

TAMC STAFF	MAY 12	JUN 12	AUG 12	SEP 12	OCT 12	DEC 12	JAN 13	FEB 13	MAR 13	APR 13	MAY 13
D. Hale, Executive Director	P	E	P	P	P	P	P	P	P	P	P
K. Cheung, Transportation Planner	E	E	E	P	E	P	P	P	P	P	P
A. Cook, Associate Trans. Planner	P	P	P	P	P	P	P	P	P	P	P
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	P	P	P	P	P
S. Gavin, Community Outreach Coord.	P	P	P	P	P	P	P	P	P	P	P
R. Goel, Dir. Finance & Administration	P	P	P	P	E	E	P	E	P	P	P
A. Green, Transportation Planner							P	P	P	P	P
M. Montiel, Administrative Assistant	E	E	P	P	P	P	E	P	P	P	P
T. Muck, Deputy Executive Director	P	P	P	P	P	P	P	P	P	P	P
H. Myers, Associate Engineer	P	P	P	P	P	P	P	P	P	P	P
K. Reimann, Legal Counsel	P	P	P	P	P	P	P	P	P	E	P
E. Rodriguez, Senior Admin. Assistant	P	P	P	E	E	P	P	P	P	P	P
L. Terry, Accountant Assistant	P	P	E	P	P	P	E	E	P	P	P
C. Watson, Principal Trans. Planner	P	E	P	P	P	P	P	P	E	P	P
M. Zeller, Senior Trans. Planner	P	E	P	P	P	P	P	P	P	P	P

OTHERS PRESENT

Alex Vasquez	Access Monterey Peninsula	Sam Teel	Monterey Co. Hospitality Assn.
Mario Romo	Access Monterey Peninsula	Dell Matt	101 Bypass Committee
Paul Greenway	MCPWD	Chris Orman	North County Fire Chief
Raul Martinez	MCPWD	Grant Leonard	TAMC Intern
James Serrano	City of Salinas	Frederik Venter	Kimley-Horn & Associates, Inc.
Eric Petersen	Salinas resident	Kome Ajise	Caltrans, Planning and P3 Division
Peter Shellenberger	The PFM Group	John Olenick	Caltrans District 5
Regan Miller	RBF Consulting	Bob Perkins	Monterey County resident
David Caneer	Parsons Brinckerhoff	Hans Jongens	Monterey County resident
Barbara Meister	Monterey Bay Aquarium	Des Johnston	Monterey Peninsula Airport District
Sharon Joyce	Manzanita Estates Home Owner's Association	Denise Shank	Castroville Boulevard resident

- CALL TO ORDER**
Staff confirmed that a quorum was present and Chair Edelen called the meeting to order. Board member Casey Lucius led the pledge of allegiance.

- PUBLIC COMMENTS**
None.

- CONSENT AGENDA**

M/S/C Orozco/Rubio/unanimous

ADMINISTRATION and BUDGET

- 3.1.1** Approved minutes of the Transportation Agency for Monterey County and the Joint Powers Agency for Monterey County meetings of April 24, 2013.
- 3.1.2** Accepted the list of checks written for April 2013 and credit card statements for the month of March 2013.
- 3.1.3** Received report conferences or trainings attended by agency staff.
- 3.1.4** Approved Resolution 2013-07 adopting the fiscal year 13/14 budget and work program and estimated budgets for fiscal years 14/15 and 15/16 as recommended by the Executive Committee.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

3.2.1 *No items this month.*

PLANNING

3.3.1 Received update on federal legislative activities.

3.3.2 Received information on the AB2766 Motor Vehicle Emission Reduction Grant Program; and approved submittal of grant applications for the planning and installation of the South Main (Salinas) Signal Coordination project, and the Monterey County Roundabout Feasibility Study.

3.3.3 Regarding the Marina-Salinas Multimodal Corridor Plan Request for Proposals:

1. Approved the Marina-Salinas Multimodal Corridor Plan Request for Proposals – Scope of Work; and
2. Authorized staff to release the request for proposals and return to the Board of Directors with a recommendation for approval of a consultant contract, including the final scope of work.

PROJECT DELIVERY and PROGRAMMING

3.4.1 Regarding Call Box Answering Center Service Contract Amendment:

1. Authorized the Executive Director to execute a contract amendment not to exceed \$5,840 with Keolis America Inc. for two years of call box answering services, subject to approval by Agency counsel;
2. Approved the use of \$5,840 in Service Authority for Freeways and Expressways funds for call box answering services; and
3. Authorized Executive Director to make administrative changes to the standard contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

3.4.2 Authorized the Executive Director to sign an agreement for the Transportation Agency to perform Education and Public Outreach services on behalf of the City of Monterey, subject to approval as to form by the Transportation Agency's counsel.

3.4.3 Regarding Project Delivery Assistance Request for Qualifications:

1. Approved the Project Delivery Assistance Scope of Work; and
2. Authorized staff to release a request for qualifications (RFQ) with the scope of work, score the received statements of qualifications, and conduct interviews as necessary.

RAIL PROGRAM

3.5.1 *No items this month.*

REGIONAL DEVELOPMENT IMPACT FEE

3.6.1 *No items this month.*

COMMITTEE MINUTES

3.7.1 Accepted minutes from Transportation Agency committees:

- Executive Committee – Draft May 1, 2013
- Bicycle & Pedestrian Facilities Advisory Committee – Draft May 1, 2013
(Online at www.tamcmonterey.org)
- Technical Advisory Committee – Draft May 2, 2013.
(Online at www.tamcmonterey.org)
- Rail Policy Committee – Draft May 6, 2013

END OF CONSENT

4. EMPLOYEE OF THE QUARTER

The Board recognized Sharon Gavin, Community Outreach Coordinator, as the Employee of the Quarter for January 2013 through March 2013

The Agency employees recognized Sharon for having a great attitude. Staff appreciates her professionalism, diligence, hard work on the TAMC Cone Zone Report, her community outreach efforts on the Prunedale Improvement Project and most notably her work on the Prunedale South Road Overcrossing Ribbon-Cutting January 11, 2013, San Juan Road Groundbreaking, April 5, 2013 and Salinas Road Ribbon Cutting Ceremony on April 26, 2013. Chair Edelen thanked Ms. Gavin for all of her hard work.

5. 2013 REGIONAL DEVELOPMENT IMPACT FEE UPDATE

M/S/C Salinas/Armenta/unanimous

The Board accepted the report of the draft fee schedule and supporting documents for the update to the Regional Development Impact Fee Program and delayed the final adoption until June 26, 2013.

Mike Zeller, Senior Transportation Planner, reported that the agency is required to update the fee program once every five years. The draft fees include updates to the regional travel forecast model, general plan updates, project financing, and population growth projections that have occurred since the program started in August 2008. He noted that the draft Regional Development Impact Fee program is expected to generate \$142 million, with one-percent reimbursing the agency's fee program administrative expenses, over 20 years. The agency has budgeted \$100,000 in fiscal year 2012/13 for the 2013 Nexus Study Update. Mr. Zeller reported the initial step of the update process was to run the regional travel demand forecast model to identify the base year (2013) and horizon year (2030) travel conditions, and the number of new trips generated between those years. The regional travel demand model has undergone several iterations since the regional fees were initially calculated. The currently available version of the model forecasts considerably fewer trips than from the 2007 regional fee nexus study, with the majority of trip reductions coming from the Greater Salinas and South County zones.

Board member Craig reported that the City of Salinas has a Traffic Fee Ordinance (TFO) in place, and collect its own local fees. Board alternate Lucius expressed concern with the drastic drop in fees in zone 3, stating she would like the fees to stay at the same level. Mr. Zeller noted that the fees in zone 3 went down because the City of Monterey pulled the Lighthouse Avenue project from the list because the project was not moving forward. Board member Sollecito commented that the city struggled with this project, and just couldn't do it.

Board member Chavez thanked the TAMC staff for agreeing to delay action on the draft fee program, to take additional input from the South County cities.

6. STATE ROUTE 156 CORRIDOR TOLLING TRAFFIC AND REVENUE STUDY

M/S/C Sollecito/Rubio/
Noes: Gowin, Markey

The Board received the report and recommended that Caltrans further study the feasibility of the project by:

- Preparing supplemental environmental documents,
- Conducting a more in-depth financial analysis,
- Evaluating various design and financing options that would allow building both phases of the project and
- Reviewing the Phase 2 design and providing options to minimize costs and impacts to North County community.

Board alternates Gowin and Markey voted “no” on the motion based on the concerns of the nearby residents.

Hank Myers, Associate Transportation Planning Engineer, reported that at its September 2012 meeting, the TAMC board authorized preparation of a State Route (SR) 156 Tolling Traffic and Revenue Study.

Frederick Venter and Regan Miller of RBF Consulting presented the tolling traffic and revenue study results for the Highway 156 Corridor. Mr. Venter reported that the Highway 156 Corridor is a highly congested facility; it has seasonal traffic fluctuations and unsignalized intersection congestion with a high accident rate. He noted that the need for improvement of Highway 156 is to improve safety and operations, local road access, interregional traffic flow and to relieve existing congestion and provide capacity for future. Ms. Miller reported that the scope of the project was to develop a “sketch level” type of analysis to determine if tolling could generate sufficient revenue to construct the State Route 156 improvements. The study concludes that tolling could fund all of Phase 1, and about half of Phase 2 capital cost under certain scenarios. She noted that the total capital cost for the construction of the SR156 improvements is estimated to be \$268 million. Phase 1, construction of a new four lane highway from Castroville to Meridian including a new interchange at Castroville Boulevard, is estimated to cost \$109 million. Phase 2, construction of a new interchange at the US 101 / 156 connection, is estimated to cost an additional \$159 million. Currently, TAMC has nearly \$44 million in funds allocated to the project, which leaves an unfunded gap of \$224 million. Waiting for traditional funding sources from State and federal sources would delay the project construction 20 or more years.

Kome Ajise, Deputy Director for Planning and Public-Private Partnerships, continued the presentation by commenting that it is not a question of the need for the project but it is more a question of how and, consequently, when this project will get done. He added that members of the public and the Transportation Agency Board agree that safety and congestion improvements on Highway 156 are needed. Finding a way to fund these improvements is the difficulty.

Board member Sollecito commented that TAMC is looking for a way to get the whole project constructed. He noted the need to look at another funding source to supplement state funds, to make the whole project feasible. Board member Craig expressed concern about the impact of just constructing phase 1, declaring that both phases need to be constructed. She asked that TAMC ask Caltrans to review phase 2 and make creative modifications to reduce cost of the project and engage the residents to address their concerns with the phase 2 community impacts. Caltrans District Director Tim Gubbins

replied that Caltrans can look at the interchange improvements make changes, but he expressed concerns about having to completely redo the environmental analysis, noting that there has already been a very involved, lengthy process that resulted in prior consensus. Board alternate Gowin reported that Board member Calcagno would like to see how phase 2 can be modified to lessen the impact on the Prunedale community. He also noted that the residents of Oak Hills feel the project will be constructed too far out into the future. They would like to see a temporary or short-term improvement that addresses their access problems.

Hunter Harvath, MST, asked if public transit busses and para-transit vehicles would be tolled. Ms. Miller replied that they did not specifically evaluate para-transit vehicles, but this could be investigated if the project moves forward.

Chair Edelen commented that if it is decided to go with a toll road and fund it with bonds, it is because we are not a self-help county. He asked that if down the road there is a transportation sales tax, is it possible to re-negotiate the interest rates and save money on the toll revenue bond. Peter Shellenberger, PFM, replied that bonds can be refinanced to pay down debt or to secure a better interest rate.

Public comments:

Sam Teel, Monterey County Hospitality Association, congratulated staff and noted he is relieved the study is done. He also noted that our region attracts a lot of tourism, these are our guests and we do not want them to deal with a lot of traffic congestion. Mr. Teel supports moving forward, noting we all know that both Phases 1 and 2 need to be done.

Chris Orman, North Monterey County Fire Chief, commented that while tolling is an option, he appreciates the safety aspects of the project. He added that that all of the north county roads need work, and that he was concerned about the impacts of the project on those roads. He asked if the new road couldn't be built somewhere else. He expressed the concern and dislike that the north county residents have for tolling and the project, noting that their issues need to be addressed.

Eric Petersen, Salinas resident, commented that it is a free ride for the peninsula cities, particularly the hospitality community. He encouraged using roundabouts on the frontage road if improvements are made.

Dell Matt, 101 Bypass Committee, expressed the concern that with the design of the Highway 156 interchange the community will be losing a lot of businesses and some may not be replaceable. She noted that AMBAG is currently studying sustainable communities that reduce emissions and she stated her opinion that this project would do the exact opposite of what the AMBAG studies goal is. She also expressed concerns that the Prunedale residents have timing gap between Phase 1 and Phase 2, noting the project construction timing should be reevaluated, so that we do not just complete Phase 1 and have no improvement to the flow of traffic.

Barbara Meister, Monterey Bay Area Aquarium, encouraged the board to consider tolling as an option, to continue to consider the concerns from the community, and to keep phase 1 and 2 together. She reported that Highway 156 is the main corridor for the guest coming to the Monterey Bay Aquarium, noting most of their tourists come from northern California. She added that their mission is to inspire conservation, and according to a 2009 survey they conducted, current congestion on Highway 156 is a barrier to visitors. Ms. Meister further reported that in 2012 the Aquarium conducted a market survey, and results show that visitors are willing to pay a \$5 tolling fee, but local residents are not interested. She was pleased to see the study showed it would be feasible to exempt Castroville and Prunedale residents from paying the toll. . She concluded by saying that the road is unsafe for everyone.

Sharon Joyce, Manzanita Estates Homeowners Association, expressed concerns that the toll road would divert traffic to local roads. She asked if a traffic engineering model was used to determine the change in wait time. She asked who responded to the Aquarium survey, whether operations and maintenance costs were included in the study, and whether the new frontage road would be slow for Oak Hills residents. She also expressed her appreciation for consideration of exempting the residents of Prunedale and Castroville from paying the toll.

Denise Shank, Castroville Boulevard resident, reported Castroville Boulevard is a terrible road to live near and that there is already diversion of traffic onto it every weekend. She reported concerns that diverting more traffic on to the boulevard would be unsafe. She expressed the opinion that this 156 toll road is not a good project for their community.

Hans Jongens, resident, urged the Board to move quickly on the project to get the benefits sooner.

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

No reports this month.

8. **REPORTS FROM TRANSPORTATION PROVIDERS**

Caltrans – Tim Gubbins, District Director, gave the following report:

Newsworthy

- Caltrans is working to implement its *Smart Mobility 2010: A Call to Action for the New Decade*, a new multi-modal, sustainable transportation approach that integrates land uses. Caltrans is researching and reviewing sustainability tools, guidance and best practices developed or initiated throughout the nation since *Smart Mobility* was released in January 2010. This major investigation has gathered input from 30 transportation agencies throughout California and the nation. The preliminary results are available online at:
http://www.dot.ca.gov/hq/tpp/offices/ocp/smf_files/Caltrans_Smart_Mobility_Preliminary_Investigation_3-21-13.pdf#zoom=75
- The Federal Highway Administration will host four free webinars in May and June 2013 on assessing the vulnerability of transportation infrastructure to climate change and extreme weather events.

The webinar series are scheduled as follows:

- Session 1: 3 to 4:30 p.m. Thursday, May 16
- Session 2: 3 to 4:30 p.m. Thursday, May 30
- Session 3: 2 to 3:30 p.m. Wednesday, June 12
- Session 4: 2 to 3:30 p.m. Thursday, June 20

Registration and more information are available at:

http://www.fhwa.dot.gov/environment/climate_change/adaptation/webinars/

- Caltrans recently released its 2013 *Environmental Justice and Community-Based Transportation Planning Grant Handbook*. This document provides guidance on grant contracting, project initiation and implementation, and contract management. It is available at:
http://www.dot.ca.gov/hq/tpp/offices/ocp/ej_cbtp_toolbox_files/FY13-14_docs/EJ_CBTP_Handbook_2013_Final_Revised_1-29.pdf#zoom=65

Discretionary Funding

A call for projects is under way for the 2013 Highway Safety Improvement Program (HSIP) Cycle 6. Up to \$150 million is expected to be available for this call. **Applications are due Friday, July 26, 2013**, and should be submitted to the attention of the District Local Assistance Engineers. Applications received or postmarked later than that date will not be accepted. Applications, program guidelines and more information are available at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm

Local Highlights

Prunedale Improvement Project - On the night of Wednesday, May 22, Caltrans will switch the southbound US 101 traffic on to the new Russell/Espinosa overcrossing. When all traffic is moved up and over the Russell/Espinosa intersection, vehicles will be able to use either the new Sala Road Interchange or the Boronda exit to get to Russell Rd. or Espinosa Rd. These traffic pattern changes will be in place throughout the summer.

Board alternate Kathleen Lee expressed her appreciation and thanks to Caltrans for their communication regarding the work on Highway 1 and the willingness to include the Big Sur community. She also mentioned she would like to continue to work on CHP resident housing with Caltrans and continue to engage on issues such as storage for materials used for future rock slides in Big Sur.

Monterey Regional Airport District – No report this month.

Monterey-Salinas Transit District – Hunter Harvath presented that new MST Riders' Guide, featuring pictures of busses from the 70's and 80's. He announced that MST will be rolling out one of four new hybrid busses this weekend, and also that Summer youth passes are available for \$38, offering students a 90% discount from June through August. He also announced MST's new Line 94, offering new daily service between Sand City Station and Carmel Rancho, with service to downtown Carmel, CHOMP, Del Monte Center, downtown Monterey, Casanova Plaza, Oldemeyer Center, and Villa Del Monte.

Mr. Hunter expressed concerns on the issue that General Manager Sedoryk reported on last month regarding the Amalgamated Transit Union, which represents Monterey-Salinas Transit's (MST) bus drivers, mechanics, utility service and facilities staff members, and other transit-workers. The union has asked the United States Department of Labor to withhold federal transit grant funding from MST and other public transit operators throughout California due to the new California pension reform laws. Mr. Hunter noted in the event they do not reach a resolution by June 29th, and the federal government agrees to the Amalgamated Transit Union's request to withhold federal operating and capital grant funds from MST, the agency would have to implement service cuts to all areas except south county, noting south county is funded by rural grants. In the meantime, MST will go through a process to prepare the community for major service cuts and employees for potential layoffs should the federal funding not be approved.

Monterey Peninsula Unified Air Pollution Control District – Amy Clymo announced the "Breathe Clean Air Awards Reception" Thursday, May 30, 2013 between 5-7 p.m., at the Monterey Plaza Hotel, 400 Cannery Row, Monterey, California. The 3rd annual Clean Air Awards will focus on positive initiatives that are being taken to reduce global warming and air pollution. It is important to acknowledge the important work that is being done to combat climate change and reduce air pollution in the business, governmental, educational and non-profit sectors. Ms. Clymo also announced the Air District is accepting AB 2766 Motor Vehicle Emission Reduction Grant Program applications; the deadline is June 27, 2013.

9. EXECUTIVE DIRECTOR'S REPORT

Executive Director Hale announced May is Bike month, noting that TAMC staff participated in the Bike to TAMC Board meeting today. Director Hale also announced that Kaki Cheung, Associate Transportation Planner, will be leaving TAMC; she has accepted a position with Metropolitan Transportation Commission. Director Hale thanked Kaki for doing an excellent job.

10. ANNOUNCEMENTS AND/OR COMMENTS FROM TRANSPORTATION AGENCY MEMBERS

Board member Fernando Armenta requested that if you would like information about MST's ridership, you should call MST and get the facts.

11. ADJOURNMENT

Chair Edelen adjourned the meeting at 11:09 a.m.