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

**Board of Directors**

**Wednesday, December 3, 2025**

**\*\*9:00 AM\*\***

**MEETING LOCATION**

Voting members must attend a physical meeting location to count towards quorum  
or vote on any item on the agenda

1441 Schilling Place, Salinas, California  
Cayenne Conference Room

Wi-Fi Network: MontereyCty-Guest (no password required)

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

168 West Alisal Street, 2nd Floor, Salinas, California 93901  
Supervisor Alejo's office

Hilton San Jose 300 Almaden Boulevard San Jose, California 95110  
Supervisor Askew's Remote Location

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

<https://us02web.zoom.us/j/83417604900?pwd=jEaUjLWZ6iGuF47kxbFbFKst8ZTnBc.1>

OR

By teleconference at: +1 669 900 6833

*If you join the meeting by phone and would like to make a public comment on an item,  
please dial \*9 to raise your hand.*

**Meeting ID: 834 1760 4900**

**Password: 165623**

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

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

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

The agenda and all enclosures are available on the Transportation Agency website:

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.

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

La agenda y todos los anexos están disponibles en el sitio web de la Agencia de Transporte: www.tamcmonterey.org, haciendo clic en Junta de la Agencia de Transporte, reuniones y agendas, haga clic en el tema de la agenda y ábralo, haga clic en los archivos adjuntos del informe que se encuentran al final del informe.

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

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

### COMENTARIOS DEL PÚBLICO:

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

Formato alternativo de la agenda y recursos auxiliares: Si se solicita, la agenda se pondrá a disposición de las personas con discapacidad en formatos alternativos apropiados, según lo exige la Sección 202 de la Ley de Estadounidenses con Discapacidades de 1990 (42 USC Sec. 12132) y las normas y reglamentos federales adoptados en su aplicación. Las personas

que soliciten una modificación o adaptación por discapacidad, incluyendo ayudas o servicios auxiliares, pueden comunicarse con el personal de la Agencia de Transporte al 831-775-0903. Las ayudas o servicios auxiliares incluyen instalaciones accesibles para sillas de ruedas, intérpretes de lengua de señas, intérpretes de español y materiales impresos en letra grande, braille o en disco. Estas solicitudes pueden ser presentadas por una persona con discapacidad que requiera una modificación o adaptación para participar en la reunión pública y deben hacerse al menos 72 horas antes de la reunión. Se hará todo lo posible para atender la solicitud.

### 3. CONSENT AGENDA

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

#### ADMINISTRATION and BUDGET

- 3.1.1. **APPROVE** the Transportation Agency for Monterey County Board draft minutes of October 22, 2025.

- Elouise Rodriguez

- 3.1.2. **ACCEPT** the list of payments and deposits for October 2025 and the credit card statement for the month of September.

- Mi Ra Park

*The monthly list of payments and credit card statements is provided to the Transportation Agency Board at the recommendation of the Agency's independent Certified Public Accountant (CPA) to ensure the Board stays fully informed about all financial transactions.*

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

- Christina Watson

*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.*

- 3.1.4. **APPROVE** calendar year 2026 schedule of meetings for the Agency Board of Directors and Executive Committee.

- Elouise Rodriguez

*In December of every year, the Agency Board approves a schedule of meetings*

***for the following year. The Executive Committee met on November 5, 2025 and recommends approval.***

- 3.1.5. APPOINT** Chair Askew and Board Member LeBarre as Nominating Committee to meet and return to Board of Directors on January 28, 2026 with recommendations for Board Chair, 1st Vice Chair, 2nd Vice Chair, and Executive Committee to serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 27, 2027 Board meeting.

**- Elouise Rodriguez**

***Agency Bylaws require the election of officers at the beginning of the January meeting. The Board officers are the Chair, 1st Vice Chair and 2nd Vice Chair. The Executive Committee includes the Chair, 1st Vice Chair, 2nd Vice Chair, the immediate past Chair, and a City and a County voting Board member.***

- 3.1.6. Fiscal Year 2025-2026 Overall Work Program Amendment #4:**  
**APPROVE** Resolution 2025-14, pending legal counsel approval, providing:

1. Authority for the Executive Director or his designee to transfer \$318,589.97 in state Rural Planning Assistance, Federal Transit Administration (FTA) 5304 Strategic Partnership, and State Highway Account (SHA) Climate Adaptation Planning carry-over funds into the Agency's fiscal year (FY) 2025-2026 work program and budget;
2. Authority for the Executive Director or his designee to execute work program and budget amendment No. 4 in accordance with this Resolution; and
3. Authority for the Executive Director or his designee to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

**- Michael Zeller**

***This Overall Work Program amendment #4 will allow state Rural Planning Assistance, Federal Transit Administration (FTA) 5304 Strategic Partnership, and State Highway Account (SHA) Climate Adaptation Planning grant funds from the prior fiscal year to be utilized in the current fiscal year.***

- 3.1.7. Agreement for Accounting Services:**

1. **AUTHORIZE** the Executive Director to execute contract Amendment #4 with Oppidea, LLC, in an amount not to exceed \$36,000 per year for an additional twenty-four months to provide accounting services through the period ending December 31, 2027;
2. **FIND** that this amendment is justified as a sole source due to the efficiencies that support award to the existing consultant as a logical follow-on to work already in progress under a competitively awarded contract; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

- Jefferson Kise

*The Agency's current agreement expires December 31, 2025. To support the anticipated systems conversion and the need for continuity in accounting services, staff recommends a two-year extension of the Agreement. The new contract rate reflects the first cost increase in three years.*

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

### **PLANNING**

#### **3.3.1. Monterey County Active Transportation Plan and Level of Traffic Stress Analysis - Monterey County Health Department Contract**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a contract with the Monterey County Health Department, subject to approval by Agency Counsel, in an amount not to exceed \$180,000 to provide community engagement support services for the period ending December 2028;
2. **APPROVE** the use of Caltrans Sustainable Communities planning grant funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director, or their designee, 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.

- Janneke Strause

*Agency staff is requesting authorization of this contract with the Monterey County Health Department to deliver a community engagement strategy and provide support in the development of the Monterey County Active Transportation Plan and Level of Traffic Stress Analysis.*

#### **3.3.2. ADOPT** the Fourth Addendum to the Final Environmental Impact Report for the Fort Ord Regional Trail and Greenway project.

- Janneke Strause

*The California Avenue segment of the Fort Ord Regional Trail and Greenway project is currently in final design. During this process, the alignment has been refined and there are now portions of the trail that fall slightly outside the certified Environmental Impact Report's Area of Potential Effect. This fourth addendum addresses those areas to study the potential impacts.*

#### **3.3.3. RECEIVE** update on state and federal legislative issues.

- Christina Watson, Ariadne Sambrano

*This report includes updates on state and federal legislative activities.*

**3.3.4. AUTHORIZE** staff to release the Draft 2026 Regional Transportation Plan for public review.

- Michael Zeller

***The Transportation Agency adopts a Regional Transportation Plan every four years to provide a basis for allocating state and federal funding to transportation projects in Monterey County. The Agency prepares the plan in coordination with the Association of Monterey Bay Area Governments (AMBAG) to be consistent with the regional Sustainable Communities Strategy. The next update is due by June 2026.***

### **PROJECT DELIVERY and PROGRAMMING**

**3.4.1. APPROVE** Resolution 2025-15 for the 2026 Regional Transportation Improvement Program which:

- Finds that the 2026 Regional Transportation Improvement Program (RTIP) is consistent with State Improvement Program Guidelines adopted by the CTC in August 2025, the RTIP does not conflict with other RTIPs or with the Interregional Transportation Improvement Program (ITIP), and the RTIP is consistent with the Congestion Management Program and the Regional Transportation Plan;
- Adopts the Monterey County 2026 Regional Transportation Improvement Program;
- Directs TAMC staff to submit the 2026 Regional Transportation Improvement Program to the CTC by December 15, 2025;
- Directs TAMC staff to submit the 2026 Regional Transportation Improvement Program to the Association of Monterey Bay Area Governments to be included in the Metropolitan Transportation Improvement Program; and
- Amends the 2026 Regional Transportation Improvement Program into the Congestion Management Program Capital Improvement Program.

- Janneke Strause

***The Regional Transportation Improvement Program details TAMC's proposed use of certain State funds for consideration by the California Transportation Commission.***

**3.4.2. Freeway Service Patrol Services - Contract Amendments:**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute contract amendments #2 with California Towing and Transport for the Freeway Service Patrol Beats 1, 2, and 3, subject to approval by Agency Counsel, to extend the term of service to June 30, 2026;
2. **AUTHORIZE** the use of \$215,000 in Service Authority for Freeways and Expressways funds and State Freeway Service Patrol funds budgeted for this purpose; and
3. **FIND** that these amendments are justified as a sole source due to the efficiencies that support extending the contracts with the existing consultant as

a logical follow-on to work already in progress under competitively awarded contracts; and

4. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contracts, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- Laurie Williamson

***The Agency's Freeway Service Patrol contracts with the current tow operator will expire on December 31, 2025. The proposed action will extend the three existing contracts for the three separate Beats for an additional six months to June 30, 2026 to maintain continuity of service while staff prepares a competitive solicitation.***

## **RAIL PROGRAM**

### **3.5.1. Salinas Rail Project Packages 2 & 3 - HDR Engineering Contract Amendment #5:**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute contract amendment #5 with HDR Engineering Inc., subject to approval by Agency Counsel, to extend the deadline on the contract from December 31, 2025, to December 31, 2026, to continue the design work for Package 2, Salinas layover facility, and Package 3, Gilroy track connections;
2. **FIND** that this amendment is justified as a sole source due to the efficiencies that support award to the existing consultant as a logical follow-on to work already in progress under a competitively awarded contract; and
3. **AUTHORIZE** the Executive Director, or their designee, 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.

- Christina Watson

***Staff recommends approval of a contract amendment with HDR Engineering, Inc. to extend the deadline for final design services for the Salinas Rail Extension Kick Start Project Packages 2 and 3 by twelve months, from December 31, 2025, to December 31, 2026. The extension will allow HDR to provide design refinements, bid support, and construction assistance to maintain project momentum and ensure continuity.***

### **3.5.2. Salinas Rail Project Packages 2 & 3 Union Pacific Right of Way — Bender Rosenthal Incorporated Contract Amendment #1:**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute amendment #1 with Bender Rosenthal Incorporated, subject to approval by Agency Counsel, to extend the deadline on the contract from December 31, 2025, to June 30, 2027, to continue the right-of-way acquisition work for Package 2, Salinas layover facility, and Package 3, Gilroy track

- connections;
2. **FIND** that this amendment is justified as a sole source due to the efficiencies that support award to the existing consultant as a logical follow-on to work already in progress under a competitively awarded contract; and
  3. **AUTHORIZE** the Executive Director, or their designee, 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.

- Alissa Guther

***Staff recommends approval of a contract amendment with Bender Rosenthal Inc., to extend the deadline for right of way acquisition services for the Salinas Rail Extension Kick Start Project Packages 2 and 3 by eighteen months, from December 31, 2025 to June 30, 2027. The extension will allow Bender Rosenthal to facilitate the potential acquisition of parcels owned by Union Pacific needed for the project.***

- 3.5.3. **APPROVE** the allocation of \$20,000 in Agency Reserve funding as a cost-share with the San Luis Obispo Council of Governments to develop a federal grant application for improvements on the coast rail corridor that would support an increase in passenger rail service between San Francisco and Los Angeles.

- Christina Watson

***The Federal Railroad Administration National Railroad Partnership Program/Federal-State Partnership for Intercity Passenger Rail (FSP) grant applications are due on January 7, 2026. The San Luis Obispo Council of Governments (SLOCOG), on behalf of the Coast Rail Coordinating Council (CRCC), is coordinating a joint application for a list of projects that, once implemented, would enable increased passenger rail service on the coast corridor. SLOCOG will administer the grant-writing contract under the CRCC Memorandum of Understanding, approved by the TAMC Board in January 2024.***

**REGIONAL DEVELOPMENT IMPACT FEE- No Reports this month.**

#### **COMMITTEE MINUTES and CORRESPONDENCE**

- 3.7.1. **ACCEPT** draft minutes of the Transportation Agency Committees:
  - Rail Policy Committee - draft minutes of November 3, 2025
  - Executive Committee - draft minutes of November 5, 2025
  - [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of November 5, 2025
  - [Technical Advisory Committee](#) - draft minutes of November 6, 2025
  - [Measure X Citizens Oversight Committee](#) - No Meeting

- Elouise Rodriguez

3.7.2. **RECEIVE** TAMC Correspondence for November 2024.

- Elouise Rodriguez

4. **PRESENT** the Transportation Agency Employee of the Quarter to Janneke Strause.

- Todd Muck

*It is hereby certified that Janneke Strause has been selected by her colleagues at the Transportation Agency for Monterey County as an Employee of the Quarter for July 1, 2025 – September 30, 2025.*

5. **AUTHORIZE** the Executive Director, or their designee, to submit an Electric Vehicle Takeoff and Landing (eVTOL) Integrated Pilot Program application to the Federal Aviation Administration as the lead applicant on behalf of the American Air Advantage (A3) eIPP consortium, and if granted designation, take required actions to receive and implement the designation.

- Todd Muck

*The Federal Aviation Administration (FAA) created the Electric Vehicle Takeoff and Landing (eVTOL) Integrated Pilot Program to accelerate safe eVTOL and advanced air mobility operations across the United States. The pilot program would designate 5–7 regions in the US to enable open testing and use of eVTOLs. Applications are due December 11, 2025. Staff recommends the Board approve of TAMC acting as the lead applicant on behalf of the American Air Advantage (A3) eIPP consortium.*

6. **APPROVE** the Transportation Agency's draft Real Property Ownership Policies.

- Michael Zeller

*TAMC's Real Property Ownership Policies, last updated in 2016, require revision to reflect changes in property status, funding restrictions, and administrative practices. Staff seeks Board input on proposed updates to ensure the policies remain relevant, equitable, and aligned with TAMC's transportation mission.*

7. **Highway 1 Elkhorn Slough Corridor Climate Resiliency Project:**

1. **RECEIVE** presentation on the Highway 1 Elkhorn Slough Corridor Climate Resiliency project;
2. **RECEIVE** draft outreach plan; and
3. **APPROVE** draft project outreach schedule.

- Alissa Guther

*The Transportation Agency for Monterey County (TAMC), working collaboratively with The Nature Conservancy (TNC) and the Elkhorn Slough National Estuarine Research Reserve (ESNERR), will evaluate the risk of sea level rise impacting a key*

***transportation corridor in north Monterey County and develop multimodal and nature-based transportation adaptation solutions to address this vulnerability. This project will focus on an eight-mile stretch of Highway 1 through the disadvantaged community of Moss Landing and the parallel five miles of rail tracks traversing Elkhorn Slough.***

8. **RECEIVE** reports from Transportation Providers:
  - Caltrans Director's Report and Project Update - Eades
  - Monterey Peninsula Airport - Miller
  - Monterey-Salinas Transit - Sedoryk
  - Monterey Bay Air Resources District - Stedman
9. **Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law.**
10. **Executive Director's Report.**
11. **Announcements and/or comments from Transportation Agency members on matters that they wish to put on future Transportation Agency agendas.**
12. **CLOSED SESSION:**  
Public Employee Performance Evaluation pursuant to Government Code Section §54957 –  
Position: Executive Director and Agency Counsel.

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

Enclosures are provided only to Board members.

- Jefferson Kise

### 13. **ADJOURN**

#### **ANNOUNCEMENTS**

Next Transportation Agency for Monterey County regular meeting will be on  
Wednesday, January 28, 2026

**9:00 A.M.**

**Monterey County Government Center**  
**1441 Schilling Place, Cayenne Room**

A quorum of voting members is required to be present to hold this meeting.  
There will be a zoom link for hybrid participation.

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

Elouise Rodriguez

Clerk of the Board

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

Important Meeting Information

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on

the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County

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

55B Plaza Circle, Salinas, CA 93901

TEL: 831-775-0903

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

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

**Memorandum**

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board  
**Meeting Date:** December 3, 2025  
**Subject:** TAMC Draft Minutes of October 22, 2025

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**RECOMMENDED ACTION:**

**APPROVE** the Transportation Agency for Monterey County Board draft minutes of October 22, 2025.

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

1. TAMC Draft Minutes\_October\_22\_2025

**WEB ATTACHMENTS:**

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**  
**SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS**  
**MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE JOINT POWERS AGENCY**  
**DRAFT MINUTES OF OCTOBER 22, 2025, TAMC BOARD MEETING**  
1441 Schilling Place, Salinas, CA, 93901 – Cayenne Conference Room  
**No Alternate Locations with Zoom Connection Open to the Public**

<b>TAMC BOARD MEMBERS</b>	<b>DEC 24</b>	<b>JAN 25</b>	<b>FEB 25</b>	<b>MAR 25</b>	<b>APR 25</b>	<b>MAY 25</b>	<b>JUN 25</b>	<b>AUG 25</b>	<b>SEP 25</b>	<b>OCT 25</b>
Luis Alejo, Supervisor District 1, <b>2<sup>nd</sup> Vice Chair</b> (Linda Gonzales, <del>Javier Gomez</del> )	P(A) (V)	P	P	P	P(A) (V)	P(A)	P	P	P	P
Glenn Church, Supervisor District 2, <b>County Representative</b> ( <del>Marilyn Vierra</del> , Leonie Gray)	P(A)	P	P	P	P	P(A)	P	P	P	P
Chris Lopez, Supervisor District 3, <b>Past Chair</b> (Priscilla Ramos)	P(A)	P	P	P(A)	P(A)	P(A)	P(A)	P	P	P
Wendy Root Askew, Supervisor District 4, <b>Chair</b> (Yuri Anderson, <del>Eric Mora</del> )	P(A)	P	P	P	P(V)	P(A)	P	P	P	P(A)
Kate Daniels, Supervisor District 5 (Kimbly Craig)	P(A)	P*	P	P	P(A) (V)	E	P	P	P	P
Jeff Baron, Carmel-by-the-Sea (Robert Delves, Dale Byrne)	P	P(A)*	P(A)	P*	P	P	P	P(A)	P	A
Scott Donaldson, Del Rey Oaks (John Uy)	P	P	P	P	P	P	P	P	P	P
Jose Rios, Gonzales, <b>City Representative</b> (Lorraine Worthy)	P	P	P	P	P	P	P	P	P(A)	P
Rachel Ortiz, Greenfield (Robert White)	P	P	P	E	P	P	E	A	P	P
Michael LeBarre, King City (Carlos DeLeon)	P	P	P	P	P	E	P	P	P	P
Bruce Delgado, Marina (Jenny McAdams, Liesbeth Visscher)	P	P	P	P	A	P	P	A	P	P
Edwin Smith, Monterey (Kim Barber, Marissa Garcia, Andrea Renny)	P	P	P	AB2	P	P	P	P	E	P
Chaps Poduri, Pacific Grove, <b>1<sup>st</sup> Vice Chair</b> (Joe Amelio)	P	P	P	E	P	P	P	E	P	P(A)
Andrew Sandoval, Salinas (Margaret D'Arrigo)	P	P	P	P	P	A	A	P	P	P
Mary Ann Carbone, Sand City (Jerry Blackwelder)	P	P	P	P	E	P	P	P	P	P

Ian Oglesby, Seaside (David Pacheco)	A	P	P	P	A	A	P	A	P	P(A)
Anna Velazquez, Soledad (Fernando Ansaldo-Sanchez)	P	E	E	E	P	P	E	P	P	P
<b>Ex Officio Members:</b>	<b>DEC 24</b>	<b>JAN 25</b>	<b>FEB 25</b>	<b>MAR 25</b>	<b>APR 25</b>	<b>MAY 25</b>	<b>JUN 25</b>	<b>AUG 25</b>	<b>SEP 24</b>	<b>OCT 25</b>
Maura Twomey, AMBAG (Heather Adamson, Bhupendra Patel, Paul Hierling)	P(A) (V)	P (V)	P (V)	P	P	P(A)	A	P(A)	P	P(A)
Scott Eades, Caltrans, Dist. 5 (Orchid Monroy Ochoa, John Olejnik, Richard Rosales, Brandy Rider, Kelly McClendon, Dave Silberberger)	P(A)	P(A)	P(A)	P(A)	P	P	P(A) (V)	P(A) (V)	P	P(A) (V)
Richard Stedman, Monterey Bay Air Resources District (David Frisbey)	A	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	A	P(A) (V)	P(A) (V)	P(A) (V)
Carl Miller, Monterey Regional Airport District (Richard Searle)	P(V)	P(V)	P(V)	A	P(A) (V)	P(V)	A	A	P(V)	P(V)
Carl Sedoryk, Monterey-Salinas Transit (Lisa Rheinheimer, Michelle Overmeyer)	P(A) (V)	P	P	P	P	P(A)	P(A)	P	P	P(A) (V)
Eduardo Montesino, Watsonville	A	A	A	A	A	A	A	A	A	A
Glen Nelson, CSUMB (Matthew McCluney)	P(A) (V)	A	A	P(A) (V)	A	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)

*P = present; P(A) = alternate present; P(V) = videoconference; E = excused absence; AB2=AB 2449;  
AB2a=AB 2449 alternate; A = absent; P\*= New Representative*

<b>TAMC STAFF</b>	<b>DEC 24</b>	<b>JAN 25</b>	<b>FEB 25</b>	<b>MAR 25</b>	<b>APR 25</b>	<b>MAY 25</b>	<b>JUN 25</b>	<b>AUG 25</b>	<b>SEP 25</b>	<b>OCT 25</b>
Ryan Bigelow, Contracts and Grants	-	-	-	-	-	-	-	-	P*	P
D. Bilsle, Principal Engineer	P	P	P	P	P	P	P	P	P	P
A. Conlen, Senior Transp. Planner	P	P	P	P	P	P	P	P	P	P
N. Gomez, TAMC Intern	P(V)	P(V)	P(V)	P(V)	P(V)	P(V)	E	P(V)	P(V)	P(V)
A. Green, Principal Transp. Planner	P	P(V)	P	P	P(V)	P	P	P(V)	E	E
A. Guther, Transportation Planner	P	P(V)	P	P	P(V)	P	P	E	P	P
A. Hernandez, Transp. Planner	P	P	P	P	P	P	P	P	E	P
J. Kise, Dir. Finance & Administration	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, Executive Director	P	P	P	P	P	P	P	P	P	P
M. Park, Finance Officer	P	P	P	P	P	P	E	P	P	P
E. Rodriguez, Clerk of the Board	P	P	P	P	P	P	P	P	P	P
A. Sambrano, Transportation Planner	P	P	P	P	P	P	P	E	P	P
M. Sheehan, Finance Assistant	P	P	P	P	P	P	P	P	P(V)	P
J. Strause, Assoc. Transp. Planner	P	P	P	P	P	P	E	P	P	P
S. Strong, Legal Counsel	P	P	P	E	P	P	P	P	P	P

C. Watson, Director of Planning	P	E	P	P	P	P	P	P	P	P
L. Williamson, Senior Engineer	P	P	P	P(V)	P	P	P	E	P	P
B. Wilson, TAMC Intern	-	-	-	-	-	-	-	P*	P(V)	P(V)
T. Wright, Community Outreach	P	E	P	P	P	P	E	P	E	E
M. Zeller, Director of Programming & Project Delivery	P	P	P	P	P	P	P	P	P	P

**OTHERS PRESENT**

Javier Gomez	Monterey County District 1	Tyler LeSage	Caltrans
Jasmine Mejia Cortez	Monterey County District 1	Mitch Weiss	Khouri Consulting
Priscilla Ramos	Monterey County District 3	Gus Khouri	Khouri Consulting
Eric Mora	Monterey County District 4	Barry Jones	Public
Pamela Lapham	Ausonio Incorporated	Dwight Stump	Public
Brian Tracy	Ausonio Incorporated	Warren Anderson	Public
Daniel Gho	Pacific Grove	Evan Snider	Public
Tony Harris	Point C	Celeste Morales	Public

**1. QUORUM CHECK – CALL TO ORDER**

Second Vice Chair Alejo called the meeting to order at 9:00 a.m. Elouise Rodriguez, Clerk of the Board, called the roll and confirmed a quorum was established. Board Member LeBarre led the pledge of allegiance.

**2. PUBLIC COMMENTS**

Warren Anderson, resident, commented in support for the long-term roundabout project on Highway 68, noting that he submitted a proposal for near-term improvements.

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### 3. CONSENT AGENDA

**M/S/C** Daniels/Carbone/unanimous

The Board approved the consent agenda as follows:

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

- 3.1.1** Approved the 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 September 24, 2025.
- 3.1.2** Accepted the list of payments and deposits for September 2025 and the credit card statements for August 2025.
- 3.1.3** Regarding Enterprise Resource Planning Software Request for Proposals:
1. Approved the scope of work for a Request for Proposals for Enterprise Resource Planning Software, subject to Agency counsel approval;
  2. Authorized staff to publish the Request of Proposals and return to the Board with a recommendation for approval of a vendor, including the final scope of work; and
  3. Approved the use of up to \$300,000 of Agency reserve funds allocated to the implementation of Enterprise Resource Planning Software, and up to \$75,000 for annual license costs.
- 3.1.4** Received the call for nominations for the 24th Annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

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

- 3.2.1** Regarding Federal Transit Grant Section 5310 Application for Monterey-Salinas Transit bus funds:
1. Accepted Monterey-Salinas Transit's Federal transit grant application for twenty-four bus replacements for its RIDES paratransit service and operating assistance for the taxi voucher program; and
  2. Adopted Resolution No. 2025-12 approving Monterey County's scores for Traditional and Expanded Section 5310 grant applications and certifying that the projects meet federal program requirements and conditions.

**3.2.2** Regarding Measure X Senior & Disabled Transportation Program:

1. Adopted the Measure X Senior & Disabled Transportation Program Guidelines for Fiscal Years 2026/27 through 2028/29; and
2. Released the call for projects.

**PLANNING****3.3.1** Regarding North Monterey County Safe Routes to Schools Plan and Participatory Budgeting Funding agreements:

1. Approved and authorized the Executive Director, or their designee, to amend Exhibit A of the funding agreement with County of Monterey, in an amount not to exceed \$781,500 to implement Safe Routes to Schools projects in North Monterey County for the period ending October 21, 2028;
2. Approved and authorized the Executive Director, or their designee, to execute a Measure X funding agreement with North Monterey County Unified School District, pending legal counsel approval, in an amount not to exceed \$218,500 to implement Safe Routes to Schools projects on school campuses for the period ending October 21, 2028;
3. Approved the use of Regional Surface Transportation Program (RSTP) reserve and Measure X funds budgeted to implement Safe Routes to Schools projects in North Monterey County; and
4. Authorized the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of these agreements, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term or amount.

**3.3.2** Regarding Monterey County Active Transportation Plan and Level of Traffic Stress Analysis - Request for Proposals

1. Approved the scope of work for a Request for Proposals for professional services to develop the Monterey County Active Transportation Plan and Level of Traffic Stress Analysis;
2. Authorized staff to publish the Request of Proposals and return to the Board with a recommendation for approval of a consultant, including the final scope of work; and
3. Approved the use of Caltrans Planning Grant, Rural Planning Assistance, and Regional Surface Transportation Program Reserve funds, for a total amount not to exceed \$428,500.

**PROJECT DELIVERY and PROGRAMMING**

- 3.4.1** Adopted the Third Addendum to the Final Environmental Impact Report for the Fort Ord Regional Trail and Greenway project.
- 3.4.2** Approved and Authorized the Executive Director to execute Amendment No. 1 to the Measure X Funding Agreement with the City of Pacific Grove, subject to approval by Agency Counsel, to increase the not-to-exceed amount by \$137,961 to fund the environmental review of the Congress, Cedar, and Suset Intersection Project.
- 3.4.3** Regarding Regional Pavement Management Program:
  - 1. Approved and authorized the Executive Director, or their designee, to execute a contract with Nichols Consulting Engineers for an amount not to exceed \$560,000, which includes a 10% contingency, to provide consulting services for the Regional Pavement Management Program, for the period ending December 31, 2026, pending legal counsel approval and execution of reimbursement agreements with each participating jurisdiction;
  - 2. Approved the use of Regional Measure X funds for this project, with each participating jurisdiction reimbursing the Agency based on their proportionate share of project costs;
  - 3. Approved and authorized the Executive Director, or their designee, to execute Reimbursement Agreements, pending legal counsel approval, with each of the participating jurisdictions; and
  - 4. Authorized the Executive Director to take such other further actions as may be necessary to fulfill the intent of the agreements, including approvals of future modifications or amendments that do not significantly alter the scopes of work or change the approved contract terms or amounts.

**RAIL PROGRAM**

- 3.5.1** No report this month.

**REGIONAL DEVELOPMENT IMPACT FEE**

- 3.6.1** No report this month.

**COMMITTEE MINUTES AND CORRESPONDENCE****3.7.1** Accepted draft minutes from Transportation Agency committees:

- Executive Committee – draft minutes of October 1, 2025
- Rail Policy Committee – draft minutes of October 6, 2025
- Bicycle and Pedestrian Facilities Advisory Committee – draft minutes of October 1, 2025
- Technical Advisory Committee – draft minutes of October 2, 2025
- Excellent Transportation Oversight Committee – draft minutes of October 7, 2025

**3.7.2** Received Transportation Agency for Monterey County correspondence for October 2025.**END OF CONSENT AGENDA****4. LEGISLATIVE UPDATE AND DRAFT 2026 LEGISLATIVE PROGRAM****M/S/C** Smith/Lopez/unanimous

The Board of Directors received an update on legislative issues; provided input on the draft 2026 legislative program; and approved it for distribution to Committees for comment.

Agency state legislative analyst Gus Khouri and TAMC staff presented legislative updates and requested input on the draft 2026 legislative program.

The Executive Committee discussed this draft legislative program on October 1, 2025, and the attached draft reflects the Committee's discussion and input. Staff recommends the Board approve releasing it to Committees for input; upon approval, the Rail Policy Committee, Bicycle and Pedestrian Facilities Advisory Committee, and Technical Advisory Committee will review the draft in November. Staff will also meet with partner agencies locally and statewide to discuss common issues. Following the Executive Committee's review of the draft program in January, the final program will come back to the Board on January 28, 2026, for adoption.

**5. 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM****M/S/C** Lopez/LeBarre/unanimous

The Board of Directors received an update and provided input on the funding proposal for the 2026 Regional Transportation Improvement Program.

Janneke Strause, Associate Transportation Planner, presented the draft 2026 Regional Transportation Improvement Program (RTIP), which includes three major projects:

- Scenic State Route 68 Corridor Phase 1, proposed to receive \$5.0 million in STIP funds for the right-of-way phase. This phase focuses on safety and congestion improvements at Corral de Tierra, Laureles Grade, and San Benancio Road — key intersections along a heavily traveled corridor between Salinas and the Monterey Peninsula.
- US 101 South of Salinas Corridor, recommended for \$10.6 million in STIP funding to support final design of the US 101 interchange at Chualar. TAMC is working with Caltrans to pursue a Construction Manager/General Contractor (CM/GC) delivery method to accelerate project delivery.
- The Pajaro/Watsonville Multimodal Transit Hub, proposed to receive \$8.8 million in STIP funds for final design. Located in the unincorporated community of Pajaro, the station will serve as a regional hub for Santa Cruz County residents accessing passenger rail service to the Bay Area.

Ms. Strause noted that staff will finalize the RTIP proposal for Board consideration in December and then submit it to the California Transportation Commission.

Public comment:

Barry Jones, Pasadera Homeowners Association, commented on the Highway 68 project.

Dwight Stump, resident, commented on the Highway 68 project.

## 6. **FUTURE TAMC OFFICE OPTIONS**

**M/S/C** LeBarre/Delgado/unanimous

The Board of Directors received a presentation from Pamela Lapham, Ausonio Incorporated, on the future TAMC office location analysis and approved staff keeping the three presented office relocation options open and directed staff to consider other options including hybrid options with the Board meetings continued to be held in a different location than the TAMC office and new sites such as Chualar and the Salinas Valley Solid Waste Authority office on Sun Street in Salinas.

Ms. Lapham presented a Site Comparison Analysis to the board detailing the evaluation of options for TAMC's future office space. Options the analysis considered is as follows:

1. Option 1: A new lease in another location
2. Option 2: Buy and retrofit an existing building
3. Option 3: Purpose-built new construction on TAMC-owned land in Marina

Board Member LeBarre expressed concerns with the Marina option, noting that this would be further travel for anyone in the Salinas Valley, and encouraged keeping a more centralized location for Board meetings.

Board Member Delgado commented that the property in Marina is important for the City of Marina and that not developing that property is not a good option.

**7. COAST RAIL PROJECT**

The Board of Directors received a comprehensive update on the agency's rail program, with a focus on the Coast Rail project and related planning efforts to expand passenger rail service along the Coast Mainline rail corridor between San Jose and San Luis Obispo.

Christina Watson, Director of Planning, and Alissa Guther, Transportation Planner, presented an update on projects to increase the frequency of passenger trains on the coastal route San Jose and San Luis Obispo, including the State's work to implement Positive Train Control crash avoidance safety technology on the corridor, the City of King's work on constructing a new train platform, and TAMC's work to extend rail service to Salinas and to environmentally review a station at Pajaro/Watsonville.

Board Member LeBarre commented that every one of these planning efforts are key to a laying the groundwork for Monterey Bay Rail.

Board Member Lopez expressed the importance of positive train control crash avoidance technology.

**8. REPORTS FROM TRANSPORTATION PROVIDERS**

Caltrans District 5 – Orchid Monroy Ochoa announced the following:

- SR 68 adaptive signal control: Caltrans is working with TAMC on the cooperative agreement language; procurement for the hardware is moving forward, to be installed by end of 2025.
- Caltrans will award approximately \$22 million for Sustainable Communities Competitive and Strategic Partnerships transportation planning grants; applications are due: November 21, 2025, by 5:00 P.M.

Monterey Salinas Transit District (MST) – Lisa Rheinheimer announced the following:

- Lisa Rheinheimer, MST, provided a SURF! Project update, noting that construction has started, with a new sidewalk north of Palm Avenue and one lane closure south bound on Del Monte Avenue that will continue until the end of November. She invited Board members to take a tour of the construction project.

Monterey Regional Airport District — Carl Miller announced the following:

- The Monterey Regional Airport invites you to participate in an open house to learn about updates to the replacement passenger terminal complex and to sign up for a tour of the construction site.
- The Airport will provide a press release on October 23, 2025, to announce new service.
- The Board will announce the new Executive Director soon to replace Mike La Pier.

Monterey Bay Air Resources District (MBARD) — David Frisbey announced the following:

- In October, MBARD will distribute \$730,000 in Motor Vehicle Emission Reduction Grants to Electric Vehicle charging stations on Salinas, Marina, Marina Coast and Soledad.

**9. REPORTS ON MEETINGS ATTENDED BY BOARD MEMBERS AT AGENCY EXPENSE**

No meetings to report.

**10. EXECUTIVE DIRECTOR'S REPORT**

Executive Director Todd Muck announced the following:

- No TAMC meeting in November, next meeting December 3, 2025.
- Farewell to Amelia Conlen who will be leaving TAMC to work in Santa Cruz.

**11. ANNOUNCEMENTS AND/OR COMMENTS**

None.

**12. ADJOURNMENT**

Second Vice Chair Alejo adjourned the meeting at 11:35 a.m.

**Memorandum**

**To:** Board of Directors  
**From:** Mi Ra Park, Finance Officer/Analyst  
**Meeting Date:** December 3, 2025  
**Subject:** **TAMC Payments for the Month of October 2025**

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**RECOMMENDED ACTION:**

**ACCEPT** the list of payments and deposits for October 2025 and the credit card statement for the month of September.

**SUMMARY:**

The monthly list of payments and credit card statements is provided to the Transportation Agency Board at the recommendation of the Agency's independent Certified Public Accountant (CPA) to ensure the Board stays fully informed about all financial transactions.

**FINANCIAL IMPACT:**

The checks processed and Automated Clearing House (ACH) transferred for this period total \$3,196,281.16 which included checks written for October 2025 and payment of the September 2025 credit card statement balance.

**DISCUSSION:**

During the month of October 2025, transactions in the operating account and credit card accounts are in Attachments 1 and 2. These reports show all expenditures paid by checks, electronics funds transfers, and credit card during this period. All expenditures, payments, and disbursements are consistent with the TAMC approved budget.

**ATTACHMENTS:**

1. 2025-10 Operating Account Oct
2. 2025-10 Credit Card

**WEB ATTACHMENTS:**

**Transportation Agency for Monterey County (TAMC)  
Operating Account  
October 2025**

<u>Date</u>	<u>Num</u>	<u>Name</u>	<u>Description</u>	<u>Payment</u>	<u>Deposit</u>
10/01/2025	22186	Clinica de Salud del Valle de Salinas	TAMC Office Rent/Utilities	9,264.38	
10/01/2025	22213	Bank of America - Business Card	Various: Materials, Supplies, Travel	13,316.67	
10/01/2025	EFT	Conlen, Amelia W (V)	Expense Reimbursement	648.45	
10/01/2025	EFT	Guthier, Alissa (V)	Expense Reimbursement	748.42	
10/01/2025	EFT	Montiel, Maria (V)	Expense Reimbursement	13.58	
10/01/2025	DEP	Employee Benefits	Employee Benefits		59.47
10/02/2025	22187	Alliant Insurance	Liability Insurance	44,587.51	
10/02/2025	22188	Associated Right of Way Services Inc. (V)	Rail Relocation Services	2,633.08	
10/02/2025	22189	Ausonio Inc.	Construction Management (New Office)	6,259.78	
10/02/2025	22190	Bender Rosenthal Inc.	Direct Program Consultants	287.23	
10/02/2025	22191	ClientFirst Consulting Group, LLC	ERP Consulting	4,501.25	
10/02/2025	22192	DKS Associates Inc.	Direct Program Expense - Vision Zero	22,312.50	
10/02/2025	22193	Eaton & Associates	Computer Support	10,892.98	
10/02/2025	22194	Foster & Foster Consulting Actuaries, Inc	GASB Reporting	765.00	
10/02/2025	22195	HDR Engineering Inc.	Direct Program Expense	60,086.38	
10/02/2025	22196	IDAX	Direct Program Expense - Traffic Counts	20,400.00	
10/02/2025	22197	Kimley-Horn & Associates, Inc.	Regional Impact Fee Consultants	5,985.00	
10/02/2025	22198	Lincoln National Life Insurance Co.	Employee Benefits	821.23	
10/02/2025	22199	MNS Engineers, INC.	Design Construction Services	329.90	
10/02/2025	22200	Pathways Climate Institute	Community Climate Resilience Consultants	11,109.08	
10/02/2025	22201	Sentry Alarm Systems	Office Security	283.50	
10/02/2025	22202	Shell	Auto Expense - Gasoline	74.11	
10/02/2025	22203	United States Treasury	Payroll Taxes and Withholdings	5.36	
10/02/2025	22204	Verizon Wireless	Call Box-Phone Service	24.10	
10/02/2025	22205	VSP	Employee Benefits	189.97	
10/02/2025	22206	Silkscreen Express	TAMC Uniforms	121.27	
10/02/2025	22207	Granite Rock Company	Direct Program Expense - Construction	416,869.06	
10/02/2025	22208	Pacific Gas and Electric Company - Progra	Direct Program Expense - Construction	5,000.00	
10/02/2025	22209	Eaton & Associates	Computer Support	4,732.07	
10/02/2025	22210	Crossroads Software Inc.	Crash Database System	250,000.00	
10/02/2025	22211	Kimley-Horn & Associates, Inc.	Regional Impact Fee Consultants	3,227.50	
10/02/2025	22212	Office of the County Counsel	Legal Services	25,434.00	
10/02/2025	EFT	CalPers Health Benefits	Employee Benefits	16,623.64	
10/02/2025	DEP	Railroad Right of Way Rent	Railroad Right of Way Rent		2,416.97
10/03/2025	Transfer	Monterey County TAMC Account	Transfers to TAMC Operating Account		950,000.00
10/05/2025	E-pay	EDD	Payroll Taxes and Withholdings	76.84	
10/05/2025	E-pay	EDD	Payroll Taxes and Withholdings	6,528.22	
10/05/2025	E-pay	United States Treasury	Payroll Taxes and Withholdings	14,971.47	
10/08/2025	Transfer	County of Monterey	City of DRO PMP Mx Account	6,133.85	
10/08/2025	Transfer	County of Monterey	City of Monterey RDIF Fee Collected	7,744.47	
10/09/2025	DEP	Railroad Right of Way Rent	Railroad Right of Way Rent		42,296.87
10/10/2025	E-pay	CalPERS 457	Employee Benefits	11,959.19	
10/10/2025	E-pay	CalPers Retirement	Employee Benefits	9,906.68	
10/10/2025	E-pay	CalPers Retirement PEPRA	Employee Benefits	6,560.09	
10/10/2025	ACH	Payroll	Payroll	66,430.09	
10/14/2025	EFT	U.S. Bank - CAL-Card	Credit Card	231.00	
10/16/2025	22214	Allied Delta Dental	Employee Benefits	1,276.81	
10/16/2025	22215	AT&T - Calnet	Telephone Expense	562.65	
10/16/2025	22216	Bender Rosenthal Inc.	Direct Program Consultants	268.38	
10/16/2025	22217	CivicPlus, LLC	Agenda and Minutes Management SW	7,895.01	
10/16/2025	22218	ClientFirst Consulting Group, LLC	ERP Consulting	5,280.00	
10/16/2025	22219	Comcast	Utilities	388.45	
10/16/2025	22220	De Lage Landen Financial Services	Office Copier Lease	334.97	
10/16/2025	22221	Fedex (Postage)	Delivery Service	16.54	
10/16/2025	22222	GHD Inc. (formerly Omni Means)	Direct Program Expense - FORTAG Design and RO	94,052.55	

**Transportation Agency for Monterey County (TAMC)  
Operating Account  
October 2025**

10/16/2025	22223	HDR Engineering Inc.	Direct Program Expense	11,743.96	
10/16/2025	22224	J.A.V. Language Solutions LLC	Language Interpretation Services	1,008.80	
10/16/2025	22225	Khouri Consulting LLC	Legislative Consultant	6,000.00	
10/16/2025	22226	Kimley-Horn & Associates, Inc.	Regional Impact Fee Consultants	28,878.04	
10/16/2025	22227	Mark Thomas, Inc.	FORTAG Grant Consultant	6,308.37	
10/16/2025	22228	Oppidea, LLC	Accounting Services	2,685.00	
10/16/2025	22229	Pathways Climate Institute	Community Climate Resilience Consultants	5,967.65	
10/16/2025	22230	Uretsky Investigations	New Employee Background Check	150.00	
10/16/2025	22231	VASQUEZ & COMPANY LLP	Audit Services for FY24-25 Financials	9,200.00	
10/16/2025	22232	Shell	Auto Expense - Gasoline	77.59	
10/16/2025	22233	Smile Business Products Inc.	Office Copier Expenses	147.39	
10/16/2025	22234	Union Pacific Railroad Company	Design Engineering	2,498.65	
10/16/2025	DEP	Railroad Right of Way Rent	Railroad Right of Way Rent		9,318.82
10/17/2025	EFT	Conlen, Amelia W (V)	Expense Reimbursement	252.76	
10/17/2025	EFT	Montiel, Maria (V)	Expense Reimbursement	130.00	
10/17/2025	EFT	Watson, Christine (V)	Expense Reimbursement	6.00	
10/17/2025	DEP	Railroad Right of Way Rent	Railroad Right of Way Rent		3,740.00
10/21/2025	E-pay	EDD	Payroll Taxes and Withholdings	7.28	
10/21/2025	E-pay	EDD	Payroll Taxes and Withholdings	6,522.43	
10/21/2025	E-pay	United States Treasury	Payroll Taxes and Withholdings	14,992.57	
10/22/2025	DEP	State of California	Grant Reimbursement		321,859.49
10/23/2025	22235	Museum of Handcar Technology LLC (V)	Settlement	150,000.00	
10/23/2025	DEP	Employee Reimbursement	Employee Reimbursement		27.12
10/24/2025	E-pay	CalPERS 457	Employee Benefits	11,959.19	
10/24/2025	E-pay	CalPers Retirement	Employee Benefits	9,906.68	
10/24/2025	E-pay	CalPers Retirement PEPRA	Employee Benefits	6,560.09	
10/24/2025	ACH	Payroll	Payroll	66,452.06	
10/28/2025	Transfer	Monterey County TAMC Account	Transfers to TAMC Operating Account		2,100,000.00
10/30/2025	22236	Ausonio Inc.	Construction Management (New Office)	28,222.07	
10/30/2025	22237	Bank of America - Business Card	Various: Materials, Supplies, Travel	2,228.46	
10/30/2025	22238	California Special District Association	Memberships	1,872.00	
10/30/2025	22239	Clinica de Salud del Valle de Salinas	TAMC Office Rent/Utilities	9,264.38	
10/30/2025	22240	DKS Associates Inc.	Direct Program Expense - Vision Zero	36,827.12	
10/30/2025	22241	Eaton & Associates	Computer Support	4,663.80	
10/30/2025	22242	Ecology Action	Direct Program Expense	138,734.87	
10/30/2025	22243	GHD Inc. (formerly Omni Means)	Direct Program Expense - FORTAG Design and RO	91,228.72	
10/30/2025	22244	Granite Rock Company	Direct Program Expense - Construction	900,920.98	
10/30/2025	22245	HDR Engineering Inc.	Direct Program Expense	93,972.17	
10/30/2025	22246	Lincoln National Life Insurance Co.	Employee Benefits	949.23	
10/30/2025	22247	MNS Engineers, INC.	Design Construction Services	276,320.95	
10/30/2025	22248	Monterey County Health Dept. (V)	Transportation Grant	17,726.94	
10/30/2025	22249	Monterey Herald	Advertising	343.94	
10/30/2025	22250	Office of the County Counsel	Legal Services	11,502.00	
10/30/2025	22251	Pathways Climate Institute	Community Climate Resilience Consultants	16,345.35	
10/30/2025	22252	Polaris Land Surveying, Inc.	Land Surveying	36,375.00	
10/30/2025	22253	VSP	Employee Benefits	218.32	
10/30/2025	22254	U.S. Bank - CAL-Card	Credit Card	4,405.03	
10/31/2025	22255	Alliant Insurance	Liability Insurance	3,107.97	
10/31/2025	EFT	Ameriflex (V)	Employee Benefits	1,433.09	
10/31/2025	DEP	Interest Earnings	Interest Earnings		91.05
				3,196,281.16	3,429,809.79



John B. Coe

See below

See below

10/27/25

Business Card

September 05, 2025 - October 04, 2025

Cardholder Statement

Account Information:  
www.bankofamerica.com

Mail Billing Inquiries to:  
BANK OF AMERICA  
PO BOX 660441  
DALLAS, TX 75266-0441

Mail Payments to:  
BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796

Customer Service:  
1.800.673.1044, 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 ..... \$2,228.46  
Minimum Payment Due ..... \$25.00  
Payment Due Date ..... 10/30/25  
**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:  
\$0.00 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 ..... \$13,316.67  
Payments and Other Credits ..... -\$13,316.67  
Balance Transfer Activity ..... \$0.00  
Cash Advance Activity ..... \$0.00  
Purchases and Other Charges ..... \$2,228.46  
**Fees Charged** ..... **\$0.00**  
**Finance Charge** ..... **\$0.00**  
New Balance Total ..... \$2,228.46  
Credit Limit ..... \$20,000  
Credit Available ..... \$17,771.54  
Statement Closing Date ..... 10/04/25  
Days in Billing Cycle ..... 30

Transactions

Posting Date	Transaction Date	Description	Amount
<b>Payments and Other Credits</b>			
10/01	10/01	CA Financial Cntr Pymt - ID: 420106231 6	- 13,316.67
<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>			<b>-\$13,316.67</b>
<b>Purchases and Other Charges</b>			
09/05	09/03	TST*BIRRIERIA AND REST 6176820225 CA	153.30
09/05	09/04	TST*THE BAGEL CORNER 8317718670 CA	29.16
09/05	09/05	AMAZON MKTPL*438KT2B73 8662161072 WA	26.21
09/08	09/04	TST*BIRRIERIA AND REST 6176820225 CA	144.63
09/08	09/05	TARGET.COM 8005913869 MN	129.96
09/08	09/05	CA NEWSPAPERS ADV S 8884549588 CA	124.74

September 05, 2025 - October 04, 2025

New Balance Total ..... \$2,228.46  
Minimum Payment Due ..... \$25.00  
Payment Due Date ..... 10/30/25

Enter payment amount

\$

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



BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796



\*\*N0018537

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

CUSTOMER STATEMENT OF DISPUTED ITEM (You must use a separate form for each dispute. Please print.)



If you believe a transaction on your statement is an error, complete and sign a copy of this form using blue or black ink, or write a detailed letter on a separate sheet of paper. Then return it to: PO BOX 53101, PHOENIX, AZ 85072-3101 no later than 60 days after we sent you the first bill on which the transaction or error appeared. If you prefer to speak with a representative about your dispute, please call 1.866.601.4410, 8am-8pm Est. You do not have to pay any amount in question while we are investigating, but you are obligated to pay the parts of your bill that are not in question.

PLEASE DO NOT ALTER WORDING ON THIS FORM OR MAIL YOUR LETTER WITH YOUR PAYMENT. Provide copies of all documentation that will help us investigate your dispute (e.g. contracts, invoices, detailed letter, sales slips, return receipts, or second opinions).

Your Name: \_\_\_\_\_ Account Number: \_\_\_\_\_
Posting Date: \_\_\_\_\_ Transaction Date: \_\_\_\_\_ Reference Number: \_\_\_\_\_
Amount: \_\_\_\_\_ Disputed Amount: \_\_\_\_\_ Merchant Name: \_\_\_\_\_

Below tell us why you think the item noted above is in error. Check one box only.

- 1. I certify that I do not recognize the transaction. I have attempted to contact the merchant to verify this transaction.
2. I certify that the charge listed above was not made by me or a person authorized by me to use my card, nor were the goods or services represented by the transaction received by me or authorized by me.
3. Although I did engage in a transaction with this merchant, I was billed for \_\_\_\_\_ transaction(s) totaling \$ \_\_\_\_\_ that I did not engage in. I have my card in my possession. If available, enclose a copy of the sales slip for the valid charge.
4. I have not received the merchandise that was to be shipped to me on \_\_\_/\_\_\_/\_\_\_ (MM/DD/YY). I have asked the merchant to credit my account.
5. Merchandise shipped to me was not as described. Please explain in detail and if applicable provide proof of return.
6. Merchandise shipped to me arrived damaged and/or defective. I returned it on \_\_\_/\_\_\_/\_\_\_ (MM/DD/YY) and asked the merchant to credit my account. Please provide proof of return and describe how the merchandise was damaged and/or defective.
7. Although I did engage in the above transaction, I dispute the entire charge or a portion in the amount of \$ \_\_\_\_\_. I have contacted the merchant, returned the merchandise on \_\_\_/\_\_\_/\_\_\_ (MM/DD/YY) and requested a credit adjustment. I am disputing this charge because
Please supply proof of return or if unable to return merchandise please explain.
8. I notified the merchant on \_\_\_/\_\_\_/\_\_\_ (MM/DD/YY) to cancel the preauthorized order or reservation. Please note cancellation # and if available, enclose a copy of your telephone bill showing date and time of cancellation. Reason for cancellation: \_\_\_\_\_
9. Although I did engage in the above transaction, I have contacted the merchant for credit. The services to be provided on \_\_\_/\_\_\_/\_\_\_ (MM/DD/YY) were not received. Please describe the services to be received and explain the merchants failure to provide the services.
10. I was issued a credit slip that was not shown on my statement. A copy of my credit slip is enclosed. If the merchant has agreed to issue a credit, be advised the merchant has up to 30 days to supply this credit to your account.
11. The amount of the charge was increased from \$ \_\_\_\_\_ to \$ \_\_\_\_\_ or my sales slip was added incorrectly. Enclosed is a copy of the sales slip that shows the correct amount.
12. Other: Please explain \_\_\_\_\_

Merchants often provide telephone numbers with their names on your billing statement. If you do not recognize a transaction, attempt first to contact the merchant for transaction information.

Cardholder Signature (required): \_\_\_\_\_ Date: \_\_\_\_\_
Home Telephone: (\_\_\_\_) \_\_\_\_\_ Business Telephone: (\_\_\_\_) \_\_\_\_\_

PLEASE KEEP A COPY OF BOTH SIDES OF THIS STATEMENT FOR YOUR RECORDS

PAYMENTS

We credit a payment as of the date we receive it if the payment is: 1) received by 5:00 p.m. (Eastern Time) Monday through Friday (except legal holidays). 2) received at the payment address indicated on the front of this statement. 3) paid with a check drawn in U.S. dollars on a U.S. financial institution or a U.S. dollar money order, and 4) sent in the return envelope with only the bottom portion of your statement accompanying it. Payments received after 5:00 p.m. (Eastern Time) Friday, but that otherwise meet the above requirements, will be processed on the next business day, which is usually the following Monday. Saturdays, Sundays, and holidays are not business days. Credit for payments received in any other manner may be delayed up to five business days, during which time finance charges, if applicable will continue to accrue. We will reject any payments that are not drawn in U.S. dollars and those drawn on a financial institution located outside of the United States. Please do not send cash, credit cards, correspondence, staples or paper clips with your payment. Mail your payment at least 7 days in advance of the payment due date to ensure timely delivery.

CUSTOMER CORRESPONDENCE

If you prefer to send a written inquiry regarding your account, please send the request to: BANK OF AMERICA, PO BOX 660441, DALLAS, TX, 75266-0441, USA. This address should not be utilized to dispute merchant transactions appearing on your billing statement. Please see the paragraph above for instructions regarding dispute procedures.

For address/phone number changes on all accounts in your program, have the authorized contact make a request at WWW.BANKOFAMERICA.COM

**Transactions**

Posting Date	Transaction Date	Description	Amount
09/08	09/06	DEVICEMAGIC 8559970800 NC	459.00
09/08	09/08	AMAZON MKTPL*HJ6FH8903 8662161072 WA	108.16
09/09	09/08	INTUIT *TSheets 8338309255 CA	164.00
09/09	09/08	MONTEREY PENINSULA CHA MONTEREY 9394 CA	85.00
09/10	09/10	Adobe 8008336687 CA	134.08
09/11	09/09	TST*BIRRIERIA AND REST 6176820225 CA	91.49
09/12	09/11	EB *2025 STATE OF THE 8014137200 CA	149.00
09/12	09/11	SPLASH CAR WASH 8317558000 CA	15.00
09/15	09/12	SQ *COPYMAT 8774174551 CA	75.38
09/15	09/12	SPLASH CAR WASH 8317558000 CA	15.00
09/19	09/18	CANVA* I04643-46733253 7372853388 DE	71.90
09/22	09/19	TMOBILE*AUTO PAY 8009378997 WA	65.00
09/22	09/20	ELEMENTOR 8332351073 DE	49.00
10/03	10/02	RALEY'S ECART #905 8009259989 CA	138.45
<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>			<b>\$2,228.46</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	28.24% V	\$0.00	\$0.00

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



# Celebrating Women's Small Business Month

Looking for ways to move your business forward? Our Center for Business Empowerment offers you powerful digital tools, insights and resources.



To learn more, scan or visit [bankofamerica.com/cbe](https://bankofamerica.com/cbe).

When you use the QRC feature certain information is collected from your mobile device for business purposes.

SSM-05-25-0367.C | 7969535



September 05, 2025 - October 04, 2025  
Page 4 of 6

6040KQBZ - 018559 - 0002 - 0003 - 2

## BANK OF AMERICA BUSINESS ADVANTAGE

# Activate, replace and report lost or stolen eligible Small Business cards online or in our Mobile app<sup>1</sup>

The next time you need to do one of these things, there's no need to call us.

## If you're online

You can simply log on to Business Advantage 360, go to your **Accounts Overview** page and select **Manage card settings** from the Accounts tab. Once there, follow the instructions to activate, replace or report your card lost or stolen.

## If you're using the mobile app

After you log in, ask Erica<sup>2</sup>, your virtual financial assistant, to help. Just tap the Erica icon, and ask:

-  How do I activate my Small Business card?
-  How do I replace my Small Business card?
-  How do I report my Small Business card lost or stolen?

Or, you can also go to your **Accounts Overview**, click on the Menu bar, select **Manage Debit/Credit card** and follow the instructions to activate, replace or report your card lost or stolen.

We're excited to bring you this new feature as part of our ongoing commitment to make it easier for you to manage your accounts.

<sup>1</sup> Mobile Banking requires that you download the Mobile Banking app and is only available for select mobile devices. Message and data rates may apply.

<sup>2</sup> The mobile feature, Erica, is only available in the English language. The feature requires that you download the latest version of the Mobile Banking app and is only available in the Mobile Banking app for select iOS and Android devices. Message and data rates may apply. Your chat may be recorded and monitored for quality assurance.





Trans Agency Monterey Cty  
Statement Date : 10-27-2025

Corporate Account Summary	
Previous Balance	\$231.52
Purchases and Other Charges	\$4,636.03
Cash Advances	\$0.00
Cash Advance Fees	\$0.00
Late Payment Charges	\$0.00
Credits	\$0.00 CR
Payments	\$462.52 PY
<b>New Balance</b>	<b>\$4,405.03</b>
Disputed Amount	\$0.00

Payment Information	
Amount Due	\$4,405.03
<b>Payment due in accordance with your agreement with U.S. Bank.</b>	
QUESTIONS OR TO REPORT A LOST OR STOLEN CARD, CALL CUSTOMER SERVICE <b>1-800-344-5696</b>	
To overnight or courier a payment, please send to: Corporate Payment Systems 3180 Rider Trail S, Department 790428 Earth City, MO 63045-1518	

Corporate Account Activity	
Total Corporate Activity \$231.00 CR	

Post Date	Tran Date	Reference Number	Transaction Description	Amount	
10-09	10-09	52820011147747400070807	PAYMENT-THANK YOU Q	231.52 PY	Payment that was cleared for September Invoice was short \$0.52
10-15	10-09	74798265288000000000227	PAYMENT REVERSAL	231.52	
10-16	10-16	52890014357747409970100	PAYMENT-THANK YOU Q	231.00 PY	

New Activity			
Purchases	\$4,404.51	<b>Total Activity</b>	<b>\$4,404.51</b>
Cash Advances	\$0.00		.52
Cash Advances Fees	\$0.00		\$4,405.03
Credits	\$0.00 CR		

Post Date	Tran Date	Transaction Description	Amount
10-01	09-30	AMAZON MKTPL*NV6463E50 AMZN.COM/BILL WA	190.76
10-01	10-01	AMAZON MKTPL*NJ7RO4DT1 AMZN.COM/BILL WA	189.63
10-02	10-01	SQ *COPYMAT SALINAS CA	231.61
10-02	10-01	TST*THE BAGEL CORNER 831-771-8670 CA	32.10

(transactions continued on next page)

✂ Payment may be made electronically or by check made payable to Corporate Payment Systems.

See below  
See below  
10/28/25

Amount Due: \$4,405.03

Amount Enclosed

If paying by check, include coupon with payment to address below.

CORPORATE PAYMENT SYSTEMS  
P.O. BOX 790428  
ST. LOUIS, MO 63179-0428

		New Activity cont	
10-02	10-01	AMAZON MKTPL*NJ8SM1VW2 AMZN.COM/BILL WA	278.80
10-03	10-02	WM SUPERCENTER #5751 SALINAS CA	85.80
10-03	10-02	TST*THE BAGEL CORNER 831-771-8670 CA	29.16
10-08	10-06	LUCKY #747 SALINAS CA	24.98
10-08	10-07	COSTCO WHSE #0472 SALINAS CA	315.80
10-09	10-08	INTUIT *TSHEETS CL.INTUIT.COM CA	172.00
10-09	10-07	STARBUCKS STORE 05597 SALINAS CA	22.00
10-10	10-08	EL SAZON DE LA TIA CASTROVILLE CA	202.78
10-20	10-17	ODP BUS SOL LLC # 105125 800-463-3768 CA	51.63
10-20	10-17	ODP BUS SOL LLC # 101135 800-463-3768 CA	407.74
10-22	10-21	GETMUNCH.COM WWW.GETMUNCH. DE	490.00
10-22	10-21	ESRI 888-3774675 CA	1,400.00
10-22	10-21	COSTCO WHSE #0472 SALINAS CA	159.27
10-23	10-21	VERIZON WIRELESS 08949 SALINAS CA	76.45
10-23	10-21	STARBUCKS STORE 06629 SALINAS CA	44.00
		Department: 00000	Total: \$4,404.51
		Division: 00000	Total: \$4,404.51

**Memorandum**

**To:** Board of Directors  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** December 3, 2025  
**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:**

From September 28-October 1, 2025, Todd Muck, Christina Watson, Amelia Conlen, Janneke Strause, and Aaron Hernandez attended the American Planning Association California Conference in Monterey, CA (**attachment 1**).

From October 13-15, 2025, Jeff Kise and Mi Ra Park attended the CalPERS Educational Forum in Palm Desert, CA (**attachment 2**).

From October 28-29, 2025, Alissa Guther attended the State of the Estuary conference in Berkeley, PA (**attachment 3**).

From November 9-11, 2025, Todd Muck attended the Focus on the Future conference in San Francisco, CA (**attachment 4**).

**ATTACHMENTS:**

1. CA APA Conference Report
2. CalPERS education seminar
3. State of the Estuary
4. Focus on the Future 2025

**WEB ATTACHMENTS:**



## Memorandum

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**To:** Board of Directors

**From:** Aaron Hernandez, Transportation Planner  
Todd Muck, Executive Director  
Christina Watson, Director of Planning  
Janneke Strause, Associate Transportation Planner  
Amelia Conlen, Senior Transportation Planner  
Blythe Wilson, Transportation Planning Intern

**Date:** December 3, 2025

**Subject:** 2025 California APA Conference

---

From September 28 – October 1, TAMC staff attended the 2025 California American Planning Association (CA APA) Conference in Monterey, CA. This is the first time since 2009 that the state planning conference was held in Monterey, giving a unique opportunity for TAMC staff to get involved and attend. TAMC staff that were able to participate for at least one day of the conference are: Amelia Conlen, Aaron Hernandez, Todd Muck, Janneke Strause, Christina Watson, and Blythe Wilson. The CA APA provides a great opportunity for planners from around the state to build networks, learn about the latest planning legislation, and share ideas and projects that are happening around the state.

### **Sessions and Workshops with TAMC participation**

- **Panel Session: Equity Through Participatory Budgeting:**  
TAMC was selected to host a panel session to share the work done on the Safe Routes to School Participatory Budgeting processes in the Salinas Valley and North Monterey County. With the conference being held in Monterey, this gave a unique opportunity to invite participatory budgeting steering committee members and other stakeholders involved in the process. The panel consisted of two TAMC staff (Aaron and Amelia), two Monterey County Health Department staff, the Greenfield Public Works Director, one Greenfield Steering Committee Member, and one North Monterey County Steering

Committee Member. The session was well attended and the presenters received positive feedback on their presentation and handouts.

- Mobile Workshop: Revitalizing Downtown Salinas:  
TAMC's Director of Planning, Christina Watson, was invited by the City of Salinas to join in on a tour of revitalization efforts in Downtown Salinas. The workshop included a tour of the Salinas Train Station and attendees gained insight into the Monterey County Rail Extension Project. Attendees on the bus between Monterey and Salinas also learned about TAMC's regional road projects on Highway 68 and Imjin Parkway.

**Key sessions attended by staff:**

While the CA APA Conference offers various sessions and workshops on different planning topics, staff attended sessions that support their work at the Agency. The following list are sessions attended by staff. To view the full program, visit this webpage: [Schedule - APA California 2025 Conference: Waves of Change - Reconnecting Communities](#)

- Hablamos Juntos: Community Engagement Through Translation Excellence
- Strengthening Community Identity in Alisal – A Model for Place-Based Planning
- Equity Through Participatory Budgeting
- Closing the Gap: Connecting California's Underserved Communities
- Meeting the Silver Wave: Safe Routes for Seniors in Los Angeles
- Annual Legislative Update
- Innovating Public Financing Solutions for Public Agencies
- Connecting Communities for a Living Heritage Trail
- VMT Mitigation Roundtable: From Basics to Breakthroughs
- Cultivating Strategic Thinking Skills to Achieve Project Success
- Innovative Financing Options for Public Agencies
- Engagement Skills and Strategies
- Santa Cruz Downtown: Transformation and Expansion
- Connecting Communities: Economic Development on Two Wheels
- Cultivating Collaborations: Indigenous-Led Climate Solutions & Partnerships
- Collaborative Climate Action in the Monterey Bay Area
- Riding the Waves: Financing Coastal Resilience in an Uncertain Climate
- Hands-On and Sensory-Based Engagement for Climate-Resilient Communities

# Memorandum

**To:** Board of Directors  
**From:** Jefferson Kise, Director of Finance and Administration  
**Meeting Date:** December 3, 2025  
**Subject:** CalPERS Educational Forum

---

On October 12-15, 2025, Mi Ra Park and I attended the CalPERS Educational Forum in Palm Desert, CA.

The course materials and slides will be key resources for us to carry forward in support of our retirement and health insurance programs. We found the whole conference to be extremely well organized and efficient. Rather than an exhibit hall full of vendors, stations were set up representing the myriad of CalPERS departments, plans, and functions to support questions from participants.

We were impressed by how CalPERS, on behalf of its members and plan sponsors, champions new benefit programs, and medical care providers with the goal of insuring access to a choice of quality, cost-effective care in every zip code in the state.

Topics covered in the training included:

1. Health Insurance business rules
2. Social Security
3. Hot Topics in Public Agency Compensation
4. Understanding Actuarial Reports
5. Understanding Retirement Benefits
6. Strategic Insights from Health Coverage Leaders
7. Understanding Health Premiums
8. Actuarial Hot Topics
9. Ensuring Compliant Post Retirement Employment
10. Retirement Business Rules

Overall, the CalPERS Education Forum laid out a long-range view of the state's health benefit direction and investment strategy, with a focus on member value and long-term system sustainability.

# Memorandum

**To:** Board of Directors  
**From:** Alissa Guther  
**Meeting Date:** December 3, 2025  
**Subject:** State of the San Francisco Estuary Conference 2025

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On October 27-28, 2025, Alissa attended the State of the San Francisco Estuary Conference. The final program is available online here: [SOE 2025 Program - San Francisco Estuary Partnership](#). Some highlights of the sessions at this conference include:

- Creating Capacity, Shaping Shorelines: Coalition Building for the Future
  - What is capacity building?
    - Letting people be able to be present and engage
    - Explaining systems so that people can move with power
    - Setting what is normal for ecology in the community
    - Site visits, exposure to habitats, especially for people who don't usually have access
  - Challenges
    - How to approach audiences
    - Transportation — lots of coastal areas are not accessible by public transit
    - Language Access
    - How to translate science topics to general audiences
- Participatory Scenario Planning — Just Transitions in the Delta
  - [Just Transitions In the Delta](#)
  - Giving participants actions to steer project through digital interactive tools and in-person workshops
  - Used posters and flyers to get the word out, didn't turn any interested participants down
  - Integrated System view of the project area
  - Used modeling to show scenarios
- Greening in the Estuary: Infrastructure, Parks, and Public Space
  - Re-imagining roads and urban spaces to be better at absorbing water into the watershed
  - Urban Greening:
    - Benefits are relative to scale of projects

- Better to have a network, best to plan at watershed or landscape scale and go beyond political/ jurisdictional boundaries
  - Intergovernmental coordination, regional government like TAMC could take on this role
- Aligning Science with Action
  - Ecosystem Services and Benefits of Habitat Restoration
  - Importance of multiple levels of explanation: introducing science, explaining, simplifying, and restating
  - Strategizing with scientists to better convey actionable scientific results
- Tribal Panel
  - Importance of recognition and buy-in for tribes
  - Discussion around capacity limitations and partnership building

## Memorandum

To: Board of Directors

From: Todd Muck, Executive Director

Date: December 3, 2025

**Subject: Focus on the Future Conference**

---

The Self-Help Counties Coalition (SHCC) is the organization that represents all 25 counties with voter-approved local transportation sales taxes. As noted on their website:

*SHCC member agencies are dedicated to keeping the faith of the voting public who provide the authority and the funding so that we may deliver the priority transportation projects Californians depend upon every day. SHCC as an organization is dedicated to ensuring sound public policy so that the State of California can meet our transportation infrastructure needs. SHCC works closely with the California Transportation Commission, the California Department of Transportation, elected officials as well as other public and private sector interests.*

Each year, the Coalition holds a *Focus on the Future* conference, which is an opportunity to learn best practices, share information on projects and programs with state transportation officials, and build relationships with state leaders, other sales tax agencies and members of the consultant community. This year's conference, on November 9-1, 2025, was held in San Francisco. The full conference program is available online here: [2025 Focus on the Future Conference Agenda](#).

This year I again had the opportunity to participate in the panel of Self-Help County CEOs and was able to share information on Measure X-funded projects. I highlighted our progress on the SURF! Highway 1 Busway and the State Route 156 / Castroville Boulevard interchange projects and TAMC's intent to expedite the US 101 South of Salinas project utilizing the Construction Manager/ General Contractor delivery method.

In addition to speaking on the CEO's panel and attending networking opportunities, I attended the following informational sessions:

- **Powering Progress: How to Fund What Comes Next**

This session explored how agencies can strategically position for funding while navigating a complex mix of local, state, and federal priorities. This session also examined emerging legislation and its impact on the traditional self-help model.

- **Voices That Move California: Advocacy in an Era of Transition**

Keith Dunn, Self-Help Counties Coalition's Executive Director, and Bill Higgins, CalCOG's Executive Director, lead an interactive discussion that explored the art of influence — how to align advocacy efforts with community priorities and ensure local voices continue to shape California's future.

- **California's Next Chapter in Advancing Road Safety**

California's road safety landscape is evolving toward a more unified, prevention-focused next chapter that deepens collaboration across agencies, disciplines, and jurisdictions. This session explored how California's state, regional and local partners are operationalizing the Safe System Approach to achieve measurable reductions in deaths and serious injuries. The panelists discussed policy direction, implementation progress, and emerging strategies from statewide frameworks and corridor initiatives to on the ground innovations in speed management and funding strategies. The discussion highlighted how self-help counties can play a pivotal role in shaping our Safe System journey that reflect community priorities and accelerate progress toward zero traffic fatalities. I helped develop this session, recruiting the speakers, and focusing the discussion on how agencies like TAMC can contribute to improving safety for our communities.

**Memorandum**

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board  
**Meeting Date:** December 3, 2025  
**Subject:** **Calendar of Meetings 2026**

---

**RECOMMENDED ACTION:**

**APPROVE** calendar year 2026 schedule of meetings for the Agency Board of Directors and Executive Committee.

**SUMMARY:**

In December of every year, the Agency Board approves a schedule of meetings for the following year. The Executive Committee met on November 5, 2025 and recommends approval.

**FINANCIAL IMPACT:**

None.

**DISCUSSION:**

Transportation Agency for Monterey County bylaws require that the Board meeting be held on the 4th Wednesday of the month. There is no July meeting due to summer vacation conflicts. There is no November meeting due to conflict with the Thanksgiving Holiday. The December meeting is held on the 1st instead of the 4th Wednesday of the month to avoid conflict with the December holidays. Board of Directors meetings will be held at 1441 Shilling Place, Salinas, or other locations to be determined in advance of each meeting (the agenda will specify).

The Executive Committee meets on the first Wednesday of the month at 9:00 a.m., except in July and December. Executive Committee meetings will be held at the TAMC conference room at 55-B Plaza Circle, Salinas, or other location to be determined in advance of each meeting (the agenda will specify).

Please see **attached** schedules for specific dates for the Board of Directors and for the Executive Committee throughout the 2026 calendar year.

As always, please contact the Agency's Clerk of the Board, Elouise Rodriguez, at (831) 775-0903, if you cannot attend the Board of Directors meeting or the Executive Committee, to make sure there is a quorum for the meetings, or to request an alternate remote location be added to the agenda.

**ATTACHMENTS:**

1. ER-2026 Calendar of Meetings-1

**WEB ATTACHMENTS:**



**2026 CALENDAR OF MEETINGS**

**TAMC Board of Directors**

Unless otherwise noticed, all meetings will be held In Person

9:00 a.m.

(The exact location of the meeting will be noted on each agenda)

Month	Date	Day
January	28	Wednesday
February	25	Wednesday
March	25	Wednesday
April	22	Wednesday
May	27	Wednesday
June	24	Wednesday
<b><i>No July TAMC Board meeting</i></b>		
August	26	Wednesday
September	23	Wednesday
October	28	Wednesday
<b><i>No November TAMC Board meeting due to Thanksgiving Holiday</i></b>		
December	2	Wednesday

**2026 CALENDAR OF MEETINGS  
EXECUTIVE COMMITTEE**

Unless otherwise noticed, all meetings will be held In Person  
(The exact location of the meeting will be noted on each agenda)  
9:00 a.m.

Month	Date	Day
January	7	Wednesday
February	4	Wednesday
March	4	Wednesday
April	1	Wednesday
May	6	Wednesday
June	3	Wednesday
<b><i>No July Executive Committee meeting</i></b>		
August	5	Wednesday
September	2	Wednesday
October	7	Wednesday
November	4	Wednesday
<b><i>No December Executive Committee meeting</i></b>		

**Memorandum**

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board  
**Meeting Date:** December 3, 2025  
**Subject:** **Appoint Nominating Committee**

---

**RECOMMENDED ACTION:**

**APPOINT** Chair Askew and Board Member LeBarre as Nominating Committee to meet and return to Board of Directors on January 28, 2026 with recommendations for Board Chair, 1st Vice Chair, 2nd Vice Chair, and Executive Committee to serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 27, 2027 Board meeting.

**SUMMARY:**

Agency Bylaws require the election of officers at the beginning of the January meeting. The Board officers are the Chair, 1st Vice Chair and 2nd Vice Chair. The Executive Committee includes the Chair, 1st Vice Chair, 2nd Vice Chair, the immediate past Chair, and a City and a County voting Board member.

**FINANCIAL IMPACT:**

None.

**DISCUSSION:**

Current Board officers are:

- Wendy Askew (Chair)
- Chaps Poduri (1st Vice Chair)
- Luis Alejo (2nd Vice Chair)

Current officers of the Executive Committee are:

- Wendy Askew (Chair)
- Chaps Poduri (1st Vice Chair)
- Luis Alejo (2nd Vice Chair)
- Chris Lopez (Past Chair)
- Glenn Church (County Representative)
- Jose Rios (City Representative)

The Executive Committee met on November 5, 2025 and recommended Chair Askew and Board Member LeBarre to be the nominating committee. At the January 28, 2026 Board meeting, in addition to the recommendations of the Nominating Committee, there will be an opportunity for nominations

from the floor.

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**

**Memorandum**

**To:** Board of Directors  
**From:** Michael Zeller, Director of Programming & Project Delivery  
**Meeting Date:** December 3, 2025  
**Subject:** **Overall Work Program and Budget Amendment #4**

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**RECOMMENDED ACTION:****Fiscal Year 2025-2026 Overall Work Program Amendment #4:**

**APPROVE** Resolution 2025-14, pending legal counsel approval, providing:

1. Authority for the Executive Director or his designee to transfer \$318,589.97 in state Rural Planning Assistance, Federal Transit Administration (FTA) 5304 Strategic Partnership, and State Highway Account (SHA) Climate Adaptation Planning carry-over funds into the Agency's fiscal year (FY) 2025-2026 work program and budget;
2. Authority for the Executive Director or his designee to execute work program and budget amendment No. 4 in accordance with this Resolution; and
3. Authority for the Executive Director or his designee to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

**SUMMARY:**

This Overall Work Program amendment #4 will allow state Rural Planning Assistance, Federal Transit Administration (FTA) 5304 Strategic Partnership, and State Highway Account (SHA) Climate Adaptation Planning grant funds from the prior fiscal year to be utilized in the current fiscal year.

**FINANCIAL IMPACT:**

Amendment No. 4 adds \$43,299.40 of Rural Planning Assistance funds, \$93,010.17 of FTA 5304 Strategic Partnership, and \$182,280.40 of SHA Climate Adaptation Planning grant funds carried over from the prior fiscal year.

**DISCUSSION:**

The annual Transportation Agency Overall Work Program describes the activities to be accomplished during the fiscal year beginning July 1 and ending June 30. Adopting an annual work program is mandatory to utilize Rural Planning Assistance funds and discretionary planning grants that the Transportation Agency receives from Caltrans. Carry-over amounts and new funding need to be amended into the Overall Work Program and Budget before associated tasks can be initiated.

The Transportation Agency receives an annual allocation of Rural Planning Assistance funds and has the flexibility to program these funds to eligible activities as it deems appropriate. Carry-over funds from the prior fiscal year can likewise be allocated as needed and approved by Caltrans. Rural Planning Assistance carry-over funds totaling \$43,299.40 are available to be programmed into fiscal year 2025/26.

Staff recommends the carry-over Rural Planning Assistance funds be used to pay for staff activities in the following work element:

- 6140 - Bicycle / Pedestrian Planning: This work element promotes coordination among agencies in the county regarding state and local plans for bicycle and pedestrian travel, and integrates plans for bicycle and pedestrian improvements with roadway and transit studies consistent with the adopted Regional Transportation Plan and Active Transportation Plan for Monterey County. With the RPA carry-over funds added to this work element, an equivalent amount of local funds will be deducted for no net change in the total approved budget for this work element.

In addition, the Agency received an SHA Climate Adaptation Grant for the Monterey County Regional Transportation Vulnerability Assessment (work element 6731) and an FTA 5304 Strategic Partnership Grant for the North Monterey County Safe Routes to Schools Plan (work element 6732). Both grants have their funding split over three fiscal years, with a deadline for completion of June 30, 2026. Staff and consultant activities on these work elements advanced faster than what was anticipated in the prior fiscal year's budget (FY24/25), leaving a shortfall in budgeted funds that needed to be covered by shifting funds from the current budget year (FY25/26). Accordingly, work element 6731 shows a decrease of \$6,157 and work element 6732 shows a decrease of \$42,428 from the budgeted amounts approved in May 2025 due to the advanced work that was completed. Both work elements remain fully-funded and will be completed by the June 30, 2026 deadline.

New Overall Work Program pages reflecting the above recommendations are **attached**.

**ATTACHMENTS:**

1. 2025-14 Work Program Amendment No. 4
2. Amended Work Element Pages for 6140, 6731, and 6732

**WEB ATTACHMENTS:**



**RESOLUTION NO. 2025-14 OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
TO APPROVE AMENDMENT NUMBER 4 TO THE 2025-2026 FISCAL YEAR OVERALL  
WORK PROGRAM AND BUDGET**

**WHEREAS**, Chapter 3, Title 21, Section 6646 of the California Code of Regulations permits the Regional Transportation Planning Agency to allocate funds for implementation of the annual work program of the transportation planning process;

**WHEREAS**, the Agency adopted its FY 2025-2026 work program and budget on May 28, 2025;

**WHEREAS**, the Agency's 2025-2026 fiscal year work program and budget describes the work tasks to be completed;

**WHEREAS**, the California Department of Transportation notified the Agency \$43,299.40 of Rural Planning Assistance funds have been carried over from FY 2024-2025 and are available to be amended into the Agency's FY 2025-2026 work program and budget;

**WHEREAS**, the California Department of Transportation notified the Agency the total carry over balance for Work Element 6732, the North Monterey County Safe Routes to Schools Plan, FTA 5304 Strategic Partnership grant from FY 2024-2025 is \$93,010.17 and is available to be reconciled into the Agency's FY 2025-2026 work program and budget;

**WHEREAS**, the California Department of Transportation notified the Agency the total carry over balance for Work Element 6731, the Monterey County Regional Transportation Vulnerability Assessment, SHA Climate Adaptation Planning grant from FY 2024-2025 is \$182,280.40 and is available to be reconciled into the Agency's FY 2025-2026 work program and budget;

**WHEREAS**, work program elements 6140, 6731, and 6732 have been revised to reflect the

above listed funding and are attached to this resolution by reference;

**NOW, THEREFORE, BE IT RESOLVED THAT:** the Board of Directors of the Transportation Agency for Monterey County hereby 1) authorizes the Executive Director or his designee to transfer \$318,589.97 in carry-over funds from the above-entitled funds into the Agency's FY 2025-2026 work program and budget; 2) authorizes the Executive Director or his designee to execute work program and budget amendment No. 4 in accordance with this Resolution; and 3) authorizes the Executive Director or his designee to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this December 3, 2025, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

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**WENDY ROOT-ASKEW, CHAIR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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**TODD MUCK, EXECUTIVE DIRECTOR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**Revenue Budget Summary for Work Elements with Overall Work Program Agreement Funds: FY 2025/26 - Amendment 4**

Work Element	Description	SHA Climate Adaptation	SHA Carry-Over	SB 1 Sustainable Communities	SB 1 Carry-Over	FTA 5304 Sustainable Communities	FTA 5304 Carry-Over	RPA	RPA Carry-Over	Other Local/State	Total
1010	Budget, Overall Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$90,604	\$0	\$13,704	\$104,308
1120	Plans Coord -Leg Mon.-Interagency Liaison	\$0	\$0	\$0	\$0	\$0	\$0	\$182,676	\$0	\$81,106	\$263,782
4110	Environmental Document Review	\$0	\$0	\$0	\$0	\$0	\$0	\$13,664	\$0	\$0	\$13,664
6140	Bicycle/Pedestrian Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$43,019	\$43,299	\$3,928	\$90,246
6145	2026 Active Transportation Plan and Level of Traffic Stress Analysis	\$0	\$0	\$676,000	\$0	\$0	\$0	\$80,812	\$0	\$41,688	\$798,500
6220	Regional Transportation Plan - Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$89,471	\$150,246
6410	RTIP/ Programming-Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$57,225	\$0	\$10,915	\$68,140
6731	North Monterey County Regional Transportation Vulnerability Assessment (1)	\$182,280	\$0	\$0	\$0	\$0	\$0	\$52,725	\$0	\$3,723	\$238,728
6732	North Monterey County Safe Routes to Schools Plan (2)	\$0	\$0	\$0	\$0	\$93,010	\$0	\$0	\$0	\$152,390	\$245,400
6733	Highway 1 Elkhorn Slough Climate Resiliency Project (3)	\$2,182,103	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,252,538	\$3,434,641
<b>TOTAL</b>		<b>\$2,364,383</b>	<b>\$0</b>	<b>\$676,000</b>	<b>\$0</b>	<b>\$93,010</b>	<b>\$0</b>	<b>\$581,500</b>	<b>\$43,299</b>	<b>\$1,649,463</b>	<b>\$5,407,655</b>

**Footnotes**

- (1) WE 6731 has a total encumbered SHA funding amount of \$378,023. This is split between three fiscal years; 2023/24, 2024/25 and 2025/26. The grant must be completed by June 30, 2026. See WE 6731 for details.
- (2) WE 6732 has a total encumbered FTA 5304 funding amount of \$665,091. This is split between three fiscal years; 2023/24, 2024/25 and 2025/26. The grant must be completed by June 30, 2026. See WE 6732 for details.
- (3) WE 6733 has a total encumbered SHA funding amount of \$2,250,000. This is split between three fiscal years; 2024/25, 2025/26, and 2026/27. The grant must be completed by June 30, 2027. See WE 6733 for details.

**Bicycle and Pedestrian Planning, Education, and Improvements**

**Work Element Number:** 6140

Amendment 4

**Project Manager:** Janneke Strause

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2025/26**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	90,246	-	State RPA	43,019	-
Contractual	-	-	State RPA Carry-Over	43,299	43,299
			Local	3,928	(43,299)
<b>TOTAL</b>	<b>90,246</b>	<b>-</b>	<b>TOTAL</b>	<b>90,246</b>	<b>-</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

This work element promotes coordination among agencies in the county regarding state and local plans for bicycle and pedestrian travel, and integrates plans for bicycle and pedestrian improvements with roadway and transit studies consistent with the adopted Regional Transportation Plan and Active Transportation Plan for Monterey County. This coordination includes Caltrans as a stakeholder when proposing improvements to the State Highway System. Complete Streets policies developed for the Monterey Bay region are coordinated with other efforts undertaken in Work Element 6140 and will be used to assist cities and the County to incorporate Complete Streets policies into their general plan circulation element updates as required by Assembly Bill 1358. Activities provided include coordination and technical assistance to support inclusion and development of vehicle miles traveled reducing projects and programs in support the goals and objectives of regional and statewide policies. The Bicycle and Pedestrian Facilities Advisory Committee provides public engagement to identify system deficiencies and potential projects for inclusion in future plans. Project implementation tasks ineligible for Rural Planning Assistance funding are not included in this work element. Work Elements 6500 and 6550 focus on project implementation utilizing non-planning funds.

### Previous and Ongoing Work

The Transportation Agency administers several programs to promote bicycle and pedestrian travel. The Agency's Bicycle and Pedestrian Facilities Advisory Committee provides input on bicycle and pedestrian capital projects and funding programs in the county. The Agency also coordinates with member jurisdictions to fund and develop projects included in the 2018 Active Transportation Plan, an update of the 2011 Bicycle and Pedestrian Facilities Master Plan. The Agency also reviews and comments on local land use and transportation projects to ensure that needs for safe bicycle and pedestrian travel are considered, and help ensure that local projects reflect and support implementation of the 2018 Active Transportation Plan. In 2021, the Agency coordinated with Caltrans District 5 on implementation of the priority projects in the District's Active Transportation Plan in order to enhance the bicycle and pedestrian system on the State Highway System in Monterey County. In FY25/26, Agency staff will continue efforts on this work element as noted below.

### Steps and Products

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Date</i>	<i>Party</i>
1	Integration of bicycle and pedestrian elements into corridor studies and project planning	Provide input and assistance to local, regional and state agencies on how to integrate bicycle and pedestrian features into roadway and land development projects promoting efficient regional system management.	Ongoing	Agency Staff
2	Staff support for the Bicycle and Pedestrian Facilities Advisory Committee	Completed Agenda Reports and Committee meeting minutes for monthly meetings excluding the months of July and December.	6/15/2026	Agency Staff
3	Regional support to address bicycle facility needs submitted through TAMC's Bicycle Facility Service Request Form	Response to submitted requests	Ongoing	Agency Staff
4	Participate in city-led Bicycle and Pedestrian Planning efforts within the County	Engage in planning efforts to support integration of regional transportation goals and objectives to reduce vehicle miles traveled, and grow the County's bicycle and pedestrian network	Ongoing	Agency Staff

**North Monterey County Regional Transportation Vulnerability Assessment**

Work Element Number: **6731** Amendment 4  
 Project Manager: **Alissa Guther**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2023 - 2024**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	9,947	-	State RPA Carry-Over	9,947	-
Contractual	-	-	SHA Climate Adaptation	-	-
<b>TOTAL</b>	<b>9,947</b>	<b>0</b>	<b>TOTAL</b>	<b>9,947</b>	<b>0</b>
				<b>% Federal</b>	<b>0%</b>

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2024 - 2025**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	99,085	-	State RPA	52,724	-
Contractual	171,233	-	SHA Climate Adaptation	195,743	-
			Local	21,851	-
<b>TOTAL</b>	<b>270,318</b>	<b>0</b>	<b>TOTAL</b>	<b>270,318</b>	<b>0</b>
				<b>% Federal</b>	<b>0%</b>

<b>ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2025 - 2026</b>						
<b>EXPENDITURES</b>			<b>REVENUE</b>			
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>	
<b>TAMC</b>			<b>TAMC</b>			
Personnel	79,715		State RPA	52,725		
Contractual	159,013		SHA Climate Adaptation	182,280	(6,157)	
			Measure X	3,723		
<b>TOTAL</b>	<b>238,728</b>		<b>TOTAL</b>	<b>238,728</b>		
				<b>% Federal</b>	<b>0%</b>	

<b>ESTIMATED EXPENDITURE AND REVENUE SUMMARY (FY 23/24 - 25/26)</b>						
<b>EXPENDITURES</b>			<b>REVENUE</b>			
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>		
<b>TAMC</b>			<b>TAMC</b>			
Personnel	188,746		State RPA	115,396		
Contractual	330,246		SHA Climate Adaptation	378,023		
			Local	21,851		
			Measure X	3,723		
<b>TOTAL</b>	<b>518,992</b>		<b>TOTAL</b>	<b>518,992</b>		

**Project Description**

Hazards brought on by climate change pose a serious threat to transportation infrastructure and the safety and quality of life of residents. The Regional Transportation Vulnerability Assessment for transportation corridors in Monterey County will focus on identifying transportation infrastructure in the coastal areas of the county that are at risk of sea level rise, coastal flooding, and erosion, create a project prioritization list, with information on adaptation strategies for the projects on that list. This vulnerability assessment will draw on existing studies done in the county and at the state level, the Caltrans District 5 Climate Change Adaptation Priorities Report to understand how these impacts will affect transportation through the county and region including but not limited to local roads and streets, railroad lines and crossings, active transportation infrastructure, and transit infrastructure. This project area is the northern region of Monterey County including Moss Landing, Elkhorn, Pajaro, Castroville, and the unincorporated regions of the northern Monterey County coastal area.

**Previous and Ongoing Work**

Work conducted in fiscal year 2023/2024 included the release an RFP for selection of a consultant and the review project proposals. Work conducted in fiscal year 2024/2025 included forming the technical advisory committee, preparing presentation materials, developing an initial plan for the community engagement mapping tool, completing a review of sensitive habitats, and developing the existing conditions chapter. The study's schedule spans three fiscal years. Previous work that has been completed includes selection of a consultant through a competitive bidding process; development of project framework and background; and initiation of the vulnerability assessment. All work products funded by the SHA Climate Adaptation Planning Grant must be completed by June 30, 2026 and final invoice must be submitted by August 31, 2026.

<b>Steps and Products</b>				
<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Date</b>	<b>Party</b>
1. Project Administration	Manage the grant project according to the executed grant contract with Caltrans.	Working group assembly; Public outreach plan; Kick off meeting agenda, follow up notes; Coordination and information sharing.	Ongoing	Agency Staff
3. Public & Stakeholder Outreach	Assemble advisory committee of regional stakeholders, support engagement and develop website.	Support community engagement, outreach in person and digitally; Develop interactive website; Assemble stakeholders and produce schedule, host, and organize meetings; Record and process information from meetings.	1/30/2026	Agency Staff / Consultant
5. Vulnerability Assessment	Summary document that identifies the transportation infrastructure that is at risk, creates a priority project list, and adaptation strategies.	Outreach materials, presentations, staff reports; Regional vulnerability assessment summary; Existing conditions map, hazard area map, disadvantaged communities map; Stakeholder engagement and input analysis.	8/31/2025	Agency Staff / Consultant
6. Recommended Adaptation Project Prioritization List	Determine project prioritization list and make sure strategies are in line with best practices.	Strategies, methods and best practices document with data tables and figures as applicable; Maps of transportation infrastructure being listed; Transportation network document with metrics, data tables and figures, as applicable; Project prioritization list.	12/31/2025	Agency Staff / Consultant
7. Draft and Final Plan	Develop an outline for the plan, incorporate feedback, provide public review of the draft plan, and develop final plan.	RTVA outline / draft plan; Public review; Final plan with summary of next steps.	2/28/2026	Agency Staff / Consultant
8. Board Review / Approval	Present final RTVA to the TAMC Board for adoption.	Board agenda staff report; presentation materials; meeting minutes with Board approval.	4/29/2026	Agency Staff / Consultant

**North Monterey County Safe Routes to Schools Plan**

Work Element Number: **6732** Amendment 4  
 Project Manager: **Ariana Green**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2023 - 2024**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	16,072	-	FTA 5304 Sustainable Commu	108,142	-
Contractual	117,407	-	Measure X	25,337	-
<b>TOTAL</b>	<b>133,479</b>	<b>0</b>	<b>TOTAL</b>	<b>133,479</b>	<b>0</b>
				<b>% Federal</b>	<b>81%</b>

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2024 - 2025**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	237,517	-	FTA 5304 Sustainable Commu	463,939	-
Contractual	393,993	-	Measure X	50,674	-
			Local	116,897	-
<b>TOTAL</b>	<b>631,510</b>	<b>0</b>	<b>TOTAL</b>	<b>631,510</b>	<b>0</b>
				<b>% Federal</b>	<b>73%</b>

<b>ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2025 - 2026</b>						
<b>EXPENDITURES</b>			<b>REVENUE</b>			
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>	
<b>TAMC</b>			<b>TAMC</b>			
Personnel	130,352		Measure X	18,408		
Contractual	115,048		Local	133,982		
			FTA 5304 Sustainable Communities	93,010	(42,428)	
<b>TOTAL</b>	<b>245,400</b>		<b>TOTAL</b>	<b>245,400</b>		
				<b>% Federal</b>	<b>38%</b>	

<b>ESTIMATED EXPENDITURE AND REVENUE SUMMARY (FY 23/24 - 25/26)</b>						
<b>EXPENDITURES</b>			<b>REVENUE</b>			
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>		
<b>TAMC</b>			<b>TAMC</b>			
Personnel	383,941		FTA 5304 Sustainable Commu	665,091		
Contractual	626,448		Measure X	94,419		
			Local	250,879		
<b>TOTAL</b>	<b>1,010,389</b>		<b>TOTAL</b>	<b>1,010,389</b>		
				<b>% Federal</b>	<b>66%</b>	

**Project Description**

The Transportation Agency for Monterey County has committed to developing Safe Routes to School Plans for Monterey County's students and families through the passage of Measure X. Drawing on multi-agency partnerships the Agency has established with the Monterey County Health Department and non-profit Ecology Action, the North Monterey County Safe Routes to School Plan will gather data, conduct walking audits and surveys and utilize community input to identify a set of safe routes to school, complete streets, travel demand management and active transportation improvements for eleven K-12 public schools in the unincorporated communities of Castroville, Pajaro, Las Lomas, Prunedale, Royal Oaks, Oak Hills, Aromas, Moss Landing and Elkhorn. The Plan will create a Safe Routes to School Steering Committee to pilot a participatory budgeting process and empower community members to prioritize quick-build projects for implementation following plan adoption. The Plan will build on the Regional Transportation Plan and Active Transportation Plan to support mobility, social equity, safety and greenhouse gas reductions supportive of the region's Sustainable Communities Strategy.

**Previous and Ongoing Work**

Work conducted in fiscal year 2023/2024 included the release of an RFP for consultant selection and the review of proposals, as well as the kick-off of the steering committees in Castroville. In the prior fiscal year, work on the existing conditions report, engagement activities with the community, as well as the participatory budgeting process were completed. The study's schedule spans three fiscal years. All work products funded by the Sustainable Communities Planning Grant must be completed by June 30, 2026 and final invoice must be submitted by August 31, 2026.

<b>Steps and Products</b>				
<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Date</b>	<b>Party</b>
1. Project Administration	Schedule kick-off meeting to review scope and schedule, and prepare quarterly reports.	Kick-off meeting notes; quarterly invoices and reports.	6/30/2026	Agency Staff
6. School Site / Bus Stop Audits	Conduct school audits and consolidate findings, make recommendations, and present findings.	Participant list, summary map, comments from parent meetings, notes and photos from audits, barrier list for each school, draft non-infrastructure recommendations list, draft infrastructure recommendations list, compiled recommendations list, presentations, meeting minutes and agendas, revised draft recommendations list.	6/30/2026	Agency Staff / Consultant
7. Pop-Up Infrastructure Demos	Select sites, develop drawings for pop-ups, notify community, install demos, and evaluate.	Maps of demonstration site locations, drawings, materials list, permits and sign plan, informational flyers, social media posts, volunteer recruitment lists, pictures, notes, community surveys, bike and pedestrian counts, summary of pop-up demonstration events.	6/30/2026	Agency Staff / Consultant
8. Draft and Final Plan	Develop school profiles, rating system, implementation strategies, maps, draft and final plans.	Draft Plan, Public Review – list of comments, Final Plan that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy	6/30/2026	Agency Staff / Consultant
9. Board Review / Approval & Implement Project	Adopt plan and implement.	Board Agenda, presentation materials, meeting minutes with board acceptance/approval, press release.	6/30/2026	Agency Staff / Consultant

**Memorandum**

**To:** Board of Directors  
**From:** Jefferson Kise, Director of Finance & Administration  
**Meeting Date:** December 3, 2025  
**Subject:** **Agreement for Accounting Services**

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**RECOMMENDED ACTION:****Agreement for Accounting Services:**

1. **AUTHORIZE** the Executive Director to execute contract Amendment #4 with Oppidea, LLC, in an amount not to exceed \$36,000 per year for an additional twenty-four months to provide accounting services through the period ending December 31, 2027;
2. **FIND** that this amendment is justified as a sole source due to the efficiencies that support award to the existing consultant as a logical follow-on to work already in progress under a competitively awarded contract; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

**SUMMARY:**

The Agency's current agreement expires December 31, 2025. To support the anticipated systems conversion and the need for continuity in accounting services, staff recommends a two-year extension of the Agreement. The new contract rate reflects the first cost increase in three years.

**FINANCIAL IMPACT:**

The new contract rate of \$36,000 per year represents a \$3,780 increase from \$32,220 per year established in January 2023. There are sufficient funds in the budget to cover this expense on an annual basis.

**DISCUSSION:**

The Agency's current contract for accounting services expires on December 31, 2025; an agreement needs to be in place before the current Agreement expires.

Oppidea, LLC was selected in 2016 after a competitive Request for Proposals was issued. In June 2019, the Board authorized amendment #1 to extend the contract until December 31, 2022. In September 2022, the Board authorized amendment #2 to extend the contract until December 31, 2023. In October 2023, the Board authorized amendment #3 to extend the contract until December 31, 2025. Due to several retirements occurring in the accounting department, the need for continuity of the Agency's specialized accounting needs has been critical. With new staff in place, this amendment is intended to preserve operational continuity, legacy knowledge, and capacity during the upcoming system conversion period. The contractor has asked for their first cost increase in three years. Therefore, staff recommends the approval of a twenty-four-month extension of the current

Agreement with Oppidea to provide accounting services to the Transportation Agency for Monterey County, based on experience, knowledge, and cost.

**ATTACHMENTS:**

1. Oppidea Contract Amendment #4 v2
2. Sole Source Justification form - Oppidea

**WEB ATTACHMENTS:**

**AMENDMENT #4 TO THE AGREEMENT FOR PROFESSIONAL SERVICES**  
**BETWEEN**  
**THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND**  
**OPPIDEA, LLC.**

THIS AMENDMENT NO. 4 to the agreement dated December 7, 2016, between the Transportation Agency for Monterey County, hereinafter referred to as “TAMC,” and Oppidea, LLC., 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 December 7, 2016, hereinafter referred to as “Agreement;” and
- B. **WHEREAS**, in 2019, TAMC and Consultant entered into Amendment No. 1 to operationalize the contract option to extend the Agreement for an additional three-year period; and
- C. **WHEREAS**, on September 28, 2022, TAMC and Consultant entered into Amendment No. 2 to extend the Agreement by two years and increase the budget; and
- D. **WHEREAS**, on October 25, 2023, TAMC and Consultant entered into Amendment No. 3, to extend the Agreement by two years; and
- E. **WHEREAS**, TAMC and Consultant desire to amend the Agreement to extend the time of the contract and to add \$72,000 to support two additional years of effort;

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

**1. TERM OF AGREEMENT**

Paragraph 2 of the Agreement is amended as follows: “The term of this Agreement shall begin upon January 1, 2017, contingent upon approval by the TAMC Board, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC’s Project Manager specified in Paragraph 34. Unless earlier terminated as provided herein, this Agreement shall remain in force until December 31, ~~2025~~ 2027. Consultant acknowledges that this Agreement is not binding until it is fully executed and approved by TAMC.”

**2. PAYMENTS TO CONSULTANT; MAXIMUM LIABILITY**

Paragraph 3 of the Agreement is amended as follows: “Subject to the limitations set forth herein, TAMC shall pay to Consultant the amounts provided in Exhibit B: Budget, upon receipt and acceptance of deliverables listed therein. Each payment by TAMC shall be for a specific deliverable or services outlined in Exhibit A: Scope of Work and Schedule. The maximum amount payable to the Consultant under this Agreement is set forth in Exhibit B: Budget and shall not exceed the amount of ~~Two Thousand Six Hundred Eighty Five (\$2,685)~~ Three Thousand (\$3,000) Dollars per month, for a not to exceed total of ~~Two Hundred Sixty Four Thousand Seven Hundred Eighty (\$264,780)~~ Three Hundred Thirty-Six Thousand Seven Hundred Eighty (\$336,780) Dollars, including any renewals or extensions. If there is any conflict between the terms of this Agreement and the terms of either Exhibit A (Scope of Work and Schedule) or Exhibit B (Budget), the terms of this Agreement shall prevail. TAMC does not guarantee any minimum amount of dollars to be spent under this Agreement.”

The Budget attached to the Agreement as Exhibit B is hereby replaced with the Budget attached hereto as Exhibit B-4 and shall be effective upon execution.

**3. REMAINDER OF TERMS UNCHANGED**

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

An executed copy of this Amendment No. 4 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 No. 4 to the Agreement with Oppidea, LLC.

Oppidea, LLC.

TAMC

By: \_\_\_\_\_

By: \_\_\_\_\_

William Gallagher

Todd A. Muck

Manager

Executive Director

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

INSTRUCTIONS: If Consultant is a corporation (including limited liability and nonprofit corporations), the full legal name of the corporation shall be set forth together with the signatures of two specified officers. If Consultant is a partnership, the name of the partnership shall be set forth together with the signature of a partner with authority to execute this Agreement on behalf of the partnership. If Consultant is contracting in an individual capacity, the individual shall set forth the name of his or her business, if any, and shall personally sign the Agreement.

\*\*\*\*\*

Approved as to form:

\_\_\_\_\_

Dated: \_\_\_\_\_

TAMC Counsel

## Exhibit B-4

### Budget

Budget and shall not exceed the amount of ~~Two Thousand Six Hundred Eighty Five (\$2,685)~~ Three Thousand Dollars (\$3,000) per month, for a not to exceed total of ~~Two Hundred Sixty-Four Thousand Seven Hundred Eighty (\$264,780)~~ Three Hundred Thirty-Six Thousand Seven Hundred Eighty (\$336,780) Dollars.

**SOLE SOURCE JUSTIFICATION**

Project Manager: Jefferson Kise Date: 11/19/2025

Consultant/Vendor: Oppidea, LLC.

Contract Amount: \$ 72,000

Project Description:

Accounting and payroll services for a two year period as described in the Scope of Work.

**Notice: Contracting without providing for full and open competition is prohibited unless justified on one or more of the boxes below.**

BY MARKING THE BOXES BELOW, YOU ARE AFFIRMING THAT THE FOLLOWING STATEMENTS ARE TRUE
<input checked="" type="checkbox"/> The need for a sole source is not due to a failure to plan or a lack of advanced planning. <input checked="" type="checkbox"/> The need for a sole source is not due to concerns about the amount of State or Federal assistance available to support the procurement (for example, expiration of state or Federal assistance available for award).

JUSTIFICATIONS FOR AWARD OF SOLE SOURCE CONTRACT (without FEDERAL FUNDING)
<p><b>For non-federally funded contracts, at least one of these justifications must apply:</b></p> <input type="checkbox"/> Only one contractor/consultant/vendor can provide unique/highly specialized item/service. <input checked="" type="checkbox"/> Economy or efficiency supports award to existing contractor/consultant as a logical follow-on to work already in progress under a competitively awarded contract. <input type="checkbox"/> Cost to prepare for a competitive procurement exceeds the cost of the work or item. <input type="checkbox"/> The item is an integral repair part or accessory compatible with existing equipment. <input checked="" type="checkbox"/> The item or service is essential in maintaining research or operational continuity. <input type="checkbox"/> The item/service is one with which staff members who will use the item/service have specialized training and/or expertise and retraining would incur substantial cost in time and/or money.

**EXPLANATION:** (please include a written explanation)

Due to several retirements occurring in the accounting department, the need for continuity of the Agency's specialized accounting needs has been critical. With new staff in place, this amendment is intended to preserve operational continuity, legacy knowledge, and capacity during the upcoming system conversion period.

**Memorandum**

**To:** Board of Directors  
**From:** Janneke Strause, Associate Transportation Planner  
**Meeting Date:** December 3, 2025  
**Subject:** **Monterey County Active Transportation Plan and Level of Traffic Stress Analysis - Monterey County Health Department Contract**

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**RECOMMENDED ACTION:****Monterey County Active Transportation Plan and Level of Traffic Stress Analysis - Monterey County Health Department Contract**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a contract with the Monterey County Health Department, subject to approval by Agency Counsel, in an amount not to exceed \$180,000 to provide community engagement support services for the period ending December 2028;
2. **APPROVE** the use of Caltrans Sustainable Communities planning grant funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director, or their designee, 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:**

Agency staff is requesting authorization of this contract with the Monterey County Health Department to deliver a community engagement strategy and provide support in the development of the Monterey County Active Transportation Plan and Level of Traffic Stress Analysis.

**FINANCIAL IMPACT:**

The estimated budget for the total project is \$798,500 with \$676,000 funded with a Caltrans Sustainable Transportation Planning Grant and \$122,500 local match funded from Rural Planning Assistance and Regional Surface Transportation Program Reserve. Of this total amount, \$180,000 is dedicated to the Monterey County Health Department's staff costs and \$190,000 is dedicated to the Transportation Agency for Monterey County's staff costs. The remaining \$428,500 is reserved for a consultant contract.

**DISCUSSION:**

The 2026 Monterey County Active Transportation Plan and Level of Traffic Stress Analysis (the Plan) will develop a comprehensive strategy to create walking, biking and non-motorized transportation options for vulnerable and underserved persons throughout Monterey County. This Plan is an update to the previous Monterey County Active Transportation Plan and will include a Level of Traffic Stress (LTS) analysis that will assess the experience of non-automotive road users and produce an

interactive map highlighting existing bicycle and pedestrian network gaps to help TAMC and local jurisdictions focus on implementing the highest benefit projects on our transportation network. The effort will be led by TAMC, in partnership with its member agencies, the Monterey County Health Department, and Caltrans District 5.

The Monterey County Health Department and TAMC partnered to develop the Caltrans Sustainable Transportation Planning Grant application for the Monterey County Active Transportation Plan and Level of Traffic Stress Analysis. The Monterey County Health Department was written into the scope of work and budget of the grant and is an eligible sub-applicants according to the adopted Caltrans Sustainable Transportation Planning Grant Guidelines. Therefore, a competitive bidding process was not required.

The grant was awarded in August 2025 and TAMC received Caltran's authorization to proceed with work on the grant in October 2025. The two and half year planning process described in the Monterey County Active Transportation Plan and Level of Traffic Stress will identify key gaps in the bicycle and pedestrian network and produce an interactive map for users to plan low-stress active transportation routes in Monterey County.

The draft agreement, including the scope of work and budget, is included as a web attachment to this report. The scope of work clarifies the roles and responsibilities of each partner, as well as reimbursement amounts for activities taken to deliver the Plan:

- The Transportation Agency is the lead agency, responsible for administering the grant, requesting reimbursement from Caltrans, developing methodology for level of traffic stress analysis, hiring a consultant to develop and execute the plan, participating in outreach, and overseeing project development and delivery in compliance with state, federal and local requirements. The Agency has budgeted \$190,000 for these staff activities.
- A consultant (to be determined) will be the implementing agency responsible for managing the planning process, facilitating partner meetings and community engagement, collecting and analyzing data, developing draft and final planning documents, and submitting invoices to the Transportation Agency. TAMC staff is expecting to bring a draft contract to the Board in January 2026.
- The Monterey County Health Department will be a partnering agency responsible for assisting the implementing agency in community engagement, especially with Spanish-speakers and health-disadvantaged populations. This proposed agreement with the Health Department budgets \$180,000 for their activities.

The project is expected to kickoff in January 2026 and conclude in June 2028.

#### **ATTACHMENTS:**

1. Active Transportation Plan and Level of Traffic Stress - MCHD Scope and Budget

#### **WEB ATTACHMENTS:**

[Draft Monterey County Active Transportation Plan and Level of Traffic Stress Analysis Contract - Monterey County Health Department](#)

## **EXHIBIT A: Scope of Work and Schedule**

**Project Title:** Janneke Strause, TAMC

**Consultant Project Manager:** Rosemary Soto, Monterey County Health Department

### **Scope of Work**

#### **2026 Monterey County Active Transportation Plan and Level of Traffic Stress Analysis**

### **Introduction**

The 2026 Monterey County Active Transportation Plan and Level of Traffic Stress Analysis (the Plan) will develop a comprehensive strategy to create walking, biking and non-motorized transportation options for vulnerable and underserved persons throughout the county (Appendix A). This Plan is an update to the previous Monterey County Active Transportation Plan, which was adopted in 2018 prior to the development of the Caltrans District 5 Active Transportation Plan, as well as SB-960 and DP-37. This update is necessary to deliver project recommendations that can be directly implemented into the SHOPP.

This Plan will include a Level of Traffic Stress (LTS) analysis that will assess the experience of non-automotive road users and produce an interactive map highlighting existing bicycle and pedestrian network gaps to help TAMC and local jurisdictions focus on implementing the highest benefit projects in our transportation network. Comprehensive community stakeholder engagement that reflects local needs and preferences will ensure the recommendations align with regional priorities. The effort will be led by TAMC, in partnership with its member agencies, the Monterey County Health Department, and Caltrans District 5.

The goal of this project is to increase bicycling and walking among Monterey County residents, targeting groups who are particularly vulnerable such as the young and aging populations with limited transportation options and who are interested in active transportation, but are concerned for their safety. Young and aging populations of pedestrians and bicyclists are disproportionately impacted by unsafe roads. When comparing the rates of collisions involving an injury or fatality in all California counties between 2017-2020, Monterey County was recorded as having the highest collision rates for pedestrians injured or killed under the age of 15 years (1 of 58 counties), pedestrians injured or killed that were 65 years of age or older (9 out of 58), and bicyclists injured or killed under the age of 15 years (15 out of 58)(2). Between 2018 and 2022, 1,043 bicycle and pedestrian collisions occurred, including 47 fatalities (Appendices F and G).

The Plan's LTS analysis will provide a data-driven assessment of current conditions, identifying high-risk areas that require targeted interventions. The Plan will prioritize projects that close a

network gap on high-collision corridors, near transit and affordable housing, increasing the likelihood projects can be used as a part of new development environmental mitigation strategies. Community engagement will provide empirical data to identify high-risk areas while providing input on how to weigh project prioritization categories. The final plan document will support public agencies in applying for grant funding to construct a network comfortable for active transportation users of all ages and abilities. Community engagement throughout the planning process and implementation will be conducted in English and Spanish.

The project will also include a user-friendly online map to highlight gaps in the bicycle network and identify segments with unacceptably high traffic stress. Bicyclists and pedestrians will be able to utilize the level of traffic stress map to determine the most comfortable route for their daily trips. In addition, an analysis of potential projects will establish a high-priority project list for local agencies. The Plan will prioritize project recommendations based on safety and network connectivity and whether the project eliminates collision risk, fills a gap in the low-stress network, is near transit nodes, and is located near existing or future affordable housing.

Local agencies can utilize the project list to prioritize future projects where there are gaps in the network and unacceptably high levels of traffic stress. The deliverables of this project are an interactive online map, a prioritized project recommendations list, and technical documentation of the level of traffic stress analysis.

The 2026 Active Transportation Plan and Level of Traffic Stress Analysis supports the California State Transportation Agency's Climate Action Plan for Transportation Infrastructure (CAPTI) greenhouse gas emission reduction goals by investing in networks of safe and accessible bicycle and pedestrian infrastructure and supporting innovative safety solutions. Assessing the bicycle level of traffic stress can capture data points that discourage bicycling and walking and prevent crashes before they happen. High stress roadways discourage bicycling. By prioritizing projects that reduce stressful roadways, this project encourages bicycling and walking, thereby reducing greenhouse gas emissions produced by vehicle trips. Additionally, one data point not captured well in safety studies is close-calls or near-misses. One assumption of high stress roadways is that close-calls and near misses happen. This project will prioritize streets where close-calls and near misses happen before a serious injury or fatality occurs.

## **Project Stakeholders**

TAMC will be responsible for overseeing the plan's delivery, coordinating partnership involvement, participating in public outreach (including involvement of the Bicycle & Pedestrian Facilities Committee, the Measure X Citizen's Oversight Committee, and the TAMC Board), hiring and managing a consultant to conduct the level of traffic stress analysis and develop project recommendations and the plan, providing project information via the TAMC website and Public Input project webpage, developing partnerships and collecting information needed to develop project recommendations, identifying potential funding sources for implementation, and administering the grant. TAMC will provide a local source of funding to pay for childcare and dinner at meetings.

The consultant (to be determined) will lead the development of the plan, assist with organizing the public outreach and data collection process, and lead the public engagement process with a special focus on disadvantaged communities in the project area.

The Monterey County Health Department will support the development and implementation of the community engagement plan. They will reach out to key stakeholders including but not limited to parents, schools, school districts, elected officials, advocacy groups and health providers to help identify specific health and safety needs within the community and work with existing Steering Committee members. Due to the high percentage of Spanish speakers in the community, meetings will be held in Spanish with English translation or accommodations will be made for non-English speakers. The Health Department will provide bilingual staff at all community engagement meetings and events and translation services and equipment as needed.

City and County Public Works and Planning staff will participate in public engagement activities, evaluate project recommendations to ensure consistency with existing policy and planning documents, review and approve the list of recommendations and draft plan and adopt the final planning document.

## **Overall Project Objectives**

- Inventory current bicycling and walking facilities in the twelve cities and unincorporated areas of Monterey County.
- Conduct a collaborative, extensive, and accessible public participation process to engage diverse stakeholders and the community.
- Conduct a bicycle and pedestrian level of traffic stress analysis.
- Develop a low-stress bicycling and walking interactive and print map.
- Produce a list of project recommendations that reduce the level of traffic stress on City and County roadways.
- Identify funding sources for project recommendations and develop concept layouts and conduct outreach to position projects for grant proposals.
- Promote and encourage biking, walking, and transit ridership by planning a high-comfort network of active transportation infrastructure serving transportation disadvantaged populations.
- Decrease Greenhouse Gas emissions by advancing mode shift to zero emission travel options such as walking and bicycling.
- Increase accessibility for all potential active transportation users including children, seniors, women, people with disabilities, people of color, and low-income residents.

## Summary of Project Tasks

For each Task 01-5, indirect costs will be allocated based on staff time spent on each task by using an Indirect Cost Allocation Plan Indirect Cost Rate approved by the California Department of Transportation.

### Task 01: Project Administration

TAMC will schedule and facilitate a kick-off meeting with Caltrans staff to review the project scope of work, schedule, and expectations for ongoing coordination with Caltrans staff. Caltrans staff will review with TAMC staff the funding source of the grant (State or Federal funds), as well as requirements for using the funds.

Throughout the life of the grant, TAMC will prepare and submit quarterly invoices and reports with all Caltrans-required back-up documentation.

Responsible Party: TAMC

Task Deliverables
Kick-off meeting with Caltrans - Meeting Notes
Quarterly Invoices and Reports – invoices and back-up documentation and quarterly progress reports.

### Task 02: Consultant Procurement

TAMC will procure a technical consultant familiar with transportation planning and experience drafting Active Transportation Plans and conducting bicycle and pedestrian level of traffic stress analyses. Procurement will be consistent with state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

Responsible Parties: TAMC and Monterey County Health Department

Task Deliverables
Procure Consultant – TAMC’s current procurement procedures, copy of the Request for Proposal/Qualifications, copy of the contract between consultant and TAMC, copies of all amendments to the consultant contract, meeting notes from project kick-off with consultant.

## Task 1: Existing Conditions

### ***Collect & Review Background Information***

Collect and review policy, planning, and engineering documents relevant to the bicycle and pedestrian level of traffic stress analysis including but not limited to roadway data such as existing bicycle and pedestrian infrastructure, traffic volumes, 85th percentile speed data, and already adopted local road safety, land use, and future development plans.

Responsible Party: TAMC, Consultant, and Monterey County Health Department

<b>Task Deliverables</b>
Results of collected data and planning documents, survey results, and summary of public comments.

## Task 2: Level of Traffic Stress Analysis

The Level of Traffic Stress Analysis will identify the existing active transportation network gaps and barriers. High-stress facilities will be prioritized for improvement in the project recommendations list. Low-stress facilities will be highlighted in a network map and will be shared with the community for comment and revision.

### ***Develop Methodology***

Develop the bicycle and pedestrian level of traffic stress analysis methodology based on academic articles, studies, and previously developed methodologies from other jurisdictions.

Responsible Party: TAMC, Consultant, and Monterey County Health Department

### ***Conduct Analysis***

The analysis in this section will include a collision analysis, DAC analysis and mapping, first mile/last mile needs, and gap and barrier analysis.

Responsible Party: Consultant

### ***GIS Mapping Assistance***

Develop analysis in ArcGIS to run all roadways in Monterey County (except freeways) through the Level of Traffic Stress (LTS) analysis. Develop network maps, facility maps, and other GIS Mapping Needs. Package the Data for TAMC.

Responsible Party: Consultant

<b>Task Deliverables</b>
Technical documentation, summary of analysis including a collision analysis, DAC analysis and mapping, first mile/last mile needs, and gap and barrier analysis, geodatabase file containing a complete shapefile of the result of the LTS analysis, list of project recommendations, and link to interactive online map.

### **Task 3: Community Engagement**

With the support of TAMC, the consultant and County of Monterey Health Department will develop an engagement strategy, create collateral, conduct outreach via online and in-person meetings in English and Spanish, facilitate stakeholder meetings as needed, participate in presentations to the TAMC Board, and conduct community workshops.

#### ***Conduct Community Outreach***

The community engagement will focus on disadvantaged communities by soliciting input from Safe Routes to Schools Steering Committees in North Monterey County, Salinas, Marina, Gonzales, Soledad, Greenfield, and King City. These Steering Committees will be engaged throughout the project and will be asked to validate the bicycle and pedestrian level of traffic stress analysis via in-person focus groups in each City. The Steering Committees will be engaged via email, text, phone, and hybrid in-person and Zoom meetings. The Monterey County Health Department will play a vital role in outreach throughout the project. Throughout the project, Neighborhood Advocacy Groups and the TAMC Advisory Committees will receive presentations and information and provide input on the process and end-product.

Community engagement will include bi-weekly meetings with the consultant and TAMC to coordinate the community engagement plan implementation and outreach activities, outreach of 13 focus groups (one in each City and the County) utilizing TAMC and Health Dept. contacts, 13 focus group meetings in Spanish and English, 13 tabling events, and 1 workshop/community event in each City and the County (13 total).

#### ***Collect Community Data***

Conduct focus groups and/or digital and print English/Spanish surveys to identify the most prominent barriers to active transportation in Monterey County. Review, categorize, and analyze public comments from tabling at community events and venues, public meetings, and online comment tool to summarize public input and priorities. Public comment analysis will be incorporated into the final Plan and help determine the Plan's prioritized project list.

#### ***Document Engagement Activity***

Draft a report of each engagement meeting or event that includes # of participants, questions asked, concerns, contact information, and participant testimonials at minimum. The engagement

strategy developed by TAMC, the consultant, and the community can outline more information to be documented if desired.

Responsible Party: TAMC, Consultant, and Monterey County Health Department

<b>Task Deliverables</b>
PowerPoint Presentations, flyers, website announcements, sign-in sheets, community surveys, conceptual drawings, engagement strategy summary, and Meeting Summary Reports.

## **Task 4: Draft and Final Plan**

### ***Develop Profile for each City and Unincorporated County***

Create a succinct profile for each City and the unincorporated areas of Monterey County detailing current conditions including existing bicycling and walking facilities and the existing level of traffic stress. Describe current challenges and opportunities at individual sites and recommend infrastructure and non-infrastructure solutions such as student and parent safety education, crossing guards, and encouragement programs like walking school buses.

Review identified infrastructure needs and develop a list of potential infrastructure solutions for each jurisdiction. Include all data collected for each City (audits, parent surveys, mode surveys, public comments, crash data, and community input). Profiles will be written in Spanish and English.

### ***Develop Project Rating System***

Develop rating mechanism using criteria consistent with the California Active Transportation Program, Regional Transportation Plan, and County General Plan to identify high priority projects that will help meet local, regional, and state health and safety goals. Prioritize projects by assigning a score based on five categories: Safety, Network Connectivity, Equity, LTS, and Housing. Points will be assigned to Safety if a bicycle and pedestrian collision occurred on the corridor, Network Connectivity if the project fills a gap in the low-stress network or if there are transit nodes on the corridor; Equity if the project is located within a Disadvantaged Community; Level of Traffic Stress if the corridor has a high level of traffic stress, and Housing if the corridor is located near existing or future affordable housing.

The project rating system will utilize existing and future affordable housing data from local jurisdiction's housing elements. Projects will receive a higher priority score if they are located within one mile of existing and future affordable housing.

### ***Develop Conceptual Designs for High Priority Projects***

Identify the number of high priority projects based on the project rating system, thirteen at most. Draft conceptual design plans, illustrative sketches, and planning-level cost estimates. Lead conceptual designs review meeting and revise plans and sketches as needed.

### ***Develop Plan Implementation Strategy***

Create a phased implementation strategy that includes a timeline, planning-level cost estimates, and potential funding sources. Draft Fact Sheets for High Priority Projects for use with future grant applications that includes conceptual design illustration, cost-estimates, project description, quick-build option, and project benefits. Update TAMCs development guidelines for comment letters on all new development to encourage developers to use project recommendations in their environmental mitigation strategies.

### ***Create Infrastructure Recommendation Maps***

Create maps for each jurisdiction showing recommended sites for infrastructure improvements, disadvantaged and low-income community investment maps, and proposed phasing.

### ***Develop & Review Administrative Draft Plan***

Compile all the data and recommendations prepared for the plan (including profiles, background data, community engagement strategy and outcomes, maps, concept drawings, infrastructure and non-infrastructure recommendations, ratings matrix, and implementation strategy) into a single plan, including a short Executive Summary. Circulate the administrative draft to partners for review and comment.

### ***Draft Plan***

Revise Administrative Draft Plan incorporating comments from partners and prepare an online version of the draft plan. The Draft Plan will be translated into Spanish and American Disabilities Act accessible.

### ***Draft Plan Review***

Post the Draft Plan online and distribute copies to community centers, public libraries, schools, for public review and input.

Solicit comments on Draft Plan from agencies that could include:

- County Committees and Board of Supervisors
- City Committees and Councils
- TAMC Board and Advisory Committees
- Members of the public, including parents and seniors

### ***Revise Draft Plan***

Revise Draft Plan incorporating comments from the community and advisory bodies.

Responsible Party: TAMC, Consultant, and Monterey County Health Department

<b>Task Deliverables</b>
Draft Plan, Public Review – list of comments, Final Plan that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy. Rating mechanism memo, phased implementation strategy summary, jurisdictional maps and lists of recommended improvements, updated TAMC development guidelines, fact sheets for high priority projects, and conceptual design plans.

**Task 5: Board Review/Approval**

***Plan Adoption***

Revise Draft Plan incorporating input from the community and advisory bodies. Present final plan to County Committees and Board of Supervisors, City Committees and Councils, School District Boards, and TAMC Board and resolve any critical issues. The TAMC Board, Board of Supervisors, and City Councils will adopt the final Plan by June 2027. Provide hard copies and electronic copy of the final report for distribution. Credit to Caltrans and other financial contributors must be listed on the cover of the report.

***Project Implementation***

Create press release for plan release. Distribute copies of the Plan to the Public Library, the School Districts, County Public Works, City Public Works, TAMC, and Consultant. Distribute the Low-Stress Bicycle and Pedestrian Map across Monterey County. The LTS Analysis will be used as a ranking criterion when evaluating Surface Transportation Grant applications awarded by TAMC. Potential funding programs include Measure X, the SB 1 local road rehabilitation program, the Regional Development Impact Fee (RDIF) Program, and the State’s Active Transportation Program. Following Plan adoption, the Plan partners will begin working together to apply for Federal, State, and local grants, including the Active Transportation Program.

Responsible Party: TAMC, Consultant, and Monterey County Health Department

<b>Task Deliverables</b>
Board Agenda, presentation materials, meeting minutes with board acceptance/approval.

**Project Schedule**

<b>Milestone</b>	<b>Schedule Date</b>
Planned Draft Plan Completion Date	July 2027
Planned Final Plan Completion Date	February 2028
Planned Final Plan Adoption Date	April 2028

**EXHIBIT B: Budget**

<b>2026 Monterey County ATP and LTS Budget</b>	<b>Monterey Health</b>	<b>Total Cost</b>
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<b>Task</b>	<b>Task Name</b>	<b>Cost per Task</b>	<b>Total Cost per Task</b>
<b>01</b>	Project Administration	\$ 3,968	\$ 12,000
<b>02</b>	Consultant Procurement	\$ 2,730	\$ 9,500
<b>1</b>	Existing Conditions	\$ 4,160	\$ 56,000
<b>2</b>	Level of Traffic Stress Analysis	\$ 6,018	\$ 102,000
<b>3</b>	Community Engagement	\$ 133,776	\$ 322,000
<b>4</b>	Draft & Final Plan	\$ 24,870	\$ 248,000
<b>5</b>	Board Review/Approval & Project Implementation	\$ 4,478	\$ 49,000
	<b>Subtotals</b>	<b>\$ 180,000</b>	<b>\$ 798,500</b>

## Memorandum

**To:** Board of Directors  
**From:** Janneke Strause, Associate Transportation Planner  
**Meeting Date:** December 3, 2025  
**Subject:** **FORTAG Final EIR Addendum #4**

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### **RECOMMENDED ACTION:**

**ADOPT** the Fourth Addendum to the Final Environmental Impact Report for the Fort Ord Regional Trail and Greenway project.

### **SUMMARY:**

The California Avenue segment of the Fort Ord Regional Trail and Greenway project is currently in final design. During this process, the alignment has been refined and there are now portions of the trail that fall slightly outside the certified Environmental Impact Report's Area of Potential Effect. This fourth addendum addresses those areas to study the potential impacts.

### **FINANCIAL IMPACT:**

The cost of the Addendum is included in the original contract for the FORTAG California Avenue Segment Final Design and Right of Way. The FORTAG California Avenue segment, between Patton Parkway and Imjin Road in the City of Marina, received a \$8.4 million Active Transportation Program grant matched with \$2 million in Measure X.

### **DISCUSSION:**

The vision for the Fort Ord Regional Trail & Greenway (FORTAG) is to create a multimodal route designed to accommodate people of all ages and abilities that connects communities in and around the former Fort Ord to each other and to education, employment, community and recreation centers. It will serve as a safe pedestrian and bicycle corridor connecting the cities of Seaside, Marina, Del Rey Oaks, Monterey, and unincorporated community residents to California State University Monterey Bay (CSUMB), the Fort Ord National Monument, and the Monterey Bay Sanctuary Scenic Trail. The Final Environmental Impact Report (EIR) for the proposed 28-mile paved trail was certified by the Transportation Agency Board on March 25, 2020.

The California Avenue Segment of the FORTAG Project has been awarded funding through the Active Transportation Program (ATP). This segment will provide a 1.4-mile multi-use trail in Marina adjacent to California Avenue from Patton Parkway to 5th Ave./8th St. where it heads north through open space and connects to the future Jerry Smith Trailhead segment of FORTAG at Imjin Road (see **attached** map). The trail will be 12 feet wide and paved, with 2-foot unpaved shoulders on each side. Safety improvements include Americans with Disabilities Act (ADA) compliant grading, Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons, and enhanced crosswalks.

The purpose of this segment is to provide active transportation access between Marina

neighborhoods and CSUMB, connections to existing Class 1 bike paths on 9th St. and Imjin Parkway, and a connection to the future FORTAG Jerry Smith Trailhead segment connecting to the Bureau of Land Management's Fort Ord National Monument. The project is currently at 100% final design, with construction funding programmed for 2026.

Under the California Environmental Quality Act (CEQA), an EIR Addendum is a document prepared when minor changes to a previously approved project do not result in new or more severe environmental impacts. According to CEQA Guidelines Section 15164, an Addendum is appropriate when:

- No new significant environmental effects are introduced.
- No substantial increase in the severity of previously identified impacts occurs.
- No new feasible mitigation measures or alternatives are required.

An Addendum does not require public circulation but must be considered by the decision-making body prior to project approval.

The Addendum (**web attachment**) evaluates minor modifications to the trail alignment to avoid Monterey gilia populations for the California Avenue Segment. The Addendum concludes that:

- No new or more severe environmental impacts would result from the Modified Project.
- All previously adopted mitigation measures from the certified 2020 Final EIR remain applicable.
- No new mitigation measures or alternatives are required.
- The Modified Project is consistent with CEQA Guidelines Section 15164 and does not trigger the need for a Subsequent EIR.

Environmental topics reviewed include aesthetics, biological resources, air quality, cultural resources, hydrology, transportation, wildfire risk, and more. In all cases, the Addendum finds that the Modified Project would not result in impacts beyond those already analyzed and mitigated in the certified EIR.

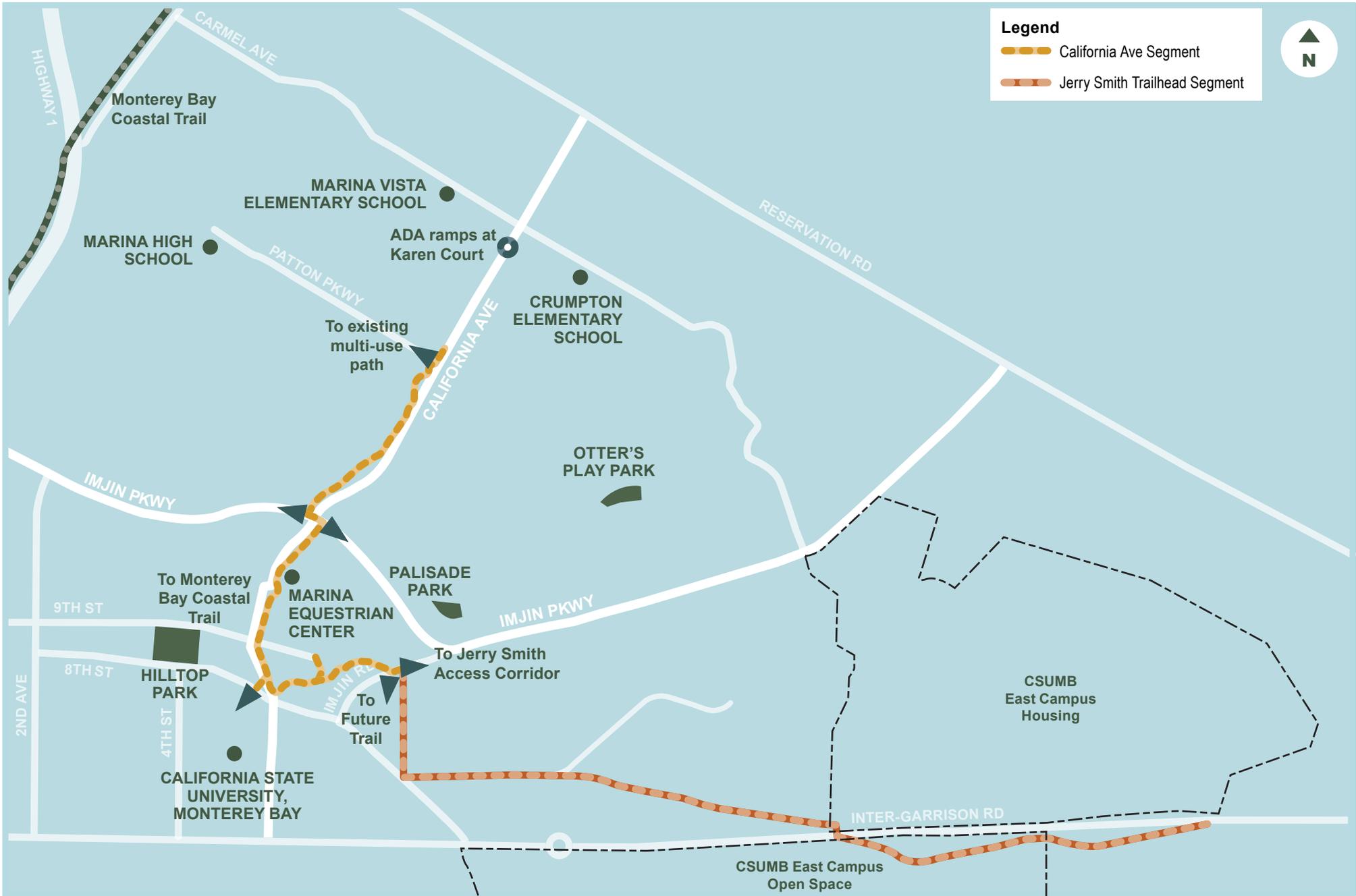
Upon approval of the Addendum, TAMC staff will continue coordination with the City of Marina to finalize design and prepare for construction. TAMC staff aims to request the allocation of construction funds at the January California Transportation Commission meeting. The Addendum will be included in the project's environmental record and used to support permitting applications.

#### **ATTACHMENTS:**

1. FORTAG CA Ave Trail

#### **WEB ATTACHMENTS:**

- [FORTAG California Avenue Final EIR Addendum #4](#)



**Memorandum**

**To:** Board of Directors  
**From:** Christina Watson, Director of Planning, Ariadne Sambrano, Transportation Planner  
**Meeting Date:** December 3, 2025  
**Subject:** **Legislative Update**

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**RECOMMENDED ACTION:**

**RECEIVE** update on state and federal legislative issues.

**SUMMARY:**

This report includes updates on state and federal legislative activities.

**FINANCIAL IMPACT:**

New legislation could impact transportation funding availability.

**DISCUSSION:**

**Attachment 1** is a final bill list showing bills that were signed into law or vetoed, indicating the dates chaptered bills will take effect, and any sunset dates that may apply. Inactive bills that may return in 2026 are online in **web attachment 1**. Highlighted bills of interest from the final bill list include:

- Assembly Bill (AB) 382 (Berman): Pedestrian Safety in School Zones: Allows local authorities to reduce speed limits in school zones to 20 mph. TAMC supported this measure as part of its safety priority.
- AB 761 (Addis) – Monterey-Salinas Transit (MST) District Tax Authority: Authorizes MST to seek voter approval for a retail transactions and use tax of up to 0.25%, exempt from the 2% cap. TAMC supported this bill to enhance local revenue options.
- AB 1014 (Rogers): Traffic Safety: speed limits: allows Caltrans to lower speed limits in certain circumstances. TAMC supported this bill as part of its safety priority.
- Senate Bill (SB) 71 (Wiener): California Environmental Quality Act (CEQA) Exemptions for Transit Projects: Extends exemptions for active transportation and transit projects through 2040, streamlining project delivery. TAMC supported this measure to accelerate sustainable transportation improvements.
- AB 1207 (Irwin): Cap and Invest Reauthorization and SB 840 (Limón): Greenhouse Gas Reduction Fund (GGRF) Allocation: these are companion bills to extend the Cap and Trade program and rename it the "Cap and Invest" program. These bills restructure GGRF allocations, maintaining funding for transit programs critical for TAMC's rail and transit initiatives. The bills were negotiated and signed into law so quickly that TAMC did not have time to discuss a position on them, but TAMC's adopted legislative program supports the preservation of transportation funding and staff would have recommended support as the bills represent a continuation of critical funding programs.

These bills reflect TAMC's commitment to improving safety, expanding sustainable transportation options, and securing funding for local projects.

**Attachment 2** is a federal legislative update, reviewing the agreement to extend federal funding through January 30, 2026, and the prospects for a transportation appropriations bill.

The 2025 adopted TAMC legislative program is online as **web attachment 2**.

**ATTACHMENTS:**

1. State Bill List
2. Federal Legislative Update

**WEB ATTACHMENTS:**

1. [Inactive Bill List](#)
2. [TAMC 2025 Legislative Program](#)

**TAMC Bill Matrix – December 2025 – Final Bill List**

**Unless otherwise noted, all bills chaptered into law take effect on January 1, 2026.**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 39 (Zbur)</b> <b>General Plans: Local Electrification Planning Act</b>	10/6/25 Chapter 356, Statutes of 2025	This bill, on or after January 1, 2027, but no later than January 1, 2030, the Local Electrification Planning Act, requires each local jurisdiction to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes the identification of opportunities to expand electric vehicle charging and other zero-emission fueling infrastructure, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.	<b>Watch</b> <b>Priority 5S</b>
<b>AB 289 (Haney)</b> <b>State highway work zone speed safety program</b>	10/13/25 Chapter 684, Statutes of 2025	This bill authorizes, until January 1, 20232, Caltrans to establish a speed safety system pilot program for automated speed enforcement in up to 75 state highway construction or maintenance areas. The bill requires Caltrans to adopt written guidelines and requires Caltrans, in developing the guidelines, to consult with the CHP and other relevant stakeholder organizations. September 4 amendments incorporate changes related to appeals which will only become operative if both this bill and SB 720 are enacted.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 382 (Berman)</b> <b>Pedestrian safety: school zones: speed limits</b>	10/10/25 Chapter 555, Statutes of 2025	This bill, until January 1, 2031, allows a local authority to reduce the speed limit in a school zone when children are present, from 25 miles per hour (mph) to 20 mph. Beginning January 1, 2031, 20 mph becomes the state requirement.	<b>SUPPORT</b> <b>Priority 9S</b> <b>Letter sent</b> <b>6/25/25</b>

**TAMC Bill Matrix – December 2025 – Final Bill List**

**Unless otherwise noted, all bills chaptered into law take effect on January 1, 2026.**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 544 (Davies)</b> <b>Electric bicycles: required equipment</b>	7/14/25 Chapter 36, Statutes of 2025	The bill requires an e-bike that operates on a roadway, sidewalk or bikeway to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear. This bill provides that a person under 18 years of age who is cited for operating an electronic bicycle (e-bike) while not wearing a proper helmet may avoid resulting court notification and fines if the person delivers proof to the agency that issued the citation that (1) the person has a helmet that meets legal specifications and (2) the person has completed a specialized e-bike safety course.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 761 (Addis)</b> <b>Monterey-Salinas District: sales and special taxes</b>	10/13/25 Chapter 706, Statutes of 2025	This bill allows the Monterey-Salinas Transit District, upon the affirmative vote of at least 2/3 of its board, to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance of not more than 0.25% in accordance with the Transactions and Use Tax Law before January 1, 2035. The measure exempts this tax from the 2% limit for sales taxes.	<b>SUPPORT</b> <b>Priority 17S</b> <b>Letters sent</b> <b>4/2/25</b>
<b>AB 875 (Murasutchi)</b> <b>Vehicle removal</b>	10/1/25 Chapter 168, Statutes of 2025	This bill authorizes a peace officer to seize and impound an out-of-class electric bicycle and empowers local governments to impose charges to cover related costs.	<b>Watch</b> <b>Priority 9S</b>

**TAMC Bill Matrix – December 2025 – Final Bill List**

**Unless otherwise noted, all bills chaptered into law take effect on January 1, 2026.**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>AB 1014 (Rogers)</b> <b>Traffic safety: speed limits</b></p>	<p>10/3/25 Chapter 287, Statutes of 2025</p>	<p>Existing law sets default speed limits for highways and Caltrans must adjust these limits to the nearest 5 miles per hour based on the 85th percentile of traffic speed. Local authorities can lower speed limits if the current limit is deemed too high for safety or specific conditions, such as designating a highway section as a "safety corridor." This bill allows Caltrans to similarly lower or keep speed limits under specific circumstances. The bill allows setting a 25- or 20-mile-per-hour speed limit on non-freeway highways. As for enforcement, the bill mandates that any peace officer, instead of just the local authority, must issue only warning citations for the first 30 days of a new lower speed limit.</p>	<p><b>SUPPORT</b> <b>Priority 9S</b> <b>Letter sent 6/6/25</b></p>
<p><b>AB 1207 (Irwin)</b> <b>Cap and Invest Reauthorization</b></p>	<p>9/19/25 Chapter 117, Statutes of 2025</p>	<p>This bill extends the newly branded Cap and Invest program through 2045 and reform the use and accountability of auction credits. It provides greater oversight on the California Air Resources Board (CARB), requiring the agency to appear before the legislature to discuss the administration of the program.</p>	<p><b>Watch</b> <b>Priority 1S</b></p>
<p><b>SB 30 (Cortese)</b> <b>Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions</b></p>	<p>10/13/25 Chapter 735, Statutes of 2025</p>	<p>As amended July 16, this bill prohibits a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring ownership of Tier 0 or Tier 1 equipment for continued use after the public entity decommissions the equipment. TAMC successfully advocated for an amendment to exempt Tier 4 equipment, to help the Central Coast acquire the prospective inventory needed to operate new rail service.</p>	<p><b>Watch</b> <b>Priority 1S</b></p>

**TAMC Bill Matrix – December 2025 – Final Bill List**

**Unless otherwise noted, all bills chaptered into law take effect on January 1, 2026.**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>SB 63 (Wiener)</b> <b>San Francisco Bay area: local revenue measure: transportation funding</b></p>	<p>10/13/25 Chapter 740, Statutes of 2025</p>	<p>This bill establishes the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara, and the City and County of San Francisco and requires the district to be governed by the same board that governs MTC. The bill authorizes a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 14 years, inclusive, and generally in an amount of 0.5% in each of the aforementioned counties and 1% in the City and County of San Francisco, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for administrative expenses, the bill requires the district to transfer specified portions of the tax for allocation to certain programs and purposes and for allocation to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District (Caltrain), the San Francisco Bay Area Rapid Transit District (BART), the San Francisco Municipal Transportation Agency, and other specified transit agencies for transit operating expenses, and requires the district to transfer specified portions of the tax directly to other specified transit agencies for public transit expenses. This bill requires MTC to establish an oversight committee and to contract a third-party consultant to conduct one or both phases of a financial efficiency review.</p>	<p align="center"><b>Watch Priority 1S</b></p>
<p><b>SB 71 (Wiener)</b> <b>California Environmental Quality Act: exemptions: transit projects</b></p>	<p>10/13/25 Chapter 742, Statutes of 2025</p>	<p>This bill indefinitely extends CEQA exemptions for active transportation plans, restriping on streets and highways, bicycle parking, signage, and storage, transit projects, and transit planning. The July 17 amendments extend the exemption to January 1, 2040 for agencies operating Tier 4 locomotives or cleaner provided that the project is not located in an air basin designated as a serious, severe, or extreme nonattainment area for particulate matter and ozone.</p>	<p align="center"><b>SUPPORT Priority 14S Letter sent 4/2/25</b></p>

**TAMC Bill Matrix – December 2025 – Final Bill List**

**Unless otherwise noted, all bills chaptered into law take effect on January 1, 2026.**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 78 (Seyarto)</b> <b>Caltrans: report: safety enhancements</b>	10/13/25 Chapter 743, Statutes of 2025	This bill requires Caltrans to prepare a report by January 1, 2027, evaluating current efforts and potential opportunities to streamline the process and procedures for the delivery of safety enhancement projects.	<b>Watch</b> <b>Priority 9S</b>
<b>SB 79 (Wiener)</b> <b>Local government land: transit-oriented development</b>	10/10/25 Chapter 512, Statutes of 2025	This bill allows more housing to be built near major public transportation stops by establishing state standards for transit-oriented zoning around major transit stops.	<b>Watch</b> <b>Priority 14S</b>
<b>SB 512 (Pérez)</b> <b>District elections: initiatives</b>	10/13/25 Vetoed	This bill would have authorized the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would have prohibited the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district. The bill would have required that an initiative measure contain substantiative accountability standards, including requiring a transportation expenditure plan that specifies the purposes for which the revenues will be used, but not including any procedural requirement such as a requirement that the expenditure plan be approved by local agencies.	<b>Watch</b> <b>Priority 1S</b>
<b>SB 671 (Cervantes)</b> <b>Pedestrian crossing signals</b>	10/3/25 Chapter 326, Statutes of 2025	This bill requires the installation and maintenance of traffic-actuated signals with touch-free Accessible Pedestrian Signals (APS) on new state-owned signalized pedestrian crossings and requires Caltrans to consider using touch free APS when performing maintenance activities. The bill requires Caltrans to notify local agencies operating state-owned traffic-actuated signals in specified areas about the opportunity to implement Lead Pedestrian Intervals on the signals.	<b>Watch</b> <b>Priority 9S</b>

**TAMC Bill Matrix – December 2025 – Final Bill List**

**Unless otherwise noted, all bills chaptered into law take effect on January 1, 2026.**

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 707 (Durazo)</b></p> <p><b>Open meetings: meeting and teleconference requirements</b></p>	<p>10/3/25</p> <p>Chapter 327, Statutes of 2025</p>	<p>This bill makes numerous changes to the Brown Act. This bill includes new public access and participation requirements, new exemptions from certain teleconferencing requirements for subsidiary bodies and multijurisdictional bodies, extensions of exemptions from certain teleconferencing requirements for specified legislative bodies or under specific circumstances. This bill requires the translation of agendas for “eligible legislative bodies” into specified languages. This bill extends to January 1, 2030, the teleconferencing flexibility provisions allowing remote participation of an individual member of a legislative body based on “just cause” and “emergency circumstances” and expands “just cause” to include military service. The bill expands the requirement for a legislative body to verbally report a summary of a recommendation for a final action on salaries, salary schedules, or compensation paid in the form of fringe benefits for a local agency executive to include a department head or similar administrative officer of the local agency. This bill allows an eligible multijurisdictional body to conduct a teleconference meeting provided that specified requirements are met, including that the body has adopted, in a regular meeting, a resolution authorizing teleconferencing; a quorum of the body must participate from one or more physical locations that are open to the public and within the boundaries of the agency; the agenda identifies each member participating remotely; the member participates through both audio and visual technology; and the member must be participating at least 20 miles away from any physical meeting location. The bill limits the number of meetings per year a member can participate solely by teleconference based on the number of times the body meets per month. For a body meeting once per month, that limit will be two meetings per year. This section only remains in effect until January 1, 2030. This bill clarifies that the existing authority of a legislative body to remove or limit participation of a disruptive individual applies to members of the public participating remotely.</p>	<p align="center"><b>Watch</b></p> <p align="center"><b>Priority 16S</b></p>

**TAMC Bill Matrix – December 2025 – Final Bill List**

**Unless otherwise noted, all bills chaptered into law take effect on January 1, 2026.**

Measure	Status	Bill Summary	Recommended Position
<b>SB 720 (Ashby)</b>  <b>Automated traffic enforcement system programs</b>	10/13/25  Chapter 782, Statutes of 2025	This bill authorizes cities and counties to establish alternative automated traffic enforcement systems to detect red light violations until January 1, 2032. This bill incorporates changes to fees for filing appeals proposed by AB 289 to be operative only if this bill and AB 289 are enacted and this bill is enacted last.	<b>Watch</b>  <b>Priority 9S</b>
<b>SB 840 (Limón, et al.)</b>  <b>Greenhouse gases: Greenhouse Gas Reduction Fund Expenditure Plan</b>	9/19/25  Chapter 121, Statutes of 2025  This bill takes effect July 1, 2026.	This bill establishes a new structure for allocating the Greenhouse Gas Reduction Fund (GGRF) beginning with the 2026-27 fiscal year, which commences on July 1, 2026, including \$1 billion for high-speed rail, \$1 billion reserved for discretionary appropriation, \$1.85 billion in commitments to other major categories consistent with previous appropriations, and \$125 million in new funding and \$250 million in financial incentives for local air districts to fund community emissions reduction programs. The Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP) are provided with a ceiling of funding (\$400 million and \$200 million, respectively, which is approximately the 10% and 5% each program receives through the existing continuous appropriation. By having line-items, these programs have a ceiling, but no floor, based on available revenue.	<b>Watch</b>  <b>Priority 1S</b>



## Memorandum

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**To:** Board of Directors

**From:** Ariadne Sambrano, Transportation Planner

**Date:** December 4, 2025

**Subject:** **Federal Legislative Update**

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### **Federal Government Reopened**

After a 43-day shutdown, Congress approved a short-term funding measure to reopen the federal government. The bill passed the House and Senate and was signed by President Trump on November 13, 2025. The measure extends most federal funding through January 30, 2026, covering Congress and the following agencies for the 2026 fiscal year: the Department of Agriculture (USDA), the Food and Drug Administration (FDA), programs and benefits for veterans through the Department of Veterans Affairs (VA), and Department of Defense (DoD) construction projects.

### **Transportation Appropriations Update**

With the continuing resolution in place through January 30, 2026, Congress is turning its attention to the nine remaining fiscal year (FY) 2026 appropriations bills, including the Transportation, Housing, and Urban Development (THUD) bill. Lawmakers aim to advance the next “minibus” package before the end of 2025. Senate leadership has indicated that several major appropriations bills including Defense, Labor, Health and Human Services, Education (Labor-HHS-Education), Commerce, Justice, and Science (CJS), and THUD may be combined into a single legislative package ahead of the January 30 deadline.

### **Surface Transportation Reauthorization Update**

Congress passes multi-year Surface Transportation Acts to fund America's public works, including roads, bridges, transit, and rail, providing states with long-term certainty for infrastructure planning and project delivery. The current version, the Infrastructure Investment and Jobs Act, expires on September 30, 2026. The Senate Committee on Environment and Public

Works (EPW) and the House Transportation and Infrastructure (T&I) Committee have begun negotiations on a reauthorization bill. Recent developments for the reauthorization of the Surface Transportation Act include [Administration proposals](#) that could significantly impact transit agency budgets.

The Administration proposal would eliminate the Mass Transit Account in the Highway Trust Fund. The MTA currently allocates about 20% of gas tax revenues, roughly \$14 billion annually, to transit formula programs. The Administration is also calling for the elimination of the state's ability to transfer highway formula funding to transit projects. This change would remove a critical source of flexibility for states in meeting local transportation needs. If these proposals move forward, they could significantly impact future transit agencies budgets and planning. These proposals are unlikely to engender bipartisan support. TAMC will continue to closely monitor developments on the transportation authorization bill negotiations.

### **Federal Court Halts US DOT's New Restrictions on Immigrant Commercial Drivers**

A federal appeals court has blocked the U.S. Transportation Department's emergency rule that would have sharply restricted immigrant eligibility for commercial driver's licenses (CDLs), finding the agency failed to justify safety benefits or follow proper procedures. While the rule is unenforceable for now, California remains under scrutiny: the U.S. DOT has already withheld \$40 million in funds used for highway safety programs because the state did not meet English language requirements, and it has threatened to withhold an additional \$160 million in Federal-aid Highway funds if California does not fully comply with CDL auditing and revocation standards. California's recent revocation of 17,000 CDLs has already disrupted trucking companies that haul freight and produce, creating ripple effects in supply chains.

Relevant articles linked below:

- [Court blocks new Transportation Department rules targeting immigrant commercial drivers](#)
- [Immigrant truckers fear fallout as California moves to pull thousands of CDLs](#)
- [Feds threaten to pull \\$160M from California over immigrant license rules](#)
- [Warning issued to California drivers as licenses could be revoked](#)

## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Director of Programming & Project Delivery  
**Meeting Date:** December 3, 2025  
**Subject:** **Draft 2026 Regional Transportation Plan Public Review**

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### **RECOMMENDED ACTION:**

**AUTHORIZE** staff to release the Draft 2026 Regional Transportation Plan for public review.

### **SUMMARY:**

The Transportation Agency adopts a Regional Transportation Plan every four years to provide a basis for allocating state and federal funding to transportation projects in Monterey County. The Agency prepares the plan in coordination with the Association of Monterey Bay Area Governments (AMBAG) to be consistent with the regional Sustainable Communities Strategy. The next update is due by June 2026.

### **FINANCIAL IMPACT:**

There is no direct financial impact to the Agency. The Draft 2026 Regional Transportation Plan's financial estimate identified a total of approximately \$7.9 billion in projected funding for transportation projects in Monterey County through the 2050 horizon year of the plan, in current year dollars.

### **DISCUSSION:**

The Transportation Agency prepares a Regional Transportation Plan every four years, which provides a basis for actions to allocate state and federal funding to transportation projects in Monterey County. The Agency prepares its plan in coordination with the Association of Monterey Governments, which prepares a Metropolitan Transportation Plan and Sustainable Communities Strategy for the three-county Monterey Bay Area in its role as the federal Metropolitan Planning Organization for this region. These plans outline the Agency's priorities for meeting future transportation and mobility needs, consistent with the policy goals and objectives adopted by the Board, as well as within the constraints of a transportation revenue forecast over the 20-year planning horizon of the documents.

The Regional Transportation Plan ("RTP" or "Plan") includes three main components: 1) A Policy Element communicating goals and measurable objectives for improving the transportation system, 2) a Financial Element that includes a forecast of revenues over the life of the plan, and 3) an Action Element that includes a list of projects to be funded within the capacity of the funding forecast, which meet the goals and objectives identified in the document. The Plan does not approve any particular project, but does review the environmental impacts of all proposed projects on a "program level." **Attachment 1** is the Executive Summary from the draft 2026 Plan. The full draft plan is available as a **web attachment**.

In this draft 2026 Plan, updates to the Financial Element include changes in the revenue forecast for funding transportation improvements in Monterey County, including Measure X and Senate Bill 1

funds as well as stabilized State Transportation Improvement Program funds and a replacement to the gas tax. The Action Element update reflects the addition of new projects within Monterey County, and removal of completed projects. Both the funding update and the revised project list were drafted earlier this year, and were approved by the Board at its January 22, 2025 meeting.

The Policy Element of the Regional Transportation Plan provides a framework for selecting and evaluating transportation projects to meet Monterey County's mobility needs over the twenty year lifetime of the plan. The Policy Element is designed to be consistent with statewide goals, policies, and measures, and those outlined in the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy Update. The current Policy Element is consistent with the goals and objectives of Measure X, and the vision provided by the Board of Directors at the September 27, 2017 Strategic Planning workshop.

Since the passage of SB 375, state law requires that Regional Transportation Plans be consistent with local Sustainable Communities Strategies. Collaborating with AMBAG on a coordinated Regional Transportation Plan/ Metropolitan Transportation Plan/ Sustainable Communities Strategy update allows for one Environmental Impact Report (EIR) to be prepared for all three documents. To align the review process for these coordinated documents, staff is requesting Board authorization to release the Draft Monterey County Regional Transportation Plan in December for a public review period closing January 31, 2026, concurrent with AMBAG's review period. As part of this process, staff will schedule a noticed public hearing on the draft plan at the January 28, 2026 Board of Directors meeting. The document will be posted to the Agency website and will be distributed to member jurisdictions, state and federal resource agencies, citizen advisory committees and other public stakeholders.

Any public testimony or written comments received by the Agency and AMBAG on the draft plan for Monterey County will be addressed in the final document, which staff expects to present to the Board for adoption no later than June 24, 2026. AMBAG's adoption of the final Metropolitan Transportation Plan, Sustainable Communities Strategy and the Draft EIR is also scheduled for June 2026.

**ATTACHMENTS:**

1. 2026 Monterey County Regional Transportation Plan - Executive Summary - DRAFT

**WEB ATTACHMENTS:**

[Draft 2026 Monterey County Regional Transportation Plan](#)

## Executive Summary

The Transportation Agency for Monterey County is designated by the State of California to serve as the Regional Transportation Planning Agency for the County. The mission of the Agency is to proactively plan and fund a transportation system that enhances mobility, safety, access, environmental quality, and economic activities by investing in regional transportation projects serving the needs of Monterey County residents, businesses, and visitors. The Transportation Agency for Monterey County's 2026 Monterey County *Regional Transportation Plan* (or "Plan") is a road map to meeting our transportation challenges and achieving these goals.

The Transportation Agency is governed by a 17-member Board of Directors representing the five-county Supervisorial Districts, each of Monterey County's 12 incorporated cities, and ex-officio members representing the California Department of Transportation (Caltrans), Monterey-Salinas Transit (MST), the Association of Monterey Bay Area Governments (AMBAG), the Monterey Bay Air Resources District (MBARD), the Monterey Regional Airport, the City of Watsonville, and California State University Monterey Bay (CSUMB).

The Transportation Agency prepares the *Regional Transportation Plan* every four years, which provides a basis for actions to allocate state and federal funding to transportation projects. The Agency prepares its plan in coordination with AMBAG, which prepares a Metropolitan Transportation Plan for the tri-county Monterey Bay Area in its role as the federal Metropolitan Planning Organization for the region. These plans outline the Agency's priorities for meeting future transportation and mobility needs, consistent with the policy goals and objectives adopted by the Agency, as well as within the constraints of transportation revenue forecast over the 24-year planning horizon of the document.

### Goals and Policies

The Transportation Agency for Monterey County's 2026 *Regional Transportation Plan's* adopted policy element includes a framework of goals and policy objectives used to guide the development of the 2026 Plan. Chapter 2 presents the goals, policy objectives, and performance metrics for the Plan. Goal areas include:

- Access & Mobility;
- Safety & Health;
- Sustainability and Environment
- Equity; and
- Economic Benefit.

Dozens of performance metrics were established to measure how well the 2026 Plan performs relative to these performance metrics. Investments in the 2026 Plan are expected to result in significant benefits to the region concerning transportation mobility, economic activity and job creation, sustainability, and equity. The *2026 Regional Transportation Plan* addresses a strategic expansion of the transportation network, supportive of mobility improvements to bus transit, rail, highway safety, active transportation, and local streets and roads projects.

### **Financial Element**

For years, the primary transportation funding challenge was decreasing revenues contrasted with increasing needs. However, with the passage of Measure X, a 3/8% sales tax dedicated to improving Monterey County’s transportation network, and the passage of Senate Bill 1, the Road Repair and Accountability Act of 2017, Monterey County has received significantly more funding to meet its transportation needs. Measure X is expected to raise an estimated \$20 million annually, or a total of \$600 million over 30 years. Sixty percent (60%) of the funds are distributed to local cities and the county for road maintenance and safety projects, and the remaining 40% is designated for regional mobility and safety improvements. Similarly, Senate Bill 1 will provide as much as double that amount for both local and regional projects in Monterey County, through a combination of increased formula-based funds and competitive grant opportunities.

The *2026 Regional Transportation Plan* includes a revenue forecast of \$7.9 billion in state, federal, and local funding that is reasonably expected to be available through the 2050 horizon year of the Plan.

### **Public Outreach**

The *2026 Regional Transportation Plan* was informed by a combination of past and present, in-person and virtual public engagement activities and outreach opportunities. Outreach included a public survey on defining regional transportation priorities for Monterey County, presented in both Spanish & English, and a series of public meetings and workshops intended to inform the development of the Plan. Outreach activities are detailed in Appendix A.

The 2026 Monterey County Regional Transportation Plan represents a comprehensive, forward-looking strategy to meet the evolving transportation needs of our region. Grounded in community input, guided by clear policy goals, and supported by a robust financial framework, the Plan positions Monterey County to make meaningful progress in mobility, safety, sustainability, equity, and economic vitality. Through strategic investments and collaborative partnerships, the Transportation Agency for Monterey County is committed to delivering a transportation system that serves all residents, businesses, and visitors, now and into the future.

**Memorandum**

**To:** Board of Directors  
**From:** Janneke Strause, Associate Transportation Planner  
**Meeting Date:** December 3, 2025  
**Subject:** **2026 Regional Transportation Improvement Program**

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**RECOMMENDED ACTION:**

**APPROVE** Resolution 2025-15 for the 2026 Regional Transportation Improvement Program which:

- Finds that the 2026 Regional Transportation Improvement Program (RTIP) is consistent with State Improvement Program Guidelines adopted by the CTC in August 2025, the RTIP does not conflict with other RTIPs or with the Interregional Transportation Improvement Program (ITIP), and the RTIP is consistent with the Congestion Management Program and the Regional Transportation Plan;
- Adopts the Monterey County 2026 Regional Transportation Improvement Program;
- Directs TAMC staff to submit the 2026 Regional Transportation Improvement Program to the CTC by December 15, 2025;
- Directs TAMC staff to submit the 2026 Regional Transportation Improvement Program to the Association of Monterey Bay Area Governments to be included in the Metropolitan Transportation Improvement Program; and
- Amends the 2026 Regional Transportation Improvement Program into the Congestion Management Program Capital Improvement Program.

**SUMMARY:**

The Regional Transportation Improvement Program details TAMC's proposed use of certain State funds for consideration by the California Transportation Commission.

**FINANCIAL IMPACT:**

The Transportation Agency for Monterey County's maximum share per the 2026 State Transportation Improvement Program Fund Estimate is \$24,345,000.

**DISCUSSION:**

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year.

The Transportation Agency staff's funding proposal for the 2026 Regional Transportation Improvement Program reflects TAMC's dedication to improving statewide and regional travel by constructing high-priority highway, regional road, rail, and bicycle and pedestrian transportation

projects throughout the region. To that end, Transportation Agency staff recommend projects to program in the 2026 Regional Transportation Improvement Program that are moving through preconstruction phases; are in the adopted or draft Sustainable Communities Strategy; and are excellent candidates for the Senate Bill 1 grant programs.

The 2025 Integrated Funding Strategy project list was approved by the Transportation Agency Board at the May 28, 2025 meeting. The attached project list (**Attachment 2**) is a modified version showing the new project funding information. A project list was presented to the Executive Committee for input on October 1, 2025. After the October 1, 2025 Executive Committee meeting, Agency staff received updated cost estimates from Caltrans for the State Route 68 and US 101 South of Salinas projects, and an updated proposal was presented at the October 22, 2025 Board Meeting. A summary of staff's final funding recommendations follows:

**Scenic State Route 68 Corridor - Phase 1 (Corral de Tierra, Laureles Grade, San Benancio):**

The final design for the full Scenic Route 68 Corridor project is programmed in the State Transportation Improvement Program (STIP) with \$23.5 million in FY 2025/26. However, Phase 1 requires only \$9.9 million to complete its design. The remaining \$13.6 million STIP funds cannot be redirected to the right-of-way phase but will remain available for future phases in a later STIP cycle.

Staff is proposing to fund the right-of-way phase as follows: \$15.4M (Measure X), \$1.5M (SB 1 Local Partnership Program Formula), \$4.8M (2026 STIP). This process is moving forward concurrent with the implementation of the adaptive traffic signal control project, maintaining a schedule to make the project eligible for the next cycle of Senate Bill 1 grants. The agency will pursue future SB - 1 Solutions for Congested Corridors and SB - 1 Local Partnership Program Competitive grants using Measure X as a match to fully fund construction in FY 2027/28.

**US 101 South of Salinas Corridor - Chualar Segment:**

The project is currently in the environmental phase, funded with \$9.9 million in STIP. The final design was originally programmed with \$8.45 million in STIP for FY 2024/25 and \$8.55 million in Measure X, but Caltrans has revised the cost estimate to \$19 million. Staff now proposes to fund final design with \$8.45 million of existing STIP, \$10.4 million of new 2026 STIP funds, and \$153,000 of Measure X. The design phase will be shifted to FY 2027/28 to align with the updated schedule. These changes bring the total STIP commitment to \$28.8 million while minimizing the use of Measure X at this stage of the project. The agency will pursue future SB - 1 Solutions for Congested Corridors and SB - 1 Trade Corridor Enhancement Program grants to fully fund construction in FY 2030/31.

**Pajaro / Watsonville Multimodal Station:**

This project received \$2.2 million in fiscal year 2023/24 from the Transit and Intercity Rail Capital Program for the environmental phase. The design phase of the project will begin in 2028 and is estimated to cost \$8.8 million. Staff is proposing to program \$8.8 million of 2026 STIP funds in fiscal year 2027/28 to fully fund the design phase of the project.

**Planning, Programming, and Monitoring:**

Each STIP cycle provides funds for activities such as regional transportation planning, project development, RTIP preparation, and monitoring project delivery and compliance. The Transportation Agency has \$340,000 in new funding available for FY 2026/27 through 2030/31. Existing funds cover 2026/27 and 2027/28 through the 2024 STIP, and staff proposes programming \$170,000 in 2029/30 and \$170,000 in 2030/31.

The Agency must submit the 2026 Regional Transportation Improvement Program to secure Monterey County's share of STIP funds. The Executive Summary is provided as **Attachment 3**, and the full document is available online. Submission to the California Transportation Commission by December 15 is required for consideration of the funding proposal.

**ATTACHMENTS:**

1. Resolution 2025-15 - 2026 Regional Transportation Improvement Program
2. 2026 RTIP\_Project List
3. 2026 RTIP\_Executive Summary

**WEB ATTACHMENTS:**

[DRAFT 2026 Regional Transportation Improvement Program for Monterey County](#)



## RESOLUTION NO. 2025-15

### Adoption of Monterey County 2026 Regional Transportation Improvement Program

**WHEREAS**, pursuant to Government Code Section 65082(a)(1), the Transportation Agency for Monterey County (TAMC) must prepare, adopt, and submit the 2026 Regional Transportation Improvement Program (RTIP) for Monterey County to the California Transportation Commission (CTC) by December 15, 2025, to be incorporated into the Year 2026 State Transportation Improvement Program (STIP);

**WHEREAS**, the development or adoption of a regional transportation improvement program, or to the preparation and adoption of a congestion management program are statutorily exempt from the California Environmental Quality Act (CEQA), pursuant to Section 21080(b)(13) of the California Public Resources Code and Section 15276 of the State CEQA Guidelines.

#### **NOW, THEREFORE, BE IT RESOLVED THAT:**

- The TAMC Board so finds:
  - The RTIP is consistent with the STIP Guidelines adopted by the CTC in August 2025, as shown in Sections 3, 4, 5, 6, and 7 of the 2026 RTIP for Monterey County; and
  - The RTIP does not conflict with other RTIPs or with the Interregional Transportation Improvement Program (ITIP), as shown in Sections 8 and 9 of the 2026 RTIP for Monterey County; and
  - The RTIP is consistent with the Congestion Management Program (CMP) and the Regional Transportation Plan (RTP), as shown in Sections 12 and 13 of the 2026 RTIP for Monterey County
- The TAMC Board adopts the 2026 RTIP for Monterey County; and
- The TAMC Board directs TAMC staff to submit the 2026 RTIP for Monterey County to the CTC by December 15, 2025; and
- The TAMC Board directs TAMC staff to submit the 2026 RTIP for Monterey County to the Association of Monterey Bay Area Governments to be included in the Metropolitan Transportation Improvement Program; and
- The TAMC Board amends the 2026 RTIP for Monterey County into the Congestion Management Program Capital Improvement Program.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California  
this 3rd day of December 2025, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

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**WENDY ROOT ASKEW, CHAIR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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**TODD A. MUCK, EXECUTIVE DIRECTOR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**Transportation Agency for Monterey County**  
**2025 Integrated Funding Strategy (all dollars in \$1,000s)**  
 Revised for 2026 Regional Transportation Improvement Program



	Prior	2026/27	2027/28	2028/29	2029/30	2030/31	Funding
<b>MON-CT011-CT: State Route 68 Safety &amp; Traffic Flow - Phase 1 (Corral De Tierra / San Benancio / Laureles)</b>	<b>Design</b>	<b>ROW</b>	<b>Con</b>				
State Transportation Improvement Program	\$ 23,500						\$ 23,500
Measure X		\$ 15,409	\$ 6,300				\$ 21,709
SB 1 Local Partnership Formula		\$ 1,483					\$ 1,483
SB 1 Solutions for Congested Corridors - Cycle 5 (future)			\$ 57,000				\$ 57,000
SB 1 Local Partnership Competitive (future)			\$ 6,300				\$ 6,300
State Transportation Improvement Program - 2026		\$ 4,827					\$ 4,827
	\$ 23,500	\$ 21,719	\$ 69,600	\$ -	\$ -	\$ -	\$ 114,819
<b>MON-CT031-CT: US 101 South of Salinas</b>	<b>Study &amp; Env't</b>		<b>Design</b>			<b>Con</b>	
Measure X	\$ 440		\$ 153				\$ 593
State Transportation Improvement Program	\$ 9,989		\$ 8,450				\$ 18,439
SB 1 Solutions for Congested Corridors - Cycle 5 (future)						\$ 15,300	\$ 15,300
SB 1 Trade Corridor Enhancement Program - Cycle 5 (future)						\$ 68,000	\$ 68,000
State Transportation Improvement Program - 2026			\$ 10,397				\$ 10,397
	\$ 10,429	\$ -	\$ 19,000	\$ -	\$ -	\$ 83,300	\$ 112,729
<b>MON-TAMC014-TAMC: Pajaro / Watsonville Multimodal Station</b>	<b>Env't</b>		<b>Design</b>				
SB 1 TIRCP	\$ 2,274						\$ 2,274
State Transportation Improvement Program - 2026			\$ 8,781				\$ 8,781
	\$ 2,274	\$ -	\$ 8,781	\$ -	\$ -	\$ -	\$ 11,055
<b>Planning, Programming, and Monitoring</b>							
State Transportation Improvement Program - PPM	\$ 1,410	\$ 277	\$ 276	\$ 253			\$ 2,216
State Transportation Improvement Program - 2026					\$ 170	\$ 170	\$ 340
	\$ 1,410	\$ 277	\$ 276	\$ 253	\$ 170	\$ 170	\$ 2,556

## A. Overview and Schedule

### Section 1. Executive Summary

Monterey County's 2026 Regional Transportation Improvement Program (RTIP) reflects the Transportation Agency for Monterey County (TAMC)'s commitment to delivering high-priority highway, rail, transit, and active transportation projects that improve safety and mobility across the region. The RTIP, adopted every two years, programs funds for consideration by the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP).

With the passage of Measure X in 2016, Monterey County became a self-help county, securing a reliable local funding source through a 3/8% transportation sales tax. Measure X was projected to generate \$20 million annually, or \$600 million over 30 years, but actual revenues have exceeded expectations. These funds are dedicated to:

- 60% Local Road Maintenance, Pothole Repairs & Safety
- 27% Regional Road Safety & Congestion Relief
- 13% Pedestrian & Bicycle Safety and Mobility

Measure X allows TAMC to bring local dollars to the table, but delivering major regional projects still requires significant state and federal investment and close coordination with funding partners. Our strategy is clear: use Measure X and STIP funds to advance projects through pre-construction phases quickly, making them competitive for Senate Bill 1 programs and federal discretionary grants. This approach has already proven successful, leveraging local and STIP shares to secure:

- \$19 million from the SB 1 Local Partnership Program for the Marina–Salinas Multimodal Corridor (construction underway, completion in 2026)
- \$80.3 million from the Trade Corridor Enhancement Program and \$10.3 million from the Local Partnership Program for the SR 156/Castroville Boulevard Interchange (construction begins in 2026)

The 2026 RTIP continues this strategy by prioritizing three regional projects that can be advanced to shovel-ready status within five years and positioned for competitive state and federal programs:

- Scenic State Route 68 Safety & Traffic Flow – Phase 1
- US 101 South of Salinas – Chualar Segment
- Pajaro / Watsonville Multimodal Station

Through Measure X, STIP, and strong partnerships with the CTC, Caltrans, and federal agencies, TAMC is building the foundation for transformative transportation improvements that connects communities, advances State climate goals, and supports economic vitality.

**Memorandum**

**To:** Board of Directors  
**From:** Laurie Williamson, Senior Engineer  
**Meeting Date:** December 3, 2025  
**Subject:** **Freeway Service Patrol Service Contract Amendments**

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**RECOMMENDED ACTION:****Freeway Service Patrol Services - Contract Amendments:**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute contract amendments #2 with California Towing and Transport for the Freeway Service Patrol Beats 1, 2, and 3, subject to approval by Agency Counsel, to extend the term of service to June 30, 2026;
2. **AUTHORIZE** the use of \$215,000 in Service Authority for Freeways and Expressways funds and State Freeway Service Patrol funds budgeted for this purpose; and
3. **FIND** that these amendments are justified as a sole source due to the efficiencies that support extending the contracts with the existing consultant as a logical follow-on to work already in progress under competitively awarded contracts; and
4. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contracts, 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:**

The Agency's Freeway Service Patrol contracts with the current tow operator will expire on December 31, 2025. The proposed action will extend the three existing contracts for the three separate Beats for an additional six months to June 30, 2026 to maintain continuity of service while staff prepares a competitive solicitation.

**FINANCIAL IMPACT:**

The total cost for the time extension is \$ 215,000. The Freeway Service Patrol program is funded by the California Department of Transportation, with a 25% local match from the Transportation Agency. The State program funding is specifically designated for Freeway Service Patrol operations. The 25% match comes from Service Authority for Freeways and Expressways funds, which originates from a \$1 per registered vehicle fee collected by the Department of Motor Vehicles.

**DISCUSSION:**

The Freeway Service Patrol (FSP) program is managed by a partnership of the Transportation Agency for Monterey County, the California Department of Transportation (Caltrans), and the California Highway Patrol (CHP). The FSP vehicle operators contracting with the Transportation Agency provide "quick fix" services to motorists including, but not limited to, furnishing one gallon of

gasoline, changing flat tires, providing a "jump" start, taping or repairing cooling system hoses, refilling radiators or similar minor repairs as well as providing towing needs for minor collisions. If the disabled vehicle cannot be repaired in this manner, it is towed to a California Highway Patrol designated drop location. In these instances, the motorist can request the FSP vehicle operator contact CHP Dispatchers to call for a CHP rotational tow, a specified tow or a friend or relative to assist them. The FSP operators are also responsible for clearing the freeway of automobiles, motorcycles, small trucks (vehicles with a gross weight of 6,000 pounds or less) and small debris. All Freeway Service Patrol services are provided free of charge to motorists.

The Freeway Service Patrol currently operates on three road segments or Beats. Beat 1 currently operates along US 101 from the San Benito County Line to Gould Road (Salinas). Beat 2 currently operates along State Route 1 from Rio Road (Carmel) to State Route 156/183 (Castroville). Beat 3 currently operates along US 101 from Gould Road (Salinas) to Arroyo Seco Road (Soledad). FSP drivers patrol these Beats during times of peak traffic congestion from 7-9 a.m. and 3-7 p.m., Monday through Friday. A modified Beat 1 operates on US 101 from the San Benito County Line to Arroyo Seco Road on Sundays during the summer months to accommodate the increase in traffic due to tourists visiting the Monterey County area, while the regular Beat 2 operates on Saturdays during the summer months to accommodate increased tourist traffic.

On March 24, 2021, the Agency released a Request for Proposals for the FSP service operator. The Agency received two proposals for Beat 1, from California Towing and Transport, and Dick's Towing and Auto Repair. California Towing was the only proposer for Beats 2 and 3. The proposals were evaluated on several criteria including: 1) price, 2) management abilities, 3) quality of tow service, and 4) proposal quality. After an extensive evaluation process, including site visits and inspections, the evaluation committee, formed with staff from the California Highway Patrol and the Transportation Agency, determined that California Towing and Transport had the best ability to meet the requirements set forth in the Scope of Work. The review panel unanimously recommended California Towing and Transport for contracts for all three Beats, which was approved by the Board.

On June 25, 2025, the Agency approved six-month extensions to the existing four-year agreements to provide additional time to evaluate future contracting options for FSP operations. To inform this recommendation, staff reviewed current pricing structures and assessed their alignment with market conditions; evaluated recent competitive bidding processes for the number of bids received in prior solicitations; and consulted with legal counsel to ensure compliance with procurement policies and mitigate risk. Based on this review, staff recommends extending the existing contracts for an additional six months (**see attachments**) to provide continued service to the three beats while staff conducts a competitive solicitation process to renew the contracts. Staff recommends a sole source finding that these amendments are justified as a sole source due to the efficiencies that support extending the contracts with the existing consultant as a logical follow-on to work already in progress under competitively awarded contracts. Staff will bring a draft Request for Proposals to the Board in January 2026 for review and approval to release for bids.

#### **ATTACHMENTS:**

1. FSP Tow Service 2021 Agmt Beat 1 Amend 2 Draft
2. FSP Tow Service 2021 Agmt Beat 2 Amend 2 Draft
3. Tow Service 2021 Agmt Beat 3 Amend 2 Draft

#### **WEB ATTACHMENTS:**

**AMENDMENT # 2 TO THE AGREEMENT FOR PROFESSIONAL SERVICES  
BETWEEN  
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY  
AND  
C.A. TOWING, INC., DBA CALIFORNIA TOWING & TRANSPORT**

THIS AMENDMENT NO. 2 to the agreement dated July 1, 2021, between the Transportation Agency for Monterey County, hereinafter referred to as “TAMC,” and C.A. Towing, Inc., dba California Towing & Transport, 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 July 1, 2021, hereinafter referred to as “Agreement;” and
- B. **WHEREAS**, the Agreement relates to Freeway Service Patrol, Beat 1, for which Consultant is to provide towing services on specific state routes at specific times; and
- 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; and
- D. **WHEREAS**, on June 22, 2025, TAMC and Consultant entered into Amendment No. 1 to extend the term from June 30, 2025 to December 31, 2025 and to increase the maximum amount payable to account for the time extension; and
- E. **WHEREAS**, TAMC and Consultant desire to amend the Agreement to extend the term of the agreement from December 31, 2025 to June 30, 2026 and to increase the maximum amount payable to account for the time extension;

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

1. **TERM OF AGREEMENT**

Paragraph 1 of the Agreement is amended as follows (changes in strikeout and underline):

“The term of this Agreement shall begin upon July 1, 2021, contingent upon approval by the TAMC Board, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC’s Project Manager specified in Paragraph 35. Unless earlier terminated as provided herein, this Agreement shall remain in force until ~~December 31, 2025~~ June 30, 2026. Consultant acknowledges that this Agreement is not binding until it is fully executed and approved by TAMC.”

2. **PAYMENTS TO CONSULTANT, MAXIMUM LIABILITY**

Paragraph 2 of the Agreement is amended as follows (changes in ~~strikeout~~ and underline):

“Subject to the limitations set forth herein, TAMC shall pay to Consultant the amounts provided in Exhibit B: Budget, upon receipt and acceptance of deliverables listed therein. Each payment by TAMC shall be for a specific deliverable or services outlined in Exhibit A: Scope of Work and Schedule. The maximum amount payable to the Consultant under this Agreement is set forth in Exhibit B: Budget and shall not exceed the amount of ~~Five Hundred Forty Eight Thousand Eight Hundred Twenty Five Dollars (\$48,825)~~ Six Hundred Eighteen Thousand Eight Hundred Twenty-Five Dollars (\$618,825.00). If there is any conflict between the terms of this Agreement and the terms of either Exhibit A (Scope of Work and Schedule) or Exhibit B (Budget), the terms of this Agreement shall prevail. TAMC does not guarantee any minimum amount of dollars to be spent under this Agreement.”

3. **EXHIBIT B: BUDGET**

The Budget attached to the Agreement as Exhibit B: Budget, is hereby replaced in its entirety with the Budget designated Exhibit B-1 and shall be effective upon execution. Exhibit B-1 is attached hereto as Exhibit B-1: Budget, and provides for a revised Form K, Price Proposal Sheet, for the monthly hourly rate calculation used to determine monthly billing for tow services. Exhibit B-1 replaces previous version of the Budget in the Agreement.

4. **REMAINDER OF TERMS UNCHANGED**

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

An executed copy of this Amendment No. 2 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 No. 2 to the Agreement with C.A. Towing, Inc.

C.A. TOWING, INC.

TAMC

By: \_\_\_\_\_  
Henry L. Jones  
President

By: \_\_\_\_\_  
Todd A. Muck  
Executive Director

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Name:  
Title:

Dated: \_\_\_\_\_

INSTRUCTIONS: If Consultant is a corporation (including limited liability and nonprofit corporations), the full legal name of the corporation shall be set forth together with the signatures of two specified officers. If Consultant is a partnership, the name of the partnership shall be set forth together with the signature of a partner with authority to execute this Agreement on behalf of the partnership. If Consultant is contracting in an individual capacity, the individual shall set forth the name of his or her business, if any, and shall personally sign the Agreement.

\*\*\*\*\*

Approved as to form:

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

Dated: \_\_\_\_\_

**EXHIBIT B-1: Budget**

**SEE ATTACHED FORM K; PRICE PROPOSAL SPREADSHEET**

**Hourly Rate Calculation (Form K, Price Proposal Spreadsheet)**

2021 Agmt Amend 2

California Towing

Beat (Please Bold):

**Beat 1 (US 101)**

Beat 2 (SR 1)

Beat 3 (US 101)

Items	Units	Costs			
A. Vehicles & Equipment	Unit	No. of Items	Cost per Unit	Total Cost	% of Total Cost
1. Vehicles	<i>Cells in green are automatically calculated, do not modify</i>				
a. Tow Trucks	Trucks	1	\$ 182,635.96	\$ 182,635.96	37.6%
2. Finance Charges	Trucks	1	\$ 29,100.00	\$ 29,100.00	6.0%
3. Insurance & Vehicle Registration Fees	Trucks	4	\$ 11,250.00	\$ 45,000.00	9.3%
4. Fuel					
a. Tow Trucks	Gallons	15,600	\$ 5.00	\$ 78,000.00	16.0%
b. Diesel Exhaust Fluid (DEF) Additive	Gallons	325	\$ 4.25	\$ 1,381.25	0.3%
c. Motorist	Gallons	500	\$ 5.00	\$ 2,500.00	0.5%
5. Vehicle Maintenance					
a. Parts Replacement	Trucks	4	\$ 4,000.00	\$ 16,000.00	3.3%
b. Labor	Hours	100	\$ 200.00	\$ 20,000.00	4.1%
6. FSP Equipment/Supplies (Refer to Scope of Work)	Trucks	4	\$ 650.00	\$ 2,600.00	0.5%
<b>Subtotal A (Vehicles &amp; Equipment)</b>				<b>\$ 377,217.21</b>	<b>77.6%</b>
B. Management & Drivers	Unit	No. of Items	Cost per Unit	Total Cost	% of Total Cost
7. FSP Management Costs	Year	4	\$ 2,500.00	\$ 10,000.00	2.06%
8. FSP Driver Costs					
a. Wages (# of Drivers: ___)	Hours	820	\$ 30.00	\$ 24,600.00	5.06%
b. Workers Compensation	Driver	1	\$ 16,014.18	\$ 16,014.18	3.29%
c. Taxes	Driver	1	\$ 17,046.12	\$ 17,046.12	3.50%
9. FSP Driver Benefits					
a. Vacation/Holidays/Sick Days	Driver	400	\$ 30.00	\$ 12,000.00	2.47%
b. Retirement	Driver	0	\$ -	\$ -	0.00%
c. Medical, Dental, Vision	Driver	0	\$ -	\$ -	0.00%
10. Driver Admin (Pre-op Inspections, Training, etc.)	Hours	1,050	\$ 30.00	\$ 31,500.00	6.48%
<b>Subtotal B (Management &amp; Drivers)</b>				<b>\$ 111,160.30</b>	<b>22.85%</b>
C. Administration	Unit	No. of Items	Cost per Unit	Total Cost	% of Total Cost
11. Administrative Costs - Office Operations	Year	4	\$ 2,000.00	\$ 8,000.00	1.64%
12. Other (please specify)		0	\$ -	\$ -	0.00%
<b>Subtotal C (Administration)</b>				<b>\$ 8,000.00</b>	<b>1.64%</b>
D. Final Cost Calculation					
13. Total Cost (Subtotal A + B + C)				<b>\$ 496,377.51</b>	
14. Subtract Equipment Salvage Value	Trucks		\$ Value	Total Salvage Value	
a. Tow Trucks		1	\$ 30,000.00	\$ (30,000.00)	
15. Add Profit				\$ 20,000.00	4.11%
16. Net Cost (item 13 - 14+ 15)				<b>\$ 486,377.51</b>	
17. Total Contract Hours (Service Hours Per Day * Total Scheduled FSP Service Days) <b>B1 &amp; B3: 6410 hrs, B2: 6398 hrs</b>				<b>6,410</b>	
<b>18. COST PER HOUR PER TRUCK (item 16/17)</b>				<b>\$ 75.88</b>	

Note: This spreadsheet may not contain all potential costs incurred to provide the specified FSP service.

TAMC is not responsible for any errors contained in this spreadsheet.

**AMENDMENT # 2 TO THE AGREEMENT FOR PROFESSIONAL SERVICES  
BETWEEN  
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY  
AND  
C.A. TOWING, INC., DBA CALIFORNIA TOWING & TRANSPORT**

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**R E C I T A L S :**

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on July 1, 2021, hereinafter referred to as “Agreement;” and
- B. **WHEREAS**, the Agreement relates to Freeway Service Patrol, Beat 2, for which Consultant is to provide towing services on specific state routes at specific times; and
- 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; and
- D. **WHEREAS**, on June 22, 2025, TAMC and Consultant entered into Amendment No. 1 to extend the term from June 30, 2025 to December 31, 2025 and to increase the maximum amount payable to account for the time extension; and
- E. **WHEREAS**, TAMC and Consultant desire to amend the Agreement to extend the term of the agreement from December 31, 2025 to June 30, 2026 and to increase the maximum amount payable to account for the time extension;

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“The term of this Agreement shall begin upon July 1, 2021, contingent upon approval by the TAMC Board, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC’s Project Manager specified in Paragraph 35. Unless earlier terminated as provided herein, this Agreement shall remain in force until ~~December 31, 2025~~June 30, 2026. Consultant acknowledges that this Agreement is not binding until it is fully executed and approved by TAMC.”

**2. PAYMENTS TO CONSULTANT, MAXIMUM LIABILITY**

Paragraph 2 of the Agreement is amended as follows (changes in strikeout and underline):

“Subject to the limitations set forth herein, TAMC shall pay to Consultant the amounts provided in Exhibit B: Budget, upon receipt and acceptance of deliverables listed therein. Each payment by TAMC shall be for a specific deliverable or services outlined in Exhibit A: Scope of Work and Schedule. The maximum amount payable to the Consultant under this Agreement is set forth in Exhibit B: Budget and shall not exceed the amount of ~~Five Hundred Sixty Eight Thousand Nine Hundred Ninety Five Dollars (\$68,995)~~ Six Hundred Forty-Three Thousand Nine Hundred Ninety-Five Dollars (\$643,995.00). If there is any conflict between the terms of this Agreement and the terms of either Exhibit A (Scope of Work and Schedule) or Exhibit B (Budget), the terms of this Agreement shall prevail. TAMC does not guarantee any minimum amount of dollars to be spent under this Agreement.”

**3. EXHIBIT B: BUDGET**

The Budget attached to the Agreement as Exhibit B: Budget, is hereby replaced in its entirety with the Budget designated Exhibit B-1 and shall be effective upon execution. Exhibit B-1 is attached hereto as Exhibit B-1: Budget, and provides for a revised Form K, Price Proposal Sheet, for the monthly hourly rate calculation used to determine monthly billing for tow services. Exhibit B-1 replaces previous version of the Budget in the Agreement.

**4. REMAINDER OF TERMS UNCHANGED**

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

An executed copy of this Amendment No. 2 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 No. 2 to the Agreement with C.A. Towing, Inc.

C.A. TOWING, INC.

TAMC

By: \_\_\_\_\_  
Henry L. Jones  
President

By: \_\_\_\_\_  
Todd A. Muck  
Executive Director

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Name:  
Title:

Dated: \_\_\_\_\_

INSTRUCTIONS: If Consultant is a corporation (including limited liability and nonprofit corporations), the full legal name of the corporation shall be set forth together with the signatures of two specified officers. If Consultant is a partnership, the name of the partnership shall be set forth together with the signature of a partner with authority to execute this Agreement on behalf of the partnership. If Consultant is contracting in an individual capacity, the individual shall set forth the name of his or her business, if any, and shall personally sign the Agreement.

\*\*\*\*\*

Approved as to form:

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

Dated: \_\_\_\_\_

**EXHIBIT B-1: Budget**

**SEE ATTACHED FORM K; PRICE PROPOSAL SPREADSHEET**

**Hourly Rate Calculation (Form K, Price Proposal Spreadsheet)**

2021 Agmt Amend 2

California Towing

Beat (Please Bold):

**Beat 1 (US 101)**

**Beat 2 (SR 1)**

**Beat 3 (US 101)**

Items	Units	Costs			
		No. of Items	Cost per Unit	Total Cost	% of Total Cost
<b>A. Vehicles &amp; Equipment</b>	<b>Unit</b>				
1. Vehicles	<i>Cells in green are automatically calculated, do not modify</i>				
a. Tow Trucks	Trucks	1	\$ 198,556.41	\$ 198,556.41	38.9%
2. Finance Charges	Trucks	1	\$ 33,146.00	\$ 33,146.00	6.5%
3. Insurance & Vehicle Registration Fees	Trucks	4	\$ 11,250.00	\$ 45,000.00	8.8%
4. Fuel					
a. Tow Trucks	Gallons	16,460	\$ 5.00	\$ 82,300.00	16.1%
b. DEF	Gallons	325	\$ 4.25	\$ 1,381.25	0.3%
c. Motorist	Gallons	500	\$ 5.00	\$ 2,500.00	0.5%
5. Vehicle Maintenance					
a. Parts Replacement	Trucks	4	\$ 4,000.00	\$ 16,000.00	3.1%
b. Labor	Hours	100	\$ 200.00	\$ 20,000.00	3.9%
6. FSP Equipment/Supplies (Refer to Scope of Work)	Trucks	4	\$ 650.00	\$ 2,600.00	0.5%
<b>Subtotal A (Vehicles &amp; Equipment)</b>				<b>\$ 401,483.66</b>	<b>78.6%</b>
<b>B. Management &amp; Drivers</b>	<b>Unit</b>	<b>No. of Items</b>	<b>Cost per Unit</b>	<b>Total Cost</b>	<b>% of Total Cost</b>
7. FSP Management Costs	Year	4	\$ 2,500.00	\$ 10,000.00	1.96%
8. FSP Driver Costs					
a. Wages (# of Drivers: ___)	Hours	820	\$ 30.00	\$ 24,600.00	4.82%
b. Workers Compensation	Driver	1	\$ 15,989.40	\$ 15,989.40	3.13%
c. Taxes	Driver	1	\$ 17,019.36	\$ 17,019.36	3.33%
9. FSP Driver Benefits					
a. Vacation/Holidays/Sick Days	Driver	400	\$ 30.00	\$ 12,000.00	2.35%
b. Retirement	Driver	0	\$ -	\$ -	0.00%
c. Medical, Dental, Vision	Driver	0	\$ -	\$ -	0.00%
10. Driver Admin (Pre-op Inspections, Training, etc.)	Hours	1,050	\$ 30.00	\$ 31,500.00	6.17%
<b>Subtotal B (Management &amp; Drivers)</b>				<b>\$ 111,108.76</b>	<b>21.76%</b>
<b>C. Administration</b>	<b>Unit</b>	<b>No. of Items</b>	<b>Cost per Unit</b>	<b>Total Cost</b>	<b>% of Total Cost</b>
11. Administrative Costs - Office Operations	Year	4	\$ 2,000.00	\$ 8,000.00	1.57%
12. Other (please specify)		0	\$ -	\$ -	0.00%
<b>Subtotal C (Administration)</b>				<b>\$ 8,000.00</b>	<b>1.57%</b>
<b>D. Final Cost Calculation</b>					
13. Total Cost (Subtotal A + B + C)				<b>\$ 520,592.42</b>	
14. Subtract Equipment Salvage Value		Trucks	\$ Value	Total Salvage Value	
a. Tow Trucks		1	\$ 30,000.00	\$ (30,000.00)	
15. Add Profit				\$ 20,000.00	3.92%
16. Net Cost (item 13 - 14+ 15)				<b>\$ 510,592.42</b>	
17. Total Contract Hours (Service Hours Per Day * Total Scheduled FSP Service Days) <b>B1 &amp; B3: 6410 hrs, B2: 6398 hrs</b>				<b>6,398</b>	
<b>18. COST PER HOUR PER TRUCK (item 16/17)</b>				<b>\$ 79.81</b>	

Note: This spreadsheet may not contain all potential costs incurred to provide the specified FSP service.

TAMC is not responsible for any errors contained in this spreadsheet.

**AMENDMENT # 2 TO THE AGREEMENT FOR PROFESSIONAL SERVICES  
BETWEEN  
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY  
AND  
C.A. TOWING, INC., DBA CALIFORNIA TOWING & TRANSPORT**

THIS AMENDMENT NO. 2 to the agreement dated July 1, 2021, between the Transportation Agency for Monterey County, hereinafter referred to as “TAMC,” and C.A. Towing, Inc., dba California Towing & Transport, 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 July 1, 2021, hereinafter referred to as “Agreement;” and
- B. **WHEREAS**, the Agreement relates to Freeway Service Patrol, Beat 3, for which Consultant is to provide towing services on specific state routes at specific times; and
- 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; and
- D. **WHEREAS**, on June 22, 2025, TAMC and Consultant entered into Amendment No. 1 to extend the term from June 30, 2025 to December 31, 2025 and to increase the maximum amount payable to account for the time extension; and
- E. **WHEREAS**, TAMC and Consultant desire to amend the Agreement to extend the term of the agreement from December 31, 2025 to June 30, 2026 and to increase the maximum amount payable to account for the time extension;

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

1. **TERM OF AGREEMENT**

Paragraph 1 of the Agreement is amended as follows (changes in ~~strikeout~~ and underline):

“The term of this Agreement shall begin upon July 1, 2021, contingent upon approval by the TAMC Board, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC’s Project Manager specified in Paragraph 35. Unless earlier terminated as provided herein, this Agreement shall remain in force until ~~December 31, 2025~~ June 30, 2026. Consultant acknowledges that this Agreement is not binding until it is fully executed and approved by TAMC.”

**2. PAYMENTS TO CONSULTANT, MAXIMUM LIABILITY**

Paragraph 2 of the Agreement is amended as follows (changes in strikeout and underline):

“Subject to the limitations set forth herein, TAMC shall pay to Consultant the amounts provided in Exhibit B: Budget, upon receipt and acceptance of deliverables listed therein. Each payment by TAMC shall be for a specific deliverable or services outlined in Exhibit A: Scope of Work and Schedule. The maximum amount payable to the Consultant under this Agreement is set forth in Exhibit B: Budget and shall not exceed the amount of ~~Five Hundred Twenty-Eight Thousand Eight Hundred Twenty-Five Dollars (\$28,825)~~ Five Hundred Ninety-Eight Thousand Eight Hundred Twenty-Five Dollars (\$598,825.00). If there is any conflict between the terms of this Agreement and the terms of either Exhibit A (Scope of Work and Schedule) or Exhibit B (Budget), the terms of this Agreement shall prevail. TAMC does not guarantee any minimum amount of dollars to be spent under this Agreement.”

**3. EXHIBIT B: BUDGET**

The Budget attached to the Agreement as Exhibit B: Budget, is hereby replaced in its entirety with the Budget designated Exhibit B-1 and shall be effective upon execution. Exhibit B-1 is attached hereto as Exhibit B-1: Budget, and provides for a revised Form K, Price Proposal Sheet, for the monthly hourly rate calculation used to determine monthly billing for tow services. Exhibit B-1 replaces previous version of the Budget in the Agreement.

**4. REMAINDER OF TERMS UNCHANGED**

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

An executed copy of this Amendment No. 2 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 No. 2 to the Agreement with C.A. Towing, Inc.

C.A. TOWING, INC.

TAMC

By: \_\_\_\_\_  
Henry L. Jones  
President

By: \_\_\_\_\_  
Todd A. Muck  
Executive Director

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Name:  
Title:

Dated: \_\_\_\_\_

INSTRUCTIONS: If Consultant is a corporation (including limited liability and nonprofit corporations), the full legal name of the corporation shall be set forth together with the signatures of two specified officers. If Consultant is a partnership, the name of the partnership shall be set forth together with the signature of a partner with authority to execute this Agreement on behalf of the partnership. If Consultant is contracting in an individual capacity, the individual shall set forth the name of his or her business, if any, and shall personally sign the Agreement.

\*\*\*\*\*

Approved as to form:

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

Dated: \_\_\_\_\_

**EXHIBIT B-1: Budget**

**SEE ATTACHED FORM K; PRICE PROPOSAL SPREADSHEET**

**Hourly Rate Calculation (Form K, Price Proposal Spreadsheet)**

2021 Agmt Amend 2

California Towing

Beat (Please Bold):

**Beat 1 (US 101)**

**Beat 2 (SR 1)**

**Beat 3 (US 101)**

Items	Units	Costs			
		No. of Items	Cost per Unit	Total Cost	% of Total Cost
<b>A. Vehicles &amp; Equipment</b>	<b>Unit</b>				
1. Vehicles	<i>Cells in green are automatically calculated, do not modify</i>				
a. Tow Trucks	Trucks	1	\$ 173,010.49	\$ 173,010.49	36.5%
2. Finance Charges	Trucks	1	\$ 27,618.00	\$ 27,618.00	5.8%
3. Insurance & Vehicle Registration Fees	Trucks	4	\$ 11,250.00	\$ 45,000.00	9.5%
4. Fuel					
a. Tow Trucks	Gallons	15,600	\$ 5.00	\$ 78,000.00	16.4%
b. DEF	Gallons	325	\$ 4.25	\$ 1,381.25	0.3%
c. Motorist	Gallons	500	\$ 5.00	\$ 2,500.00	0.5%
5. Vehicle Maintenance					
a. Parts Replacement	Trucks	4	\$ 4,000.00	\$ 16,000.00	3.4%
b. Labor	Hours	100	\$ 200.00	\$ 20,000.00	4.2%
6. FSP Equipment/Supplies (Refer to Scope of Work)	Trucks	4	\$ 650.00	\$ 2,600.00	0.5%
<b>Subtotal A (Vehicles &amp; Equipment)</b>				<b>\$ 366,109.74</b>	<b>77.2%</b>
<b>B. Management &amp; Drivers</b>	<b>Unit</b>	<b>No. of Items</b>	<b>Cost per Unit</b>	<b>Total Cost</b>	<b>% of Total Cost</b>
7. FSP Management Costs	Year	4	\$ 2,500.00	\$ 10,000.00	2.11%
8. FSP Driver Costs					
a. Wages (# of Drivers: ___)	Hours	820	\$ 30.00	\$ 24,600.00	5.19%
b. Workers Compensation	Driver	1	\$ 15,486.24	\$ 15,486.24	3.27%
c. Taxes	Driver	1	\$ 16,484.16	\$ 16,484.16	3.48%
9. FSP Driver Benefits					
a. Vacation/Holidays/Sick Days	Driver	400	\$ 30.00	\$ 12,000.00	2.53%
b. Retirement	Driver	0	\$ -	\$ -	0.00%
c. Medical, Dental, Vision	Driver	0	\$ -	\$ -	0.00%
10. Driver Admin (Pre-op Inspections, Training, etc.)	Hours	1,050	\$ 30.00	\$ 31,500.00	6.64%
<b>Subtotal B (Management &amp; Drivers)</b>				<b>\$ 110,070.40</b>	<b>23.21%</b>
<b>C. Administration</b>	<b>Unit</b>	<b>No. of Items</b>	<b>Cost per Unit</b>	<b>Total Cost</b>	<b>% of Total Cost</b>
11. Administrative Costs - Office Operations	Year	4	\$ 2,000.00	\$ 8,000.00	1.69%
12. Other (please specify)		0	\$ -	\$ -	0.00%
<b>Subtotal C (Administration)</b>				<b>\$ 8,000.00</b>	<b>1.69%</b>
<b>D. Final Cost Calculation</b>					
13. Total Cost (Subtotal A + B + C)				<b>\$ 484,180.14</b>	
14. Subtract Equipment Salvage Value		Trucks	\$ Value	Total Salvage Value	
a. Tow Trucks		1	\$ 30,000.00	\$ (30,000.00)	
15. Add Profit				\$ 20,000.00	4.22%
16. Net Cost (item 13 - 14+ 15)				<b>\$ 474,180.14</b>	
17. Total Contract Hours (Service Hours Per Day * Total Scheduled FSP Service Days) <b>B1 &amp; B3: 6410 hrs, B2: 6398 hrs</b>				<b>6,410</b>	
<b>18. COST PER HOUR PER TRUCK (item 16/17)</b>				<b>\$ 73.98</b>	

Note: This spreadsheet may not contain all potential costs incurred to provide the specified FSP service.

TAMC is not responsible for any errors contained in this spreadsheet.

## Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** December 3, 2025  
**Subject:** Salinas Rail Project - HDR Final Design Contract Amendment 5

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### RECOMMENDED ACTION:

#### **Salinas Rail Project Packages 2 & 3 - HDR Engineering Contract Amendment #5:**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute contract amendment #5 with HDR Engineering Inc., subject to approval by Agency Counsel, to extend the deadline on the contract from December 31, 2025, to December 31, 2026, to continue the design work for Package 2, Salinas layover facility, and Package 3, Gilroy track connections;
2. **FIND** that this amendment is justified as a sole source due to the efficiencies that support award to the existing consultant as a logical follow-on to work already in progress under a competitively awarded contract; and
3. **AUTHORIZE** the Executive Director, or their designee, 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:

Staff recommends approval of a contract amendment with HDR Engineering, Inc. to extend the deadline for final design services for the Salinas Rail Extension Kick Start Project Packages 2 and 3 by twelve months, from December 31, 2025, to December 31, 2026. The extension will allow HDR to provide design refinements, bid support, and construction assistance to maintain project momentum and ensure continuity.

### FINANCIAL IMPACT:

The proposed contract amendment does not alter the current budget for the contract, which has a not-to-exceed amount of \$4,631,359.

### DISCUSSION:

The Monterey County Rail Extension Phase 1 – Kick Start Project is a major regional initiative to extend passenger rail service from Gilroy to Salinas, improving connectivity between Monterey County and the Bay Area, reducing congestion on US-101, and providing sustainable transportation alternatives. Phase 1 includes three major construction packages:

- Package 1: Track and signal improvements in Salinas (completed).
- Package 2: Construction of the Salinas layover facility, designed to accommodate up to six trains, including tracks, utilities, and support buildings.

- Package 3: Gilroy track connections, including roadway and pedestrian crossings and integration with Union Pacific Railroad infrastructure.

HDR Engineering, Inc. was selected through a competitive Request for Proposals process in April 2020 to complete the final design for Packages 2 and 3. Since then, HDR has delivered 100% final design for both packages, including:

- Detailed plans for the Salinas layover facility (tracks, buildings, utilities, and site improvements).
- Design of Gilroy track connections and associated roadway and pedestrian crossings.
- Coordination with Union Pacific Railroad and Caltrain for operational compatibility.
- Right-of-way acquisition support and environmental compliance documentation.

Previous contract amendments added tasks for building design, crossings, and extended timelines to maintain momentum and prepare bid-ready documents. The requested extension will allow HDR to address design refinements requested by Union Pacific and Caltrain, keeping momentum on the project toward the eventual goal of putting it out to bid for construction.

This work is critical to ensure a smooth transition from design to construction and maintain project continuity. A sole source finding is justified because HDR is uniquely positioned to provide continuity and efficiency as the original designer of Packages 2 and 3. Restarting this work with a new consultant would result in significant delays and additional costs. The proposed Amendment #5 and sole source justification are attached to this report.

**ATTACHMENTS:**

1. HDR Kick Start Pkg 2-3 Contract Amendment #5
2. Sole Source Justification form - HDR Amend 5

**WEB ATTACHMENTS:**

**AMENDMENT #5 TO AGREEMENT FOR PROFESSIONAL SERVICES**  
**BETWEEN**  
**THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND**  
**HDR ENGINEERING, INC.**

THIS AMENDMENT NO. 5 to the agreement dated April 22, 2020, 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 April 22, 2020, hereinafter referred to as "Agreement"; and
- B. **WHEREAS**, the Agreement relates to the Salinas Rail Extension Kick Start Final Design: Packages 2 & 3 (the "Project"), for which Consultant is to provide final design services; and
- 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; and
- D. **WHEREAS**, the not-to-exceed amount was originally set at Three Million, One Hundred and Eighty-Seven Thousand, Two Hundred Sixteen Dollars (\$3,187,216) and was set to terminate on June 30, 2023; and
- E. **WHEREAS**, on April 28, 2021, TAMC and Consultant entered into Amendment No. 1 to increase the maximum amount payable to add new tasks to the project scope of work related to the six-train layover facility in Salinas and right-of-way acquisition in Gilroy, increasing the not-to-exceed amount to Three Million, Six Hundred Fifty Four Thousand, Six Hundred Seventy Two Dollars (\$3,654,672); and
- F. **WHEREAS**, on September 22, 2021, TAMC and Consultant entered into Amendment No. 2 to increase the maximum amount payable to add new tasks to the project scope of work related to roadway and pedestrian crossings in Gilroy and the proposed buildings in Salinas and Gilroy, increasing the not-to-exceed amount to Three Million, Nine Hundred Thirty Nine Thousand, Six Hundred Ten Dollars (\$3,939,610); and
- G. **WHEREAS**, on April 26, 2023, TAMC and Consultant entered into Amendment No. 3 to extend the term of the agreement from June 30, 2023, to June 30, 2025, and to increase the maximum amount payable to account for design work that exceeded the original

anticipated workload and to keep the momentum of the project's final design and prepare the documents for bidding the project, increasing the not-to-exceed amount to Four Million, Six Hundred Thirty-One Thousand, Three Hundred Fifty-Nine Dollars (\$4,631,359); and

- H. **WHEREAS**, on June 25, 2025, TAMC and Consultant entered into Amendment No. 4 to extend the term of the agreement from June 30, 2025, to December 31, 2025, with no additional funding;
- I. **WHEREAS**, TAMC and Consultant desire to amend the Agreement, to extend the term of the agreement from December 31, 2025, to December 31, 2026, with no additional funding;

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

**1. TERM OF AGREEMENT**

Paragraph 1 of the Agreement is amended as follows (changes in strikeout and underline): "The term of this Agreement shall begin upon April 22, 2020, contingent upon approval by the TAMC Board, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC's Project Manager specified in Paragraph 34. Unless earlier terminated as provided herein, this Agreement shall remain in force until December 31, ~~2025~~ 2026. Consultant acknowledges that this Agreement is not binding until it is fully executed and approved by TAMC."

**2. REMAINDER OF TERMS UNCHANGED**

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

An executed copy of this Amendment No. 5 shall be attached to the Agreement and shall be incorporated as if fully set forth therein.

HDR Kick Start Design Contract Amendment #5  
Approved by TAMC Board of Directors December 3, 2025

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment #5 to the Agreement with HDR Engineering, Inc.

TAMC:

HDR ENGINEERING INC.:

\_\_\_\_\_

\_\_\_\_\_

Todd A. Muck  
Executive Director

Elizabeth Mesbah, PE  
Northern California Operations Manager

\_\_\_\_\_

\_\_\_\_\_

(date)

(date)

Approved as to form:

\_\_\_\_\_

\_\_\_\_\_

TAMC Counsel

(date)

**SOLE SOURCE JUSTIFICATION**

Project Manager: Christina Watson Date: 11/5/25

Consultant/Vendor: HDR Engineering, Inc.

Contract Amount: \$ 4,631,359 (as amended)

Project Description: Salinas Rail Extension Kick Start Final Design: Packages 2 & 3 (the "Project"), for which Consultant is to provide final design services

**Notice: Contracting without providing for full and open competition is prohibited unless justified on one or more of the boxes below.**

**BY MARKING THE BOXES BELOW, YOU ARE AFFIRMING THAT THE FOLLOWING STATEMENTS ARE TRUE**

- ✓ The need for a sole source is not due to a failure to plan or a lack of advanced planning.
- ✓ The need for a sole source is not due to concerns about the amount of State or Federal assistance available to support the procurement (for example, expiration of state or Federal assistance available for award).

**JUSTIFICATIONS FOR AWARD OF SOLE SOURCE CONTRACT (without FEDERAL FUNDING)**

**For non-federally funded contracts, at least one of these justifications must apply:**

- Only one contractor/consultant/vendor can provide unique/highly specialized item/service.
- ✓ Economy or efficiency supports award to existing contractor/consultant as a logical follow-on to work already in progress under a competitively awarded contract.
- Cost to prepare for a competitive procurement exceeds the cost of the work or item.
- The item is an integral repair part or accessory compatible with existing equipment.
- The item or service is essential in maintaining research or operational continuity.
- The item/service is one with which staff members who will use the item/service have specialized training and/or expertise and retraining would incur substantial cost in time and/or money.

**EXPLANATION:** (please include a written explanation)

HDR Engineering, Inc. was originally hired for this work in April 2020 after a formal Request for Proposals process. The contract now needs to be amended to extend the time of this contract. This contract amendment #5 keeps the momentum of the project's final design. This amendment is justified as a sole source due to the efficiencies that support award to the existing consultant as a logical follow-on to work already in progress under a competitively awarded contract.

**Memorandum**

**To:** Board of Directors  
**From:** Alissa Guther, Transportation Planner  
**Meeting Date:** December 3, 2025  
**Subject:** **Salinas Rail Project Packages 2 & 3 Union Pacific Right of Way — Bender Rosenthal Incorporated Contract Amendment #1**

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**RECOMMENDED ACTION:****Salinas Rail Project Packages 2 & 3 Union Pacific Right of Way — Bender Rosenthal Incorporated Contract Amendment #1:**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute amendment #1 with Bender Rosenthal Incorporated, subject to approval by Agency Counsel, to extend the deadline on the contract from December 31, 2025, to June 30, 2027, to continue the right-of-way acquisition work for Package 2, Salinas layover facility, and Package 3, Gilroy track connections;
2. **FIND** that this amendment is justified as a sole source due to the efficiencies that support award to the existing consultant as a logical follow-on to work already in progress under a competitively awarded contract; and
3. **AUTHORIZE** the Executive Director, or their designee, 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:**

Staff recommends approval of a contract amendment with Bender Rosenthal Inc., to extend the deadline for right of way acquisition services for the Salinas Rail Extension Kick Start Project Packages 2 and 3 by eighteen months, from December 31, 2025 to June 30, 2027. The extension will allow Bender Rosenthal to facilitate the potential acquisition of parcels owned by Union Pacific needed for the project.

**FINANCIAL IMPACT:**

The Salinas Rail Extension Kick Start project budget includes secured funding for property acquisition. The total project budget is estimated at \$81 million. The not-to-exceed amount of this agreement is \$169,500, to be funded with Traffic Congestion Relief Program funds budgeted to the project.

**DISCUSSION:**

The Transportation Agency for Monterey County, as the local lead agency, grantee agency and owner of the Monterey County Rail Extension project, is proposing to extend passenger rail service from Santa Clara County south to Salinas. The project provides an alternative to the highly congested

US 101 corridor to access to jobs, education, and health care, and improves interregional transportation and air quality.

The Kick Start Project is Phase 1 of the overall Monterey County Rail Extension project. The Kick Start Project is focused on improving the existing Salinas train station to accommodate new passenger rail service connecting Salinas to the San Francisco Bay Area, and making track improvements at Gilroy to allow through trains to stop at the Gilroy train station. This Phase 1 is separated into three construction packages:

- Package 1: Salinas Station: Lincoln Avenue Extension, circulation, and parking improvements
- Package 2: Salinas Layover Facility
- Package 3: Gilroy Station & Track Improvements

Following a formal Request for Proposals process in 2021, staff received proposals from teams of specialists to assist with real estate acquisition, appraisals, and legal services and Bender Rosenthal Incorporated was awarded the contract. In January 2022, TAMC awarded Bender Rosenthal Incorporated a contract for professional services related to the Monterey County Rail Extension—Union Pacific Parcel Acquisition that was set to expire December 31, 2025. The Bender Rosenthal Team has been performing contract tasks satisfactorily for the past 3 years of the contract period.

The right-of-way acquisition necessary for the construction of Package 1 has already been completed, and the improvements have been constructed. The acquisition of five parcels for Package 2 is currently underway. The remaining outstanding parcels that may be needed for Packages 2 and 3 are all owned by Union Pacific Railroad, and the Bender Rosenthal team would facilitate those purchases. **Attached** are the draft contract amendment and sole source finding.

**ATTACHMENTS:**

1. Sole Source Justification form - BRI Amendment #1
2. BRI Amendment 1

**WEB ATTACHMENTS:**

**SOLE SOURCE JUSTIFICATION**

Project Manager: Alissa Guther Date: 11/21/2025

Consultant/Vendor: Bender Rosenthal Incorporated

Contract Amount: \$ 169,500

Project Description: Salinas Rail Extension Kick Start Project Packages 2 and 3 Right of Way Negotiations with Union Pacific Railroad

**Notice: Contracting without providing for full and open competition is prohibited unless justified on one or more of the boxes below.**

**BY MARKING THE BOXES BELOW, YOU ARE AFFIRMING THAT THE FOLLOWING STATEMENTS ARE TRUE**

- The need for a sole source is not due to a failure to plan or a lack of advanced planning.
- The need for a sole source is not due to concerns about the amount of State or Federal assistance available to support the procurement (for example, expiration of state or Federal assistance available for award).

**JUSTIFICATIONS FOR AWARD OF SOLE SOURCE CONTRACT (without FEDERAL FUNDING)**

**For non-federally funded contracts, at least one of these justifications must apply:**

- Only one contractor/consultant/vendor can provide unique/highly specialized item/service.
- Economy or efficiency supports award to existing contractor/consultant as a logical follow-on to work already in progress under a competitively awarded contract.
- Cost to prepare for a competitive procurement exceeds the cost of the work or item.
- The item is an integral repair part or accessory compatible with existing equipment.
- The item or service is essential in maintaining research or operational continuity.
- The item/service is one with which staff members who will use the item/service have specialized training and/or expertise and retraining would incur substantial cost in time and/or money.

**EXPLANATION:** (please include a written explanation)

There is a demonstrated need for a contract amendment with Bender Rosenthal Inc., to extend the deadline for right-of-way acquisition services for the Salinas Rail Extension Kick Start Project Packages 2 and 3 by eighteen months, from December 31, 2025, to June 30, 2027. The right-of-way acquisition necessary for the construction of Package 1 has already been completed, and the improvements have been constructed. The acquisition of five parcels for Package 2 is currently underway. The remaining outstanding parcels that may be needed for Packages 2 and 3 are all owned by Union Pacific Railroad, and the Bender Rosenthal team would facilitate those purchases.

At the outset of the contract, TAMC expected right-of-way negotiations to be performed during the contract period. Due to delays with Union Pacific, TAMC has not been able to start negotiations, which were expected to begin after the 25% design plans and were then shifted by Union Pacific to not begin until the 90% design plans are complete. This milestone is forthcoming, and the eighteen-month extension is expected to suffice for the completion of right of way negotiations. The extension is needed due to

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## **SOLE SOURCE JUSTIFICATION**

continuation of previous activities and operations for property acquisition on the project. The extension will allow Bender Rosenthal to facilitate the potential acquisition of parcels owned by Union Pacific needed for the project. There is no need for additional funds.

**AMENDMENT #1 TO THE AGREEMENT FOR PROFESSIONAL SERVICES**  
**BETWEEN**  
**THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND**  
**BENDER ROSENTHAL INC.**

THIS AMENDMENT NO. [1] to the agreement dated December 3, 2025 between the Transportation Agency for Monterey County, hereinafter referred to as “TAMC,” and Bender Rosenthal, 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 January 31, 2022, hereinafter referred to as “Agreement;” and
- B. **WHEREAS**, TAMC and Consultant desire to amend the Agreement to extend the time of contract by eighteen months to allow for sufficient time to complete project tasks;

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

**1. TERM OF AGREEMENT**

Paragraph 1 of the Agreement is amended as follows (changes in ~~strikeout~~ and underline): “The term of this Agreement shall begin upon January 31, 2022, contingent upon approval by the TAMC Board, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC’s Project Manager specified in Paragraph 35. Unless earlier terminated as provided herein, this Agreement shall remain in force until ~~December 31, 2025~~ June 30, 2027. Consultant acknowledges that this Agreement is not binding until it is fully executed and approved by TAMC.”

**2. REMAINDER OF TERMS UNCHANGED**

All other terms of the Agreement, as amended, 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 No. 1 to the Agreement with Bender Rosenthal, Inc.

Consultant

TAMC

By: \_\_\_\_\_  
Renee Buar  
CEO

By: \_\_\_\_\_  
Todd A. Muck  
Executive Director

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Chip Willett  
Vice President

Dated: \_\_\_\_\_

INSTRUCTIONS: If Consultant is a corporation (including limited liability and nonprofit corporations), the full legal name of the corporation shall be set forth together with the signatures of two specified officers. If Consultant is a partnership, the name of the partnership shall be set forth together with the signature of a partner with authority to execute this Agreement on behalf of the partnership. If Consultant is contracting in an individual capacity, the individual shall set forth the name of his or her business, if any, and shall personally sign the Agreement.

\*\*\*\*\*

Approved as to form:

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

Dated: \_\_\_\_\_

## Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** December 3, 2025  
**Subject:** **Coast Corridor Rail Project Federal Grant Support**

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### **RECOMMENDED ACTION:**

**APPROVE** the allocation of \$20,000 in Agency Reserve funding as a cost-share with the San Luis Obispo Council of Governments to develop a federal grant application for improvements on the coast rail corridor that would support an increase in passenger rail service between San Francisco and Los Angeles.

### **SUMMARY:**

The Federal Railroad Administration National Railroad Partnership Program/Federal-State Partnership for Intercity Passenger Rail (FSP) grant applications are due on January 7, 2026. The San Luis Obispo Council of Governments (SLOCOG), on behalf of the Coast Rail Coordinating Council (CRCC), is coordinating a joint application for a list of projects that, once implemented, would enable increased passenger rail service on the coast corridor. SLOCOG will administer the grant-writing contract under the CRCC Memorandum of Understanding, approved by the TAMC Board in January 2024.

### **FINANCIAL IMPACT:**

The draft Coast Rail project federal grant application project list is attached; the proposed application would request approximately \$125 million for projects to support rail on the corridor, matching funds already secured to deliver a total of \$300 million worth of improvements. The grant-writing support contract is estimated at \$40,000; San Luis Obispo Council of Governments is contributing \$20,000 for the grant-writing contract; staff recommends the Board approve a \$20,000 contribution for the contract from Agency Reserves.

### **DISCUSSION:**

The Coast Rail Coordinating Council (CRCC) is a multi-agency advisory and planning organization focused on improving the rail corridor between Los Angeles and the San Francisco Bay Area along the California Central Coast. Members of the Council include all Regional Transportation Planning Agencies along the Central Coast – all of which have a strong interest in improving rail service and the rail infrastructure along the Central Coast's portion of the California Coast Passenger Rail Corridor. The San Luis Obispo Council of Governments (SLOCOG) is the administrative agency supporting the CRCC, as per a Memorandum of Understanding among all partner agencies.

The CRCC is preparing a grant application to the Federal Railroad Administration (FRA) for the Coast Route under a recent Notice of Funding Opportunity (NOFO) for the Federal-State Partnership for Intercity Passenger Rail Program For Projects Not Located on the Northeast Corridor (**web attachment 1**), due January 7, 2026. On November 3, 2025, the Rail Policy Committee

recommended that the Board support this grant application. SLOCOG will be the lead agency submitting the grant application on behalf of the CRCC.

The tentative project name is "Facilitating and Accelerating Service Transformations & Expansions to Rail (FASTER) on the Central Coast." Improvements that may be included in the grant application are as shown in **attachment 1**, which also reflects the funding already secured for those projects and the proposed funding application amount. Projects included in this draft list were strategically selected from a list of infrastructure and equipment needs identified in various service plans between the two counties (primarily SLOCOG's 2021 Coast Rail Corridor Study and TAMC's 2021 Monterey Bay Area Rail Network Integration Study). Each of the projects has been reviewed by staff based on National Railroad Partnership program fit, project readiness, and importance in establishing new intercity passenger rail services north of San Luis Obispo. As of the writing of this report, SLOCOG is seeking to secure support letters from Caltrans Division of Rail, Union Pacific Railroad, and Amtrak. Without those letters, the group is unlikely to go forward with the application.

The 2025 CRCC meeting schedule, including links to all Policy Committee meeting agendas, is online as a **web attachment 2**.

**ATTACHMENTS:**

1. Rail Capital Project List\_FSP

**WEB ATTACHMENTS:**

1. [FRA NOFO](#)
2. [Coast Rail Coordinating Council meeting schedule](#)

**DRAFT Project List - Coast Rail Coordinating Council - Facilitating and Accelerating Service Transformations & Expansions to Rail (FASTER) on the Central Coast**

Application Package	Total Cost	Funds Secured		National Railroad Partnership		Notes
		Local/State	Federal	Request	Phase	
PTC/CTC Central Coast	\$ 76,472,000	\$ 54,749,000	\$ 21,723,000	\$ -	-	On the Union Pacific Railroad (UPRR) Coast Subdivision between Gilroy and N. Salinas (MP 76.98 to MP 115.16); and Salinas and San Luis Obispo (MP 115.71 to MP 248.62). Project traverses Monterey, San Benito, San Luis Obispo, Santa Clara, and Santa Cruz Counties. Proposed project will entail design and installation of wayside signal systems at existing control points and intermediate signal locations. Construction work will include design and installation of PTC equipment, including radio and network elements at each control point and at intermediate signal locations. Costs include UPRR telecommunications installation and operation. Work will also include PTC radio frequency studies and licensing for each location.
Rolling Stock Procurement (2-sets)	\$ 66,768,000	\$ -	\$ -	\$ 66,768,000	Procurement	Procurement of two (2) diesel-electric locomotives, three (3) bi-level coach cars, two (2) bi-level coach cafe cars, two (2) bi-level business class cars, and two (2) bi-level coach baggage cab cars for one round trip between Salinas and San Luis Obispo.
North SLO County Siding Improvements	\$ 18,406,000	\$ 17,283,000	\$ -	\$ 1,123,000	CON	Upgrades an existing siding in north San Luis Obispo County to a controlled, powered-up siding, providing a safe location for train meets, which will improve Coast Starlight reliability and support future Central Coast – Northern California passenger rail service.
Grover Beach Siding Improvements	\$ 14,467,000	\$ -	\$ -	\$ 2,170,000	PA&ED	Upgrades an existing siding in Grover Beach to a controlled, powered-up siding which has been identified as an infrastructure need for any passenger rail service beyond three round trips of the Pacific Surfliner between Santa Barbara and San Luis Obispo. A long-term horizon infrastructure need.
King City MMTC Phase 1	\$ 80,360,000	\$ 49,452,000	\$ 5,000,000	\$ 25,908,000	CON	Creates a new rail station in south Monterey County and undertakes necessary track upgrades to allow for future regular service between underserved communities on the Central Coast to Northern and Southern California. The proposed King City Multimodal Transportation Center (MMTC) is located west of the existing track between the proposed Broadway crossing and the San Lorenzo Creek in King City. Second platform and pedestrian crossing as required by Union Pacific Railroad added as of November 2025. ( <a href="https://www.tamcmonterey.org/king-city-multimodal-transportation-center">https://www.tamcmonterey.org/king-city-multimodal-transportation-center</a> )
Pajaro-Watsonville Multimodal Station Env'l	\$ 2,500,000	\$ 2,274,000		\$ 226,000	PA&ED	The proposed Pajaro-Watsonville station is located in the Monterey County unincorporated community of Pajaro. The station site is approximately 1.5 miles from downtown Watsonville, which is in the County of Santa Cruz. This station will be the connection point for Santa Cruz County to new passenger rail service on the Coast mainline tracks between Salinas and the San Francisco Bay Area. The station will transform a currently underserved area by providing a new community transportation hub that will entice transit-oriented housing and community services to the surrounding area. 2023 TIRCP grant funded CEQA @ \$2.3M - this would fund the NEPA process ( <a href="https://www.tamcmonterey.org/monterey-county-rail-extension-phase-2-pajaro-watsonville">https://www.tamcmonterey.org/monterey-county-rail-extension-phase-2-pajaro-watsonville</a> )
Pajaro-Watsonville Multimodal Station ROW & PS&E	\$ 17,000,000	\$ 8,600,000		\$ 8,400,000	ROW/PS&E	Cost estimate from Monterey Bay Rail Network Integration Study (2021) ( <a href="https://www.tamcmonterey.org/monterey-bay-area-rail-network-integration-study">https://www.tamcmonterey.org/monterey-bay-area-rail-network-integration-study</a> )
Capitalized Maintenance of Way (2-5 years)	\$ 20,000,000			\$ 20,000,000	CON	Two (2) to five (5) years of capital maintenance costs for continued operation of passenger rail services on the Union Pacific Railroad line when initial service begins.
	<b>\$ 295,973,000</b>	<b>\$ 132,358,000</b>	<b>\$ 26,723,000</b>	<b>\$ 124,595,000</b>		
				<b>\$ 151,318,000</b>		

	Local/State	Federal
Match %:	45%	55%

**FRA Capital Cost Estimating Guidance**

<https://railroads.dot.gov/elibrary/capital-cost-estimating-guidance-final>

**Memorandum**

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board  
**Meeting Date:** December 3, 2025  
**Subject:** **MINUTES**

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**RECOMMENDED ACTION:**

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

- Rail Policy Committee - draft minutes of November 3, 2025
- Executive Committee - draft minutes of November 5, 2025
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of November 5, 2025
- [Technical Advisory Committee](#) - draft minutes of November 6, 2025
- [Measure X Citizens Oversight Committee](#) - No Meeting

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

1. Exec draft minutes November 5-2025
2. Draft\_RPC\_Minutes\_November\_2025\_Meeting

**WEB ATTACHMENTS:**

**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: Wendy Root Askew (Chair), Chaps Poduri (1<sup>st</sup> Vice Chair),  
 Luis Alejo (2<sup>nd</sup> Vice Chair), Chris Lopez (Past Chair),  
 Glenn Church (County representative), Jose Rios (City representative)*

**Wednesday, November 5, 2025**

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

Transportation Agency Conference Room, 55-B Plaza Circle, Salinas CA

Alternate locations:

*2616 1st Avenue, Marina, California 93933*

*1011 Broadway Street, Suite C, King City, California 93930*

*168 West Alisal Street, 2nd Floor, Salinas, California 93901*

*147 Fourth Street, Gonzales, California 93926*

*11140 Speegle Street, Castroville, California 95012*

<b>EXECUTIVE COMMITTEE</b>	<b>JAN 25</b>	<b>FEB 25</b>	<b>MAR 25</b>	<b>APR 25</b>	<b>MAY 25</b>	<b>JUN 25</b>	<b>AUG 25</b>	<b>SEP 25</b>	<b>OCT 25</b>	<b>NOV 25</b>
Wendy Root Askew, Chair Supervisor District 4, (Yuri Anderson, <del>Eric Mora</del> )	P	P (VC)	P(A) (VC)	P (VC)						
Chaps Poduri, 1 <sup>st</sup> Vice Chair Pacific Grove (Joe Amelio)	P	P (VC)	P	P (VC)						
Luis Alejo, 2 <sup>nd</sup> Vice Chair Supervisor District 1, (Linda Gonzales; <del>Javier Gomez</del> )	P(A) (VC)	P(A) (VC)	P	P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)	P	P	P(A) (VC)
Chris Lopez, Past Chair Supervisor District 3 (Priscilla Ramos)	P(A) (VC)	P (VC)	E							
Glenn Church, County Representative Supervisor District 2, ( <del>Marilyn Vierra</del> , Leonie Gray)	P	*P(A) (VC)	P	P	P	P(A)	P	P(A)	P	P (VC)
Jose Rios, City Representative, Gonzales (Lorraine Worthy)	A	*P (VC)	P (VC)							

P = Present	A = Absent
P(A) = Alternate present	E = Excused
* = New Representative	(VC) Video Conference
TC = Teleconference	

## **1. CALL TO ORDER**

Chair Askew called the meeting to order at 9:01 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Bigelow, Hernandez, Kise, Muck, Park, Rodriguez, Sambrano, Sheehan, Strause, Watson, and Zeller.

Others present: Shane Strong, TAMC Counsel; Gus Khouri and Mitch Weiss, Khouri Consulting; Monica Hale, Monterey County District 3.

## **2. PUBLIC COMMENTS**

None

## **3. CONSENT AGENDA**

On a motion by Committee Member Poduri and seconded by Committee Chair Askew, the Committee voted 5-0 to approve the consent agenda as follows:

1. Approved the minutes from the Executive Committee meeting of October 1, 2025
2. Recommended that the Transportation Agency for Monterey County Board approve calendar year 2026 schedule of meetings for the Agency Board of Directors and Executive Committee.

## **4. LEGISLATIVE UPDATE AND DRAFT 2026 LEGISLATIVE PROGRAM**

The Committee received an update on state and federal legislative issues.

Gus Khouri, Khouri Consulting, reported that State legislators will be back in session on January 5, 2026. He noted that of the bills that TAMC supported, Governor Newsom signed the following bills into law:

- AB 382 (Berman): Pedestrian Safety: school zones: speed limits
- AB 761 (Addis): MST: sales and special taxes
- AB 1014 (Rogers): Traffic safety: speed limits
- SB 71 (Wiener): California Environmental Quality Act: exemptions: transit projects

Ariadne Sambrano, TAMC staff, reported on the federal legislative program, noting that the ongoing federal governmental shutdown is now the longest in U.S. history at 36 days.

**5. APPOINT NOMINATING COMMITTEE:**

On a motion by Committee Member Poduri and seconded by Committee Member Rios, the Committee voted 5-0 to recommend the TAMC Board appoint Chair Askew and Board member LeBarre as the Nominating Committee to meet and return to Board of Directors on January 28, 2026 with recommendations for Board Chair, 1st Vice Chair, 2nd Vice Chair, and Executive Committee members to serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 27, 2027 Board meeting.

**6. TAMC BOARD DRAFT AGENDA**

Todd Muck, Executive Director, reviewed the draft regular and consent agenda for the TAMC Board meeting of December 3, 2025. After the Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- Employee of the Quarter
- Electric Vehicle Takeoff and Landing Integrated Pilot Program (eIPP)
- TAMC Real Property Policies
- Highway 1 Elkhorn Slough Corridor Climate Resiliency Project

**7. ANNOUNCEMENTS**

None

**8. CLOSED SESSION**

The Committee held a closed session regarding Public Employee Performance Evaluation pursuant to Government Code Section 54957 - Positions: Executive Director & Agency Council.

The Committee reconvened and reported that no actions were taken.

**9. ADJOURNMENT**

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

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**RAIL POLICY COMMITTEE MEETING**

*Draft Minutes of November 3, 2025*

55-B Plaza Circle, Salinas, California 93901 - Transportation Agency Conference Room  
 Alternate locations: 2616 1st Avenue, Marina, California 93933, Supervisor Askew's Office  
 11140 Speegle Street, Castroville CA, 95012, Supervisor Church's Office  
 168 West Alisal Street, 2nd Floor, Salinas, CA 93901, Supervisor Alejo's Office  
 248 Main St., Soledad, CA 93960, Mayor Velazquez's Office  
 1200 Aguajito Rd. Suite 1, Monterey, CA 93940 Supervisor Daniel's Office

	NOV 24	JAN 25	FEB 25	MAR 25	APR 25	MAY 25	JUN 25	JUL 25	AUG 25	SEP 25	OCT 25	NOV 25
L. Alejo, Dist. 1 (L. Gonzalez, <del>J. Gomez</del> )	P(A) (VC)	P(A) (VC)	E	P(A) (VC)	<b>C</b>	P(A) (VC)	P	<b>N</b>	P	P(A) (VC)	P(A) (VC)	P
G. Church, Dist. 2 ( <del>M. Vierra</del> , L. Gray)	E	P(A) (VC)	P (VC)	P(A) (VC)	<b>A</b>	P(VC)	P(A) (VC)	<b>O</b>	P	P(A) (VC)	P(A) (VC)	P (VC)
W. Askew, Dist. 4 (Y. Anderson, <del>E. Mora</del> )	P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)	<b>N</b>	P(VC)	P(A) (VC)	<b>M</b>	P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)
K. Daniels, Dist. 5, (K. Craig)	P(A) (VC)	A*	P	E	<b>C</b>	P(VC)	P(VC)	<b>E</b>	P	P(A) (VC)	P(A) (VC)	P (VC)
M. LeBarre, King City, Chair (C. DeLeon)	P	P	E	P	<b>E</b>	P	P	<b>E</b>	P	P	P	P
B. Delgado, Marina (J. McAdams L. Visscher)	A	A	P (VC)	P (VC)	<b>L</b>	P(VC)	A	<b>T</b>	P	P(A) (VC)	P (VC)	A
E. Smith, Monterey (K. Barber, M. Garcia, A. Renny)	P	P	A	P	<b>L</b>	P	P	<b>I</b>	P	P	P	A
A. Sandoval, Salinas, (M. D'Arrigo)	P	A	A	P	<b>E</b>	P	A	<b>N</b>	P	P	P	A
M. Carbone, Sand City (J. Blackwelder)	P	P	P	P	<b>D</b>	P	P	<b>G</b>	P	E	P (VC)	P(A) (VC)
I. Oglesby, Seaside (D. Pacheco)	A	A	A	P		P	P		P	P	P	A
A. Velazquez, Soledad (F. Ansaldo-Sanchez)	P	A*	P (VC)	P (VC)		P(VC)	A		P	P (VC)	E	A
M. Twomey, AMBAG ( <del>H. Adamson</del> , P. Hierling)	P(A) (VC)	P(A) (VC)	P(A) (VC)	A		P(A) (VC)	P(A) (VC)		A	P(A)	P(A) (VC)	P(A) (VC)
A. Lopez, Caltrans District 5	A	A	P(VC)	P (VC)		A	A		P (VC)	A	A	A
C. Sedoryk, MST (L. Rheinheimer/ <del>M. Overmeyer</del> )	P(A) (VC)	A	A	P(A) (VC)		P(A) (VC)	A		P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)

STAFF	NOV 24	JAN 25	FEB 25	MAR 25	APR 25	MAY 25	JUN 25	JUL 25	AUG 25	SEP 25	OCT 25	NOV 25
T. Muck, Executive Director	P	P	P	P	C	P	P	N	P	P	P	P
C. Watson, Director of Planning	P	P	P	P	A	P	P	O	P (VC)	P	P	P
M. Zeller, Director of Programming & Project Delivery	P (VC)	P (VC)	P (VC)	P (VC)	N	P (VC)	P (VC)	M	P	P	P	P
M. Montiel Admin Assistant	E	P	P	P	C	P	P	E	P	P	E	P
L. Williamson, Senior Engineer	P (VC)	A	A	A	E	A	P	E	P	P	E	P
D. Bilse, Principal Engineer	P	P (VC)	P	A	L	P (VC)	P (VC)	T	A	A	P (VC)	A
A. Guther, Assoc. Transp. Planner	P	P	P	P	L	P	P (VC)	I	P	A	P	P
A. Sambrano Transp. Planner	A	A		A	E	A	P (VC)	N	A	A	P (VC)	A
J. Strause, Associate Transp. Planner	A	A		A	D	P (VC)	A	G	P (VC)	A	A	P (VC)
J. Kise, Director of Finance and Admin	A	A	A	A		A			A	P (VC)	P (VC)	A
M. Park, Finance Officer/Analyst	A	A	P (VC)	A		A	P (VC)		P (VC)	P (VC)	P (VC)	P (VC)
R. Bigelow, Contracts and Grants	-	-	-	-		-	-		-	P (VC)	P (VC)	P (VC)

P = Present    A = Absent    P(A) = Alternate Present    E = Excused    (VC) = Video Conference    \* = New representative

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

Chair LeBarre called the meeting to order at 2:09 p.m. Maria Montiel, Administrative Assistant, called the roll and confirmed a quorum was established.

**OTHERS PRESENT**

Linda Gonzalez	District 1 office	Matt Johnson	Public
Rob Cunningham	Caltrans Division of Rail	Roland LeBrun	Public
Margaret D’Arrigo	City of Salinas	Michael Groves	Public

**2. PUBLIC COMMENTS**

Roland LeBrun, member of the public, noted that he sent Ms. Watson an email with Thursday's Caltrain Board meeting supplemental reading file that includes an update on the Battery Electric Multiple Unit train acquisition project.

**3. CONSENT AGENDA**

**M/S/C** Alejo/ Carbone/ unanimous

**3.1** Approved minutes of October 6, 2025, Rail Policy Committee meeting.

**3.2** Received an update on the Salinas Rail Kick Start project.

**3.3** Received and update on Pajaro Multimodal Station Project.

**3.4** Received the call for nominations for the 24<sup>th</sup> Annual Transportation Excellence awards to honor individuals, businesses, groups, or projects for their efforts to improve the transportation system in Monterey County.

**3.5** Approved the 2026 schedule of Rail Policy Committee meetings with a correction to the meeting schedule to correct the September meeting date from September 7, 2026, to September 14, 2026, due to the Labor Day Holiday on September 7.

**3.6** Received media clippings attached online.

**END OF CONSENT AGENDA**

#### **4. TAMC REAL PROPERTY OWNERSHIP POLICIES UPDATE**

**M/S/C** Alejo/ Anderson/ unanimous

The Committee received an update on TAMC's Real Property Ownership Policies, discussed proposed updates to the policies, and recommended Board approval of the 2025 TAMC Real Property Ownership Policies, with a revision to include penalties related to non-compliance with terms of the agreement and to clarify that one agreement could cover single project with both transportation and non-transportation uses.

Mike Zeller, Director of Programming & Project Delivery, reported that the original Real Property Ownership Policies were last updated in 2016, and they require revision to reflect changes in property status, funding restrictions, and administrative practices. He noted as the Regional Transportation Planning Agency for Monterey County, TAMC's core responsibilities have traditionally focused on planning, funding, and delivering transportation projects, with limited need for property ownership. Mr. Zeller noted that TAMC has acquired several properties to support multimodal transportation initiatives, including land around the Salinas Train Station, the Monterey Branch Line, and parcels at the former Fort Ord.

Committee Alternate Anderson asked whether the five-year revaluation is a new policy or holdover from the prior policies. Mr. Zeller replied that it would be a new policy assuming that if the agreement's duration were longer than 5 years, it would be reconsidered every five years.

Michael Groves, member of the public, noted that parking should be considered a transportation use, especially relating to the Sand City trail project. Executive Director Todd Muck replied that the original reason for TAMC acquiring the Monterey Branch Line was to preserve the corridor for future rail service; he noted that any incidental uses should be considered by the Board as a non-transportation use that would be charged fair market value. Mr. Muck noted that the Monterey-Salinas Transit SURF! line is a public benefit, and is therefore not charged, but they accept responsibility for maintenance of the portion of the corridor the bus line will use, and parking is not allowed as part of that project.

Chair LeBarre asked staff to include in the property policies a statement about penalties and make sure agreements include stronger language than leases and make sure leaseholders cannot continue to operate and profit beyond the expiration of the lease agreement.

**5. HIGHWAY 1 ELKHORN SLOUGH CORRIDOR CLIMATE RESILIENCY PROJECT**

**M/S/C** Carbone/ Alejo/ unanimous

The Committee received information on the Highway 1 Elkhorn Slough Corridor Climate Resiliency project activities; reviewed the draft outreach plan for the project; and approved the draft project outreach schedule.

Alissa Guther, Associate Transportation Planner, reported on the project activities since the last RPC meeting. The report focused on the outreach plan, highlighting that a key component of the Planning and Environmental Linkages study is to gather input and build consensus among internal and external stakeholders to shape the proposed corridor transportation vision. Ms. Guther noted that the project's public engagement strategy and actions will occur throughout the planning process. She noted that a steering committee has been assembled to balance the diverse interests, expertise, and experiences of the community members, agencies, and organizations that are impacted by the resilience of the corridor.

Committee Member Alejo asked for details on the plans for tribal engagement. Ms. Guther replied that the team is working to establish engagement.

Committee Member Church requested that the advisory group be expanded to include local community members.

Committee Alternate Anderson asked whether an online workshop to kick off the project is the best way to engage community members. Ms. Guther replied that the first public workshop is to give an overview of challenges and existing conditions and allow the team to explain the purpose and outline the approach. She noted that the team has scheduled in-person engagements over the summer, and digital mapping tools will be available for anyone to provide comments. The project will also engage with Community Based Organizations. She noted she is also attending relevant meetings of interested parties to solicit input and engage the community at existing meetings and farmers markets.

**6. DRAFT 2026 LEGISLATION PROGRAM**

The Committee reviewed and provided comments on the draft 2026 Legislative Program.

Christina Watson, Director of Planning, highlighted the draft legislative program items of interest to the Committee; she noted that the program notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency.

Committee Member Alejo noted that homelessness is a serious issue for the County.

**7. COAST CORRIDOR RAIL PROJECT UPDATE**

**M/S/C** Alejo/ LeBarre/ unanimous

The Committee received an update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles and recommended the Board support for a federal grant application for the corridor.

Christina Watson, Director of Planning, reported that the Coast Rail Coordinating Council (CRCC) held a call on October 24, 2025, and discussed a potential grant application to the Federal Railroad Administration for the Coast Route under a recent Notice of Funding Opportunity for the Federal-State Partnership for Intercity Passenger Rail Program for Projects Not Located on the Northeast Corridor. Ms. Watson noted that they may choose to apply for a federal rail grant, for which the application deadline is January 7, 2026.

Committee Member Daniels asked about the total grant request.

Chair LeBarre asked if the application could include rail equipment.

Roland LeBrun, member of public noted that locomotive equipment would be a good idea.

Ms. Watson noted her report to the Board would have more details, that the grant application is still conceptual at this point.

**8. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS**

Committee Member Daniels asked if she can she attend the November 21, 2025, CRCC meeting in King City. Ms. Watson replied that she will send meeting info.

Christina Watson, Director of Planning, announced that there is no meeting in December and January 12, 2026, meeting is scheduled a week later than usual to avoid conflicts with winter holidays.

**9. ADJOURN**

Chair LeBarre adjourned the meeting at 3:18 p.m.

**Memorandum**

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board  
**Meeting Date:** December 3, 2025  
**Subject:** **CORRESPONDENCE**

---

**RECOMMENDED ACTION:**

RECEIVE TAMC Correspondence for November 2024.

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

None

**WEB ATTACHMENTS:**

- [November 19, 2025, letter to Sarah Christensen, Executive Director, Santa Cruz County Regional Transportation Commission regarding: Support for 2025 SCBRL South County Climate Resilience Plan from TAMC Executive Director Todd Muck](#)
- [November 17, 2025, letter to Carl Sedoryk, General Manager/Chief Executive Officer Monterey-Salinas Transit District regarding: Support for MST's Comprehensive Operational Analysis Study from TAMC Executive Director Todd Muck](#)
- [November 12, 2025, letter to Maura F. Twomey, Executive Director Association of Monterey Bay Area of Governments regarding: Support for Monterey Bay Area Community Hubs Advancing Resilience and Mobility Study from TAMC Executive Director Todd Muck](#)
- [November 3, 2025, letter to Ms. Tanisha Taylor, Executive Director California Transportation Commission regarding: Interregional Transportation Improvement Program – King City Multimodal \(#9890\), Coast PTC \(#2194a\), and Rail Funding – SUPPORT from TAMC Executive Director Todd Muck.](#)
- [October 31, 2025, letter to California Department of Housing and Community Development regarding: Consistency of the City of Monterey Madison Street Affordable Housing Development with Regional Transportation Plan from TAMC Executive Director Todd Muck.](#)
- [October 27, 2025, letter to Marina Concrete, Jana Youngblood regarding: Monterey County Rail Extension Project Relocation Assistance Program – Notice of Potential Eligibility and 90-](#)



**Memorandum**

**To:** Board of Directors  
**From:** Todd Muck, Executive Director  
**Meeting Date:** December 3, 2025  
**Subject:** **Employee of the Quarter**

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**RECOMMENDED ACTION:**

**PRESENT** the Transportation Agency Employee of the Quarter to Janneke Strause.

**SUMMARY:**

It is hereby certified that Janneke Strause has been selected by her colleagues at the Transportation Agency for Monterey County as an Employee of the Quarter for July 1, 2025 – September 30, 2025.

**FINANCIAL IMPACT:**

None.

**DISCUSSION:**

The Agency employees recognize Janneke for her professionalism, diligence, knowledge, and most notably for helping the US 101 and State Route 68 teams to prepare for upcoming grant opportunities, managing the Regional Surface Transportation Program Mid-Cycle grant program, assisting with the development of new quick-build and vision zero programs, and outstanding efforts to keep the Fort Ord Regional Trail and Greenway California Avenue segment on track for construction.

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

**ATTACHMENTS:**

1. Employee of the Qtr Jul - Sep - Janneke Strause

**WEB ATTACHMENTS:**

# EMPLOYEE OF THE QUARTER

## *Janneke Strause*

*It is hereby certified that Janneke Strause, Associate Transportation Planner, has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for July 1, 2025 – September 30, 2025.*

*The Agency employees recognize Janneke for her professionalism, diligence, knowledge, and most notably for helping the US 101 and SR 68 teams to prepare for upcoming grant opportunities, managing the RSTP Mid-Cycle grant program, assisting with the development of new quick-build and vision zero programs, and outstanding efforts to keep the FORTAG California Ave segment on track for construction.*

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

Recognized By

Acknowledged By

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TAMC Chair  
Wendy Root Askew

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Executive Director  
Todd A. Muck

Date: December 3, 2025

**Memorandum**

**To:** Board of Directors  
**From:** Todd Muck, Executive Director  
**Meeting Date:** December 3, 2025  
**Subject:** **Electric Vehicle Takeoff and Landing Integrated Pilot Program Support (eIPP)**

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**RECOMMENDED ACTION:**

**AUTHORIZE** the Executive Director, or their designee, to submit an Electric Vehicle Takeoff and Landing (eVTOL) Integrated Pilot Program application to the Federal Aviation Administration as the lead applicant on behalf of the American Air Advantage (A3) eIPP consortium, and if granted designation, take required actions to receive and implement the designation.

**SUMMARY:**

The Federal Aviation Administration (FAA) created the Electric Vehicle Takeoff and Landing (eVTOL) Integrated Pilot Program to accelerate safe eVTOL and advanced air mobility operations across the United States. The pilot program would designate 5–7 regions in the US to enable open testing and use of eVTOLs. Applications are due December 11, 2025. Staff recommends the Board approve of TAMC acting as the lead applicant on behalf of the American Air Advantage (A3) eIPP consortium.

**FINANCIAL IMPACT:**

Funds in the adopted TAMC Budget will cover initial TAMC staff time to review and submit the application prepared by the A3 consortium. If eIPP designation is awarded by the Federal Aviation Administration to the American Air Advantage consortium, additional funding will need to be identified for TAMC staff to serve as committee board chair and serve as the main point of contact to administer the program with the FAA.

**DISCUSSION:**

The Federal Aviation Administration (FAA) has launched the Electric Vertical Takeoff and Landing Integration Pilot Program (eIPP) to accelerate safe deployment of eVTOL and advanced air mobility technologies across the United States. This three-year program will select several regions for real-world testing and operational demonstrations. Applications are due December 11, 2025.

Staff recommends the Board approve TAMC acting as the lead applicant on behalf of the American Air Advantage Consortium (AAAC). The consortium includes a range of public and private partners working in Northern California on Advanced Air Mobility including University of California Santa Cruz (UCSC); Monterey Bay Economic Partnership (MBEP); Drones, Aviation, and Robotics Technology (DART); and the support of 14 corporate entities operating in the unmanned aircraft space. The A3 Consortium's eIPP application builds on a \$7.4 million California Jobs First Regional Investment Initiative grant awarded to MBEP in September for the California Advanced Air Mobility Corridors Initiative (CAAMCI) to fund critical infrastructure to support expanded R&D and, ultimately, commercial operations of climate-smart aircraft, drones, and advanced aerospace systems. The Monterey Bay Tech Hub, which includes local public and private partners listed above, in addition to

Cal State University Monterey Bay, all the tri-county community colleges, and the airports of Salinas, Marina, and Hollister, will be an important part of implementing the A3 eIPP designation.

The eIPP was announced by the U.S. Department of Transportation in September 2025 as part of a federal initiative to fast-track advanced air mobility vehicles. The program aims to demonstrate the viability of eVTOL aircraft for passenger transport, cargo logistics, and emergency services, while developing safety data and regulatory frameworks for integrating these aircraft into the National Airspace System.

The Monterey Bay region is uniquely positioned for this designation because it hosts one of the highest concentrations of eVTOL testing and manufacturing in the country, including Joby Aviation's facilities in Marina and Santa Cruz. Joby Aviation has logged extensive flight testing and is in the late stages of FAA type certification. Participation in the A3 would allow Joby to begin limited commercial operations ahead of full certification, reinforcing Monterey County's role as a hub for advanced air mobility. This designation would also strengthen partnerships with local airports and municipalities, creating jobs and supporting regional economic growth.

TAMC's role in this effort will be to review and submit the application prepared by A3, as the FAA requires a governmental entity to serve as the applicant. If selected, TAMC will primarily be involved in oversight and coordination, including participation in project meetings, ensuring compliance with FAA requirements, and facilitating communication among stakeholders.

To protect TAMC, the agency will enter into a non-binding Memorandum of Understanding (MOU) with the A3 and private partners. This MOU will clearly state that TAMC has no legal obligations or liabilities, includes termination rights allowing TAMC to withdraw without penalty, and ensures that no financial commitments beyond staff time will be made unless separately authorized by the Board. These measures mitigate risk and confirm that TAMC's role remains advisory and administrative.

Online as **web attachments** are a draft framework for the application, a news release about the program, and the Federal Register notice.

#### **ATTACHMENTS:**

None

#### **WEB ATTACHMENTS:**

- [American Air Advantage Consortium Draft Framework](#)
- [September 12, 2025 News Release, "Trump's Transportation Secretary Sean P. Duffy Unveils New Plan to Fast-Track Advanced Air Mobility Vehicles"](#)
- [September 16, 2025 Federal Register notice, "Electric Vertical Takeoff and Landing and Advanced Air Mobility Integration Pilot Program Announcement of Establishment of Program and Request for Proposals"](#)

**Memorandum**

**To:** Board of Directors  
**From:** Michael Zeller, Director of Programming & Project Delivery  
**Meeting Date:** December 3, 2025  
**Subject:** TAMC Real Property Policies Update

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**RECOMMENDED ACTION:**

**APPROVE** the Transportation Agency's draft Real Property Ownership Policies.

**SUMMARY:**

TAMC's Real Property Ownership Policies, last updated in 2016, require revision to reflect changes in property status, funding restrictions, and administrative practices. Staff seeks Board input on proposed updates to ensure the policies remain relevant, equitable, and aligned with TAMC's transportation mission.

**FINANCIAL IMPACT:**

While there is no direct financial impact of the proposed policies, the intent of the revisions is to assure that the public's financial interest in these properties is protected.

**DISCUSSION:**

As the Regional Transportation Planning Agency for Monterey County, TAMC's core responsibilities have traditionally focused on planning, funding, and delivering transportation projects, with limited need for property ownership. However, with the expansion of passenger rail service in the region, TAMC has acquired several properties to support this goal, including land around the Salinas Intermodal Station, the Monterey Branch Line, and parcels at the former Fort Ord. The original Real Property Ownership Policies, adopted in 2003, applied only to the Monterey Branch Line and were designed to manage incidental uses through leases, easements, and encroachment permits. In 2016, the policies were updated to apply to all TAMC-owned property and to provide clearer guidance on property use, administration, and preservation for future transportation purposes.

Since that time, several developments have prompted the need for further updates. The Proposition 116 Rail Bond Grant, which previously imposed restrictions on the Monterey Branch Line, no longer applies to certain properties, allowing for more flexible use. The warehouse buildings on TAMC's Fort Ord property have been demolished, changing the nature of potential leases and access agreements. Additionally, TAMC has entered into various leases, licenses, and use agreements, such as the MST SURF! Busway project, that highlight the need for consistent terms, fair market compensation for non-transportation uses, and standardized termination clauses. The current policy framework lacks a formal "best practices" section to guide decision-making and ensure transparency and equity in property management. These proposed updates aim to address these gaps and modernize TAMC's approach to real property stewardship.

One of the key updates in the proposed policies is the formal distinction between transportation and

non-transportation uses. This clarification was added to ensure that TAMC's property management practices remain aligned with its core transportation mission while providing a transparent framework for evaluating interim or incidental uses. Historically, TAMC's policies referenced incidental uses without clearly defining what constitutes a transportation purpose versus other activities. As TAMC acquires and manages property for rail and multimodal projects, requests for temporary or alternative uses have increased. Without clear definitions, these decisions risk inconsistency and potential conflicts with long-term transportation objectives.

To address this, the updated policies define:

- Transportation Uses as activities that directly support or enhance the movement of people or goods or facilitate access to transportation services (e.g., rail stations, bus corridors, bicycle/pedestrian infrastructure, intermodal hubs).
- Non-Transportation Uses as activities that do not serve a transportation function or may conflict with TAMC's long-term plans. These are based on the State Controller's Guidelines Relating to Gas Tax Expenditures for Cities and Counties (Section 450, Ineligible Expenditures), which identify uses that cannot be funded with transportation revenues. Examples include private storage, commercial operations unrelated to transit, recreation or event uses without a transportation nexus, and residential or retail development not integrated into a transit-oriented plan.

This distinction ensures that non-transportation uses remain temporary, revocable, and subordinate to TAMC's transportation objectives, with fair market compensation required unless exempted by Board action. It also provides a consistent basis for evaluating proposals and maintaining compliance with state funding guidelines.

In addition, staff proposes the following additional updates:

- Remove outdated references to Proposition 116 restrictions where no longer applicable.
- Update Fort Ord property section to reflect demolition of buildings and current land use opportunities.
- Standardize lease and license agreement terms, including duration, renewal options, and termination clauses.
- Subject to Board approval, require fair market value compensation for all non-transportation uses.
- Include a "Best Practices" section to guide staff and Board decisions on property use.
- Incorporate use agreements, such as MST SURF!, into the policy framework to ensure consistency.
- Specify potential penalties for non-compliance with agreement terms.
- Clarify administrative authority for encroachment permits and minor agreements.

Staff presented the proposed updates to the Rail Policy Committee during its October and November meetings. The Committee's feedback from those discussions has been incorporated into the draft policies. After completing its review in November, the Committee unanimously recommended that the Board approve the updated Real Property Ownership Policies, which are included as a **web attachment** to this staff report.

#### **ATTACHMENTS:**

None

#### **WEB ATTACHMENTS:**



**Memorandum**

**To:** Board of Directors  
**From:** Alissa Guther, Transportation Planner  
**Meeting Date:** December 3, 2025  
**Subject:** Highway 1 Elkhorn Slough Corridor Climate Resiliency Project Update

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**RECOMMENDED ACTION:****Highway 1 Elkhorn Slough Corridor Climate Resiliency Project:**

1. **RECEIVE** presentation on the Highway 1 Elkhorn Slough Corridor Climate Resiliency project;
2. **RECEIVE** draft outreach plan; and
3. **APPROVE** draft project outreach schedule.

**SUMMARY:**

The Transportation Agency for Monterey County (TAMC), working collaboratively with The Nature Conservancy (TNC) and the Elkhorn Slough National Estuarine Research Reserve (ESNERR), will evaluate the risk of sea level rise impacting a key transportation corridor in north Monterey County and develop multimodal and nature-based transportation adaptation solutions to address this vulnerability. This project will focus on an eight-mile stretch of Highway 1 through the disadvantaged community of Moss Landing and the parallel five miles of rail tracks traversing Elkhorn Slough.

**FINANCIAL IMPACT:**

TAMC received \$2,250,000 from a Caltrans Sustainable Transportation Planning Grant Climate Adaption Grant program grant to prepare a Planning and Environmental Linkages (PEL) study and related documents, expanding on existing feasibility studies on nature-based and multimodal solutions to climate change impacts on the corridor. This money will be used to pay TAMC, The Nature Conservancy (TNC), the Elkhorn Slough National Estuarine Research Reserve (ESNERR), and consultant expenses. The local match funds are from State funds.

**DISCUSSION:**

This project focuses on an eight-mile stretch of Highway 1 through the disadvantaged community of Moss Landing and the parallel five miles of rail tracks traversing Elkhorn Slough. Providing multimodal options and integrating nature-based solutions are top priorities for this project. The corridor traverses Elkhorn Slough, a major estuary located in Monterey Bay, California, that provides valuable habitat area for hundreds of aquatic birds, fish, marine mammals, and invertebrate species.

Tidal estuarine habitats within the Slough, and the ecosystem services they provide, are at risk of substantial degradation and losses from sea level rise. Coastal Resilience Monterey predicts sea level rise to be 5.2 feet by 2100. The rail tracks through Elkhorn Slough, owned by Union Pacific railroad, carries freight rail traffic and Amtrak Coast Starlight passengers. The Central Coast Highway 1 Climate Resiliency study examined the climate impacts on the rail corridor and recommended an

elevated trestle through the slough. This, along with other alternatives, will be considered during the Planning and Environmental Linkages Study (PEL Study) process.

A key component of the PEL study is to gather input and build consensus among internal and external stakeholders to shape the proposed corridor transportation vision. This is a comprehensive approach that involves resource and regulatory agencies, tribes, local stakeholders and engaging the public on an ongoing basis in meetings, workshops and public hearings and notices. Thus, staff will receive important feedback and input from stakeholders as key milestones of the project are reached.

The Highway 1 Elkhorn Slough Corridor Climate Resiliency Project's public engagement strategy and actions will occur throughout the planning process. A stakeholder advisory committee has been assembled to balance the diverse interests, expertise, and experiences of the community members, agencies, and organizations that are impacted by the resilience of the corridor. The aim is to have early and frequent engagements to ensure a collaborative process that will shape the outcomes of the planning work to find feasible alternatives for the Highway 1 Elkhorn Slough corridor.

Project activities commenced in May 2025. The Kimley-Horn consultant team has been conducting initial tasks, including gathering existing conditions materials, writing a draft outreach plan, doing stakeholder analysis, and planning upcoming outreach efforts.

TAMC established a steering committee including the project proponent organizations, the California Coastal Commission, Monterey County planning and public works, and the Association of Monterey Bay Area Governments (AMBAG), and scheduled monthly meetings. The Steering Committee last met on November 17, 2025. Steering Committee members received information about traffic studies, previous corridor alternatives from the Central Coast Highway 1 Climate Resiliency study and got an overview of the draft outreach plan. The draft outreach plan was reviewed by the Rail Policy Committee at its November 3, 2025, meeting.

The draft outreach plan provides a roadmap for the engagement process for the project and covers how the project will be aligned with the Planning and Environmental Linkages Study process, leverage concurrent planning processes and associated outreach, co-facilitate community engagement in disadvantaged communities, build partnerships and engage elected officials.

The draft outreach plan is attached as **web attachment 1** for the board's review. **Web attachment 2** is the project website. **Attachment 1** is a draft project timeline highlighting outreach and engagement.

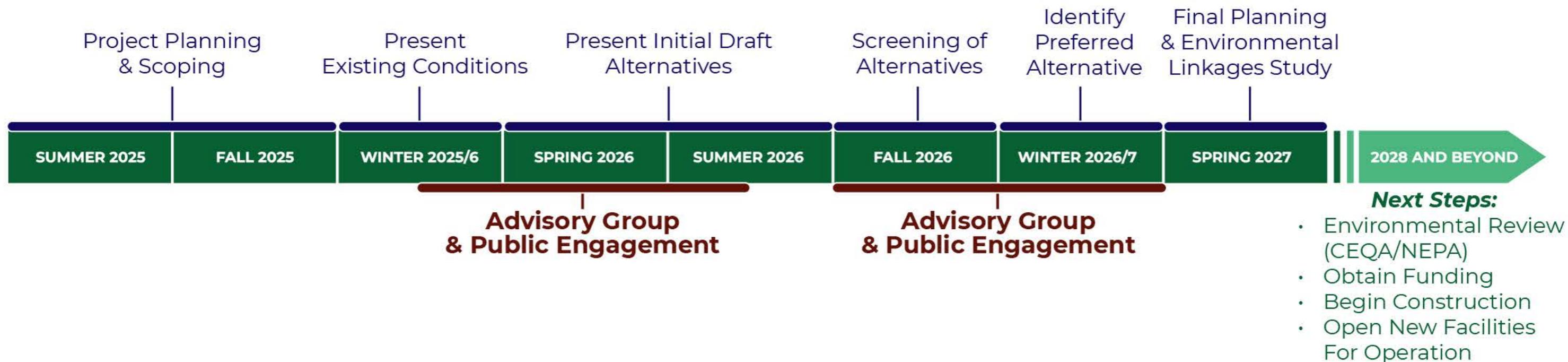
#### **ATTACHMENTS:**

1. Elkhorn\_Slough\_Corridor\_Resilience\_Timeline

#### **WEB ATTACHMENTS:**

1. [DRAFT Outreach Plan](#)
2. [Project Website](#)

# Elkhorn Slough/Highway 1 Planning and Environmental Linkages (PEL) Study Process





# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 3, 2025, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING. UPDATED 11/21/25

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments
C1	SR 1 Paul's Slide Catchment Cleanout (1T230)	On Route 1 1 Mile North of the Limekiln Creek Bridge. (MON-1-22/22.2)	Clean catchment	Oct 2025 – April 2025	\$370,000	SHOPP	Victor Devens	Souza Construction	Construction in progress
C2	SR 1 Big Sur North (1Q800)	In Monterey County, Near Big Sur, From 0.9 Mile south of Castro Canyon Bridge to 0.3 Mile south of Carmel River Bridge (MON-1-44.7/69.81)	Storm Damage Repairs	Jan 2023 - April 2026	\$25.4 million	SHOPP	Victor Devens	Granite Rock Construction	Construction in progress
C3	SR 1 Coastal RSP Repair (1R190)	In Monterey County from 3 miles to 1 mile south of the town of Gorda (MON-1-7.2/9.2)	Repair RSP and gabion baskets	Jan 2024 – Oct 2025	\$81.75 million	SHOPP	Victor Devens	John Madonna Construction	<b>Construction complete. Project to be removed after the January meeting.</b>
C4	SR 1 Regent's Slide (1R640)	In Monterey County 0.3 mile south of the Big Creek Bridge (MON-1-27.8)	Remove slide material. Restore roadway.	Jan 2024 – Oct 2026	\$31 million	SHOPP	Victor Devens	Papich Construction	Construction in progress.
C5	SR 1 Dolan Point Slide (1R630)	In Monterey County 1.7 miles south of the Dolan Creek Bridge (MON-1-29.5)	Remove slide material. Restore roadway. Install rockfall netting.	Feb 2024 – June 2026	\$3.7 million	SHOPP	Victor Devens	Papich Construction	Construction in progress.
C6	SR 1 Pfeiffer Canyon Mitigation (1K080)	At Pfeiffer Canyon Bridge (MON-1-45.4)	Environmental mitigation (planting, erosion control) for project EA 05-1J130.	April 2023 – May 2026	\$200,000	SHOPP	Aaron Wolfram	BF Contracting Engineering	3 Year Plant Establishment ongoing.
C7	SR 1 Point Sur Drainage Repairs (1T210)	In Monterey County on Route 1 From 2 to 6 miles South of the Little Sur River Bridge (MON-1-50/54)	Replace four culverts	Oct 2025 – May 2026	\$461,000	SHOPP	Victor Devens	Granite Rock Construction	Construction in progress



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 3, 2025, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING. UPDATED 11/21/25

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments
C8	SR 1 Rocky Creek Slip Out (1S040)	In Monterey County at .1 mile south of the Rocky Creek Bridge (MON-1-60.0)	Stabilize slope. Repair seawall. Temporary signal	March 2024 – March 2026	\$9.4 million	SHOPP	Victor Devens	Teichert Construction	Construction in progress.
C9	SR 1 Rocky Creek Slip Out Restoration (1S160)	In Monterey County at .1 mile south of the Rocky Creek Bridge (MON-1-60.0)	Construct a viaduct to restore two-way traffic	June 2024 – Nov 2025	Estimated \$21 million	SHOPP 130 Emergency Work	Chad Stoehr	Gordon N. Ball, Inc.	Construction complete.
C10	SR 1 Flooding Response (1Q960)	In Monterey and Santa Cruz Counties from Approximately 1 mile North and South of the Pajaro River Bridge (MON-1-100.5/R102.032)	Storm Damage Repairs	March 2023- Apr 2026	\$1.85 million	SHOPP	Victor Devens	Teichert Construction	Construction in progress.
C11	US 101 Alisal Bin Wall Hit (1S940)	On Route 101 in The City of Salinas at and Near the Alisal Undercrossing (MON-101- 87.066)	Repair collision damage	July 2025 – Dec 2025	\$942,000	SHOPP	Victor Devens	Teichert Construction	Construction in progress
C12	US 101 Prunedale Ditch Clearing (1S550)	In Monterey County near Prunedale (MON-101-96/98.4)	Clear ditch to reduce roadway flooding	Feb 2025 - June 2025	\$250,000	SHOPP	Victor Devens	Top Tier Grading	Construction complete.
C13	US 101 Prunedale Drainage (1H691)	At and near Prunedale between 0.4 mile north of Crazy Horse Canyon Overcrossing and 1.1 mile south of San Juan Road Overcrossing (MON-101-98.8/100.3)	Drainage System Rehabilitation	June 2025 – Dec 2025	\$6.8 million	SHOPP MAJOR	Aaron Wolfram	Precision Grade Construction	Construction in progress. Expect shoulder closures and periodic nighttime closures.
C14	US 101 Prunedale Rehab (1H690)	Near Prunedale North of Boronda Road overcrossing to Monterey/San Benito County Line (MON-101-R91.3/98.8 & 100.3/101.3)	Pavement rehabilitation	Feb 2023- Dec 2025	\$41 million	SB 1 SHOPP	Kelli Hill	Desilva Gates Construction	Upgrade of barriers to current standards is being performed by change order.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 3, 2025, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING. UPDATED 11/21/25

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments
C15	SR 156 Castroville Ped Overcrossing (1P533)	In Monterey County at Geil Street Ped OC (MON-156-1.35)	Mural & Landscaping	Jan 2024 – Jan 2026	\$1.08 million	Clean California	Chad Stoehr	Hoseley Corporation	Construction in progress.
C16	SR 183 Castroville Improvement Project (1H650)	Community of Castroville from Del Monte Ave. to Washington St (MON-183-R8.3/9.98)	Rehabilitate pavements, repair bridge, and improve pedestrian, bicycle, and ADA facilities	May 2025 – Dec 2027	\$20.3 million	SHOPP	Jackson Ho	Granite Construction Company	Construction in progress.
C17	SR 183 Castroville Arch (1P540)	On Route 183 at Preston St (MON-183-9.46)	Beautify/rehabilitate overhead sign.	Nov 2024 – Nov 2025	\$500,000	Clean California	Chad Stoehr	Signs by Van	Construction in progress. New arch sign installed
C18	SR 218 FORTAG Bike Trail (1M570)	Located in the City of Seaside (MON-218- 0.1/1.5)	Construct Bicycle and Pedestrian Trail. The project provides a safe alternative to Hwy 218 from Del Rey Woods Elementary to Laguna Grande Regional Park	May 2024 – April 2026	\$1.2 million	100% Locally Funded	Kelli Hill	Granite Rock	Construction in progress.
C19	SR 1 and US 101 Sbt, MON Drainage Repairs (1S520)	In Monterey County on SR 1 and San Benito County at various locations	Replace culvert	Feb 2025 – Dec 2025	\$461,000	SHOPP	Victor Devens	Brough Construction	Construction in progress. The location in MON Co. Is on Highway 1 PM 100.11, 1 mile south of Salinas Road



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 3, 2025, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING. UPDATED 11/21/25

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
D1	SR 1 Mud Creek Permanent Restoration (1K020)	In Monterey County 0.8 miles north of Alder Creek Bridge to 1.2 miles north of Alder Creek Bridge (MON-1-8.7/9.1)	Enhancements and improvements to address post emergency items.	Summer 2026 – Winter 2026/27	\$2.8 million	SHOPP MAJOR	Ryan Caldera	PS&E/RW	Construction funding was allocated at the June 2025 CTC meeting. <b>All bids were rejected due to insufficient funding. The project will be readvertised in early 2026.</b>
D2	SR 1 Quigil Viaduct Permanent Restoration (1R600)	In Monterey County, near Lucia, at 0.1 mile south of the Limekiln Creek Bridge (MON-001-20.8/20.8)	Construct viaduct and replace guardrail to meet Manual for Assessing Safety Hardware (MASH) standards	Summer 2028 – Summer 2030	\$14.7 million	SHOPP	Ryan Caldera	PA&ED	Geotechnical investigations are being scheduled. Design of the viaduct is underway. Project renamed.
D3	SR 1 Limekiln Creek Bridge Replacement (1F510)	In Monterey County from south of Limekiln Creek Bridge to just north of Limekiln Creek Bridge (MON-1-20.9-21.3)	Replace bridge	Summer 2027 – Fall 2030	\$96.2 million	SHOPP	Ryan Caldera	PS&E	Design began December 2024. Geotechnical investigations <b>are ongoing.</b>
D4	SR 1 Big Creek Tieback Wall (1K010)	Near Lucia south of Big Creek Bridge (MON-1-27.5/27.7)	Construct tieback wall, restore roadway and facilities, place Water Pollution Control BMPs, and erosion control	Summer 2026 – Fall 2028	\$7.3 million	SHOPP	Meg Henry	PS&E	CDP is approved and obtained. <b>RTL was achieved on 10/31/2025. This project will request allocation at the January 2026 CTC meeting.</b>
D5	SR 1 Castro Canyon Bridge Rail Upgrade (1H490)	At Castro Canyon Bridge (MON-1-43.12)	Replace bridge rail	TBD	\$2.5 million	SHOPP	Meg Henry	PS&E/RW	Project is delayed due to AT&T, continued coordination with AT&T necessary. The construction timeline will be updated when resolved.
D6	SR 1 Coastlands II Wall Permanent Restoration (1P210)	Near Big Sur at 1.1 Miles south of Pfeiffer Canyon Bridge (MON-1-44.34)	Construct soldier pile wall or mechanically stabilized embankment wall.	Winter 2025/26 – Winter 2026/27	\$3.2 million	SHOPP	Ryan Caldera	PS&E	Project bids opened in October 2025.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 3, 2025, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING. UPDATED 11/21/25

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
D7	SR 1 Rocky Creek Bridge ECE (1Q160)	In Monterey County at Rocky Creek Bridge (MON-1-60.0)	Bridge Preventative Maintenance	Winter 2025/26 - Summer 2028	\$29 million	SHOPP	Aaron Wolfram	PS&E	<b>Bids opened 11/4/2025</b> and the project will begin construction in early 2026.
D8	Rocky Creek Bridge Rail Replacement (1Q140)	Near Carmel-By-The-Sea at Rocky Creek Bridge (MON-001-60/60.1)	Replace bridge rail	Summer 2029 – Fall 2030	\$13.1 million	SHOPP	Aaron Wolfram	PA&ED	Project team is developing the Draft Environmental Document and Draft Project Report for public circulation and outreach anticipated in Spring 2026.
D9	SR 1 Garrapata Creek Bridge Rail Replacement (1H800)	At Garrapata Creek Bridge (MON-1-63)	Bridge rail rehabilitation	Winter 2030/31 - Winter 31/32	\$13.1 million	SHOPP	Aaron Wolfram	PS&E	Project has been re-programmed and will follow the Rocky Creek Bridge rail replacement; the team is working on new alternatives similar to what will be proposed for Rocky Creek Bridge.
D10	SR 1 Jack's Peak CAPM (1N850)	On SR 1 from San Luis Ave. Intersection to the Sloat Ave. Undercrossing (MON-1-74.6/R77.6)	Preserve 11.815 lane miles of Class 2 pavement, rehab sign structure, replace sign panels, and roadside safety.	Spring 2027 – Spring 2028	\$17 million	SHOPP	Ryan Caldera	PA&ED	Draft Project Report is being prepared for internal circulation and review. Final Project Report completion is anticipated for November 2025.
D11	SR 1 Marina to Castroville CAPM (1N160)	In Monterey County from .028 miles south of the S. Marina OH (44-211L) to the Hwy 1/156 Junction.	Pavement Preservation	Summer 2027-Spring 2029	\$18 Million	SHOPP	Aaron Wolfram	PS&E	Project is delayed for delivery and will be combined with 1K870. Construction to begin Summer 2027.
D12	SR 1 Moss Landing CAPM (1K870)	In Monterey County, from 0.1 miles south of Molera Rd interchange to the MON/SCR county line (MON-1-R90.98/R102.031)	Pavement Preservation	Summer 2027-Spring 2029	\$26 million	SHOPP	Aaron Wolfram	PS&E	Project was delayed, aligning with 1N160. The team intends to combine the 1N160 and 1K870 projects together at RTL to provide cost savings and less disruption during construction.
D13	SR 68 Drainage Improvements (1J880)	From west of Sunset Dr to Toro Park (MON-68-0.2/15.7)	Drainage improvement, replace lighting, and install count stations	Winter 2025/26 – Summer 2028	\$8 million	SHOPP	Mark Leichtfuss	PS&E	This project was advertised on 10/6/25. Bid Open is schedule for 12/2/25.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 3, 2025, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING. UPDATED 11/21/25

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
D14	<b>SR 68 Corridor Improvements (1J790)</b>	On State Route 68 from Josselyn Canyon Road to San Benancio Road. (MON-68-4.87-13.7)	Operational Improvements	Winter 2027/28 – Fall 2030	\$52.5 million	STIP & AUTHORIZED	Ryan Caldera	PS&E	Design, geotechnical investigation and right of way coordination continues.
D15	<b>US 101 Bradley CAPM (1K880)</b>	In Monterey County near Bradley, Nacimiento and San Miguel, from south of East Garrison Overcrossing to Jolon Road. (MON-101-R1.9/R9.7)	Replace bridges, rehabilitate pavement, reconstruct guardrail and drainage systems, and replace Transportation Management System (TMS) elements and signs.	Spring 2029 – Summer 2032	\$57.8 million	SHOPP	Mark Leichtfuss	PA&ED	The PR/ED was completed and signed on 9/25/25. The allocation of PS&E phase 1 funds request going before the Dec. CTC meeting. Phase 1, PS&E, expected to begin mid-Jan. 2026.
D16	<b>US 101 Bradley-San Ardo CAPM (1K490)</b>	Near Bradley from 0.5 mile south of Jolon Road Undercrossing to San Ardo Undercrossing	Pavement preservation	Winter 2027/28 - Summer 2029	\$49.8 million	SHOPP	Mark Leichtfuss	PS&E	This project is now combined with 1M350, both projects will be delivered as the 1F75U (union) project. A combined 60% Constructability Review is scheduled for Dec. 2025. R/W acquisition maps for TCEs completed. R/W appraisals have begun. The RTL for both projects is scheduled on 4/9/27.
D17	<b>US 101 North San Ardo Rehab (1M350)</b>	In Monterey County on Route 101 from the San Ardo Undercrossing to 0.1 miles south of Paris Valley Road Overcrossing. (MON-101-R30.6/R36.9)	Isolated slab replacement over 23.996 LM of Class 1 pavement and grind and replace AC shoulders. Replace 1 culvert at PM 26.28.	Winter 2027/28 - Summer 2029	\$38.6 million	SHOPP	Mark Leichtfuss	PS&E	This project is now combined with 1K490, both projects will be delivered as the 1F75U (union) project. A combined 60% Constructability Review is scheduled for Dec. 2025. R/W acquisition maps for TCEs completed. R/W appraisals have begun. The RTL for both projects is scheduled on 4/9/27.
D18	<b>US 101 Monterey Drainage (1J890)</b>	In and near King City, Greenfield, Soledad, Gonzales, and Salinas, from Paris Valley Road Overcrossing to Dunbarton Road (MON-101-R28.23/100.3)	Rehabilitate drainage systems, replace overhead signs and structures, and update Transportation Management System (TMS) elements	Winter 2025/26 – Summer 2026	\$21.5 million	SHOPP MAJOR	Mark Leichtfuss	PS&E	The project was advertised on 9/22/25. Bid Open is schedule for 11/6/25.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 3, 2025, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING. UPDATED 11/21/25

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
D19	<b>US 101 King City CAPM (1K440)</b>	Near King City from Jolon Road undercrossing to Lagomarsino Ave (MON-101-R41.9/R49.8)	Pavement Preservation, TMS Elements, Lighting, and Drainage	Winter 2025/26 – Fall 2027	\$27 million	SHOPP	Mark Leichtfuss	PS&E	This project was advertised on 10/6/25. Bid Open is schedule for 12/4/25.
D20	<b>US 101 South of Salinas Corridor Improvement Project (0H330)</b>	On US 101 between Main Street in Chualar and Airport Blvd in Salinas (MON-101-77/85.6)	Upgrade existing expressway to freeway, relocate two interchanges and create frontage road system for corridor.	Summer 2031- Summer 2034	TBD	SHOPP	Meg Henry	PA&ED	Environmental studies ongoing. Hydraulics study ongoing. Public engagement meeting in Chualar on 10/22 and Salinas on 10/29 planned. Advanced Planning Studies for preliminary structural design began for Chualar bridges, soon to start on Abbott bridges.
D21	<b>US 101 South of Salinas Access Management Project (1S590)</b>	On US 101 between Main Street in Chualar and Airport Blvd in Salinas (MON-101-77.858/84.371)	Implement access management strategies to reduce the number of crossing and left-turn movements on the US 101 corridor between Chualar and Salinas.	Winter 2026/27 - Fall 2027	\$5 million	SHOPP 010 Safety Project	Meg Henry	PS&E	<b>95% plan review completed in mid-October</b> after updating scope to address requests from TSA members. <b>Aiming for this project to go into OE review in late November.</b> Public messaging planning is underway and expected to start at end of 2025 for a full year of messaging prior to median closure at end of 2026 or early 2027.
D22	<b>SR 156 Castroville Boulevard Interchange (31601)</b>	Castroville Boulevard and Highway 156 (MON-156-R1.6/1.4)	Construct a new interchange	Fall 2026 – Fall 2028	\$54.5 million	STIP Measure X Federal Demo	Chad Stoehr	PS&E/RW	PS&E and RW activities are ongoing, project awarded SB1 Cycle 4 TCEP funding in amount of \$80.3M



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 3, 2025, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING. UPDATED 11/21/25

## ACRONYMS USED IN THIS REPORT

<b>ADA</b>	Americans With Disabilities Act	<b>PDT</b>	Project Development Team
<b>CCO</b>	Contract Change Order	<b>PID</b>	Project Initiation Document
<b>CCSD</b>	Castroville Community Service District	<b>PS&amp;E</b>	Plans, Specifications, and Estimates
<b>CDP</b>	Costal Development Permit	<b>SB1</b>	Senate Bill, the Road Repair and Accountability Act of 2017
<b>CTC</b>	California Transportation Commission	<b>SCL</b>	Santa Clara County Line
<b>CT</b>	Caltrans	<b>SHOPP</b>	Statewide Highway Operation and Protection Program
<b>DED</b>	Draft Environmental Document	<b>SR</b>	State Route
<b>EIR</b>	Environmental Impact Report	<b>RTL</b>	Ready To List
<b>EP</b>	Encroachment Permit	<b>R/W or ROW</b>	Right of Way
<b>FED</b>	Final Environmental Document	<b>TCE</b>	Temporary Construction Easement
<b>MASH</b>	Manual for Assessing Safety Hardware	<b>TMS</b>	Traffic Management System
<b>PA&amp;ED</b>	Project Approval and Environmental Document	<b>TSA</b>	Traffic Safety Alliance
<b>PR/ED</b>	Project Report and Environmental Document	<b>UC</b>	Under Crossing