Visual Site Inspection. HDR will perform a review of available government database records to identify environmental contamination associated with the Site or its immediate vicinity. In addition, HDR will review available environmental documents, aerial photographs, and historic topographic maps; perform interviews of individuals knowledgeable of the project site and past practices; and perform a site visit. The Site will be evaluated for the presence or likely presence of contaminants as defined in ASTM E1527-13. Building materials will be qualitatively assessed for the likely presence of asbestos and lead-based paint. HDR will not perform any sampling for the preparation of the Phase I ESA.
- Report Preparation. HDR will prepare a report summarizing the activities performed and environmental contamination affecting the project site. The report will present findings and conclusions regarding the presence or potential presence of hazardous materials or petroleum products in the soil or groundwater and recommendations for further work, if necessary. HDR will also present findings regarding the potential presence of asbestos containing material and lead-based paint based upon a qualitative assessment.

**Key Assumptions:**

1. The Site and buildings will be accessible to HDR,
2. Soil, groundwater and building material sampling is not included; and
3. The Owner(s), or knowledgeable Site contact(s), will be available for a telephone, questionnaire, or in person interview.

**Deliverable:**

HDR will prepare one draft and one final Phase I ESA report. One copy of the draft will be provided for your review and comment; and up to two hard copies with one electronic copy of the final report will be submitted.

**Task 12.2 - Phase II Sample Collection For Construction**

Task 12.2 activities include preparation of a work plan, sampling, laboratory analysis and reporting. These activities are presented below:

**Work Plan**

The purpose of preparing a sample collection Work Plan (Work Plan) is to present means and methods for sample collection and reporting. The Work Plan will be prepared under the supervision of a professional geologist and will be submitted for review and comment before finalizing. The Work Plan will propose methods to collect soil samples and identify laboratory analytical methods. Sample collection and analysis will be performed in conjunction with planned site development.

**Sample Collection and Analysis**

The purpose of this task is to collect soil samples to identify the presence of contaminants. Shallow soil samples will be collected from areas where only shallow soil disturbance is expected (i.e. street improvements). Deeper samples will be collected from areas planned for stormwater infiltration and deep utility trenching. For cost estimation purposes, this scope assumes up to 32 soil samples collected from up to 20 discrete locations. The coordinates of each sampling location will be recorded with a hand-held global position system (GPS).

**Estimated Laboratory Analyses**

Up to 32 soil samples will be collected and submitted to a California accredited laboratory for the following analysis:

- California Accreditation Manual (CAM) 17 metals by EPA Method 6020/200.8,
- Semivolatile organic compounds (SVOCs) by EPA Method 625/8270C,
- Chlorinated pesticides and polychlorinated biphenyls (PCBs) by EPA Method 608/8082,
- Total extractable hydrocarbons by EPA Method 8015B, and
- Polyaromatic Hydrocarbons by EPA Method 8270.

**Key Assumptions:**

1. Borings will be advanced to a maximum depth of 10 feet below ground surface.

2. Groundwater sampling is not included.
3. The sampling and drilling activities are anticipated to take no more than two days.
4. HDR will prepare a site-specific health and safety plan (HASP) which identifies site hazards and a route to the nearest hospital.
5. Decontamination water can be disposed of onsite at no cost.
6. Traffic control and encroachment permits are included.
7. Investigation derived waste can be temporarily stored pending profiling and disposal.
8. Sampling can be performed with Level D personal protective equipment.

**Deliverable:**

A draft copy of the Work Plan will be submitted for review and comment. Comments received will be incorporated into a final Work Plan.

**Task 12.3 – Site Investigation Technical Memorandum**

A Technical Memorandum (TM) will be prepared to document the investigation activities, tabulate the laboratory analytical results, and to compare the laboratory analytical results to applicable state and federal criteria. The TM will include the following:

- A description of the methods used to excavate the trenches and collect the soil samples;
- A figure identifying the location of the borings including GPS coordinates;
- A table summarizing the laboratory analytical results;
- An appendix containing the laboratory analytical reports; and
- A discussion of the laboratory analytical results with comparison to regional background metals concentrations and applicable regulatory agency screening levels.

**Deliverable:**

A draft copy of the TM will be submitted to for review and comment. Comments received will be incorporated into a final TM.

**Task 13: Traffic Analysis**

This task will update the traffic analysis conducted in 2006 for the TAMC’s rail service extension to Salinas. The update will be conducted to:

- Update Baseline conditions from 2002, 2003, and 2006, to 2016 conditions which will account for changing local and regional travel patterns over the past 10 years; and
- Prepare both new Background (No Project) and Project conditions analysis, from the previous horizon years of 2008 and 2013, to 2018 and 2023.

**Task 13.1 – Traffic Data Collection**

Obtain and Review Data

HDR will obtain, review, and compare all of the input assumptions (traffic counts, geometrics, controls/signal phasing, forecasts, software – Synchro, and peak analysis) and results of the 2002, 2003,

2006 Baseline Conditions, and 2008 and 2013 Background and Project conditions analysis for the five intersections studied. Intersections reviewed will include:

1. Lincoln Avenue @ West Market;
2. Station Place at West Market;
3. Salinas Street at West Market;
4. Monterey Street at East Market; and
5. Rossi Street at North Main Street.

In addition, HDR will:

- Obtain readily available, current 2015/2016 intersection geometrics and operations, controls, forecasts, and other assumptions for each intersection.
- Compare 2006 assumptions with current 2015/2016 data to identify differences and changes in the analysis assumptions required for use in later Tasks.
- Assess the availability, quality, and representations (morning, afternoon peak hour, daily) of the most recently collected traffic counts for each intersection and roadways encompassing the study area.
- Obtain future base and future travel forecasts from the SCVTA and AMBAG regional travel demand models and Caltrans/City of Salinas traffic trends (if available) to define background traffic growth for the intersections and roadways in the study area. The Background Conditions analysis will include the traffic demand associated with the implementation of funded/programmed transportation projects (known as existing plus committed) that impact the study area (if any).
- Use ridership and other modal (auto, transit, and walk/bike access to the station) forecasts to represent the future extension of passenger rail service to Salinas Station. This will provide projected future forecasts of ridership to Salinas Station for use in both the 2018 and 2023 Project Conditions traffic analysis.

#### [Collect Traffic Data](#)

It is assumed that TAMC will provide current traffic count data for both intersections and roadway segments.

#### **Task 13.2 - Traffic Study Report**

##### [Format Traffic Data and Conduct Analysis](#)

Once the data is collected in Task 13.1, HDR will format the data for use in the intersection and roadway traffic analysis. This will include refining and balancing the raw traffic counts to identify the Baseline 2016 turning movements and roadway volumes for the study area. The traffic counts will be balanced so that the progression of traffic volumes by approach and movement from intersection to intersection are logical for analysis. HDR will then use travel demand growth from approved travel demand modeling sources and historical traffic count data to generate future volumes for the Background scenario.

Based on the previous analysis conducted in 2006, and the need to understand the impacts of these five intersections and roadways in concert with one another, HDR recommends using Synchro intersection analysis software. Synchro is based on approved analysis methods identified in the Highway Capacity Manual and has been traditionally used in this type of analyses. HDR also recommend using Synchro as the primary analysis tool for evaluating roadway segments in the study area. The intersection turning movements collected in the data collection task will be the primary source to represent current roadway segment volumes. We will supplement this information with observed travel speeds and times for study area roadways, and intersection queuing data, also collected in the data collection task, to conduct this roadway segment analysis.

HDR will work with TAMC, Caltrans, and the City of Salinas to ensure that the analysis methods are understood and approved prior to commencing work. Once the methods are approved, we will conduct the following analysis for each of the five intersections and roadway segments:

- 2016 Baseline Conditions - Morning and afternoon peak hour intersection analysis and roadway level of service analysis;
- 2018 Background and Project Conditions - Morning and afternoon peak hour intersection analysis and roadway level of service analysis for both scenarios;
- 2023 Background and Project Conditions - Morning and afternoon peak hour intersection analysis and roadway level of service analysis for both scenarios;

The Project Conditions scenario will include the assessment of alternative intersection configurations (e.g., signal timing) designed to provide better transportation access to Salinas Station. HDR will also provide summaries of truck, bus, and other movements for the intersections and roadway segments in the study area for each scenario and year. We also will include a high level assessment of pedestrian and multimodal access to the Salinas Station and work with TAMC, Caltrans, and the city of Salinas to determine potential safety issues and concerns in the project area.

#### Document Traffic Impacts

HDR will prepare a detailed traffic analysis designed to document the impacts of the extension of rail service to Salinas Station. Peak hour intersection and roadway levels of services will be defined for each condition (Baseline, Background, and Project) and year (2016, 2018, and 2023) to identify and compare the traffic impact results by intersection and roadway. HDR will work with TAMC, Caltrans, and the City of Salinas to define mitigation strategies if needed to test the sensitivity of improvements required to improve the operations of the system and/or individual intersections in the study area. We will document the results of the analysis, including summaries of the analysis conducted, in a draft and final report. We will finalize the draft report based on review and comment from the TAMC, Caltrans, and the City of Salinas.

#### **Deliverables:**

1. Draft and Final Traffic Study Report

## Task 14: Geometric Drawings and Fact Sheets

### Geometric Drawings

Through coordination with Caltrans, it was discovered that Design Exception Fact Sheets were not previously processed for the improvements within Caltrans right-of-way. Caltrans has requested that the HDR team document the design exceptions using the Caltrans Design Exception Fact Sheet process.

The HDR team will refine preliminary geometrics based on input received in previous meetings with Caltrans. The geometrics will be evaluated to qualitatively account for cost, traffic operations, safety, construction phasing, environmental impacts, and right-of-way and utility relocation requirements. The findings shall be presented on Geometric Drawings to Caltrans for review and to reach consensus on the associated design exceptions.

### Design Exception Fact Sheets

The geometrics of the existing and proposed improvements facility will be evaluated for nonstandard features based on the following:

- Design Information Bulletin (DIB) 78-03 (Design Checklist for the Development of Geometric Plans),
- DIB 82-05 (Pedestrian Accessibility Guidelines for Highway Projects)
- Caltrans Highway Design Manual,
- Compliance with ADA requirements.

The HDR team will submit a list of mandatory and advisory design exceptions to Caltrans geometrician for review and comment. Geometric refinements will be investigated to assess if any nonstandard features can be eliminated and agree on the advisory and mandatory design exceptions to be requested.

For non-standard design features that are justified and acceptable to Caltrans District Design and HQ Design Coordinator, Mandatory and Advisory Fact sheets will be prepared. These exceptions will be finalized and submitted to Caltrans for review, approval and concurrence.

Based on the preliminary design to date, the HDR team has established the following non-standard features:

#### Mandatory-

*HDM Section 302.1* – Shoulder Width – The paved shoulder width, at urban areas with posted speed limits less than 45 MPH and curbed median, shall be 2 feet for left shoulder and 8 feet for right shoulder.

*HDM Section 305.1(2)* – Median Width – The minimum medium width for multilane conventional highways shall be 12 feet.

#### Advisory-

*HDM Section 105.5(2)* – Guidelines for the location and design of curb ramps – Two curb ramps should be installed at each corner.

**Key Assumptions:**

1. It is assumed that the design exceptions in the Caltrans right of way identified above and previously discussed with Caltrans are acceptable to Caltrans.

**Deliverables:**

9. Geometric Drawings for one Build Alternative
10. Design Exception Fact Sheets

**Task 15: As-Built Plans in Microstation**

At the end of the Package 1 construction phase, the HDR team will prepare Package 1 As-Built Plans for both the City of Salinas and Caltrans. The As-Built Plans for the City of Salinas will be in prepared in AutoCAD format. The As-Built plans for Caltrans will be limited to those plan sheets submitted to Caltrans in the Caltrans Encroachment Permit application. The plan sheets will be converted to Microstation file format for digital delivery to Caltrans.

The As-Built plans will include executed Contract Change Orders and field changes as directed by the Resident Engineer (RE). The RE, who is in responsible charge of the project, is the most qualified individual to note any field changes that may have occurred during the construction of the project. It is assumed that the RE will provide one neat and concise set of redline mark-ups for the HDR team to incorporate into the As-Built Plans.

As requested by Caltrans, the HDR team will submit a digital copy of the final as-built plans in Caltrans standard Microstation file format to Caltrans.

**Key Assumptions:**

1. The RE will provide one neat and concise set of redline mark-ups for HDR to incorporate into the As-Built Plans.
2. City of Salinas As-Built Plans will remain in AutoCAD format.
3. Caltrans As-Built Plans will only include those plan sheets submitted for the Caltrans Encroachment Permit application. ~~Only work within Caltrans right of way will be shown on the Microstation plans.~~
- 1.4. Caltrans As-Built Plans will be delivered digitally in Microstation format.

**Deliverables:**

1. City of Salinas As-Built Plans in AutoCAD format
- 1.2. Caltrans As-Built Plans in Microstation format

**Task 17: Building Demolition Plans, Specification and Estimate**

HDR will prepare plans, specifications and estimate for the separate building demolition construction package. There are eight (8) buildings assumed to be removed as part of this package.

This task will include one site visit to document existing building features for removal. HDR will coordinate with TAMC's Right-of-Way consultant to obtain permits to enter the properties to conduct

these site visits. In addition, HDR will work with the City of Salinas to obtain as-built drawings/permit drawings for the eight buildings.

HDR will utilize existing topo mapping, existing utility base mapping and information collected from the site visit and as-builts to develop the following plan sheets:

- Title and Index
- Notes, Symbols and Abbreviations
- Survey Control
- Key Map
- Civil Demolition Plans

HDR will develop an associated estimate of probable construction cost. In addition, HDR will prepare the required technical specifications. TAMC's Hazardous Materials Consultant will provide the results of the Lead and Asbestos testing to be included in the contract specifications. In addition, HDR will prepare the required General Provisions in coordination with TAMC's Construction Manager.

#### **Key Assumptions:**

1. Eight (8) buildings are identified for removal.
2. TAMC will provide the results of the lead and asbestos testing for the existing buildings.
3. Ten (10) plan sheets will be required for the building demolition package.
4. TAMC ROW Consultant will facilitate the permit to enter requests.

#### **Deliverables:**

1. Draft and Final Building Demolition Plans, Specifications and Estimate

### **Task 18: Design Services During Construction**

The HDR Team will provide design services during construction for Package 1. It is anticipated that Package 1 construction will be 18 months in duration, beginning in June 2019 and closed out by December 2020. Services are anticipated to include coordination with MNS, TAMC's Construction Management firm, preparing responses to contractor questions including Requests for Information (RFIs), review of submittals and shop drawings, preparation of drawing revisions for Contract Change Orders (CCOs), and attendance at four (4) construction meetings at the request of TAMC. Below is a list of key assumptions. Because the actual work performed will be dependent on the contractor and the RE, HDR will track our efforts and any work in excess of the below assumptions will be considered extra work requiring additional compensation.

The HDR team will also provide a nesting bird survey for the tree removals identified in the As-Awarded Contract Plans. This scope assumes one nesting bird survey will be required. The contractor is to notify HDR of the tree removal schedule 6 weeks in advance of any tree removals. The contractor will remove the trees within two weeks of the nesting bird surveys.

#### **Key Assumptions:**

1. A total of forty (40) RFI responses are included in the scope at an average of two hours of effort per RFI.

2. The RE will be responsible for the majority of submittal reviews and approvals. The HDR team will assist in the review of a total of four (4) submittals at an average of three hours of effort per submittal. Any resubmittal will be counted as one submittal.
3. The HDR team will develop a total of thirty-six (36) CCOs at an average of four hours of effort per CCO.
4. Four (4) in person meetings are included in the scope. It is assumed that the meeting minutes will be prepared by the RE.
5. HDR will conduct one nesting bird survey for the tree removals that includes one day of field activities.
6. Contractor will notify HDR 6 weeks in advanced of tree removal activity to schedule nesting bird surveys. Contractor will remove trees within two weeks of the nesting bird surveys.

**Deliverables:**

1. Response to RFIs
2. Submittal and Shop Drawing Review
3. CCO Plan and Specification Preparation
4. Meeting Attendance
5. Nesting Bird Survey Results

## OPTIONAL DESIGN SERVICES

### Estimates of Probable Right-of-Way Costs

This scope of work has been removed from the contract.

### Task 16: Caltrans Project Report

This scope of work has been removed from the contract.

### Task 2: Project Management for PR

This scope of work has been removed from the contract.

**EXHIBIT B.5**

Proposed Budget Modifications

Proposed Budget Modifications			BUDGET PER AMENDMENT #5						
TASK	Task Status	Current Labor Budget	Current ODC Budget	Current Total BUDGET	Remaining Budget (As of 3/2/2019)*	Proposed Budget Modification	Revised Total Budget	Revised Remaining Budget (As of 3/2/2019)*	
1 Kick-Off Meeting & Document Review	Complete	\$29,075	\$1,893	\$30,967.86	\$0.00	\$0.00	\$30,967.86	\$0.00	
2 Project Management (to 12/30/2020)	In Progress	\$294,827	\$6,797	\$301,624.00	\$27,612.03	\$72,400.00	\$374,024.00	\$100,012.03	
3 Topographic Surveys	Complete	\$91,089	\$38,713	\$129,801.72	\$0.00	\$0.00	\$129,801.72	\$0.00	
4 Utility Coordination	In Progress	\$129,979	\$0	\$129,979.08	\$144.15	\$64,160.00	\$194,139.08	\$64,304.15	
5 Coordination with UP	Cancelled	\$13,240	\$0	\$13,240.20	\$0.39	\$0.00	\$13,240.20	\$0.39	
6 Geotechnical Investigations	Complete	\$10,994	\$15,800	\$26,793.95	\$0.00	\$0.00	\$26,793.95	\$0.00	
7 Final Plans**	In Progress	\$1,321,125	\$13,932	\$1,335,057.14	\$11,835.44	\$19,160.00	\$1,354,217.14	\$30,995.44	
8 Cost Estimates	In Progress	\$51,879	\$0	\$51,879.00	\$12.63	\$0.00	\$51,879.00	\$12.63	
9 Technical Specifications, Front End & Other Documents for Bidding	In Progress	\$108,467	\$50	\$108,517.00	\$39,928.48	(\$39,890.00)	\$68,627.00	\$38.48	
10 Bid support services	In Progress	\$62,820	\$8,659	\$71,479.00	\$33,345.89	\$0.00	\$71,479.00	\$33,345.89	
11 Additional Items and Services:		\$186,313	\$0	\$186,313.40	\$80,758.77	\$24,500.00	\$210,813.40	\$105,258.77	
<i>Design Support for Property Acquisition</i>	<i>In Progress</i>	<i>\$86,300.00</i>	<i>\$0.00</i>	<i>\$86,300.00</i>	<i>\$54,312.08</i>	<i>\$9,500</i>	<i>\$95,800.00</i>	<i>\$63,812.08</i>	
<i>Initiate Design Support during construction</i>	<i>Not Started</i>	<i>\$25,000.00</i>	<i>\$0.00</i>	<i>\$25,000.00</i>	<i>\$25,000.00</i>	<i>\$0</i>	<i>\$25,000.00</i>	<i>\$25,000.00</i>	
<i>Design Support for Public Outreach</i>	<i>In Progress</i>	<i>\$25,868.40</i>	<i>\$0.00</i>	<i>\$25,868.40</i>	<i>\$1,446.69</i>	<i>\$0</i>	<i>\$25,868.40</i>	<i>\$1,446.69</i>	
<i>NPDES Permit</i>	<i>In Progress</i>	<i>\$30,367.00</i>	<i>\$0.00</i>	<i>\$30,367.00</i>	<i>\$0.00</i>	<i>\$15,000</i>	<i>\$45,367.00</i>	<i>\$15,000.00</i>	
<i>Salinas Layover Facility Site Eval</i>	<i>Complete</i>	<i>\$18,778.00</i>	<i>\$0.00</i>	<i>\$18,778.00</i>	<i>\$0.00</i>	<i>\$0</i>	<i>\$18,778.00</i>	<i>\$0.00</i>	
12 Hazardous Materials Phase 2 Report	Complete	\$22,622	\$0	\$22,622.12	\$0.00	\$0.00	\$22,622.12	\$0.00	
13 Traffic Analysis	Complete	\$29,423	\$1,513	\$30,935.53	\$0.00	\$0.00	\$30,935.53	\$0.00	
14 Geometric Drawings and Fact Sheets	Complete	\$17,975	\$147	\$18,122.00	\$682.64	(\$682.64)	\$17,439.36	\$0.00	
15 As-Built Plans	Not Started	\$11,222	\$0	\$11,222.00	\$11,222.00	\$36,283.00	\$47,505.00	\$47,505.00	
<i>Optional: Estimate of probable ROW costs</i>	<i>Cancelled</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>	
16 <i>Optional : Caltrans Project Report</i>	<i>Cancelled</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>	
17 Building Demo PS&E	Complete	\$42,693	\$750	\$43,443.00	\$14,133.33	(\$14,133.33)	\$29,309.67	\$0.00	
2 <i>Optional: Project Management for Caltrans Project Report</i>	<i>Cancelled</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>	
18 Design Support During Construction	New Task	\$0	\$0	\$0.00	\$0.00	\$135,353.97	\$135,353.97	\$135,353.97	
<b>TOTAL</b>		<b>\$2,423,743</b>	<b>\$88,254</b>	<b>\$2,511,997.00</b>	<b>\$219,675.75</b>	<b>\$297,151.00</b>	<b>\$2,809,148.00</b>	<b>\$516,826.75</b>	

\*Includes BKF invoice to 10/28/2018 not yet billed to TAMC. BKF has deferred charges related to additional scope as reflected in the budget modification request



## *Memorandum*

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** April 24, 2019  
**Subject:** Rail Network Integration Study Contract

### **RECOMMENDED ACTION:**

#### **Rail Network Integration Study Contract:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with AECOM, subject to approval by Agency Counsel and the Independent Office of Audits and Investigations, in an amount not to exceed \$350,000, to prepare a Monterey Bay Area Rail Network Integration Study, for the period ending June 30, 2021;
2. **APPROVE** the use of Transit and Intercity Rail Capital Program funds budgeted to this purpose; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

### **SUMMARY:**

TAMC published a request for proposals on December 5, 2018, to select a firm to perform a Monterey Bay Area Network Integration Study. A selection committee reviewed the three proposals received by the deadline of February 7, 2019, held interviews on February 21, 2019, and unanimously recommend AECOM to do this work.

### **FINANCIAL IMPACT:**

On October 18, 2018, the California Transportation Commission allocated \$500,000 via a state Transit and Intercity Rail Capital Program (TIRCP) grant to TAMC for this project. TAMC estimates that staff time associated with this project will account for \$150,000. The AECOM contract not-to-exceed amount is \$350,000. Staff performed an independent cost estimate for this work and agrees with this budget amount based on comparable studies in neighboring regions.

### **DISCUSSION:**

TAMC is seeking a consultant team that is qualified to perform a regional Monterey Bay Area Network Integration Study (“Study”) to support multiple goals at the state and regional level. The

study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area by determining the optimal options for: rail connectivity and operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor. This study will also assist the Transportation Agency by providing the data needed to prepare grant applications for funding new stations at Pajaro/Watsonville, Castroville, Soledad and King City.

A selection committee reviewed the three proposals received by the deadline of February 7, 2019, held interviews on February 21, 2019, and unanimously recommend AECOM to do this work. The selection committee recommends AECOM due to their strong team and demonstrated team member availability; they have access to the Viriato tool that was used in the development of the 2018 California State Rail Plan; their subconsultant Deutsche Bahn is well-regarded in the industry; and they have a thorough outreach strategy and good understanding of the data needed to support future grant applications.

**Attached** are the draft Scope of Work and schedule for this work. This project is anticipated to take approximately two years to complete, starting in Spring 2019 and being completed by June 30, 2021.

**ATTACHMENTS:**

- Draft Scope of Work - Network Integration
- Draft Schedule - Network Integration

# TAMC Monterey Bay Area Rail Network Integration Study

## Exhibit A Draft Scope of Work and Schedule

---

### **Task 1 Project Management**

#### *Task 1.1: Kick-Off Meeting*

The AECOM team's key staff will participate in a Network Integration Study kick-off meeting with TAMC staff at TAMC. The purpose of the meeting will be to confirm methodologies and deliverables per task and the project schedule, along with AECOM's Quality Assurance/Quality Control (QA/QC) program. The schedule and QA/QC program will be included in the Project Work Plan.

#### *Task 1.2: Work Plan*

AECOM will prepare a Project Work Plan, which will include the contact information for the key project team staff (TAMC and AECOM), the scope of work, the schedule, the budget, invoicing and progress reporting details, along with document control and QA/QC procedures. The Project Work Plan will also include procedures for identifying and resolving issues as they develop to keep the project on schedule. AECOM will deliver the draft plan prior to the kick-off meeting. Beyond scope, schedule and budget, the Work Plan provides further detail on project procedures, can be updated as the work develops and more detailed deliverable and review schedules take shape, and can be a project communication resource for staff.

#### *Task 1.3: Schedule*

AECOM will further develop a detailed work schedule based on the attached, showing all tasks, subtasks, key milestones, deliverables, and meetings with TAMC staff during the Network Integration Study. The schedule will be laid out in a Gantt chart format, whereby the interrelatedness of tasks and can be clearly shown and understood.

#### *Task 1.4: Project Management Meetings*

The AECOM team will conduct monthly project management meetings to discuss subjects relevant to the efficient execution of the project and issues potentially affecting the schedule, along with potential remedies. AECOM will circulate agendas before the meetings and will circulate meeting notes with action items after the meetings. The meetings will continue through the delivery of the final study.

#### *Task 1.5: Project Budget Tracking System and Invoicing*

Part of the monthly project meetings will be a review of the budget and confirmation that the project is on track from a financial perspective. Cumulative billed-to-date calculations will appear in invoicing.

### *Task 1.6: Progress Reporting*

AECOM will provide progress reports with the monthly invoices. These progress reports will note team activities that occurred during the month, any issues that developed, and the resolutions that were instituted.

### *Task 1.7: Project File Sharing, Document Control, and Quality Assurance*

AECOM will use its online SharePoint file sharing system. AECOM will post meeting agendas, meeting notes, project schedule, Project Work Plan, and drafts of deliverables onto SharePoint so all project team members can have access. AECOM will manage the site, ensuring that only the most relevant materials are uploaded and outdated documents are removed.

AECOM will also implement its QA/QC procedures, which ensure documents have been checked and verified before reaching TAMC staff. AECOM's production system consists of original writers, checkers who ensure the content is correct, and verifiers who ensure that the document conforms with the required deliverable.

### *Task 1 Deliverables:*

- Kick-off meeting agenda and notes
- Project Work Plan
  - QA/QC plan
- Progress calls agendas and notes
- Financial performance updates
- Progress reports with invoicing

## **Task 2 Stakeholder Coordination and Public Outreach**

### *Task 2.1: Stakeholder Engagement Plan*

The AECOM team will develop a Stakeholder Engagement Plan that will describe stakeholders are identified and describe the specific procedures for capturing their input on project goals and findings. The procedures will be robust to accommodate diverse and conflicting priorities.

Outreach will take various forms, including formation of a Network Advisory Committee; meetings with key stakeholders, such as city councils or planning commissions; meetings with the general public; and other highly targeted outreach. To organize outreach efforts for approval by TAMC, AECOM will develop the Stakeholder Engagement Plan upon receipt of the Notice to Proceed. The plan will specify the formats for public meetings, including venues and times, and will include a social media strategy.

### *Task 2.2: Network Advisory Committee*

In coordination with TAMC, AECOM will establish a Network Advisory Committee (NAC) consisting of the key stakeholder entities for this project. TAMC will invite the relevant entities and host the meetings. AECOM will be responsible for conducting up to eight quarterly NAC meetings. AECOM will prepare

the meeting agendas, presentation materials, sign-in sheets, and minutes, and will seek NAC input on project goals and findings throughout the Network Integration Study. Planning related to the NAC will be included in the Stakeholder Engagement Plan.

### *Task 2.3: Briefings and Outreach Meetings*

Apart from NAC meetings, AECOM will hold up to four briefings and presentations to share study goals and key findings with interested parties identified by TAMC. TAMC will arrange for the briefings and AECOM will make the presentations and gather input for the study. AECOM will also produce a recorded version of a briefing presentation for distribution at TAMC's discretion.

### *Task 2 Deliverables:*

- Stakeholder Engagement Plan
- NAC meeting materials, including agendas and notes, and briefing materials

## **Task 3 Existing and Future Conditions**

### *Task 3.1: Existing Conditions Analysis*

The AECOM team will develop an existing conditions memo that includes:

- Summary of Recent Studies

AECOM will review relevant studies and service delivery plans for rail improvements in the study area. Summaries will be included in an Existing Conditions Memo as a foundation for future planning work.

- Rail Operations and Capacity Analysis

AECOM will update the regional rail capacity analysis performed for the 2018 California State Rail Plan. This analysis, which is vital to planning future service and capital investments, will catalog existing rail infrastructure, condition, and capacity.

- Highway Capacity and Travel Demand Analysis

As part of travel demand analysis and identification of travel markets in the study area, AECOM will catalog current highway capacity and congestion on major regional corridors currently or potentially served by a regional rail network. This analysis will use the Association of Monterey Bay Area Governments' (AMBAG's) regional travel demand model and Caltrans data for vehicle volumes and congestion. Highways serving the study area will be included in the existing conditions analysis to catalog travel demand, congestion, future growth projections, and future opportunities to shift travel demand from the highway system to a future rail network.

- Existing Transit Operations and Analysis

AECOM will identify and catalog existing transit operations, frequency, and ridership to understand current demand and as a basis for scaling toward future network integration.

- Environmental Resiliency and Climate Change Risk Analysis

AECOM will identify key infrastructure or rights-of-way that are at risk of sea level rise or other climate-related vulnerabilities. AECOM will also frame the future regional rail network as a tool and part of a holistic strategy to address Monterey Bay and Central Coast climate resiliency.

- Socioeconomic Data

AECOM will develop an understanding of the socioeconomic data around rail corridors and current and potential stations. AECOM will summarize relevant Geographic Information Systems (GIS) data, the latest available socioeconomic data; land-use data including locations of sensitive populations, expected growth, property values, and facilities such as hospitals and schools; and business location data. The Federal Railroad Administration's (FRA's) Train Horn Rule will be cited as the basis for establishing quiet zones. The memo will assess the noise and vibration, emissions, and safety impacts of rail operations on different land uses, including sensitive facilities, businesses, and residential areas.

- Roles of government agencies and rail operators

The governmental jurisdictions involved with or impacted by freight and passenger train operations in the study area will be identified, along with their roles and responsibilities pertaining to railroad operations. In addition to the railroads themselves, there are the agencies with statutory authority pertaining to rail operations: FRA, the California Public Utilities Commission, and Air Quality Management Districts. TAMC and the Santa Cruz County Regional Transportation Commission (SCCRTC) own local branch lines. Lastly, there are the local jurisdictions directly impacted by rail operations, including main line, branch line, maintenance facility, and yard operations.

Private and public rail operators will also be identified and their operations in the study area will be described. AECOM will inventory the railroads by line segment, track configuration, track ownership, siding locations and lengths, passenger platforms, yards, stations, support facilities, and other items. Locomotive and car fleets will also be described. Existing diesel electric locomotives will be identified by United States Environmental Protection Agency (EPA) tier classifications. Railroads will provide all such detail to AECOM for incorporation into the existing conditions memo. Where such information is not provided, AECOM will make estimates based on professional expertise.

- Shared-Use Agreements

The existing conditions of shared-use agreements, both for freight-to-freight and passenger rail running on freight railroad-owned right-of-way, will be documented. For each agreement, AECOM will detail in a matrix format the components, dates, timelines, levels of usage, restrictions, and other data. The documentation of shared-use agreements will be complemented by documentation of other

capacity and operational constraints, such as one-track operation, insufficient siding facilities, and speed restrictions due to track alignments. Source documents will be obtained from the operators.

- **Bicycle Facilities Network**

The study area hosts a robust network of bicycle facilities, most notably the Monterey Bay Coastal Trail parallel to the Monterey County Branch Line right of way. Bicycle facilities will be documented for future consideration and strategic opportunities for connecting bicycle improvements to rail improvements. Bicycle and rail corridor networks have successfully shown that broad coalitions can be built for transportation investments and returning value to communities along rail routes.

### *Task 3.2: Future Conditions and Planned Improvements*

AECOM will prepare a future conditions memo describing projected socioeconomic data, train volumes, and planned physical improvements to the rail network in the study area, inclusive of track improvements, new facilities, and grade separations. The memo will summarize ongoing and planned rail studies within the study area and those studies that may influence possible service within the study area, including the 2018 California State Rail Plan and strategic plans for Caltrain, Capitol Corridor, San Joaquin, the Altamont Corridor Express (ACE), the California High-Speed Rail Authority, and the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) corridor. Using data gathered for existing and future conditions, the memo will include relevant elements of the California Sustainable Freight Action Plan.

### *Task 3 Deliverables:*

- Existing and Future Conditions Memo

The Task 3 memo will be designed and written to form the Existing and Future Conditions section in the final Network Integration Study.

## **Task 4 Future Service Vision**

### *Task 4.1 Strategic Corridor Identification*

In order to understand travel markets for future service, AECOM, TAMC, and the NAC will confirm the strategic corridors to be modeled and analyzed. These markets will be based on existing travel demand, the existing rail network, previous studies, and professional judgement.

Anticipated strategic corridors:

- Monterey County to Santa Clara County
- Monterey to Santa Cruz via Watsonville/Pajaro and Castroville
- Salinas to San Luis Obispo

### *Task 4.2 Strategic Service Planning and Network Integration*

Having established the strategic corridors, AECOM, TAMC, and the NAC will identify and iterate future service goals for frequency and travel times on each strategic corridor. These service goals form the basis

for future network modeling in Viriato software and identification of projects and capital investments to deliver service.

#### Task 4 Deliverables:

- Future Monterey Bay Area Network Service Vision memo

The Task 4 memo will be designed and written to form the Vision section in the final Network Integration Study document.

## **Task 5 Network Modeling**

Viriato software will be used to model track capacity needs given anticipated future freight volumes and new intercity and regional service on the Union Pacific Railroad Coast Route and publicly owned branch lines. Viriato will also be used to design integrated service connections at hub stations and guide capital planning exercises.

### *Task 5.1: Scenario Development*

AECOM will design three integrated network service scenarios across three future implementation planning time horizons (nine total) using Viriato software and based directly on previous analysis and modeling completed as part of the Rail Plan. The individual scenarios will each reflect a specific set of conditions: a hypothetical service, implementation timeline, and investment level, reflected in a mix of trains; a plant configuration designed to support that traffic pattern; and a performance standard that measures the reliability of the match between demand and physical plant. The input values for the scenarios to be modeled will be developed through discussions with the NAC.

### *Task 5.2: Analysis of Modeling Results*

Once the scenarios are designed, their respective capacity needs will be compared to the previously performed capacity analysis (Task 3.1) to identify where future capital investments are needed to support the frequencies and service speeds identified through Viriato modeling to support fully integrated service.

#### Task 5 Deliverables:

- Future Monterey Bay Area Network Service Vision memo
- 9 future scenarios descriptions
- Modeling assumptions and preliminary list of improvements
- Identification of capacity needs for future service levels

Task 5 Deliverables will be presented to TAMC staff and the NAC to build and establish consensus for the proceeding analysis activities.

## **Task 6 Governance Models**

### *Task 6.1 Current Jurisdictional and Funding Arrangements*

As part of the existing conditions analysis, AECOM will document existing funding and operational jurisdictions and how they pertain to ownership of physical infrastructure, future funding arrangements, and service operation. AECOM will investigate how other lines in public ownership are managed and funded, including Caltrain, Sonoma Marin Area Rail Transit (SMART), Santa Cruz branch line, and the Ventura County Line. AECOM will conduct up to six interviews to gather information on existing governance models.

### *Task 6.2 Potential Future Governance Models*

In consultation with TAMC and the NAC, AECOM will lay out up to four future potential governance models as case studies that could achieve future service goals identified in the vision, along with pros and cons for funding, risk mitigation, safety, financial sustainability, and other issues. These can include Joint Powers Authorities, transit districts, sponsorship by a county, or sponsorship by the State.

### *Task 6.3 Potential Future Operator Models*

In consultation with TAMC and the NAC, AECOM will lay out up to three future potential operator models as case studies that could achieve the future service goals identified in the vision along with pros and cons for funding, risk mitigation, safety, financial sustainability, and other issues. Operators could include contract operators (public or private), concessionaires, or a new public operating agency.

### *Task 6 Deliverables:*

- Governance and Operations Models Memo

The Task 6 memo will be designed and written to form the governance section in the final Network Integration Study document.

## **Task 7 Implementation Planning**

### *Task 7.1: Cost Estimate*

AECOM will provide conceptual cost estimates for the capital improvements identified through the Viriato modeling. The improvements will be identified by line segment and categorized by project type (e.g., grade separation, double tracking, passing siding, signalization, etc.) and by time period (i.e., short-term, medium-term, and long-term). The team will use unit costs based on recent projects, estimates, and allowances based on the project intent, along with appropriate contingencies, to build up and estimate total costs for each improvement. Cost estimates will be developed in a spreadsheet database format, so that the costs can be easily understood by NAC members and rail agencies.

Typical costs and anticipated scope that will be encountered in this estimate are as follows:

- Guideway and track work will be quantified and priced, and itemized by at-grade, retained fill, or aerial bridge structure. No underground segments are anticipated. Special track work will be quantified separately, if possible, based on information from Task 5.
- Station improvements are anticipated in the proposed projects and will be priced by size and complexity in the context of their surrounding environment.
- Maintenance facility improvements are anticipated in the proposed projects and will be priced by size and complexity in the context of their surrounding environment.
- Site work elements will be quantified, priced, and itemized by at-grade, retained fill, or aerial bridge structure. Site work costs include utility relocation, drainage, roadway demolition and reconstruction, pedestrian and bicycle infrastructure, urban design elements, and temporary construction items.
- Systems elements will be quantified and priced, and will be the same for all track work configurations. Site work costs include rail line signaling and signaling at intersections.
- Right-of-way acquisition will be quantified and priced. The right-of-way acquisition area will be based on an allowance width based on the type of project.
- Professional Services: The estimate will include a percentage mark-up to engineering, environmental, management, insurance, legal review, third-party review, and start-up costs.

Project cost estimates will be displayed by FRA Standard Cost Categories (e.g., track and structures; stations, terminals, and intermodal; support facilities; site work; right-of-way; and communications and signaling).

Pricing sources will include AECOM estimates prepared for the Rail Plan, the National Transit Database, industry standard publications, and historical cost data from other projects. All estimates will be prepared with a non-biased, independent approach with the intention of capturing the fair market value. Estimates will include a 30%+ contingency according to Federal Transit Administration (FTA) standards at the 0-5% design level. Costs will be presented in current year and estimated year of expenditure, including appropriate labor and commodity escalation calculated from economic publications. The estimate will be accompanied by a cost methodology summary that clearly communicates the basis of the estimate, assumptions, and references.

### *Task 7.2: Ridership Analysis*

Based on experience developing similar service assumptions for the Rail Plan, AECOM will develop the assumptions needed to run a future scenario that will incorporate the future Monterey Bay Area Integrated Network into the integrated Northern California and Statewide system in the Caltrans model. AECOM will also develop the necessary assumptions needed to establish service. This will include frequencies, travel times, station locations, fares, and potential connections to other services. AECOM will coordinate with TAMC to ensure the assumptions are complete and will incorporate any needed changes.

In order to calculate travel time versus existing travel times, AECOM will use Viriato software and General Transit Feed Specification (GTFS) analysis. The time savings for passenger trains through the Network Integration Study area will be a key input to the travel demand modeling.

In additional analysis integrating the Network Integration Study projects into the statewide and megaregional rail networks, AECOM will examine the addition of rail transit connections at identified hubs to allow direct service and connections to new destinations. This task will involve developing a set of additional destinations, developing the assumptions needed to model these new destinations, and running the Caltrans models to produce ridership results.

AECOM will draw upon Rail Plan experience and discussions with the NAC to propose strategic connections between the services that can take advantage of other planned improvements. Once the scenario is defined with input from TAMC, AECOM will develop the necessary inputs and produce the same set of ridership results showing the additional potential of the new connections.

### *Task 7.3: Fleet Strategy*

AECOM will evaluate options for future rolling stock and procurement strategy as these options relate to service impacts, environmental impacts, maintenance requirements, capital costs, state of good repair, and governance and operations models. In consultation with TAMC and the NAC, AECOM will make recommendations on future rolling stock needs and procurement and fleet management strategy. Such recommendations will be considered in related costs and benefits analyses. AECOM anticipates equipment type options will include conventional diesel-haul trainsets and self-propelled railcars known as Diesel Multiple Units (DMUs).

### *Task 7.4: Funding and Finance Strategy*

#### *Financial Analysis*

AECOM will conduct a financial analysis that integrates projections of expenses and revenues, both capital and operating, for the program passenger rail services. The financial analysis will support both near-term decision-making for the implementation of funding sources as well as long-term decisions addressing both project refinement and capital programming.

The team will examine a range of existing and potential new grant and dedicated funding sources and financing structures, including pay-as-you-go, short-term debt, and long-term debt. The team will consider both conventional (design-bid-build) and public private-partnership (P3) forms of project delivery (e.g., design-build-operate-maintain). The analysis will be undertaken in recognition of the uncertainties associated with inflation, interest rates, project costs, ridership and fare revenue, dedicated state and local funding, and grant funding. Alternative methods of project delivery provide an opportunity to shift risk to the party most capable of managing risk. Innovative financing approaches include application of tax-exempt commercial paper, grant anticipation revenues, Transportation Infrastructure Finance and Innovation Act (TIFIA) loans, and other structures. These approaches also have the potential to speed implementation and reduce project cost.

#### *Financial Planning Assessment*

AECOM will develop a funding strategy by combining the application of specialized financing analysis software, which permits rapid examination of alternative financing, funding, and institutional

arrangements, with interactive engagement of the NAC to obtain critical stakeholder input at major decision points in the analysis.

The objective of the model is to examine alternative sources to support the capital program for the implementation of an integrated rail system. The model applies user-defined shares of total cost from a range of sources, including federal and state grants, local government funding, and private equity. It enables an examination of user-defined shares of total remaining support from a range of potential new dedicated sources. It next determines the rates of taxation required for new dedicated sources to fund the operating shortfall, to service debt on bonds, to provide sufficient internal rate of return on private equity, and to examine the impact of uncertainty in factors beyond the immediate control of an agency. These risk factors include project construction cost, ridership, grants, and level of dedicated revenue. The model has a simple user interface for examination of alternative funding sources and conveys findings in a meaningful way to stakeholders and decision makers through intuitive graphics.

The analysis will explore alternative funding sources applied to debt and private equity financing, including: 1) increases to the existing sales tax and 2) value capture based on parcel-level analysis of existing and projected assessed value for residential and commercial properties within the walkshed of proposed stations. A sketch planning approach is preferable at this point in the planning process, as it would be premature to examine funding and financing from an annual cash flow perspective.

### *Task 7 Deliverables:*

- Cost estimate memo
- Draft and final ridership results memo
- Fleet strategies memo
- Funding and finance strategies memo

Task 7 memos will be designed and written to form the bulk of the technical analysis sections in the final Network Integration Study document.

## **Task 8 Benefits Assessment**

### *Task 8.1: Transportations Benefits*

Using GTFS analysis and Viriato modeling, AECOM will quantify benefits to travel time, network accessibility, and regional mobility resulting from new passenger rail service in the Network Integration Study area. Benefits will be quantified in terms of improvements to origin/destination pair travel times, increases in regional access, and population served.

### *Task 8.2: Environmental Benefits: Passenger and Freight Rail Forecasts and Emissions Analysis*

Environmental analysis is based on needs for competitive grant applications and the public's interest in environmental benefits and environmental justice. Environmental justice and benefits to disadvantaged communities will be central to the overall benefits analysis and feasibility of the Network Integration Study.

This task consists of two elements:

- Forecasts

Based on the foregoing simulation analysis, AECOM will develop the necessary model inputs to facilitate incorporation of the integrated freight and passenger rail forecast into long-range environmental benefits analysis. The forecast modeling will include: calculations for the baseline year and 2040, up to three scenarios for freight and passenger train movements, fuel consumption by train type, for each scenario.

- Emissions Analysis

Based on the simulation scenarios described in the previous tasks and the forecasting described above, AECOM will perform an air emissions analysis by incorporating the number of trains, engine type, and train miles traveled, to derive estimates of the diesel fuel consumed in each scenario for the baseline year as well as 2040. For each scenario, AECOM will calculate greenhouse gas (GHG) and criteria pollutant emissions through a reputable methodology by applying: GHG emissions factors from reputable entities, such as EPA and the California Air Resources Board (CARB), standard conversion factors, and global warming potentials from the International Panel on Climate Change.

The calculations and output will be contained in Microsoft Excel, or a different file format most conducive to TAMC's regional model application and analysis needs, as requested by TAMC. Analysis will be conducted such that work product can be readily applied to future grant applications.

### *Task 8.3: Economic Benefits*

Economic benefits will be framed by increased jobs access, new jobs, reduced household transportation costs, and increased economic activity. Benefits will be described with respect to low-income communities for future grant application purposes. Analysis will be conducted such that work products can be readily applied to future grant applications.

### Task 8 Deliverables:

- Benefits Assessment Memo
- Technical Analysis Documentation

The Task 8 memo will be designed and written to form the Benefits section in the final Integration Study document. Technical Analysis Documentation will be prepared for the final document appendices and subsequent use in grant applications.

## **Task 9 Grants Support**

### *Task 9.1 Grants Strategy Report*

The AECOM team will identify a strategy for TAMC to pursue for project delivery, including the identification of relevant grants, analysis needs, funding levels, and grant cycles.

Possible grants programs include:

- State Grants Transit and Intercity Rail Capital Program (TIRCP)
- Low Carbon Transit Operations Program (LCTOP)
- State Rail Assistance Program
- Solutions for Congested Corridors Program
- Sustainable Communities Planning
- Trade Corridor Enhancement Program
- Federal Grants Infrastructure for Rebuilding America (INFRA)
- Better Utilizing Investments to Leverage Development (BUILD)
- Federal Transit Capital Investment Grants
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Federal Railroad State of Good Repair
- Private Funding options

### *Task 9.2 Technical Materials*

State and federal grant applications require similar, though slightly different (depending on specific grant program and specific grant cycle), technical data related to project description, project cost, funding and financial planning, implementation planning, ridership and economic benefits, environmental impacts, and related data. AECOM will format such data products from the Network Integration Study into technical appendices for the final report in such a way that they can be easily repurposed for TAMC's future grant applications.

### *Task 9 Deliverables:*

- Grants strategy memo
- Supporting technical materials

The Task 9 memo will be designed and written to form part of the Funding Strategy section in the final Network Integration Study document. Technical Analysis Documentation will be prepared for the final document appendices and subsequent use in grant applications.

## **Task 10 Draft and Final Monterey Bay Area Network Integration Study**

### *Task 10.1 Network Integration Study Outline*

AECOM will work with TAMC and the NAC to identify a document outline early in the process that will form the basis for determining technical analysis needs and guide the development of analysis and interim reports such that deliverables and work products can fit into the final report with minimal reconfiguration of materials. The outline will be iterative and can be adjusted as the Network Integration Study develops.

### *Task 10.2 Draft Network Integration Study Document*

AECOM will assemble materials and deliverables according to the outline. AECOM will draft Network Integration Study materials into a compelling narrative and graphically rich document that both communicates the vision and strategy for the future of integrated rail service in the Monterey Bay Area

and provides the technical background needed to guide future planning efforts, environmental processes, and project delivery exercises. The Draft Integration Study will be reviewed by TAMC and the NAC, and AECOM will collect and incorporate feedback into iterative revisions of the final document.

### *Task 10.3 Final Network Integration Study Document*

The Final Integration Study will incorporate feedback from TAMC and the NAC on the draft document.

### *Task 10.4 Appendices*

Accompanying appendices will be produced that document the technical analysis underpinning the Network Integration Study and provide a data and resource base for future grants applications.

### *Task 10 Deliverables:*

- Network Integration Study Outline
- Network Integration Study Initial Draft
- Network Integration Study Final Draft
- Network Implementation Study Final
- Supporting technical appendix materials

TAMC Monterey Bay Area Rail Network Integration Study

Exhibit A  
Draft Scope of Work and Schedule

Task	Description	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Deliverables	
<b>1</b>	<b>Project Management</b>	1, 2, 3, 4																										1 - Kick-Off Meeting agenda, materials, and notes 2 - Project work plan (Draft and Final) 3 - Project Schedule (Draft and Final) 4 - QA/QC Plan (Draft and Final) Ongoing: Progress calls, financial performance updates, progress reports with invoicing, file sharing	
1.1	Kick-Off Meeting																												
1.2	Work Plan																												
1.3	Schedule																												
1.4	Project Management Meetings																												
1.5	Project Budget Tracking & Invoicing																												
1.6	Progress Reporting																												
1.7	File Sharing, Document Control, Quality Assurance																												
<b>2</b>	<b>Stakeholder Coordination and Public Outreach</b>	1																											1 - Stakeholder Engagement Plan (SEP) (Draft and Final) Ongoing: NAC meeting materials, including agendas and notes, and briefing materials, outreach activities as outlined in the SEP.
2.1	Stakeholder Engagement Plan (SEP)																												
2.2	Network Advisory Committee																												
2.3	Briefings and Outreach Meetings																												
<b>3</b>	<b>Existing Conditions</b>		1	2																									1 - Existing and Future Conditions Memo (Draft) 2 - Existing and Future Conditions Memo (Final)
3.1	Existing Conditions Analysis																												
3.2	Future Conditions and Planned Improvements																												
<b>4</b>	<b>Future Service Vision</b>			1	2																								1 - Future Monterey Bay Area Network Service Vision memo (Draft) 2 - Future Monterey Bay Area Network Service Vision memo (Final)
4.1	Strategic Corridor Identification																												
4.2	Strategic Service Planning and Network Integration																												
<b>5</b>	<b>Network Modelling</b>				1	2																							1 - Future Monterey Bay Area Network Service Vision memo (Draft) 2 - Future Monterey Bay Area Network Service Vision memo (Final)
5.1	Scenario Development																												
5.2	Analysis of Simulation Modelling Results																												
<b>6</b>	<b>Governance Models</b>							1	2																				1 - Governance and Operations Models Memo (Draft) 2 - Governance and Operations Models Memo (Final)
6.1	Current jurisdictional and funding arrangements																												
6.2	Potential future governance models																												
6.3	Potential future operator models																												
<b>7</b>	<b>Implementation Planning</b>							1	3	2	4	5, 7	6, 8																1 - Cost estimate memo (Draft) 2 - Cost estimate memo (Final) 3 - Ridership results memo (Draft) 4 - Ridership results memo (Final) 5 - Fleet strategies memo (Draft) 6 - Fleet strategies memo (Final) 7 - Funding and finance strategies memo (Draft) 8 - Funding and finance strategies memo (Final)
7.1	Cost Estimate																												
7.2	Ridership Analysis																												
7.3	Fleet Strategy																												
7.4	Funding and Finance Strategy																												
<b>8</b>	<b>Benefits assessment</b>												1	2, 3															1 - Benefits Assessment Memo (Draft) 2 - Benefits Assessment Memo (Final) 3 - Technical Analysis Documentation
8.1	Transportations Benefits																												
8.2	Environmental Benefits																												
8.3	Economic Benefits																												
<b>9</b>	<b>Grants Support</b>		1											2															1 - Grants Strategy Memo (Draft) 2 - Grants Strategy Memo (Final)
9.1	Grants Strategy Memo																												
9.2	Technical Materials																												
<b>10</b>	<b>Monterey Bay Area Network Integration Study Document</b>			1	2																								1 - Network Integration Study Outline (Draft) 2 - Network Integration Study Outline (Final) 3 - Network Integration Study Draft (Initial Draft) 4 - Network Implementation Study Final (Final Draft) 5 - Network Implementation Study Final (Final) 6 - Supporting technical appendix materials (Final)
10.1	Integration Study Outline																												
10.2	Draft Integration Study																												
10.3	Final Integration Study																												
10.4	Appendices																												



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
**Meeting Date:** April 24, 2019  
**Subject:** TAMC Committee Minutes

**RECOMMENDED ACTION:**

**ACCEPT** draft minutes of the Transportation Agency Committees:

- [Technical Advisory Committee](#) - April 4, 2019
- Rail Policy Committee - no meeting
- Executive Committee - April 3, 2019
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - April 3, 2019
- [Excellent Transportation Oversight Committee](#) - April 16, 2019

**ATTACHMENTS:**

- ▢ Executive Committee Draft Minutes of April 3, 2019

**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: Robert Huitt (Chair),  
Luis Alejo (1<sup>st</sup> Vice Chair), Ed Smith (2<sup>nd</sup> Vice Chair),  
John Phillips (Past Chair),  
Mary Adams (County representative), Michael LeBarre (City representative)*

**Wednesday, April 3, 2019**

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

Transportation Agency Conference Room  
55-B Plaza Circle, Salinas

<b>EXECUTIVE COMMITTEE</b>	<b>JUN 18</b>	<b>AUG 18</b>	<b>SEPT 18</b>	<b>OCT 18</b>	<b>NOV 18</b>	<b>JAN 19</b>	<b>FEB 19</b>	<b>MAR 19</b>	<b>APR 19</b>	<b>MAY 19</b>	<b>JUN 19</b>
Luis Alejo, <b>1<sup>st</sup> Vice Chair</b> Supr. Dist. 1 ( <del>L. Gonzales</del> ; J. Gomez)	P(A)	P	P	P(A)	P(A)	P(A)	P	P(A)	P		
Michael LeBarre, <b>City Representative</b> King City (C. DeLeon)	P	P	P	E	P	P	P	P	P		
Robert Huitt, <b>Chair</b> Pacific Grove (D. Gho)	P(A)	P	P	P	P	P	P	P	P		
John Phillips, <b>Past Chair</b> Supr. Dist. 2 (J. Stratton)	P	P(A)	P	P	P	P	P	P(A)	P		
Mary Adams, <b>County Representative</b> Supr. Dist. 5 (Y. Anderson)	P	P(A)	P	P	P		P	P(A)	P(A)		
Ed Smith, <b>2<sup>nd</sup> Vice Chair</b> Monterey (A. Renny)	E	P	P	P	E	P	E	P	P		

- 1. CALL TO ORDER:** Chair Huitt called the meeting to order at 9:00 a.m. Supervisor Alejo arrived after the consent agenda was approved.

Staff present: Muck, Rodriguez, Watson and Williamson  
Others present: Agency Counsel Kay Reimann and Javier Gomez.

- 2. PUBLIC COMMENTS:** None.

---

---

**3. CONSENT AGENDA:**

On a motion by Past Chair Phillips and seconded by Committee Member Smith, the committee voted 5-0 to approve the consent agenda.

**3.1** Approved minutes from the Executive Committee meeting of March 6, 2019.**END OF CONSENT**

---

---

**4. STATE LEGISLATIVE UPDATE**

On a motion by Committee Member Alejo and seconded by Committee Member LeBarre, the Committee voted 6-0 to recommend that the Board adopt new positions on legislation as follows:

- AB 847 (Grayson): change from “oppose” to “watch” as it was amended from a penalty into an incentive grant program for housing projects.
- AB 1486 (Ting): Local Agencies: surplus land: restricts ability of local governments for use of surplus land: recommend oppose.
- AB 1568 (McCarty): Housing law compliance: withholding transportation funds: recommend oppose.
- SB 5 (Beall): Affordable Housing and Community Development Investment: funding for transit-oriented development: recommend support.
- SB 152 (Beall): Active Transportation Funding: would change the allocation methodology to favor urban areas: recommend oppose.

Christina Watson, Principal Transportation Planner, highlighted the updated bill list for consideration and recommendation to the Board. She noted that the things are moving quickly right now as bills are amended at legislative hearings. She noted that if bills change between the date of the Executive Committee meeting and the TAMC Board meeting, she would specify those changes in the report. Ms. Watson reported that Board Chair Huitt, Director Hale, and she attended the Central Coast Coalition legislative day on March 20, 2019. The focus was on affordable housing and transportation. She mentioned that SB 638 (Caballero) was to be heard at the Senate Transportation Committee on April 9, and that she was gathering support letters.

Ms. Watson noted that at the request of Committee Member LeBarre, more information about SB 50 (Wiener) is included in the report (TAMC has it as a “watch”), and that Agency Legislative Analyst Gus Khouri is talking to the author regarding transit-oriented development limits, asking whether the author would consider adding a 1-mile radius for rural towns to the qualifying projects.

Ms. Watson reported that Assembly Member Rivas was asking for a budget allocation of \$10 million for the State Route 156/ Castroville Boulevard interchange project, for pre-construction activities. Deputy Director Muck noted that the project has a right-of-way cost estimate of \$18 million and that the Agency can match a state grant with other project funds.

**5. SALINAS RAIL STATION PACKAGE 1 BID OPENING**

The Committee received an update on the Salinas Rail Station Package 1 Bid Opening.

Laurie Williamson, Senior Transportation Planner, reported TAMC advertised for construction bids on December 11, 2018 for Package 1 of the Monterey County Rail Kick Start Project - the Lincoln Avenue Extension, circulation improvements and parking at the Salinas train station. Other parties under separate contract with the Transportation Agency are providing engineering and construction management services. Demolition of structures at the station was completed by Bowen Engineering and Environmental in November 2018. The City of Salinas is preparing to relocate the Sanitary Sewer and Storm Drain lines from the existing Station Place to the new Lincoln Avenue Extension. After utility relocation, the TAMC-hired construction team may begin the staged construction of Package 1.

The bid opening was held on Tuesday, March 19, 2019 at 12 noon and TAMC received seven bids, all deemed responsive. Bids ranged from \$7,487,989 to \$9,844,656. The Engineers Estimate was within 0.34% of the average of bids submitted. Monterey Peninsula Engineering was the apparent low bidder at \$7,487,989, \$682,153 below the next low bidder. Ms. Williamson noted that MPE acknowledged they had made an error in their bid and considering withdrawing their bid but decided not to. She also noted that MPE is a long-time local firm familiar with the area and that the authorization request will include the standard 10% to 15% contingency.

**6. CALIFORNIA ASSOCIATION OF COUNCILS OF GOVERNMENT DELEGATE APPOINTMENTS**

On a motion by Past Chair Phillips and seconded by Committee member Smith the Committee voted unanimously to recommend to the Board of Directors for consideration Mike LeBarre as delegate and John Phillips as alternate to the California Councils of Government.

**7. TAMC DRAFT AGENDA FOR APRIL 24, 2019**

Deputy Executive Director Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of April 24, 2019. After Executive Committee discussion, the following items will be considered on the regular agenda:

- Hold a closed session regarding rail acquisition;
- Receive presentation on an updated Measure X 2019 5-year integrated funding plan;
- Approve the Salinas Rail Station Package 1 Construction Contract; and
- Receive update on state legislative activities and adopt positions on legislation.

On the consent agenda, the Board will:

- Approve the release of a Request for Proposals for consultants to assist in expanding the Measure X Safe Routes to School Program implementation;
- Approve revisions to the Administrative Policies
- Approve and Authorize the Executive Director to execute contract amendment #6 with HDR Engineering Inc., subject to approval by Agency Counsel and Caltrans Audits and Investigations, in an amount not to exceed \$297,151, to complete the design work for Package 1 at the Salinas train station, and to extend the contract deadline by eighteen months from June 30, 2019 to December 31, 2020.

**8. ANNOUNCEMENTS**

None.

**9. ADJOURNMENT**

Chair Huitt adjourned the meeting at 10:04 a.m.



## *Memorandum*

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
**Meeting Date:** April 24, 2019  
**Subject:** Correspondence

### **RECOMMENDED ACTION:**

**RECEIVE** correspondence to and from TAMC for the month of April 2019.

### **WEB ATTACHMENTS:**

[Support letters for Senate Bill 628 \(Caballero\): Prunedale Bypass: disposition of excess properties; Relinquishment: State Route 183](#) from:

- AMBAG
- City of Carmel-by-the-Sea
- City of Gonzales
- City of King
- City of Monterey
- City of Pacific Grove
- City of Salinas (co-sponsor)
- City of Soledad
- Fort Ord Reuse Authority
- Grower-Shipper Association of Central California
- Monterey Bay Aquarium
- Monterey Bay Central Labor Council
- Monterey County Board of Supervisors
- Monterey County Farm Bureau
- Monterey County Hospitality Association
- Monterey Peninsula Chamber of Commerce
- Monterey-Salinas Transit District
- Salinas Valley Chamber of Commerce
- TAMC (co-sponsor)

[Support letters for State Route 156/ Castroville Boulevard Safety Improvements: Request for](#)

\$10 million for Preconstruction Activities from:

- AMBAG
- Grower-Shipper Association of Central California
- Monterey Bay Aquarium
- Monterey Bay Central Labor Council
- Monterey County Farm Bureau
- Monterey County Hospitality Association
- Monterey Peninsula Chamber of Commerce
- Salinas Valley Chamber of Commerce
- TAMC

Other correspondence:

- [April 5, 2019 letter from Michelle Bouchard, Chief Operating Officer, Rail, Caltrain, to Adrian Guerrero, Union Pacific Railroad, re: support for TAMC Rail Extension to Monterey County project](#)
- [April 5, 2019 letter to Assembly Transportation Committee Chair Jim Frazier, re: AB 40 \(Ting & Kalra\): Zero-emission vehicles: comprehensive strategy – OPPOSE](#)
- [April 5, 2019 letter to Assembly Transportation Committee Chair Jim Frazier, re: AB 148 \(Quirk Silva\): Regional transportation plans: sustainable communities strategies – OPPOSE](#)
- [April 5, 2019 letter to Assembly Appropriations Committee Chair Lorena Gonzalez, re: AB 252 \(Daly & Frazier\): Department of Transportation: environmental review process: federal program – SUPPORT](#)
- [April 5, 2019 letter to Assembly Transportation Committee Chair Jim Frazier, re: AB 821 \(O'Donnell\): Transportation: Trade Corridor Enhancement Account: project nomination: California Port Efficiency Program – OPPOSE](#)
- [April 5, 2019 letter to Senate Transportation Committee Chair Jim Beall, re: SB 127 \(Wiener\): Transportation funding: active transportation: complete streets – SUPPORT](#)
- [April 5, 2019 letter to Senator Allen, re: SB 526 \(Allen\): Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities – OPPOSE](#)

Media coverage:

- [April 4, 2019 Interview on KSBW, "TAMC moves forward with Fort Ord greenway trail system"](#)