



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

BOARD OF DIRECTORS

Wednesday, October 26, 2022

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

REMOTE CONFERENCING ONLY

There will be NO physical location of the meeting.

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

Join meeting online at:

<https://us02web.zoom.us/j/446951513?pwd=QmNUODRtdXlCSEFhLzIXVmhoY21yUT09>

OR

By teleconference at: +1 669 900 6833

Meeting ID: 446 951 513

Password: 194463

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.

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 three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Board for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Monday before the meeting, and such comments will be distributed to the Board before the meeting.

3. CONSENT AGENDA

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

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

- Muck

Janneke has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for July 1 – September 30, 2022.

5. **RECEIVE** a presentation from PointC, the Agency's Corridor Advisor, regarding the status and the Agency's efforts to deliver Measure X projects along US 101 South of Salinas, State Route 68, and State Route 156.

- Bilse / Tony Harris (PointC)

PointC serves as the Agency's Corridor Advisor. The team is tasked with assisting with the delivery of state highway improvement projects that use Measure X funds. This includes working with Caltrans and TAMC staff to evaluate project delivery schedules, facilitate project team meetings, and develop funding strategies. Tony Harris will share his observations and insight on the current status of the State Route 68 Scenic Highway, US 101 South of Salinas, and State Route 156/Castroville interchange projects.

6. **RECEIVE** presentation from DKS Consultants on the Central Coast Zero Emission Vehicle Strategy.

- Guther

The Central Coast Zero Emission Vehicle Strategy will become a resource to accelerate the adoption of zero emission vehicles (ZEVs) and identify gaps and opportunities to implement zero emission vehicle infrastructure along the Central Coast. The project study area is the California Central Coast region of Santa Cruz, San Benito, Monterey, San Luis Obispo, Santa Barbara, and Ventura counties.

7. **RECEIVE** Pacific Gas & Electric presentation on grid readiness for widespread electric vehicle adoption.

- Muck

Babeete Nagra, clean energy transportation and electric project management subject matter expert at Pacific Gas & Electric will present on Pacific Gas & Electric's work to support local government transportation electrification plans and PG&E's Vehicle-Grid Integration programs.

8. **RECEIVE** reports from Transportation Providers:
 - Caltrans Director's Report and Project Update - Eades
 - Monterey Peninsula Airport - Sabo
 - 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. **ADJOURN**

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

ADMINISTRATION and BUDGET

- 3. 1.1 APPROVE** the Transportation Agency for Monterey County Board draft minutes of September 28, 2022.

- Rodriguez

- 3. 1.2 ACCEPT** the list of checks written for September 2022 and credit card statement for the month of August 2022.

- Delfino

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

- 3. 1.3 ADOPT** finding, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and, the state of emergency continues to directly impact the ability of the members to meet in person.

- Brayer

It is recommended that the TAMC Board of Directors find, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and, the state of emergency continues to directly impact the ability of the members to meet in person.

3. 1.4 Agreement For Auditing Services

- 1. AUTHORIZE** the Executive Director to execute contract Amendment #1 with Moss, Levy & Hartzheim LLC in an amount not to exceed \$23,730 per year for a two year extension to provide auditing services for the period ending June 30, 2025;
- 2. APPROVE** the use of \$47,460 for the extended term of the Agreement in funds budgeted for this purpose; 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.

- Goel

The Agency's current agreement expires June 30, 2023. Due to staffing issues and the need for continuity in auditing services, staff recommends a two year extension of the Agreement. The current contract rate of \$23,730 for FY 21/22 audit, which was negotiated in 2017, will remain the same in Amendment #1 for FY 22/23 and FY 23/24 audit.

- 3. 1.5 RECEIVE** the call for nominations for the 21st Annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

- Wright

Transportation Agency would like to encourage and appreciate the efforts made by Monterey County residents, businesses and employees to improve transportation in Monterey County by awarding Transportation Excellence Awards. Staff encourages Board members to submit nominations, which are due by December 2, 2022. The awards ceremony will take place during the regular January 25, 2023 Transportation Agency Board meeting.

- 3. 1.6 APPROVE** Resolution 2022-12 providing authority for the Executive Director to execute amendment No. 1 to the fiscal year 2022/23 Overall Work Program and Budget.

- Zeller

This amendment will allow state Rural Planning Assistance and Senate Bill 1 Sustainable Communities grant funds from the prior fiscal year to be utilized in the current fiscal year.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES

- 3. 2.1 RECEIVE** report on the Salinas Safe Routes to School Plan.

- Green

The Salinas Safe Routes to Schools Plan includes infrastructure and programming recommendations to make it safer and more comfortable for children to access 44 schools in Salinas. The project is funded through a Caltrans Sustainable Communities Transportation Planning Grant as well as local Measure X funds.

PLANNING

3. 3.1 Legislative Update & Draft 2023 Program

1. **RECEIVE** update on state and federal legislative issues; and
2. **APPROVE** the draft 2023 legislative program for distribution to committees.

- Watson

On October 5, 2022, the Executive Committee received updates on state and federal legislative activities, attached for Board review, and voted to recommend the Board approve the draft 2023 legislative program for distribution to Committees.

PROJECT DELIVERY and PROGRAMMING

3. 4.1 RECEIVE an update on the quarterly Measure X revenue forecasts.

- Zeller

Measure X revenues from June through August were 22.0% above the first sales period in 2021. Excluding late payments and other reporting adjustments, receipts for the period were up 17.9%. Included with the staff report are revenue estimates by jurisdiction through fiscal year 2022/23.

3. 4.2 APPROVE Amendment #1 to the Measure X regional funding agreement between the Transportation Agency and the City of Marina for the Imjin Road Widening project, pending legal counsel approval, and **AUTHORIZE** the Executive Director to execute the amendment.

- Zeller

The City of Marina is the project sponsor of the Marina - Salinas Multimodal Corridor: Imjin Road Widening project. The recent engineer's estimate for the project is higher than the current secured funding included in the Measure X funding agreement. Agency staff is seeking to program SB1 Local Partnership Program Formula and Measure X funds to fully-fund the project.

RAIL PROGRAM

3. 5.1 APPROVE Resolution 2022-13 approving the revised land transfer agreement with the City of Salinas for the properties acquired for the rail station improvements at Lincoln Avenue and West Market Street and authorizing the Executive Director to enter into the agreement.

- Zeller

The Transportation Agency Board originally approved this land transfer

agreement on August 24, 2022 and the Salinas City Council approved it on August 9, 2022. The California Transportation Commission (CTC) needs to approve this land transfer, and requested that the funding agreements between TAMC and Caltrans governing the use of funds for this project be explicitly assigned by TAMC to the City in the transfer agreement.

REGIONAL DEVELOPMENT IMPACT FEE - No items this agenda.

COMMITTEE MINUTES and CORRESPONDENCE

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

- Executive Committee - draft minutes of October 5, 2022
- Rail Policy Committee - no meeting this month
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of October 5, 2022
- [Technical Advisory Committee](#) - draft minutes of October 6, 2022
- [Measure X Citizens Oversight Committee](#) - No meeting

- Rodriguez

3. 7.2 RECEIVE correspondence to and from TAMC for the month of October 2022.

- Rodriguez

END OF CONSENT AGENDA

ANNOUNCEMENTS

Next Transportation Agency for Monterey County regular meeting will be on
Wednesday, December 7, 2022
9:00 A.M.

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhanced State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allowed local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. That order expired on September 30, 2021. Governor Newsom has now signed AB 361, and the TAMC Board of Directors approved a resolution to enact AB 361 on September 22, 2021. This legislation permits teleconferencing for Brown Act meetings during a state of emergency. Thus, TAMC meetings will convene remotely, until further notice. For remote meetings, the public is strongly encouraged to use the Zoom app for

best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during remote meetings. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to maria@tamcmonterey.org by 5:00pm the Monday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

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
Office is closed an all employees are working remotely until further notice
TEL: 831-775-0903
EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon nine (9) 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 supporting papers must be furnished by that time or be readily available.

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.



Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: October 26, 2022
Subject: **Employee of the Quarter**

RECOMMENDED ACTION:

PRESENT Transportation Agency Employee of the Quarter to Janneke Strause.

SUMMARY:

Janneke has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for July 1 – September 30, 2022.

DISCUSSION:

Agency employees recognize Janneke for having a great attitude, for her professionalism, and for her hard work. Most notably they appreciate her hard work on the Greenfield Safe Routes to Schools Steering Committee and the Participatory Budgeting process, as well as her assistance on the upcoming Salinas Valley Steering Committees. They also appreciate her great job in managing the Bicycle and Pedestrian Advisory Committee.

ATTACHMENTS:

- ▣ EOQ - Janneke Strause



EMPLOYEE OF THE QUARTER

Janneke Strause

It is hereby certified that Janneke Strause, Transportation Planner, has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for July 1 – September 30, 2022.

Agency employees recognize Janneke for having a great attitude, for her professionalism, and for her hard work. Most notably they appreciate her hard work on the Greenfield Safe Routes to Schools Steering Committee and the Participatory Budgeting process, as well as her assistance on the upcoming Salinas Valley Steering Committees. They also appreciate her great job in managing the Bicycle and Pedestrian Advisory Committee.

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 excellent service.

Recognized By

Acknowledged By

TAMC Chair
Mary Adams

Executive Director
Todd A. Muck

Date: October 26, 2022



Memorandum

To: Board of Directors
From: Doug Bipse, Principal Engineer
Meeting Date: October 26, 2022
Subject: Corridor Advisor Report

RECOMMENDED ACTION:

RECEIVE a presentation from PointC, the Agency's Corridor Advisor, regarding the status and the Agency's efforts to deliver Measure X projects along US 101 South of Salinas, State Route 68, and State Route 156.

SUMMARY:

PointC serves as the Agency's Corridor Advisor. The team is tasked with assisting with the delivery of state highway improvement projects that use Measure X funds. This includes working with Caltrans and TAMC staff to evaluate project delivery schedules, facilitate project team meetings, and develop funding strategies. Tony Harris will share his observations and insight on the current status of the State Route 68 Scenic Highway, US 101 South of Salinas, and State Route 156/Castroville interchange projects.

FINANCIAL IMPACT:

The contract with PointC is for \$500,000 over the next three years. Measure X allocated \$110M for the three main state highway improvement projects including State Route 68 Scenic Highway, US 101 South of Salinas, and State Route 156/Castroville Boulevard Interchange projects.

DISCUSSION:

In 2022, the Transportation Agency entered into a consultant agreement with PointC to act as the agency's Corridor Advisor after a competitive solicitation. Tony Harris is the firm's principal and the main contributor for this contract. His unique experience with Caltrans provides great insight to the delivery process for state highway projects involving Caltrans. Mr. Harris will share his observations with the TAMC Board with respect to the following three projects that have a total of \$110M allocated from Measure X funds:

State Route 68 Scenic Highway: Measure X allocates \$50M towards this project to address safety issues and improve traffic flow along State Route 68 between Salinas and the Monterey Peninsula. The project will enhance up to nine intersections between San Benancio Road and Olmstead Road while maintaining State Route 68 to be one lane in each direction of travel. Caltrans recently completed the conceptual designs for the corridor and TAMC staff is scheduling a comprehensive public outreach effort that will include a series of meetings with individual stakeholders to discuss project challenges and potential solutions.

US 101 South of Salinas: Measure X allocates \$30M towards this project to reconstruct the existing interchanges at Abbott Street and Main Street in Chualar. These new interchanges will link to new frontage roads adjacent to US 101 between Salinas and Chualar. These improvements will provide safe access to the agriculture fields and associated

businesses. These improvements will eliminate all at-grade left turn movements along US 101 and avoid vehicle crossings of the railroad tracks. A series of stakeholder meetings is being scheduled by TAMC staff to inform the Chualar community about the project and gain insight into potential issues as the project begins the environmental review and preliminary design phase.

State Route 156/Castroville Boulevard Interchange: Measure X allocates \$30M towards this project to remove the signalized intersection on State Route 156 at Castroville Boulevard and replace it with a grade-separated interchange. The interchange introduces an overpass that will safely link State Route 156 to land uses north of the highway including North County High School and the proposed Castroville Oaks project. The construction phase for this project is scheduled to commence in the summer 2023.

Mr. Harris will review current issues and set expectations going forward on these important projects. He will also give insight into funding opportunities and how recent legislation may impact the delivery of these projects.



Memorandum

To: Board of Directors
From: Alissa Guther, Assistant Transportation Planner
Meeting Date: October 26, 2022
Subject: Central Coast Zero Emission Vehicle Study Presentation

RECOMMENDED ACTION:

RECEIVE presentation from DKS Consultants on the Central Coast Zero Emission Vehicle Strategy.

SUMMARY:

The Central Coast Zero Emission Vehicle Strategy will become a resource to accelerate the adoption of zero emission vehicles (ZEVs) and identify gaps and opportunities to implement zero emission vehicle infrastructure along the Central Coast. The project study area is the California Central Coast region of Santa Cruz, San Benito, Monterey, San Luis Obispo, Santa Barbara, and Ventura counties.

FINANCIAL IMPACT:

The Strategy is funded through a Caltrans sustainable transportation planning grant awarded to the Santa Barbara County Association of Governments (\$200,000). A consultant team comprised of DKS (Prime) with Stantec, Mariposa, and Frontier (subconsultants) was selected to assist in the development of the Strategy.

DISCUSSION:

The Santa Barbara County Association of Governments (SBCAG), San Luis Obispo Council of Governments (SLOCOG), and Association of Monterey Bay Area Governments (AMBAG) have partnered to develop a Central Coast Zero Emission Vehicle Strategy that will identify electric vehicle (EV) charging infrastructure needs in the Central Coast Counties (Santa Barbara, San Luis Obispo, Monterey, Santa Cruz, San Benito) as well as Ventura County. The Transportation Agency is supporting this effort. The goal of this effort is to identify future charging infrastructure siting and technology needs to accommodate future travel demand specifically for interregional motorists, regional transit services, and freight. A key emphasis will be on addressing the region's electromobility needs for accommodating intercity travel within the less developed unincorporated areas of the Central Coast and underserved populations such as disadvantaged communities and residents of multi-family dwelling units.

Key Objectives:

- Assess the existing electric vehicle infrastructure environment in the Central Coast – with a specific focus on unincorporated rural areas between cities that experience significant interregional travel;
- Identify key challenges, gaps, and barriers to electric vehicle travel for interregional travelers including long-distance commuters; regional transit providers, freight and other users as determined through input solicited from key stakeholders;
- Identify where equity issues currently exist with access to electric vehicle charging and ensure infrastructure improvements and investments are equitable and accessible to all users including traditionally underserved

- populations; and
- Recommend infrastructure improvements and related investments, policies and implementation strategies to promote zero emission vehicle adoption through charging infrastructure investments based on analysis and stakeholder input.

Through development of this plan, all Central Coast agencies will be better positioned to apply and/or compete for state and federal funding for electric vehicle infrastructure implementation. This includes establishing a nexus with the federal National Electric Vehicle Infrastructure (NEVI) program and Caltrans deployment plan to support/implement NEVI in California (see link below). At this time, Caltrans is refining its process for distributing NEVI formula funds. In addition, there is NEVI competitive grant funding that will be administered at the federal level through the Infrastructure Investment and Jobs Act (IIJA). Although there are other local/regional/state funding sources for electric charging infrastructure, the IIJA and NEVI funding are the most significant and therefore attractive to the Central Coast Strategy participating agencies.

Outreach

An important aspect of the Strategy is receiving public and stakeholder input. A project website www.centralcoastzevstrategy.com provides a portal for the public and stakeholders to learn more about the study and how to get involved and provide input.

Stakeholder meetings are planned to identify opportunities for collaboration, identify regulatory incentives and barriers, identify partnership avenues for creative funding opportunities, and to ultimately develop and deliver a successful program to support electromobility across all socio-economic segments.

To facilitate outreach efforts, an [interactive mapping tool](#) has been developed and is available for anyone to provide their thoughts or ideas on locations in a given County, community or the Central Coast in general, to benefit from electric vehicle charging infrastructure. The tool works with a Google Map like platform and allows the user to zoom in as close as desired to place a "pin" at a location of interest and provide a comment. This type of geo-reference feedback is essential for the development of the strategy and all are encouraged to click the link above and provide input. The tool will remain live until the end of November.

WEB ATTACHMENTS:

- [Interactive Mapping Tool](#)
- [Central Coast ZEV Strategy Website](#)
- [Central Coast ZEV Strategy Presentation](#)



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE OCTOBER 26, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
1.	Rumble Strip Project (1K850)	In Monterey and San Luis Obispo Counties at Various Locations	Install Centerline and edge line rumble strip	Summer 2021 – Fall 2022	\$2.6 million	SHOPP MAJOR	Amy Donatello	Cal Stripe, Inc.	Contract Accepted 8/18/2022.
2.	Highway 1 Coastlands I Wall Permanent Restoration (1M460)	Near Big Sur at 1.0 Miles south of Pfeiffer Canyon Bridge (PM -44.45/44.45)	Construct soldier pile wall and restore roadway	Summer 2022/Winter 2023	\$1.7 million	SHOPP	Carla Yu	Future Contractors and Engineers, Irvine, CA.	Construction is underway.
3.	Highway 1 Garrapata Creek Bridge Rehab (1H460)	At Garrapata Creek Bridge (PM 63.0)	Electrochemical Chloride Extraction (ECE) of bridge structure	Summer 2021 – Fall 2023	\$6.49 million	SHOPP	Carla Yu	Future Contractors and Engineers, Irvine, CA	Construction underway.
4.	Highway 68 Pacific Grove ADA Pathway (1H220)	From 17 Mile Drive to Congress Avenue (PM 0.5/0.8)	Provide accessible pathway	Winter 2024	\$0.92 million	SHOPP	Mike Lew	Granite Rock Company	Contract was awarded to Granite Rock and construction has started on site.
5.	Highway 68 Pacific Grove CAPM (1H000)	From Forest Avenue to the SR 1/68 Junction (PM 1.1/L4.3)	Pavement preservation	Winter 2022/Spring 2023	\$8.6 million	SHOPP	Carla Yu	Granite Rock Company.	Construction underway.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE OCTOBER 26, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
6.	US 101 King City Combined Projects (1F75U)	Near King City from South of Wild Horse Road to Teague Avenue (PM 36.9/47.7)	Pavement Rehabilitation, Seismic Retrofit with widening and median barrier	Spring 2019 - Summer 2023	\$92.6 million	SHOPP	Aaron Henkel (TL)	OHL, USA, Irvine, CA	Construction underway. Lanes have been reduced to 1 lane each direction from First Street to north of Jolon Road. The work is in its fourth stage. This work consists of the No. 2 Lane and ramps.
7.	US 101 Salinas Rehabilitation (1C890)	East Market Street overcrossing to just south of Russell/Espinosa Road (PM 87.31/R91.5)	Roadway rehabilitation	Spring 2019 – Fall 2022	\$47 million	SHOPP	Aaron Henkel (TL)	Granite Rock Company, Watsonville, CA	Major construction is complete. Waiting for contractor to complete punch item work.
8.	US 101 North Soledad OH Deck Replacement (0F970)	North Soledad Bridge (PM 62.2/62.9)	Bridge deck rehabilitation	Summer 2022 to Winter '22/23	\$3.7 million	SHOPP	Jackson Ho	PS&E/RW	Construction In Progress. Project Manager is addressing City request for detour information and presentation.



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PREPARED FOR THE OCTOBER 26, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
9.	US 101 Camp Roberts SRRRA Infrastructure Upgrade (1H020)	Northbound and southbound at the Camp Roberts Rest Area (PM R2.9/R5.3)	Safety roadside rest area infrastructure upgrade	Winter 2021 – Winter 2022	\$6.2 million	SHOPP	Barak Miles	Newton Construction	Construction Start Date: 11-29-2021. SB Comfort Station exterior repairs and painting; NB septic tank installation; NB Comfort Station plumbing; start new NB Crew Room foundation and picnic shelter foundations. Contractor estimated scheduled completion: March 2023
10.	Highway 156 Castroville Overhead (0A090)	On SR 156 between the SR 183/156 separation and Castroville Boulevard (PM R1.1/R2.1)	Replace Bridge Railing	Spring 2022 – Summer 2023	\$7.0 million	SHOPP	Jackson Ho		Construction Contract Approved on 1/6/22. Construction In Progress.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE OCTOBER 26, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
1.	Highway 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 (8.7/9.1)	Coastal Development Permit Requirements	Fall/Winter 2025	\$2.1 million	SHOPP MAJOR	Luis Duazo	PS&E/RW	
2.	Highway 1 Big Creek Tieback Wall (1K010)	Near Lucia south of Big Creek Bridge (27.5/27.7)	Construct tieback wall, restore roadway and facilities, place Water Pollution Control BMPs, and erosion control	Winter 2025 - Winter 2026	\$7.3 million	SHOPP	Aaron Henkel	PA&ED	Project Report is out for review. PA&ED should be achieved by the end of October.
3.	Highway 1 Castro Canyon Bridge Rail Upgrade (1H490)	At Castro Canyon Bridge (PM 43.1)	Replace bridge rail	Summer 2024 - Spring 2028	\$2.5 million	SHOPP	Aaron Henkel	PS&E/RW	Project is now in the Design phase. Project is delayed due to AT&T. CDP was approved for project. RTL date is unknown at this time.



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PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
4.	Highway 1 Pfeiffer Canyon Mitigation (1K080)	At Pfeiffer Canyon Bridge (PM 45.4/45.6)	Environmental mitigation (planting, erosion control) for project EA 1J130.	Fall 2022 – January 2026	\$0.2 million	SHOPP	Jackson Ho	PS&E/RW	Utilities relocation mitigation moved to EA 05-1K081- approved by CTC. Project being processed by DPAC.
5.	Highway 1 Garrapata Creek Bridge Rail Replacement (1H800)	At Garrapata Creek Bridge (PM 62.97)	Bridge rail rehabilitation	Winter 2023 - Winter 2025	\$3.6 million	SHOPP	Carla Yu	PS&E	Project is in Design phase and CA Type 86H rail third and final crash test completed 12/8/21. 6th and final ADAC community meetings are complete with the recommendation to use CA Type 86H rail. CDP application submitted in March 2022.
6.	Highway 1 Salinas Clean CA (1P534)	At SR1 and Market, Alisal, and Sandborn (PM 86.12/87.33)	Beautify three blighted undercrossing structures, and the adjacent infrastructure and roadside landscape.	Fall 2022 – Summer 2023	\$1.8 million	Clean California	Nick Heisdorf	PS&E	Project is in the design phase. Ready to List anticipated week of October 10, 2022.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE OCTOBER 26, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
7.	Highway 68 Hwy 68 Curve Correction (1J460)	Near Pacific Grove West of Community Hospital Entrance (PM 0/0)	Improve superelevation, widen shoulders, install rumble strip	Winter 2022 - Summer 2023	\$2.2 million	SHOPP	Aaron Henkel	PS&E/RW	Project has been awarded to Graniterock.
8.	Highway 68 Route 68 Drainage Improvements (1J880)	From west of Sunset Dr to Toro Park (PM 0.2/15.7)	Drainage improvement, replace lighting, and install count stations	Winter 2026	\$8 million	SHOPP	Carla Yu	PS&E	Project is currently in Design phase, estimated Ready to List date is June 2024.
9.	Route 68 Corridor Improvements (1J790)	On State Route 68 from Josselyn Canyon Road to San Benancio Road. (4.87-13.7)	Operational Improvements	Summer 2027 – Spring 2029	65.4 million	STIP & AUTHORIZE D	Carla Yu	PAE&ED	Project is currently in Environmental studies phase, and analysis on the two alternatives is ongoing. Draft Environmental Document to be released in Spring 2023.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE OCTOBER 26, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	US 101 Mon 101 Drainage (1J890)	In and near King City, Greenfield, Soledad, Gonzales, and Salinas, from Paris Valley Road Overcrossing to Dunbarton Road (R28.23/100)	Rehabilitate drainage systems, replace overhead signs and structures, and update Transportation Management System (TMS) elements	Summer 2025 – Summer 2026	\$10.9 million	SHOPP MAJOR	Aaron Henkel	PA&ED	Team working on final Project Report and Environmental Document. The final Project Report should be signed by December.
11.	King City Clean California Project (1Q100)	On Route 101 in Monterey County at the First St, Canal St, and Broadway St (40.1/41.1)	Install beautification, transportation art, and safety measure enhancement project in Caltrans Right of Way	Fall 2022 – Spring 2025	\$0.75 million	Clean California	Aaron Henkel	PS&E/R W	Project is going out to be advertised. Advertise date is estimated to be October 31.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE OCTOBER 26, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
12.	US101 King City CAPM (1K440)	Near King City from Jolon Road undercrossing to Lagomarsino Ave (PM R41.9/R49.0)	Pavement Preservation, TMS Elements, Lighting and Drainage	Summer 2025	\$ 27 million	SHOPP	Aaron Henkel	PS&E	Project has moved into PS&E phase.
13.	US 101 Spence Rd Acceleration Lane (1M760)	South of Salinas at Spence Rd (PM 81.03)	Extend NB acceleration lane	Spring 2024	\$1 million	MINOR	Aaron Henkel	PS&E/RW	Project is in the Design phase. Working with TAMC on the co-op agreement for construction capital.
14.	US 101 Market Street Northbound On-ramp Improvements (1H050)	Near Salinas from East Market Street to South of Sherwood Drive (PM 87.4/87.8)	Roadway and Retaining Wall	Fall 2022-Summer 2023	\$6.0 million	SHOPP	Jackson Ho	PS&E/RW	Construction Contract Approval achieved on September 2, 2022.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE OCTOBER 26, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
15.	US 101 Prunedale Rehab (1H690)	Near Prunedale North of Boronda Road overcrossing to Monterey/San Benito County Line (PM R91.3/98.8 & 100.3/101.3)	Pavement rehabilitation	Winter '22/23- Spring 2024	\$35.2 million	SB 1 SHOPP	Jackson Ho	PS&E/RW	RTL reached in June 2022. Contract being advertised in September 2022.
16.	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 (PM 98.8./100.3)	Drainage System Rehab	Fall 2024 - Winter 2025	\$ 6.2 million	SHOPP MAJOR	Jackson Ho	PA&ED	PA&ED completed September 12, 2022. Waiting for PS&E COS Allocation at October CTC Meeting.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE OCTOBER 26, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
17.	Highway 156 Castroville Boulevard Interchange (31601)	Castroville Boulevard and Highway 156 (R1.6/1.4)	Construct a new interchange	Fall 2024	\$24 million	STIP Measure X Federal Demo	Mike Lew	PS&E/R W	Design plans are complete. Team is working towards completing R/W activities and acquiring the Coastal Development Permit as well as other required Environmental permits.
18.	Highway 183 Salinas to Castroville CAPM (1K430)	South of Old Cemetery Rd near Salinas south of Del Monte Ave at Castroville (PM 2.1/8.3)	Roadway rehabilitation, TMS elements, lighting, and sign panel replacement	Fall 2023 - Winter 2025	\$6.9 million	SHOPP	Aaron Henkel	PS&E/R W	Project is in the Design Phase.
19.	Highway 183 Castroville Improvement Project (1H650)	Community of Castroville from Del Monte Ave. to Washington St (PM R8.3/9.98)	Asset Management Pilot Project	Fall 2023 - Winter 2025	\$23.2 million	SHOPP	Jackson Ho	PS&E	200 potholes being completed. 95% Constructability Review Meeting targeted for December 2022.
20.	Highway 183 Castroville Arch (1P540)	On Route 183 in at Preston St (9.46/9.46)	Restore a community landmark and enhance sidewalk paving	Winter 22/23 – Summer 2023	\$0.5 million	Clean California	Jackson Ho	PS&E/R W	Working on maintenance agreement. Cooperative Agreement executed. Working on design and encroachment permit submittal.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE OCTOBER 26, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
21.	SR218 FORTAG Bike Trail (1M570)	Located in the City of Seaside (PM 0.1/1.5)	Construct Bicycle and Pedestrian Trail. The project provides a safe alternative to Hwy 218 from Del Rey Woods Elementary in City Del Rey Oaks to Laguna Grande Regional Park	Summer 2024	\$1.2 million	100% LOCAL FUNDED	Jackson Ho	PS&E/RW	TAMC/GHD working on 95% PSE and Draft Structures PSE.
22.	SR218 Seaside ADA (1H230)	From Del Monte Road to Fremont Boulevard (PM R0.2/L0.9)	ADA compliant pedestrian access	Winter 2022 – Winter 2024	\$1.6 million	SHOPP	Jackson Ho	PS&E	RTL reached in June 2022. Contract being advertised in September 2022.
23.	Highway 1 Coastlands II Wall Permanent Restoration (1P210)	Near Big Sur at 1.1 Miles south of Pfeiffer Canyon Bridge (PM - 44.34/44.34)	Construct soldier pile wall or mechanically stabilized embankment wall.	Winter 2026- Summer 2026	\$3.2 million	SHOPP	Carla Yu	PA&ED	Environmental studies are underway.

ACRONYMS USED IN THIS REPORT:



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE OCTOBER 26, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

ADA	Americans With Disabilities Act
CTC	California Transportation Commission
EIR	Environmental Impact Report
PA&ED	Project Approval and Environmental Document
PID	Project Initiation Document
PS&E	Plans, Specifications, and Estimates
SB	Senate Bill, the Road Repair and Accountability Act of 2017
SCL	Santa Clara County Line
SHOPP	Statewide Highway Operation and Protection Program
SR	State Route
RTL	Ready To List
R/W or ROW	Right of Way
TMS	Traffic Management System



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: October 26, 2022
Subject: TAMC draft minutes of September 28, 2022

RECOMMENDED ACTION:

APPROVE the Transportation Agency for Monterey County Board draft minutes of September 28, 2022.

ATTACHMENTS:

- ▣ TAMC Board draft minutes of September 28, 2022

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY
DRAFT MINUTES OF SEPTEMBER 28, 2022, TAMC BOARD MEETING
Via Zoom Meeting Video/Audio Conference Call

TAMC BOARD MEMBERS	JAN 22*	JAN 22	FEB 22*	FEB 22	MAR 22	APR 22	MAY 22	JUN 22	AUG 22	SEP 22
Luis Alejo, Supr. Dist. 1, (Linda Gonzales; Javier Gomez)	P	P	P	P	P	P	P	P	E	P
John Phillips, Supr. Dist. 2, (Claudia Link)	P(A)	P	P(A)	P(A)	P	P	P(A)	P	P	P
Chris Lopez, Supr. Dist. 3, 2nd Vice Chair (Priscilla Barba)	A	P	A	P	P(A)	P(A)	P	P	P	P
Wendy Root Askew, Supr. Dist. 4, County Rep (Yuri Anderson)	P(A)	P	A	P	P	P(A)	P(A)	P(A)	P	P(A)
Mary Adams, Supr. Dist. 5, Chair (Sarah Hardgrave, Colleen Courtney)	P(A)	P	P(A)	P	P	P	P	P	P	P
Dave Potter, Carmel-by-the-Sea (Jeff Baron)	E	P	A	A	P	P	P	P	P	P
Alison Kerr, Del Rey Oaks (Pat Lintell)	P	P	P	P	P	P	P	P	A	P
Jose Rios, Gonzales (Lorraine Worthy)	P	P	A	P	P	P	P	P	P	A
Robert White, Greenfield (Andrew Tipton)	P	P	P	P	P	P	P	P	P	P
Michael LeBarre, King City, 1st Vice Chair (Carlos DeLeon)	P	P	P	P	P	P	P	P	P	P
Cristina Medina Dirksen, Marina (Bruce Delgado)	A	P	A	P	P	P	P	P	A	P
Edwin Smith, Monterey, Past Chair (Dan Albert; Andrea Renny)	P	P	A	P	P	P	P	P	P(A)	P
Chaps Poduri, Pacific Grove, (Bill Peake)	A	P	P	P	P	P	P	P	P	P
Kimbley Craig, Salinas, City Representative (Christie Cromeenes)	P	P	A	P	P	P	P	P(A)	P	P
Gregory Hawthorne, Sand City (Jerry Blackwelder; Kim Cruz)	P	A	P	P	A	A	P(A)	A	P(A)	P
Ian Oglesby, Seaside (David Pacheco)	P	P	P	P	P	P	P	P	P	P
Alejandro Chavez, Soledad (Anna Velazquez)	P	P	P	A	A	P	P	P	P	P

Ex Officio Members:	JAN* 22	JAN 22	FEB* 22	FEB 22	MAR 22	APR 22	MAY 22	JUN 22	AUG 22	SEP 22
Maura Twomey, AMBAG (Heather Adamson , Bhupendra Patel, Paul Hierling)	A	P	A	P(A)	P(A)	P	P	P	P(A)	P
Tim Gubbins, Caltrans, Dist. 5 (Scott Eades , Orchid Monroy Ochoa, John Olejnik, Richard Rosales)	A	P(A)	A	P(A)	P	P(A)	P(A)	P(A)	P(A)	P(A)
Richard Stedman, Monterey Bay Air Resources District (David Frisbey)	A	P(A)	A	P	P	P	A	A	P	A
Bill Sabo, Monterey Regional Airport District (Richard Searle)	A	P	A	P	P	P	E	P	P	P
Carl Sedoryk, Monterey-Salinas Transit (Lisa Rheinheimer, Michelle Overmeyer)	A	P(A)	A	P	P	P	P(A)	P	P	A
Eduardo Montesino, Watsonville	A	A	A	A	A	A	A	A	A	A
Larry Samuels, CSUMB	A	A	A	P(A)	A	P(A)	P(A)	P(A)	P(A)	P

*P = present; P(A) = alternate present; E = excused absence; A = unnoticed absence
Special Meeting

TAMC STAFF	JAN* 22	JAN 22	FEB* 22	FEB 22	MAR 22	APR 22	MAY 25	JUN 22	AUG 22	SEP 22
D. Bipse, Principal Engineer	E	P	E	P	P	P	P	P	P	P
D. Delfino, Finance Officer/Analyst	E	P	E	P	P	P	P	P	P	P
R. Goel, Dir. Finance & Administration	E	P	E	P	P	P	P	E	P	P
A. Green, Principal Transp. Planner	E	P	E	P	P	P	P	P	P	P
A. Guther, Asst. Transportation Planner	E	P	E	P	P	P	P	P	E	E
R. Brayer, Legal Counsel	P	P	E	P	P	P	P	P	P	P
A. Hernandez, Asst. Transp. Planner	E	P	E	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	E	P	E	P	P	P	P	P	P	E
T. Muck, Executive Director	P	P	P	P	P	P	P	P	P	P
E. Rodriguez, Clerk of the Board/ Senior Administrative Assistant	P	P	P	P	P	P	P	P	P	P
J. Strause, Transportation Planner	E	P	E	P	P	P	P	P	P	P
L. Terry, Accounting Assistant	E	P	E	P	E	E	E	E	E	E
C. Watson, Director of Planning	E	P	E	P	P	P	P	E	P	P
L. Williamson, Senior Engineer	E	P	E	P	P	P	P	P	P	P
T. Wright, Community Outreach	E	P	E	P	P	P	P	P	P	P
M. Zeller, Director of Programming & Project Delivery	P	P	P	P	P	P	P	P	E	P

OTHERS PRESENT

Colleen Courtney	Supervisor District 5 alternate	Gus Khouri	Khouri Consulting
Sam Sargent	Caltrain	Jim Davenport	Thorn Run Partners
Joanna Xiao	Caltrans District 5	Yuri Anderson	Supervisor District 4 alternate
Claudia Link	Supervisor District 2 alternate	Linda Gonzales	Supervisor District 1 alternate

1. CALL TO ORDER

Chair Adams called the meeting to order at 9:01 a.m. Elouise Rodriguez, Clerk of the Board, called the roll and confirmed a quorum was established.

2. PUBLIC COMMENTS

None this month.

3. CONSENT AGENDA

M/S/C Potter/Lopez/unanimous

The Board approved the consent agenda as follows:

ADMINISTRATION and BUDGET

3.1.1 Approved minutes of the Transportation Agency for Monterey County, the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for Monterey County meeting of August 24, 2022.

3.1.2 Accepted the list of checks written for the month of August 2022 and credit card statements for the month of July 2022.

3.1.3 Adopted finding, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and the state of emergency continues to directly impact the ability of the members to meet in person.

3.1.4 Regarding Agreement for Accounting Services:

1. Authorized the Executive Director to execute contract Amendment #2 with Oppidea, LLC in an amount not to exceed \$32,220 per year for an additional twelve months to provide accounting services for the period ending December 31, 2023, and to change the monthly rate to \$2,685 effective January 1, 2023;
2. Approved the use of \$32,220 for the extended term of the Agreement in funds budgeted for this purpose; and
3. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency’s net cost, subject to approval by Agency counsel.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

3.2.1 Regarding Monterey-Salinas Transit State of Good Repair Funds:

1. Adopted Resolution 2022-11 allocating \$878,286 of Fiscal Year 2022-23 Senate Bill 1 State of Good Repair funds to Monterey-Salinas Transit to help fund bus procurement, purchase of facility maintenance equipment, and installing, repairing, and replacing passenger shelters as needed throughout the system; and
2. Authorized the Executive Director to execute all required documents and any amendments with the California Department of Transportation.

3.2.2 Regarding Measure X Senior & Disabled Transportation Program:

1. Adopted the Measure X Senior & Disabled Transportation Program Guidelines for Fiscal Years 2023/24 through 2025/26; and
2. Released the call for projects.

Board Member Medina-Dirksen asked staff to identify current grant recipients.

Aaron Hernandez noted that ITN Monterey, Alliance on Aging, Partnership for Children and Josephine Kernes Memorial Pool are current grant recipients.

3.2.3 Regarding Fort Ord Regional Trail & Greenway Right of Way Just Compensation

1. Authorized the Executive Director to establish just compensation and approve appraisals for the acquisition of parcels for the Fort Ord Regional Trail and Greenway - Canyon Del Rey segment; and
2. Authorized the Executive Director to make purchase offers in the amount that equals the statutory offer of just compensation established for the parcel and negotiate acquisition agreements for parcels needed for the Fort Ord Regional Trail and Greenway - Canyon Del Rey segment.

Board Member Kerr asked what right-of-way was included in this item.

Director Muck noted that it was the PG&E right-of-way along Plumas.

3.2.4 Approved the increase of the Agency's local match to the Federal Lands Access Program grant for the Fort Ord Regional Trail and Greenway project by \$1.01 million for a total match of \$5.01 million.

3.2.5 Regarding Fort Ord Regional Trail and Greenway - GHD Contract Amendment #2:

1. Approved and authorized the Executive Director to execute contract amendment #2 with GHD, subject to approval by Agency Counsel, in an amount not to exceed \$36,528, for a total not-to-exceed contract amount of \$2,828,641, to conduct additional environmental analysis;
2. Authorized the use of Measure X funds budgeted to this project;
3. Authorized the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount; and
4. Approved sole source finding.

PLANNING**3.3.1** Regarding Caltrans Sustainable Communities Grant Applications:

1. Authorized staff to partner with the Monterey County Health Department and Ecology Action to submit a grant application to develop the North Monterey County Safe Routes to School Plan;
2. Authorized staff to submit a grant application to conduct a county-wide assessment of the bicycle network level of traffic stress; and
3. Authorized an amount not to exceed \$150,000 of agency funding as a grant match for both applications.

Board Member Phillips commented that a significant majority of students at North County schools are dropped off by parents or buses. He noted students do not bicycle because it is too dangerous.

Director Muck noted that if funded, the study would identify safe drop offs and teach walk and bike to school safety strategies.

3.3.2 Authorized the Executive Director to submit a support letter for California Department of Transportation (Caltrans) Reconnecting Communities Pilot grant application.**PROJECT DELIVERY and PROGRAMMING****3.4.1** Approved and authorized the Executive Director to enter into a Measure X Funding Agreement with the City of Pacific Grove, subject to approval by Agency Counsel, for an amount not to exceed \$1,000,000, to fund the Project Approval and Environmental Document (PA&ED) phase of the Cedar, Sunset & Congress Intersection Improvements project.

3.4.2 Regarding Regional Traffic Counts Request for Proposals:

1. Approved the Request for Proposals Scope of Work for the Regional Traffic Counts program, subject to counsel approval;
2. Authorized staff to publish the Request for Proposals and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work; and
3. Approved the use of funds from the approved project budget for this contract in an amount not to exceed \$109,500.

3.4.3 Approved the appointment of Brent McFadden to serve as the education representative and Darren Fort to serve as the alternate education representative on behalf of Monterey County Office of Education; and Steve Snodgrass to serve as the North County representative on the Measure X Transportation Safety & Investment Plan Citizens Oversight Committee.

RAIL PROGRAM

3.5.1 No items this month.

REGIONAL DEVELOPMENT IMPACT FEE

3.6.1 No items this month.

COMMITTEE MINUTES AND CORRESPONDENCE

3.7.1 Accepted draft minutes from Transportation Agency committees:

- Executive Committee - draft minutes of September 7, 2022
- Rail Policy Committee - draft minutes of September 12, 2022
- Bicycle and Pedestrian Facilities Advisory Committee - draft minutes of September 7, 2022
- Technical Advisory Committee - draft minutes of September 1, 2022
- Excellent Transportation Oversight Committee – No meeting this month.

3.7.2 Received Transportation Agency for Monterey County correspondence for September 2022.

END OF CONSENT AGENDA

4. EMPLOYEE OF THE QUARTER

The TAMC Board presented Transportation Agency Employee of the Quarter to Alissa Guther. Alissa has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for April 1 – June 30, 2022.

Agency employees recognized Alissa for having a great attitude, for her professionalism, and for her hard work. Most notably, they appreciate her work on the Regional Transportation Plan, TAMC Legislative Program, and the Local Access Fund Program; and for her assistance on the Safe Routes to Schools website, social media, and Move It Monterey County! challenge.

5. SALINAS RAIL: CALTRAIN OPERATIONS DISCUSSIONS

The Board received update from Sam Sargent, Caltrain Director of Strategy and Policy, on next steps in the operations discussions for the Salinas Rail extension project.

Mr. Sargent shared information about the ongoing discussion that Caltrain is having with the Transportation Agency in developing a Memorandum of Understanding (MOU) for the extension of rail service from Gilroy to Salinas. After providing an overview of Caltrain's history as a commuter rail operator and reviewing their current service levels and ridership, Mr. Sargent concluded his presentation by stating that the next steps in developing the MOU include:

- Further evaluation of the Salinas extension with TAMC.
- Secure funding for zero emission rail vehicles for service south of San Jose. Otherwise, diesel equipment currently used for Gilroy service would be used for the Salinas extension.
- The TAMC-Caltrain MOU would be based on Caltrain's four principles:
 1. Service extension must be cost-neutral for Caltrain;
 2. No changes to Caltrain mainline service;
 3. TAMC and Caltrans assume all risks and liabilities of service extension; and
 4. Service extension makes no changes to the Peninsula Corridors Joint Powers Board governance structure.

Ex-officio Board Member Sabo asked what constrains a post-pandemic ridership rebound.

Mr. Sargent noted a large portion of pre-pandemic riders are now working remotely, and that in general people are traveling differently than they used to, and that Caltrain is seeing strong numbers in weekend and game-day ridership.

The Board noted their support of the proposed extension of Caltrain service to Monterey County.

6. **LEGISLATIVE UPDATE**

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

Jim Davenport, Agency federal legislative analyst, presented an update on federal legislative activities. Mr. Davenport noted that Congress passed, and the President signed, the Inflation Reduction Act (IRA), which includes new grant programs for transportation projects.

Gus Khouri, Agency state legislative analyst, presented an update on state legislative activities. Mr. Khouri reported that the Legislature is in the process of wrapping up the 2021-2022 legislative session.

The Board expressed concerns with the electric vehicle grid being able to accommodate the planned increase in electric vehicle investments.

Executive Director Muck noted there would be a presentation at the October Board meeting on electric vehicle charging station implementation.

7. **REPORTS FROM TRANSPORTATION PROVIDERS**

Caltrans District 5 – Orchid Monroy-Ochoa announced grant season is around the corner. The Sustainable Transportation Planning Grant Program includes:

- Sustainable Communities Grants (\$17 million Competitive; \$12.5 million Formula) to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission
- Climate Adaptation Planning Grants (\$50 million) to support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure
- Strategic Partnerships Grants (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. The transit component that will fund planning projects that address multimodal transportation deficiencies with a focus on transit.

Ms. Monroy announced Caltrans will be hosting two virtual workshops in November and will release a Grant Application Guide in December. In conclusion, Ms. Monroy noted California has the green light to start using federal infrastructure funding to expand electric vehicle (EV) charging stations along the state's interstates and highways following the recent federal approval of a joint

plan by Caltrans and California Energy Commission. For more information, visit:
<https://dot.ca.gov/caltrans-near-me/district-5>.

Board Member Lopez commented that the request from community is for additional signage, preferably lighted, at the US 101 southbound exit onto Pi Bar Ranch Road, which is not easy to see, especially at night due to lack of reflective markers.

Monterey Regional Airport District – Bill Sabo reported that the airport is doing great. The airport has increased their boardings, with expanded number of full flights to 98% pre-pandemic level and almost no cancellations. He noted that the airport is working with Canadian Airlines to add flights to Canada and is working to get customs to provide international flights. Board Member Medina-Dirksen asked if Mexico travels were also discussed. Mr. Sabo noted that Mexico flights have been discussed but since the airport does not have customs, international flights are not feasible. In conclusion, Mr. Sabo announced the airport is using Turo, a private car rental business, where private people rent their cars.

Monterey Salinas Transit District – No report this month.

Monterey Bay Air Resources District – No report this month.

7. REPORTS ON MEETINGS ATTENDED BY BOARD MEMBERS AT AGENCY EXPENSE

None this month.

8. EXECUTIVE DIRECTOR'S REPORT

Executive Director Todd Muck announced the kickoff of the Safe Route to School Pop up events for safety improvement in the Salinas Valley. The City of Greenfield Safe Routes to School event will be up until October 14, located on Second Street. He added that the Fall Move it Challenge is from October 1 to 31. In conclusion, Director Muck reminded Board Members to send the Executive Director evaluation forms to Chair Mary Adams by September 30, 2022.

9. ANNOUNCEMENTS AND/OR COMMENTS

Board Member Kerr thanked Mike Zeller and Lindsey Van Parys for attending the Del Rey Oaks council meeting last night and answering all the questions regarding FORTAG with knowledge and professionalism.

10. ADJOURNMENT

Chair Adams adjourned the meeting at 10:21 a.m.



Memorandum

To: Board of Directors
From: Dave Delfino, Finance Officer / Analyst
Meeting Date: October 26, 2022
Subject: TAMC payments for the month of September 2022

RECOMMENDED ACTION:

ACCEPT the list of checks written for September 2022 and credit card statement for the month of August 2022.

SUMMARY:

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

FINANCIAL IMPACT:

The checks processed this period total \$825,187.44 which, included checks written for September 2022 and payment of the August 2022 Platinum Plus Credit Card statement.

DISCUSSION:

During the month of September 2022 normal operating checks were written, as well as two checks totaling \$205,148.44 to HDR Engineering Inc. and a check for \$11,973.59 to Union Pacific Railroad for engineering services, a check for \$78,000.00 to Joyce M. Selby & Cheryl Latimer, Co-Trustees for real property and a check for \$1,120.00 to Burke, Williams & Sorensen LLP for right of way legal services, all for the Salinas Rail Extension Kick-Start Project, a check for \$3,712.85 to We The Creative for graphic design services for the Monterey County Bike Map and Go831 and a check for \$154,218.19 to GHD Inc. for design engineering for FORTAG Segment 1, three checks totaling \$9,473.34 00 to Smith & Enright Landscaping Inc. for weed abatement, trash and homeless cleanup on the Branch Line Rail property and a check for \$36,737.25 to Alliant Insurance for liability coverage for the Agency, Monterey County – Service Authority for Freeways and Expressways and Regional Development Impact Fee Joint Powers Agency.

ATTACHMENTS:

- ❑ Checks September 2022
- ❑ Credit Card August 2022

**Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 September 2022**

DATE	ITEM	NAME	CHECK	DEPOSIT	DESCRIPTION
09/01/2022	EFT	Christina Watson	567.00		125 Plan Reimbursement
09/02/2022	20621	Alvarez Technology Group, Inc.	2,998.35		Computer Support
09/02/2022	20622	Calcog	3,850.00		Membership Dues
09/02/2022	20623	Californian	280.57		Newspaper Subscription
09/02/2022	20624	Case Systems Inc.	2,832.00		SAFE Call Box - Maintenance
09/02/2022	20625	Department of Toxic Substances Control	67.50		Fort Ord Demolition Fee
09/02/2022	20626	GHD Inc.	153,576.14		Engineering Design Services for FORTAG Segment 1
09/02/2022	20627	HDR Engineering Inc.	113,540.15		Engineering Design Review for Salinas Rail Extension Kick-Start Project
09/02/2022	20628	Office of the County Counsel	3,358.00		Legal Services
09/02/2022	20629	Verizon Wireless	48.81		Call Box - Phone Service
09/02/2022	20630	VSP	177.73		Employee Benefits
09/02/2022	EFT	CalPers Health Benefits	11,218.35		Employee Benefits
09/02/2022	EFT	Payroll	45,051.13		Payroll
09/02/2022	EFT	United States Treasury	10,532.48		Payroll Taxes & Withholding
09/02/2022	EFT	EDD	4,292.16		Payroll Taxes & Withholding
09/02/2022	EFT	Pers Retirement	9,155.19		Employee Benefits
09/02/2022	EFT	Pers Retirement PEPPRA	1,619.79		Employee Benefits
09/02/2022	EFT	CalPERS	7,569.57		Employee Benefits
09/02/2022	DEP	SDRMA		2,039.47	Refund of Workers Compensation Deposit
09/02/2022	DEP	Haedrich and Lithia		3,011.87	Railroad Right of Way Rent
09/06/2022	EFT	State of California		65,511.73	Salinas Valley SRTS Grant
09/06/2022	EFT	State of California		83,146.68	Rural Planning Assistance (RPA) 4th Qtr. 21/22
09/07/2022	20631	Alvarez Technology Group (TX)	680.09		Computer Equipment Lease
09/07/2022	20632	Alvarez Technology Group, Inc. (CA)	2,699.14		Computer Support
09/07/2022	20633	AT & T (Carol Stream, IL)	477.96		Telecommunications, Call Box and Rideshare - Phone Service
09/07/2022	20634	Burke, Williams & Sorensen LLP	1,120.00		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
09/07/2022	20635	ESRI Inc.	1,400.00		GIS Software License
09/07/2022	20636	JR Interpreting Inc.	450.00		Translation Fees
09/07/2022	20637	Khoury Consulting LLC	4,000.00		Legislative Consultant
09/07/2022	20638	The Maynard Group	358.46		Telephone Equipment Lease
09/13/2022	EFT	State of California		168,900.89	ATP - Every Child Grant
09/16/2022	20639	Business Card	1,758.39		Office Supplies, Software Subscriptions, Project Supplies and Staff Travel
09/16/2022	20640	California Highway Patrol	727.88		Freeway Service SAFE Call Box Program
09/16/2022	20641	Comcast	158.70		Telecommunications
09/16/2022	20642	De Lage Landen Financial Services	319.02		Office Copier Lease
09/16/2022	20643	Delta Dental	815.80		Employee Benefits
09/16/2022	20644	Joyce M.Selby & Cheryl Latimer, Co-Trustee	78,000.00		Right of Way Purchase for Salinas Rail Extension Kick-Start Project
09/16/2022	20645	Office of the County Counsel	6,310.40		Legal Services
09/16/2022	20646	Oppidea, LLC	2,335.00		Accounting Services
09/16/2022	20647	Smith & Enright Landscaping Inc.	6,789.54		Dead Tree Remove and Homeless Cleanup on Branch Line
09/16/2022	20648	We The Creative (V)	3,712.85		Copy Design for Bike Map & Rideshare
09/16/2022	EFT	Payroll	45,114.05		Payroll
09/16/2022	EFT	United States Treasury	10,535.18		Payroll Taxes & Withholding
09/16/2022	EFT	EDD	4,253.30		Payroll Taxes & Withholding
09/16/2022	EFT	Pers Retirement	9,155.19		Employee Benefits
09/16/2022	EFT	Pers Retirement PEPPRA	1,619.79		Employee Benefits
09/16/2022	EFT	CalPERS	7,569.57		Employee Benefits

09/19/2022	DEP	State of California		177,219.58	SB 1 FORTAG PSE Grant
09/19/2022	DEP	Newton Bros. and Monterey Motors Inc.		5,470.34	Railroad Right of Way Rent
09/20/2022	EFT	State of California		76,227.16	PPM Funds - 4th Qtr. 21/22
09/20/2022	EFT	State of California		150,270.67	Freeway Service patrol Grant
09/22/2022	EFT	Graniterock		8,528.04	Railroad Right of Way Rent
09/23/2022	20649	AAMCOM LLC	625.03		SAFE Answering Service
09/23/2022	20650	Alliant Insurance	36,737.25		Liability Insurance for TAMC, SAFE and RDIF
09/23/2022	20651	Clinica de Salud del Valle de Salinas	8,602.90		Office Rent
09/23/2022	20652	Lincoln National Life Insurance Co.	723.19		Employee Benefits
09/23/2022	20653	San Luis Obispo Council of Governments	2,500.00		Membership dues
09/23/2022	20654	Sentry Alarm Systems	283.50		Office Security
09/23/2022	20655	Smile Business Products Inc.	149.22		Office Copier Expenses
09/23/2022	20656	Smith & Enright Landscaping Inc.	545.00		Branch Line 8th Street Welding of Gate
09/23/2022	20657	Thorn Run Partners, LLC	25,000.00		Legislative Consultant
09/23/2022	DEP	City of King City		4,774.00	Local Agency Contribution 22/23
09/23/2022	DEP	State of California		6,617.53	ATP - FORTAG - ROW Grant
09/23/2022	DEP	Saroyan, Giustininani and Cardinale		3,353.94	Railroad Right of Way Rent
09/26/2022	EFT	Union Bank	38.32		Bank Service Charges
09/28/2022	20658	Associated Building Maintenance	225.00		Office Maintenance
09/28/2022	20659	HDR Engineering Inc.	91,608.29		Engineering Design Review for Salinas Rail Extension Kick-Start Project
09/28/2022	20660	Smith & Enright Landscaping Inc.	2,138.80		Branch Line Homeless Cleanup
09/28/2022	20661	Union Pacific Railroad Company	11,973.59		Engineering Design Review for Salinas Rail Extension Kick-Start Project
09/28/2022	20662	VSP	177.73		Employee Benefits
09/29/2022	EFT	Mike Zeller	2,850.00		125 Plan Reimbursement
09/30/2022	EFT	Payroll	46,215.39		Payroll
09/30/2022	EFT	United States Treasury	10,925.70		Payroll Taxes & Withholding
09/30/2022	EFT	EDD	4,428.75		Payroll Taxes & Withholding
09/30/2022	EFT	Pers Retirement	9,155.19		Employee Benefits
09/30/2022	EFT	Pers Retirement PEPR	1,619.79		Employee Benefits
09/30/2022	EFT	CalPERS	7,569.57		Employee Benefits
Total			825,187.44	755,071.90	

Credit Card August 2022



ELOUISE RODRIGUEZ

Platinum Plus® for Business

August 05, 2022 - September 04, 2022

Cardholder Statement

Account Information:
www.bankofamerica.com

Payment Information

Account Summary

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

New Balance Total \$1,758.39
Minimum Payment Due **\$25.00**
Payment Due Date **09/29/22**

Previous Balance \$2,025.72
Payments and Other Credits -\$2,025.72
Balance Transfer Activity \$0.00
Cash Advance Activity \$0.00
Purchases and Other Charges \$1,758.39
Fees Charged \$0.00
Finance Charge \$0.00
New Balance Total \$1,758.39

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

Late Payment Warning: If we do not receive your minimum payment by the date listed above. You may have to pay a fee based on the outstanding balance on the fee assessment date:
\$19.00 for balance less than \$100.01
\$29.00 for balance less than \$1,000.01
\$39.00 for balance less than \$5,000.01
\$49.00 for balance equal to or greater than \$5,000.01

Credit Limit \$7,600
Credit Available \$5,841.61
Statement Closing Date 09/04/22
Days in Billing Cycle 31

Customer Service:
1.800.673.1044, 24 Hours

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.

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

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
Payments and Other Credits				
08/22	08/21	PAYMENT - THANK YOU		- 2,025.72
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				-\$2,025.72
Purchases and Other Charges				
08/08	08/08	INTUIT *TSheets CL.INTUIT.COMCA		132.00
08/09	08/06	DEVICE MAGIC INC RALEIGH NC		150.00
08/16	08/15	SP RETRO YOUR RIDE PHOENIX AZ		104.95
08/17	08/15	EL RINCONCITO RESTAURA GREENFIELD CA		163.70
08/22	08/19	COPYMAT 8317530471 CA		252.91
08/29	08/27	MailChimp Atlanta GA		69.99

Account Number
August 05, 2022 - September 04, 2022

New Balance Total \$1,758.39
Minimum Payment Due **\$25.00**
Payment Due Date **09/29/22**

BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

Enter payment amount

\$

ELOUISE RODRIGUEZ
TAMC
ATTN DAVE DELFINO
55 PLAZA CIR STE B
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For change of address/phone number, see reverse side.

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BUSINESS CARD,
or make your payment online at
www.bankofamerica.com

ELOUISE RODRIGUEZ

August 05, 2022 - September 04, 2022

Page 3 of 4

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
09/01	08/31	ACTIVE4ME RUN CLUB DAVIS CA		249.00
09/02	09/01	COPYMAT SALINAS CA		635.84
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$1,758.39

Finance Charge Calculation

Your **Annual Percentage Rate (APR)** is the annual interest rate on your account.

	Annual Percentage Rate	Balance Subject to Interest Rate	Finance Charges by Transaction Type
PURCHASES	17.99%	\$0.00	\$0.00
CASH	26.49% V	\$0.00	\$0.00

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

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Inclusion on the Advisory Panel subject to qualifications.

SSM-12-21-0028.C | 3929546



Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: October 26, 2022
Subject: **AB 361 Findings**

RECOMMENDED ACTION:

ADOPT finding, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and, the state of emergency continues to directly impact the ability of the members to meet in person.

SUMMARY:

It is recommended that the TAMC Board of Directors find, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and, the state of emergency continues to directly impact the ability of the members to meet in person.

FINANCIAL IMPACT:

None.

DISCUSSION:

On September 16, 2021, Governor Newsom signed AB 361. This legislation amends the Brown Act to allow meeting bodies subject to the Brown Act to meet via teleconference during a proclaimed state of emergency in accordance with teleconference procedures established by AB 361 rather than under the Brown Act's more narrow standard rules for participation in a meeting by teleconference. AB 361 provides that if a state or local health official recommends social distancing, the TAMC Board of Directors may meet remotely after September 30, 2021, provided that within 30 days of the first meeting after September 30, and every 30 days thereafter, the Board of Directors finds that 1) the Governor's proclaimed state of emergency is still in effect; 2) the Board of Directors has reconsidered the circumstances of the state of emergency, and 3) the state of emergency continues to directly impact the ability of the members to meet in person.

The Monterey County Health Officer has recommended social distancing measures for meetings of legislative bodies, and additionally, the TAMC Board of Directors passed a resolution also making these findings on September 22, 2021, so the Board of Directors and the Board's advisory committees have been able to meet remotely since September. In order to continue meeting, in addition to the resolution, the Board of Directors must continually make the findings outlined above every 30 days.

Accordingly, staff recommends making the appropriate findings. This action should occur within every 30 days, per AB 361, in order to keep meeting remotely; additional special meetings may be necessary for that purpose. These findings apply to the TAMC Board and all TAMC Board advisory committees.



Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: October 26, 2022
Subject: Agreement For Auditing Services

RECOMMENDED ACTION:

Agreement For Auditing Services

1. **AUTHORIZE** the Executive Director to execute contract Amendment #1 with Moss, Levy & Hartzheim LLC in an amount not to exceed \$23,730 per year for a two year extension to provide auditing services for the period ending June 30, 2025;
2. **APPROVE** the use of \$47,460 for the extended term of the Agreement in funds budgeted for this purpose; 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 June 30, 2023. Due to staffing issues and the need for continuity in auditing services, staff recommends a two year extension of the Agreement. The current contract rate of \$23,730 for FY 21/22 audit, which was negotiated in 2017, will remain the same in Amendment #1 for FY 22/23 and FY 23/24 audit.

FINANCIAL IMPACT:

The auditing firm currently has a rate of \$23,730 per year, which will remain the same for the two year extension. There are sufficient funds in the budget to cover this expense on an annual basis.

DISCUSSION:

The Agency's current contract for auditing services expires June 30, 2023; an agreement needs to be in place before the current Agreement expires.

Moss, Levy & Hartzheim LLC was selected in 2017 after a Request for Proposals was issued. Due to several retirements that are occurring in the accounting department in the next year, a recent unsuccessful recruitment search for a Director of Finance and Administration, and the need for continuity of the Agency's auditing requirements, staff recommends the approval of a two year extension of the current Agreement with Moss, Levy & Hartzheim LLC to provide auditing services to the Transportation Agency for Monterey County, based on experience, knowledge, and cost.



Memorandum

To: Board of Directors
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: October 26, 2022
Subject: Transportation Excellence Awards Nominations

RECOMMENDED ACTION:

RECEIVE the call for nominations for the 21st Annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

SUMMARY:

Transportation Agency would like to encourage and appreciate the efforts made by Monterey County residents, businesses and employees to improve transportation in Monterey County by awarding Transportation Excellence Awards. Staff encourages Board members to submit nominations, which are due by December 2, 2022. The awards ceremony will take place during the regular January 25, 2023 Transportation Agency Board meeting.

FINANCIAL IMPACT:

None.

DISCUSSION:

Transportation Agency for Monterey County would like to show its appreciation to the local community for its outstanding efforts to improve transportation in Monterey County. The program has award categories for individuals, businesses/groups, programs or projects. Examples of potential awards include but are not limited to:

- Transportation employees who excel at their jobs and go the extra mile to improve our transportation system.
- Innovative activities that promote more efficient use of the local transportation network.
- Citizens or organizations that have made significant efforts to inform and educate the public about transportation issues.
- Successful efforts to improve transit services and encourage the use of smart commute options as alternatives to driving alone through the Go831 Smart Commute Program.

Board members are encouraged to distribute nomination forms and nominate projects, groups or individuals to be recognized for their contributions to transportation in Monterey County.

The nomination form is attached to this staff report and is also available on the Transportation Agency website (tamcmonterey.org). The form can be submitted online, mailed to Transportation Agency offices or emailed to Theresa Wright (at theresa@tamcmonterey.org). The deadline for nominations is December 2, 2022. The Transportation Agency Executive Committee will select the awards recipients at its January meeting.

ATTACHMENTS:

▫ Transportation Excellence Awards Nomination Form



Transportation Excellence Awards

Awards Program Nomination form (Please fill out form completely)

1. Name of Nominee

Give name and address of individual (provide title), firm, group, or organization.

Nominee: _____

Category: (circle one) **Individual** **Business/Group** **Program** **Project**

Address: _____ Email: _____

City: _____ Zip _____ Phone: _____

If Nominee is a firm, group or organization, provide contact name: _____

Title: _____ Phone: _____

_____ Email: _____

2. Description:

Describe the individual, business, group, program or project that is being nominated. Include any specific information that may apply, such as the number of people who worked on the project, number of hours spent on the project, number of people served or affected, cost to those served, and annual cost of operation. Indicate whether the nominee is a volunteer or paid. Enclose any photographs or other materials that will contribute additional information to the nomination. Use extra pages as needed.

3. Date or duration of program:

When did this program take place? When was it completed? If ongoing, when did it start?

4. Significance/Result:

State how this person, group or project has contributed to improving transportation in Monterey County in current calendar year. Describe the impact on those served and value created by this activity, as well as any savings provided to users, taxpayers or providers by the nominee. Use extra pages as needed.

5. Person Submitting Nomination:

Name: _____ Phone: _____

Title: _____ Email: _____

Organization: _____

Address: _____

City: _____ Zip: _____

Please return by **noon, December 2, 2022** via online, fax: 831-775-0897; email: Theresa@tamcmonterey.org; or mail to: Transportation Agency for Monterey County, Attn: Theresa Wright, 55-B Plaza Circle, Salinas CA, 93901. For additional information, please call 831-775-4403.



Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: October 26, 2022
Subject: Overall Work Program and Budget Amendment #1

RECOMMENDED ACTION:

APPROVE Resolution 2022-12 providing authority for the Executive Director to execute amendment No. 1 to the fiscal year 2022/23 Overall Work Program and Budget.

SUMMARY:

This amendment will allow state Rural Planning Assistance and Senate Bill 1 Sustainable Communities grant funds from the prior fiscal year to be utilized in the current fiscal year.

FINANCIAL IMPACT:

Amendment No. 1 adds \$59,931 of Rural Planning Assistance funds and \$81,752 of SB 1 Sustainable Communities 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 \$59,931 is available to be programmed into fiscal year 2022/23.

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

- **6140 - Bicycle and Pedestrian Planning:** examples of work expected under this work element includes promoting coordination among agencies in the county regarding state and local plans for bicycle and pedestrian travel; integrating plans for bicycle and pedestrian improvements with roadway and transit studies; assisting cities and the County with incorporating Complete Streets components into their plans and projects; and providing technical assistance to support development of vehicle miles traveled reducing projects and programs in support of regional and statewide policies.

- **6710 - Corridor Studies and Regional Multi-Modal Planning:** examples of work anticipated under this work element includes developing an electric vehicle charging network along US 101 in coordination with the other Central Coast counties; updating freight planning. The description of this work element is also being amended to incorporate staff work in coordinating with Caltrans and other stakeholders to plan and deliver regional priority improvement projects; and reviewing and commenting on Statewide plans and initiatives that effect the delivery of regional corridor projects and planning efforts.

In addition, the Agency received a state grant for the Salinas Valley Safe Routes to School plan in fiscal year 2021/22. Less funds were utilized last year than was anticipated when the Overall Work Program was adopted in May 2022. Correspondingly, an additional \$81,752 of state grant funds are being carried over to the current fiscal year in Work Element 6730.

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

ATTACHMENTS:

- ▢ Resolution 2022-12 - OWP and Budget Amendment
- ▢ Amended Work Element Pages 6140, 6710, and 6730



**RESOLUTION NO. 2022-12 OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
TO APPROVE AMENDMENT NUMBER 1 TO THE 2022-2023 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; and

WHEREAS, the Agency adopted its FY 2022-2023 work program and budget on May 25, 2022;

WHEREAS, the Agency's 2022-2023 fiscal year work program and budget describes the work tasks to be completed;

WHEREAS, the California Department of Transportation notified the Agency \$59,931.33 of Rural Planning Assistance funds have been carried over from FY 2021-2022 and is available to be amended into the Agency's FY 2022-2023 work program and budget;

WHEREAS, the California Department of Transportation notified the Agency the total carry-over balance for the Salinas Valley Safe Route to School plan's SB 1 Sustainable Communities Competitive grant from FY 2021-2022 is \$81,751.80 and is available to be reconciled into the Agency's FY 2022-2023 work program and budget;

WHEREAS, work program elements 6140, 6710, and 6730 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 authorizes the Executive Director to execute work program and budget amendment No. 1 in accordance with this resolution.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California
this 26th day of October 2022, by the following votes:

AYES:

NOES:

ABSENT:

MARY ADAMS, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Bicycle and Pedestrian Planning, Education, and Improvements

Work Element Number: 6140

Project Manager: Janneke Strause

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	79,755	-	State RPA	54,806	16,198
Contractual	-	-	Local	24,949	(16,198)
TOTAL	79,755	-	TOTAL	79,755	-
				% Federal	0%

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. 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. Agency staff will continue these efforts in 2022.

Steps and Products			
Task	Description	Deliverable	Completion Date
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.	6/30/2023
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.	6/15/2023
3	Regional support to address bicycle facility needs submitted through TAMC's Bicycle Facility Service Request Form	Response to submitted requests	6/30/2023
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	6/30/2023

Corridor Studies and Regional Multi-Modal Planning

Work Element Number: 6710

Project Manager: Doug Bilse

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	43,733	-	State RPA	43,733	43,733
Contractual	-	-	Local	-	(43,733)
			Safe	-	-
TOTAL	43,733	-	TOTAL	43,733	-
				% Federal	0%

Project Description

This Work Element addresses the Transportation Agency for Monterey County's participation in studies that define and evaluate projects that enhance the integration and connectivity of the regional transportation system across and between modes, people, and freight. The Agency's focus includes studying projects and programs that increase capacity, safety, efficiency and mobility, preserving existing system infrastructure and support goods movement. This also includes coordinating with Caltrans and other stakeholders to plan and deliver regional priority improvement projects, and reviewing and commenting on Statewide plans and initiatives that effect the delivery of regional corridor projects and planning efforts. Work is intended to result in proposed improvements to transportation corridors that are fundable and deliverable, and consistent with regional transportation plans.

Previous and Ongoing Work

The Transportation Agency closely participates in the study and planning for roadway and rail improvement projects in order to integrate regional priorities into projects by Caltrans and the Transportation Agency member agencies. Significant successes has been made on corridor studies resulting in major Caltrans administered highway projects reaching the construction stage, including the US 101 Prunedale Improvement Project; US 101 San Juan Road Interchange Project; and US 101 – Airport Blvd. Interchange East improvements. Agency staff participated in the development of the Castroville Multimodal Project for the Caltrans Asset Management Pilot Project Program and in the development of Monterey-Salinas Transit's bus on shoulder and/or Monterey Branch Line right-of-way feasibility study that recommended the SURF! Busway project. Caltrans completed the Highway 1 Big Sur Travel Demand Management study in FY 2019-20 and work to implement the plan's results is ongoing work within this work element.

Ongoing work includes the US 101 South of Salinas study, the US 101 Business Plan, the Central Coast Zero Emission Vehicle Plan, and the Military Installation Compatible Use Study. Agency staff is also coordinating corridor planning efforts with Caltrans and a consultant corridor advisor, as well as reviewing and commenting on statewide plans and initiatives that will effect corridor planning, such as CAPTI and the Caltrans Systems Investment Strategy.

Steps and Products			
Task	Description	Deliverable	Completion Date
1	Participate in meetings, and review and comment on documents produced by partner agencies such as <i>Caltrans' US 101 Business Plan, the Central Coast Zero Emission Vehicle Strategy, and the Military Installation Compatible Use Study</i>	Comments, memos	6/30/2023
2	Continue work on the US 101 South of Salinas study	Comments, memos, staff reports, public outreach meetings, and final report	6/30/2023
3	Consult with partner agencies on corridor transportation issues and evaluate appropriateness of pursuing corridor studies	Draft objectives, schedule and deliverables	6/30/2023
4	Participate in freight planning and coordination monthly or as needed meetings with TAC, TAMC, AMBAG, Caltrans, others	Comments, memos	6/30/2023
5	Participate in route rescission discussions with Caltrans and impacted local jurisdictions	Comments, memos, staff reports, and public outreach meetings	6/30/2023
6	Participate with the Big Sur Byways organization working to implement recommendations from the Big Sur Transportation Demand Management plan.	Comments, memos, staff reports, and public outreach meetings	6/30/2023
7	Support expansion of the electric vehicle charging network in Monterey County in coordination with the Central Coast Coalition and other partners	Comments, memos	6/30/2023

Salinas Valley Safe Route to Schools Plan

Work Element Number: 6730
Project Manager: Ariana Green

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2021 - 2022

EXPENDITURES		REVENUE		
Agency	Amount (\$)	Source	Amount (\$)	Change
TAMC		TAMC		
Personnel	23,160	SB 1 Sustainable Communities	91,816	(81,752)
Contractual	183,468	Measure X - SRTS	33,060	
TOTAL	206,628	TOTAL	124,876	
			% Federal	0%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022 - 2023

EXPENDITURES		REVENUE			
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	51,734		SB 1 Sustainable Communities	463,952	81,752
Contractual	404,177		Measure X - SRTS	72,800	
			Local	911	
TOTAL	455,911	0	TOTAL	537,663	81752.28
				% Federal	0%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2023 - 2024					
EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	14,409		SB 1 Sustainable Communities	108,360	
Contractual	114,591		Measure X - SRTS	20,640	
TOTAL	129,000		TOTAL	129,000	
				% Federal	0%

ESTIMATED EXPENDITURE AND REVENUE SUMMARY (FY 21/22 - 23/24)					
EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	
TAMC			TAMC		
Personnel	89,303		SB 1 Sustainable Communities	664,128	
Contractual	702,236		Measure X - SRTS	126,500	
			Local	911	
TOTAL	791,539		TOTAL	791,539	

Project Description

This project aims to provide a regional safe routes to school plan for four historically underserved rural cities in the Salinas Valley in Monterey County. The Salinas Valley Safe Routes to School Plan will include all the K-12 public schools in five school districts in the cities of Gonzales, Soledad, Greenfield and King City (22 schools total) serving a total of 15,927 students.

In addition to leading a robust public engagement process that will result in a plan with infrastructure and non-infrastructure recommendations, including piloting a Participatory Budgeting Process. The Participatory Budgeting process will more deeply engage community members by empowering them to define and prioritize quick-build projects to be implemented in their city immediately following the adoption of the Plan. Four on-street ‘pop-up’ demonstrations (one in each city) will allow community members to physically walk, bike and drive through a proposed street design and let the planning team know if they want the improvements to be made permanent. This proposal will test a new kind of immersive planning process that will enable more immediate project implementation and create the robust and engaged community networks necessary to support future safe routes to school programs and projects. This plan will provide the basis for future investments in infrastructure by the local Measure X Safe Routes to Schools program, the SB 1 local road rehabilitation program, and the infrastructure portion of the Active Transportation Program. Founded on a public partnership, this plan will involve active participation by parents, school administrators, neighbors, City staff and officials, County Public Health, community advocacy groups and students from twenty-two K-12 schools.

OVERALL PROJECT OBJECTIVES:

- Identify greatest barriers for active trips to school (walk, bike, skateboard & scooter).
- Identify improvements that would increase pedestrian and bicyclist safety.
- Identify low cost, community-led solutions to increase school-based active trips.
- Identify barriers to public transit and carpooling to schools.
- Identify low cost and community led non-infrastructure solutions to traffic congestion at schools.
- Produce a plan to guide future infrastructure improvements that reduce school-based traffic congestion and increase safe, active and sustainable transportation to and from school.
- This project will directly support the Sustainability, Mobility, Safety, Health and Social Equity goals of this grant program.

Previous and Ongoing Work

Work on the plan will be initiated in the second quarter of fiscal year 2021/2022. The study's schedule spans three fiscal years. All work products funded by the SB 1 Sustainable Communities Competitive grant must be completed by February 29, 2024 and final invoice must be submitted by April 29, 2024.

Steps and Products

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Project Administration	Kick-off with Caltrans meeting notes; Quarterly invoices and back-up documentation, quarterly progress reports	4/29/2024

2	Existing Conditions	Survey results, mode results, crash data and data analysis	11/30/2022
3	Coordination	Log of Meetings and contacts	2/29/2024
4	Community Engagement	Community Engagement Strategy, outreach kit, project website, school site maps and data, flyers, sign-in sheets, log of contacts, presentation materials, flyers, communications materials and attendance sheets.	2/29/2024
5	Steering Committee & Participatory Budgeting	Contact list, Committee Guidelines, meeting agendas, presentations, project handouts, meeting notes, participatory budget guidelines, recommended list of quick-build projects and implementation strategy.	2/29/2024
6	School Site Audits & Recommendations	Participant list, summary map and 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	6/30/2023
7	Pop-Up Infrastructure Demonstrations	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	6/30/2023
8	Draft and Final Plan	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.	12/31/2023
9	Board Review/Approval & Project Implementation	Board Agenda, presentation materials, meeting minutes with board acceptance/approval, press release.	2/29/2024



Memorandum

To: Board of Directors
From: Ariana Green, Principal Transportation Planner
Meeting Date: October 26, 2022
Subject: **Salinas Safe Routes to School Plan**

RECOMMENDED ACTION:

RECEIVE report on the Salinas Safe Routes to School Plan.

SUMMARY:

The Salinas Safe Routes to Schools Plan includes infrastructure and programming recommendations to make it safer and more comfortable for children to access 44 schools in Salinas. The project is funded through a Caltrans Sustainable Communities Transportation Planning Grant as well as local Measure X funds.

FINANCIAL IMPACT:

The Salinas Safe Routes to School Plan is funded through a \$954,502 Caltrans Sustainable Communities planning grant and \$123,666 in Measure X matching funds.

DISCUSSION:

The Salinas Safe Routes to Schools Plan identifies barriers to safe, convenient transportation and will guide future improvements around 44 city schools in four school districts. Recommendations included in the Plan are designed to help address school-based traffic congestion and improve student health by fostering increased biking, walking, and carpooling. The project team, comprised of staff from the Transportation Agency, County Health Department, City of Salinas Public Works and Planning, School Districts and non-profit Ecology Action, have engaged administrators, parents, and students in school bike/walk assessments, mapping activities, street demonstrations, and surveys.

The Salinas Safe Routes to School Plan kicked off in Spring 2020, despite having to cancel the planned community workshops due to shelter-in-place restrictions. In 2020 and 2021, the planning team drafted and received community input on a list of infrastructure and non-infrastructure recommendations around the 44 schools included in the Plan and conducted school site audits and two street demonstrations on E. Alisal St and McKinnon St.

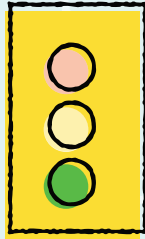
The project team is now seeking input on the Draft Salinas Safe Routes to School Plan, including non-infrastructure recommendations for the Transportation Agency for Monterey County. The full Draft Plan can be reviewed on the project website (see **web attachment**). The Executive Summary is included as an **attachment** to this report. Please send comments via the survey on the project website by the end of October. The final Plan is anticipated to be adopted in December 2022. Once the Plan has been adopted, the City of Salinas and TAMC staff will pursue funding to implement recommendations in the Plan.

ATTACHMENTS:

- Draft Salinas SRTS Plan - Executive Summary

WEB ATTACHMENTS:

- [Draft Salinas Safe Routes to School Plan](#)



EXECUTIVE SUMMARY



The City of Salinas Safe Routes to Schools Plan describes community-identified needs and recommendations to be considered for infrastructure projects and programs that support walking, bicycling, and carpooling to 45 schools in Salinas. The plan also identifies possible funding sources and implementation priorities. The recommendations in this plan are aimed at supporting a healthy community, improving affordable transportation options for low-income and vulnerable residents, and helping the City of Salinas achieve its Vision Zero goal and statewide goals to address climate change by reducing vehicle miles traveled.

This plan was funded with a Sustainable Communities Transportation Planning Grant from the California Department of Transportation (Caltrans) and Measure X local matching funds, and it is aligned with the regional and statewide plans and concepts that are included in the Caltrans District 5 Active Transportation Plan.



OUR VISION



I CAN

walk, bike,
and roll to
school safely.



I KNOW

that my trip to school
helps our environment,
builds healthy habits, and
saves my family money.



I HAVE

the skills and confidence
I need to travel to school
safely without using a car.



I AM

more connected to my
neighborhood and
community through my
trip to school.

PLAN CONTENTS

Chapter 1: Introduction. The first chapter describes the purpose of the plan, the benefits of walking and biking to school, and the plan's relationship to other local planning efforts.

Chapter 2: Existing Conditions. This chapter outlines current conditions in the City of Salinas, including community demographics, commute trends, existing bicycle and pedestrian facilities, existing transit services, collision data, and current projects and programs.

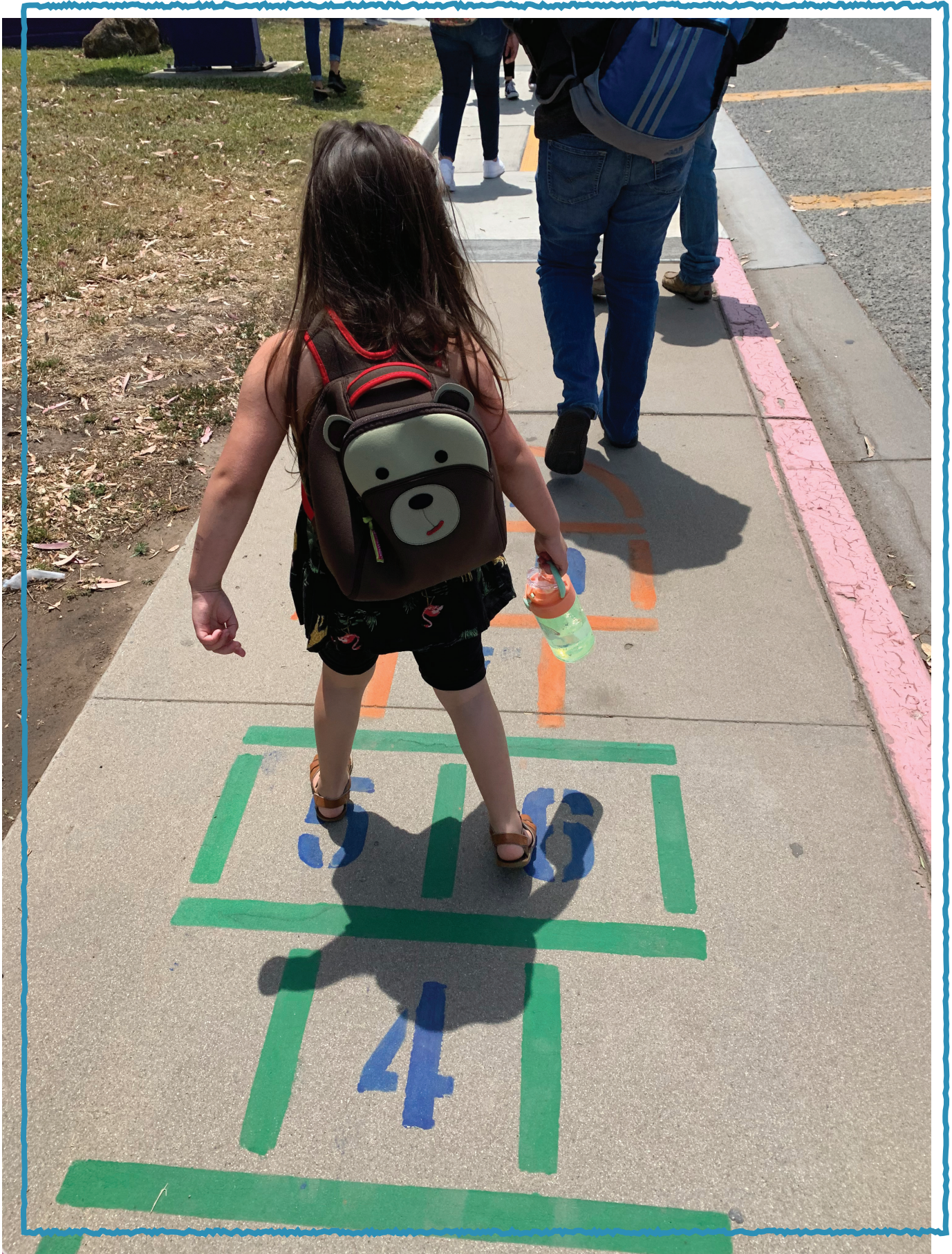
Chapter 3: Outreach. The third chapter describes the public outreach process. It also includes community survey data from the two temporary infrastructure demonstrations that were installed as part of the planning process.

Chapter 4: Citywide Infrastructure and Program Recommendations. This chapter includes goals related to walking, bicycling, and carpooling to school in Salinas and the process of developing the recommendations in this plan. It also contains recommendations that affect multiple schools, including the network of citywide routes that are recommended for future improvements, streets that have been identified as Safe Routes to Schools corridors, and programmatic recommendations that address education, encouragement, engagement, and equity.

Chapter 5: School Profiles. This chapter contains profiles of each of the 45 school sites, with information on the existing conditions at each school and infrastructure recommendations to make it easier and safer to walk and bike to school. It also includes a guide to the types of infrastructure that are recommended in this plan.

Chapter 6: Implementation and Maintenance. The final chapter discusses opportunities to fund and construct the recommended projects and programs and provides a high-priority project list. It also includes a list of funding sources that the City of Salinas can use to finance the recommended projects and programs, and the methods the City will use to maintain current and future pedestrian and bicycle infrastructure.

Appendices: The appendices include outreach materials, survey data from the parent survey and the temporary installations, the complete project list for all 45 schools, and public comments received for all school sites.



PLAN GOALS

1 ENCOURAGEMENT:

The majority of children will arrive at school by foot, bicycle, scooter, skateboard, bus, or carpool



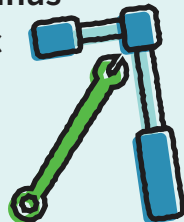
2 SAFETY:

Zero collisions involving bikes or pedestrians that result in injury or death



3 EDUCATION:

All children in Salinas will receive traffic safety education



4 ENGAGEMENT:

Engage the greater community to create safe environments around schools



5 EQUITY:

Ensure all community members have equitable access to schools and Safe Routes to Schools programming



GOALS AND OBJECTIVES

The City of Salinas and partner agencies have set the following goals and objectives for the future of Safe Routes to Schools, to be accomplished through the projects and programs in this plan.

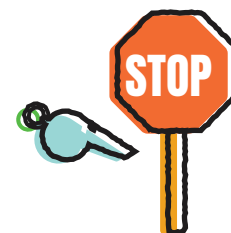
Goal 1. Encouragement: The majority of children will arrive at school by foot, bicycle, scooter, skateboard, bus, or carpool.

- Objective 1.1: Identify and promote a broad spectrum of projects to provide a connected network of active transportation options along Safe Routes to Schools corridors and connections.
- Objective 1.2: Design and construct street improvements that are accessible and comfortable for all ages and abilities. Incorporate tree planting into active transportation projects to provide shade for people who are walking and bicycling and address City goals for increasing the urban tree canopy.
- Objective 1.3: Transportation Agency for Monterey County (TAMC), schools, and the City will support events that encourage active transportation to school, such as “Walk & Roll to School,” at least twice each year.
- Objective 1.4: Work with schools and Safe Routes to Schools partners to provide walking school buses at all elementary schools.
- Objective 1.5: Work with schools and Safe Routes to Schools partners to promote Safe Routes to Schools corridors as the preferred routes to school.



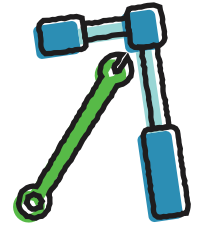
Goal 2. Safety: Zero collisions involving bikes or pedestrians that result in injury or death

- Objective 2.1: Prioritize Safe Routes to Schools projects that address fatal and severe-injury crashes.
- Objective 2.2: Enhance low-stress route alternatives to high-stress corridors.
- Objective 2.3: Prioritize safety over travel delays, speed, congestion, and convenience in project design.
- Objective 2.4: Crossing guards will be present at all elementary schools.



Goal 3. Education: All children in Salinas will receive traffic safety education

- Objective 3.1: Incorporate bicycle and pedestrian safety education into the curriculum in all elementary schools.
- Objective 3.2: By second grade, all children will receive pedestrian safety training in school; by fifth grade, all children will receive bike safety training in school.
- Objective 3.3: By high school, students will know the basics of bike maintenance and have opportunities to practice these skills at school or in the community.



Goal 4. Engagement: Engage the greater community to create safe environments around schools

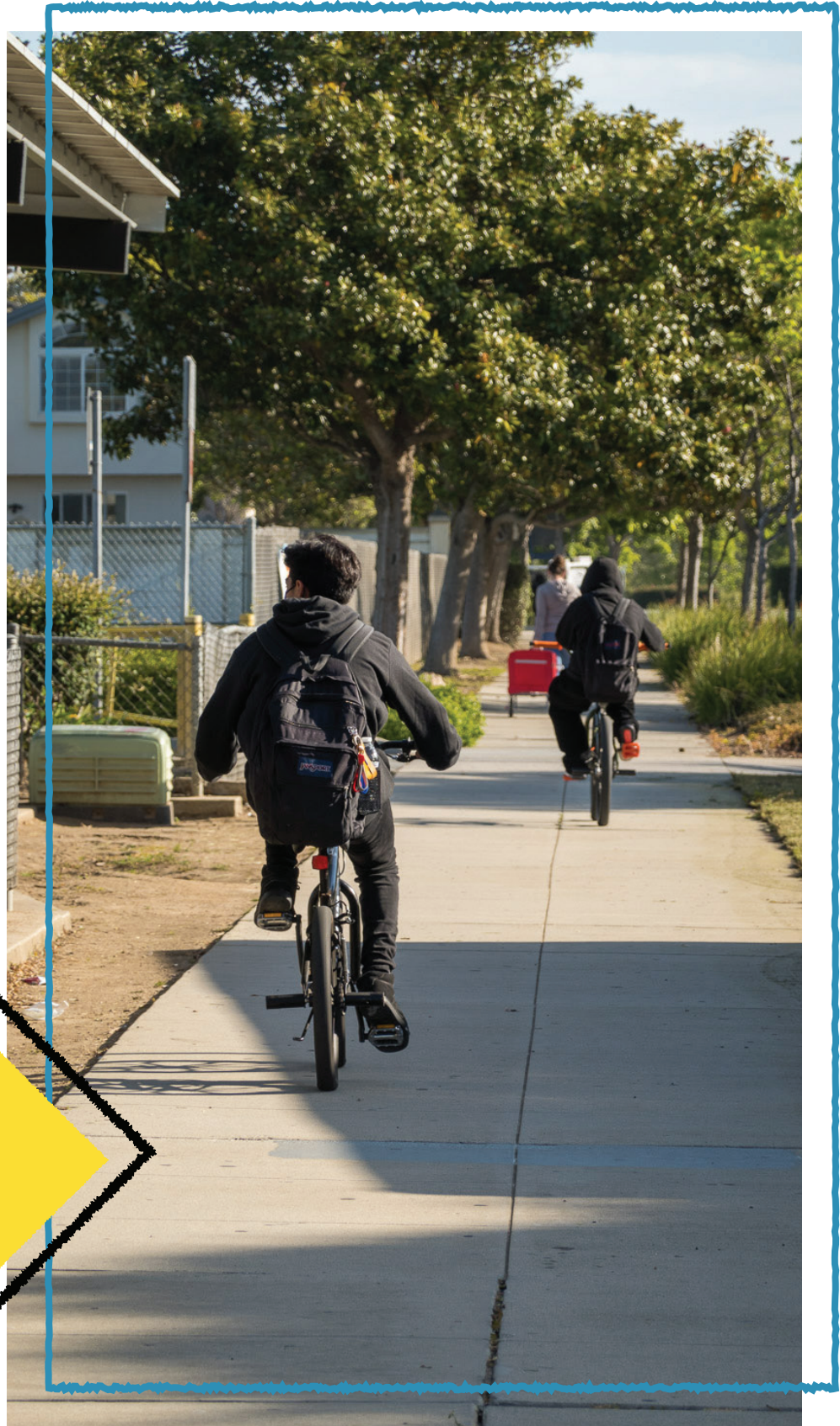
- Objective 4.1: Run annual community-wide campaigns that encourage neighbors to keep eyes on the streets and drivers to reduce speeds around schools.
- Objective 4.2: Enforce traffic laws in school zones without overburdening offenders. One example would be a diversion program that requires school zone traffic offenders to assist with crossing guard duties (Austin, TX program model).
- Objective 4.3: Recruit volunteers from the community to assist with Safe Routes to Schools programs such as walking school buses and crossing guards.



Goal 5. Equity: Ensure all community members have equitable access to schools and Safe Routes to Schools programming.

- Objective 5.1: Prioritize infrastructure projects that will serve transportation-disadvantaged and special-needs populations.
- Objective 5.2: Provide opportunities for a diverse group of community members to take leadership roles in the development and implementation of Safe Routes to Schools projects and programs. An example would be participation in a Safe Routes to Schools steering committee.
- Objective 5.3: Provide access to active transportation and safety equipment such as bicycles, scooters, helmets, and lights.





OUTREACH SUMMARY

Public input was the foundation of the process for creating the Safe Routes to Schools Plan. The planning team developed an outreach plan and sought input from community members to understand school transportation needs and barriers and refine the draft recommendations. Parent and student surveys, presentations at parent meetings, and walking audits with school staff all contributed input on the barriers to walking and biking to schools in Salinas and the types of improvements that community members would like to see.

Parent Outreach

- 140 presentations at virtual parent meetings.
- 2,425 responses to online parent survey
- 1,341 responses to draft recommendations survey
- 35,000+ parents reached through Parentsquare or social media

Student Outreach

- 474 responses to student survey
- 17 elementary schools distributed a traffic-safety scavenger hunt activity to students.

Temporary Installations

- 2 demonstration projects on East Alisal Street and McKinnon Street

SUMMARY OF RECOMMENDATIONS

The recommendations for the 45 school sites in Salinas include the following. All recommendations require additional planning and feasibility evaluation.

- 10 miles of Class IV separated bikeway
- 15.8 miles of bicycle boulevards
- 17 roundabouts
- 13 rectangular rapid flashing beacons
- 180 intersections upgraded to high-visibility crosswalks



Class III Bike Boulevard



Class IV separated bikeway



High-visibility Crosswalks



Rectangular Rapid Flashing Beacons

OUTREACH SUMMARY

35,000+



PARENTS REACHED

through Parentsquare or social media

2,425



RESPONSES

to online parent survey

474



RESPONSES

to student survey

1,341

RESPONSES

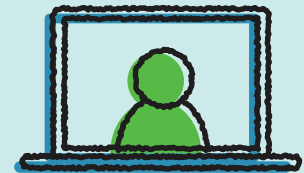
to draft recommendations survey



140

PRESENTATIONS

at virtual parent meetings



17



ELEMENTARY SCHOOLS

distributed a traffic-safety scavenger hunt activity to students

2



DEMONSTRATION PROJECTS

on East Alisal Street and McKinnon Street

CITYWIDE CORRIDOR RECOMMENDATIONS

The map on page 17 shows existing bicycle and pedestrian facilities along with recommendations for bicycle and pedestrian corridor improvements throughout the City of Salinas. A description of each facility type can be found below.

BIKE BOULEVARD

Streets with traffic speed and volume management, designed to create low-stress conditions. In ideal conditions, cyclists share the road with motor vehicles. Bike boulevards manage speeds and volumes using traffic-calming features like diverters, medians, chicanes, and traffic circles. Bike boulevards are usually marked by signs and “sharrows” and may include branding and wayfinding signs to local destinations and other low-stress routes.



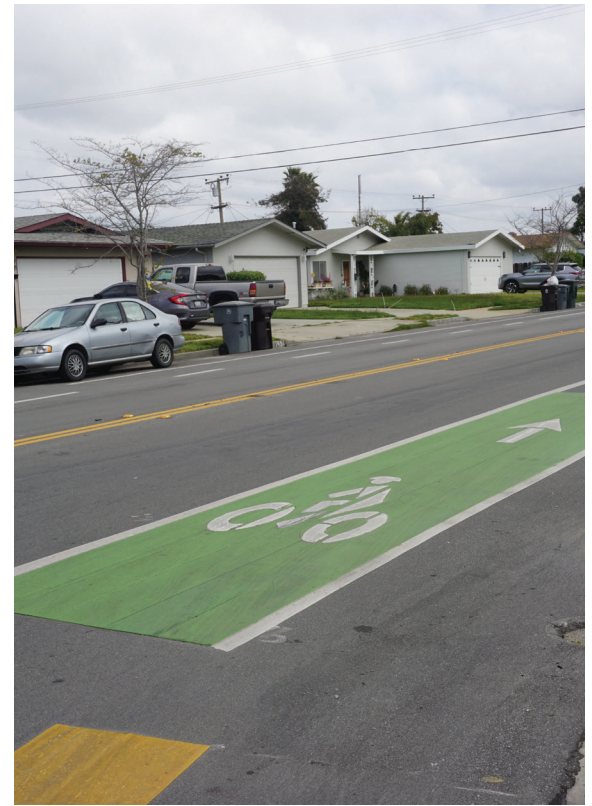
CLASS I SHARED-USE PATH

Paved rights-of-way that are completely separated from streets where motor vehicle traffic is prohibited. Shared-use paths are designed for people who are using wheelchairs, walking, bicycling, or skateboarding, or taking other forms of active transportation. Bike paths should offer opportunities not provided by the road system, such as recreational opportunities or direct high-speed commute routes if cross-flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications for shared-use paths are along waterfronts, canals, utility rights-of-way, abandoned railroad rights-of-way, within school campuses, and within and between parks. There may also be situations in which such facilities can be provided as part of planned developments.



CLASS II BICYCLE LANE

On-street facilities that use striping and stencils to designate space for bicycle travel. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each user. A more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where there is not sufficient room for side-by-side sharing of streets by motorists and bicyclists. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting or reconfiguring parking to delineate bike lanes. In addition, other things can be done on streets with bike lanes to improve the situation for bicyclists that might not be possible on all streets (e.g., improvements to the surface, augmented sweeping programs, special signal facilities). In general, pavement markings alone will not measurably improve bicycling conditions.



CLASS IIB BUFFERED BICYCLE LANE

Buffered bike lanes are conventional bicycle lanes paired with designated buffer spaces separating them from adjacent motor vehicle travel lanes or parking lanes. Buffered bike lanes provide a greater distance between bicyclists and motor vehicle traffic and space for bicyclists to pass each other without encroaching into the motor vehicle lane. Buffered bike lanes appeal to a wider cross-section of users and abilities than conventional bike lanes.



CLASS III BICYCLE ROUTE

Routes designated for bicycle travel, with shared-use pavement markings, that are shared with motor vehicles. Shared lane markings help bicyclists with lateral positioning to reduce their chances of hitting the open door of a parked vehicle, to alert road users of the locations bicyclists are likely to occupy in the roadway, and to encourage safe passing of bicyclists by motorists. Shared-use markings are only feasible on streets with speed limits of 35 mph or less. Bike routes are identified through signage and shared-lane bicycle markings or “sharrows.”



CLASS IV CYCLE TRACK

Class IV facilities are protected bike facilities designated for the exclusive use of bicyclists. Cycle tracks are bike facilities separated from motor vehicle traffic by a physical barrier and are distinct from sidewalk and pedestrian areas. Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor vehicle traffic, and different pavement colors or textures separate them from the sidewalk. If at street level, they can be separated from motor vehicle traffic by raised curbs or barriers. By separating cyclists from motor vehicle traffic, cycle tracks can offer greater security than bike lanes and are attractive to a wider spectrum of the public. However, cycle tracks can constrain the bikeway and limit the ability of bicyclists to pass each other.





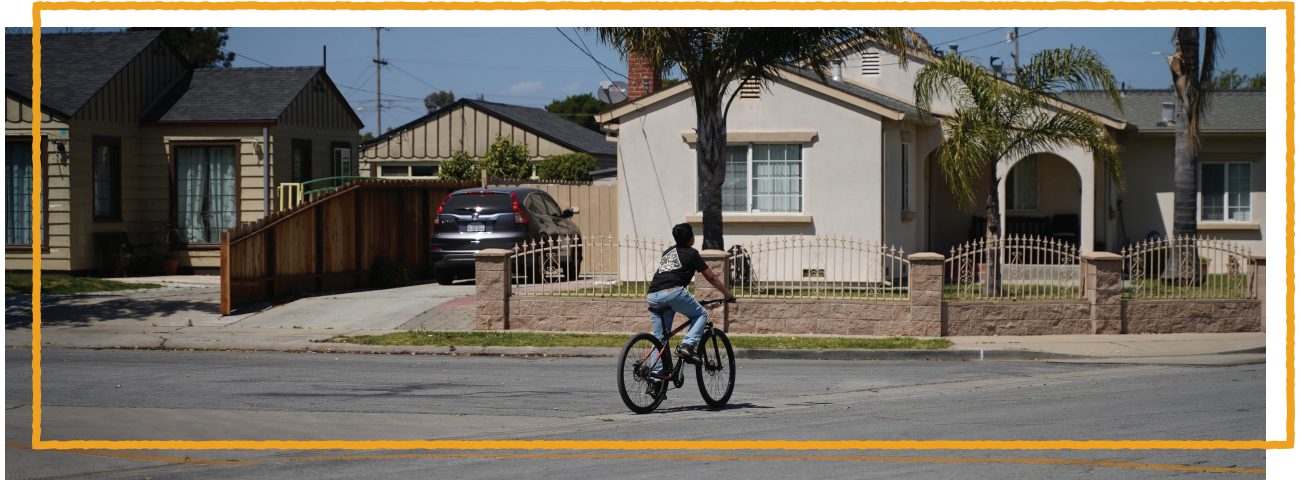
Citywide Corridor Recommendations

Existing Facilities

- Class I Shared Use Path
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway
- Regional Bike Route

Recommended Facilities

- - - Bike Boulevard
- - - Class I Path
- - - Class I or Sidewalk
- - - Class II Bike Lane
- - - Class II or Bike Boulevard
- - - Class IIB Buffered
- - - Class IIB or Class IV
- - - Class III Bike Route
- - - Class IV Separated Bikeway
- - - Class IV or Class I



SAFE ROUTES TO SCHOOLS CORRIDORS

Safe Routes to Schools corridors are streets that have been identified as key routes to Salinas schools. These streets may be good candidates for corridor-level improvements in the future to slow traffic speeds, improve intersections and crossings, and create a safe and comfortable environment for students to walk to school. Class I shared-use paths are completely separated from motor vehicles and offer the most comfortable environment for walking and biking. Existing and recommended shared-use paths are highlighted as Safe Routes to Schools corridors in the map below.



Safe Routes to Schools Corridors

- - - Recommended Safe Routes to Schools Corridor
- - - Recommended Class I Shared Use Path
- Existing Class I Shared Use Path

PROJECT PRIORITIZATION

This prioritized project list is meant to help decisionmakers and City staff prioritize projects and identify the most competitive projects for various grant funding opportunities. The recommended projects were evaluated using five criteria that are aligned with the vision and goals of this plan and with common grant application criteria. Equity scores are based on the Healthy Places Index map, which shows data on health indicators such as education, income, transportation, and housing. Each project was assigned a number from 0 to 100 based on the criteria in Table 1.

Table 1: Criteria for Project Prioritization

CRITERIA	DESCRIPTION	MAXIMUM POINTS
Safety	The following points are awarded for bicycle and pedestrian collisions in the last 5 years within 150 ft of the project, for a max score of 30 points: <ul style="list-style-type: none"> • 5 points per fatal collision • 3 points per severe-injury collision • 1 point per complaint-of-pain collision 	30
Access to Key Destinations	10 points for every school and 5 points for every park, library, and recreation center within 500 ft of the project, for a max of 15 points.	15
Connectivity and Low Stress Network	15 points if the project closes a gap in the existing bicycle or pedestrian network or upgrades an existing facility to a class IV bikeway or class I path.	15
Equity	20 points if the project is located within an area designated as <10% most disadvantaged.	20
	10 points if the project is located within an area designated as 10%–25% most disadvantaged.	
	0 points if the project is not located in a disadvantaged area (>25%).	
Community-Identified Need	20 points if the project or location was identified by members of the community during project outreach.	20
	10 points if the project or location was identified in one or more community planning documents.	
	Total	100

PRIORITIZED PROJECT LIST

The table below shows the top ten high-priority projects for the City of Salinas. The full project list, including project prioritization scoring, can be found in Appendix E. Tables 3 and 4 show the highest-scoring projects in the small and medium project categories as defined by the California Active Transportation Program, which is one of the primary grant funding sources for active transportation projects.

Table 2: High-Priority Project List

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
1	Sherwood Elementary/El Sausal Middle	SE013/ESM001	Consider protected pedestrian phases at Alisal/Woods, Alisal/Madeira, and Alisal/Hebbron. Install high-visibility crosswalks and protected bike lanes as outlined in Alisal Vibrancy Plan*. Remove on-street parking in front of El Sausal, and shift bus drop-off from Towt to Alisal.	E Alisal St	Kern St	Skyway Blvd	100	\$2,717,020
2	Dr. Martin Luther King Jr. Elementary/ Jesse G. Sanchez Elementary	MLKA008	Short term: Install Class II bike lanes between Laurel and Del Monte. Long term: Widen sidewalk to create multi-use path from Laurel to Garner. Install bike-conflict markings at recreation center entrance and exit driveways. Install raised median with pedestrian refuge islands.	Sanborn Rd	Del Monte Ave	Laurel Dr	90	\$1,799,520
3	Carr Lake Community Day/Mount Toro High/El Puente	CLCD005	Consolidate bike lanes to one side of the road for a two-way cycle track or multi-use path. Upgrade bike lanes on Natividad between Bernal and Boronda to Class IV separated bikeways and install protected intersection treatments at Bernal to facilitate transition to cycle track.	Sherwood Dr	Bernal St	Rossi St	86	\$12,541,180
4	Creekside Elementary	CE016	Upgrade Class II bike lane to Class IV.	Constitution Blvd	Boronda Rd	Independence	85	\$5,458,680

*Further planning and feasibility evaluation of the Alisal Vibrancy Plan is currently underway. The final preferred alternative for E Alisal Street has not been determined.

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
4	Henry F. Kammann	HFK006	Install Class IV separated bikeways or Class I multi-use path.	W Laurel Dr	Davis Rd	N Main St	85	\$1,200,000
4	Los Padres Elementary	LPE002	Install raised median for entire length of John St with landscaping and lighting. Consider other opportunities for traffic calming.	John St	Salinas St	E Alisal St	85	\$3,879,220
4	Sherwood Elementary	SE012	Install curb extensions and ramps along John St.	John St	S Wood St	Sanborn Rd	85	\$3,102,005
5	Fremont Elementary	FE014	Install traffic calming, sharrow marking, and bike boulevard signage.	Towt St	Market St	Laurel Dr	81	\$550,800
6	Santa Rita Elementary	SRE002	Consider bike boulevard with traffic calming between Main St and Van Buren Ave. Consider street trees. Consider sidewalk widening on south side to install multi-use path.	E Bolivar St	Main St	Van Buren Ave	79	\$1,099,800
6	Virginia Rocca Barton Elementary	VRBE020	Install traffic calming (chicanes and removal of parking at those locations), sharrow markings, and bike route signage.	Del Monte Ave	Rider Ave	Williams Rd	79	\$1,815,600

Table 3: Top Three Projects in Active Transportation Program Small Project Category

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
1	Sherwood Elementary/ El Sausal Middle	SE013/ESM001	Consider protected pedestrian phases at Alisal/ Woods, Alisal/Madeira, and Alisal/Hebbron. Install high-visibility crosswalks and protected bike lanes as outlined in Alisal Vibrancy Plan. Remove on-street parking in front of El Sausal, and shift bus drop-off from Towt to Alisal.	E Alisal St	Work St	Skyway Blvd	100	\$2,717,020
2	Dr. Martin Luther King Jr. Elementary	MLKA008	Short term: install class II bike lanes between Laurel/Del Monte. Long term: widen sidewalk to create multi-use path between Laurel to Garner. Install bike conflict markings at Recreation Center entrance/edit driveways. Install raised median with pedestrian refuge islands.	Sanborn Rd	Del Monte Ave	Laurel Dr	90	\$1,799,520
3	Henry F. Kammann	HFK006	Install Class IV separated bikeways or Class I multi-use path	W Laurel Dr	Davis Rd	N Main St	85	\$1,200,000

Table 4: Top Three Projects in Active Transportation Program Medium Project Category

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
1	Creekside Elementary	CE016	Upgrade Class II bike lane to Class IV	Constitution Blvd	Boronda Rd	Independence	85	\$5,458,680
2	Los Padres Elementary	LPE002	Install raised median for entire length of John St with landscaping/lighting. Consider other opportunities for traffic calming.	John St	Salinas St	E Alisal St	85	\$3,879,220
3	Lincoln Elementary	LE006	Install separated bikeways as proposed in Active Transportation Plan	Pajaro St	E Blanco Rd	E Market St	68	\$6,522,660



Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: October 26, 2022
Subject: **Legislative Update & Draft 2023 Program**

RECOMMENDED ACTION:

Legislative Update & Draft 2023 Program

1. **RECEIVE** update on state and federal legislative issues; and
2. **APPROVE** the draft 2023 legislative program for distribution to committees.

SUMMARY:

On October 5, 2022, the Executive Committee received updates on state and federal legislative activities, attached for Board review, and voted to recommend the Board approve the draft 2023 legislative program for distribution to Committees.

FINANCIAL IMPACT:

The legislative program continues a focus on preserving and seeking transportation funding.

DISCUSSION:

Attachment 1 is an end-of-year report summarizing state legislative activities. **Attachment 2** is the state bill list. The bill list shows the current status of state legislation, whether the bills are signed, dead, or awaiting the Governor's signature (he has until September 30 to veto or sign legislation). Key bills signed into law include:

- Assembly Bill (AB) 2449 (Rubio, Blanca), open meetings: local agencies: teleconference, which allows local agencies to use teleconferencing without identifying the location from which Board or Committee members are participating, as long as the public can participate remotely. However, it requires the agenda cite a reason why any Board or Committee member needs to participate remotely, requires them to have their video on and to identify who else is in the room, and limits each member's remote participation to 3 consecutive months or 20 percent of the regular meetings within a calendar year.
- AB 2622 (Mullin): sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses, which extends the sales and use tax exemption for the purchase of transit buses from January 1, 2024 to January 1, 2026.
- AB 2805 (Bauer-Kahan): Department of Fish and Wildlife: advance mitigation and regional conservation investment strategies (RCIS), which streamlines and clarifies the requirements of an RCIS and lifts the cap on the number of such strategies.
- Senate Bill (SB) 1175 (McGuire): Department of Transportation: intermodal passenger services: rail corridors, which expands Caltrans' rail authority to the Sacramento-Larkspur-Novato-Cloverdale corridor.

Web attachment 1 is the Governor's veto message on AB 2438 (Friedman), which would have required the agencies

that administer state transportation funding programs to revise the guidelines or plans applicable to those programs to align with the California Transportation Plan (CTP), the Climate Action Plan for Transportation Infrastructure (CAPTI), and greenhouse gas emissions reduction standards.

Attachment 3 is an end-of-year report summarizing federal legislative activities. The legislature approved a Continuing Resolution governing appropriations until December 14. They are expected to take up the appropriations via an omnibus bill in mid-November, after the election.

TAMC adopts an annual legislative program to help guide staff and legislative consultants in reacting to and promoting legislation that intersect with TAMC priorities. **Attachment 4** is the draft 2023 legislative program, showing changes from the 2022 adopted program (**web attachment 2**). The Executive Committee discussed this program, recommended changes, and recommended the Board approve the draft program, as edited, for circulation to Committees for comment. The Committees will review and comment on the program in November, staff will seek further input into the program from partner agencies, and staff will bring the program back to the Executive Committee in January for a recommendation to the Board to adopt the program in January.

ATTACHMENTS:

- ▣ State end-of-year report
- ▣ State bill list
- ▣ Federal end-of-year report
- ▣ Draft 2023 Legislative Program

WEB ATTACHMENTS:

1. [Governor's Veto Message - AB 2438 \(Friedman\)](#)
2. [Adopted 2022 TAMC legislative program](#)



October 3, 2022

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, President, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – OCTOBER**

GENERAL UPDATE

On August 31, the legislature concluded the second year of the 2021-22 Legislative Session. Should a special session be called by the Governor for an extraordinary circumstance, such as a natural disaster, the current class can meet until November 30. The commencement of the 2023-24 Regular Session and swearing-in ceremony for members is scheduled for December 5. TAMC has been actively advocating on several bills this year. Below is summary of items of interest, including information on the new Assembly and Senate districts lines approved by the California Citizens Redistricting Commission.

AB 285 REPORT

Pursuant to Assembly Bill (AB) 285 (Friedman), Chapter 605, Statutes of 2019, Caltrans is required to detail how it plans to achieve maximizing emissions reductions in its California Transportation Plan to achieve the state's goal of reducing greenhouse gas emissions to 40% below 1990 levels by the end of 2030. The legislature required the Strategic Growth Council (SGC) to complete a report by January 31, 2022, with recommendations. SGC commissioned the UC Berkeley Institute of Transportation Studies to conduct the report. On February 18, the report was posted with the following findings:

- Too much state and local money is spent on highway widening and projects that increase vehicle travel and reflect a sustained reliance on cars;

- Projects, which take decades to plan, do not adjust and consider multimodal options;
- Too many layers of decision makers (State, regional, and local);
- MPOs have no land use authority, and their priorities do not sync with the state, sales tax measures are to blame; and
- State wants to restructure MPO and local government responsibilities, centralize things with state perspective.

There are several items to consider in the applicability of these findings. While Monterey County resides in a clean air attainment district, the State is placing a heavy emphasis on encouraging mode shift. Certain factors such as the county's population density, geography and demographics are discounted, prioritizing reduction of vehicle miles traveled (VMT). VMT reduction is not always feasible, particularly when the VMT threshold is set at a level intended to address urban areas, and the metric provides no proportionality in its application. From a regional perspective, the Central Coast has 1.5 million people living a region that is 18,000 square miles. By comparison, the Bay Area has 4.5 times the amount of people living in an area nearly 1/3 the size, while Los Angeles has 6.5 times the people in 1/4 of the area.

TAMC has been working on multiple fronts for years to deliver more frequent transit and passenger rail service (for example, via improvements to King City and Salinas rail stations, to enable Caltrain and Capitol Corridor service extensions), complete bike trails, and build highway projects to enhance safety and mobility for commuters, particularly those in disadvantaged communities, tourists, farmer workers, and goods movement throughput on US 101 and State Route (SR) 156. TAMC is working with Caltrans and regional partners on the deployment of charging stations to facilitate electric vehicle usage.

In response to the AB 285 report, Assembly Member Laura Friedman, Chair of the Assembly Transportation Committee, introduced legislation, AB 2237 and AB 2438, to provide the State with a more assertive and prescriptive role in meeting State climate goals. Below is a summary of those bills as well as other priority bills that TAMC acted on or tracked this year.

BILLS OF INTEREST

AB 1778 (Garcia): State transportation funding: freeway projects: poverty and pollution: Department of Transportation

Status: Failed passage in the Senate Transportation Committee.

This bill would have required Caltrans to consult the California Healthy Places Index as a condition of using state funds or personnel time to fund or permit freeway projects. The bill would have required Caltrans to analyze housing and environmental variables through the index and would have prohibited any state funds or personnel time from being used to fund or

permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index. TAMC adopted an “oppose” position, since this bill could have halted improvements on US 101, SR 68, and SR 156.

AB 2237 (Friedman): Transportation planning: regional transportation improvement plan: sustainable communities strategies: alternative planning strategy: state transportation funding

Status: Failed passage in the Senate Transportation Committee.

This bill would have allowed the Strategic Growth Council (SGC), in consultation with the California Air Resources Board (CARB), the Department of Housing and Community Development (HCD), and the California State Transportation Agency (CalSTA), to review the duties and responsibilities of metropolitan planning organizations (MPOs) and to define what constitutes a “sustainable community.” The bill would have required the SGC to redirect funds from projects in a regional transportation improvement plan (RTIP) if they were not compliant with the State’s Climate Action Plan for Transportation Infrastructure (CAPTI). While the bill aimed to promote accelerated delivery of multi-modal projects, which could have led to increased investments for active transportation and passenger rail, it could have stopped delivery of highway projects, such as the US 101 South of Salinas project. The bill would have undermined local control by giving the Governor absolute decision-making authority, through CARB and the California Transportation Commission (CTC), over what types of local sales tax measure projects are funded. TAMC adopted an “oppose” position.

AB 2438 (Friedman): Transportation funding: guidelines and plans

Status: Vetoed

This bill would have required that all state funding, including maintenance programs such as the State Highway Operation Protection Program (SHOPP), the Senate Bill (SB) 1 competitive grant programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program), and State Transportation Improvement Program (STIP) align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure (CAPTI).

The bill would have required CalSTA, Caltrans, CTC, CARB, and SGC to jointly prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluated transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in CAPTI and away from projects that increase roadway vehicle capacity.

This bill could have impacted the ability to leverage state funds or dedicate Measure X revenues towards completing projects on the state highway system if they are deemed to increase

roadway capacity. The Governor vetoed this bill, noting that certain components of CAPTI are already being considered in guideline development for various programs.

Brown Act Bills

AB 1944 (Lee): Local government: open and public meetings

Status: Failed passage in the Senate Governance and Finance Committee.

This bill would have provided a Brown Act exemption from the requirement for publicly posting the location of remote participation by a member of the local agency. It would have required all open and public meetings of a legislative body that elected to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period. Unlike current law under AB 361, this bill would have allowed virtual meetings to occur regardless of whether a state of emergency had been declared.

AB 2449 (Rubio): Open meetings: local agencies: teleconferences

Status: Signed by the Governor, Chapter 285, Statutes of 2022.

AB 2449 requires that a least a quorum of the board meet in a physical location within the local agency's jurisdiction clearly identified on the agenda that is open to the public. Virtual participation in meetings is limited to specified emergency circumstances. Virtual participation is restricted to a period of no more than three consecutive months or 20% of the regular meetings for the local agency within a calendar year, or no more than two meetings if the legislative body regularly meets 10 times per calendar year. Board or Committee Members participating remotely must identify anyone in the room over the age of 18 and must always keep their videos on.

REDISTRICTING

Last December, the California Citizens Redistricting Commission redrew the boundary lines for congressional, state, and local district representation. The impact of those decisions will take effect after this November's election; in some cases, it may not take effect until the following election in 2024.

In the state legislature, Monterey County's representation is expected to change. Currently, the County is represented by four members – Senators Anna Caballero and John Laird and Assembly Members Robert Rivas and Mark Stone – but will have three moving forward, two Assembly Members and one Senator. Assembly Member Stone moves further north as he attempts to serve his last term, but the County gains a representative in the newly created Assembly District 30. Monterey County will lose Senator Caballero who is drawn into a new district in the San Joaquin Valley. Senator Laird will continue to represent the County in his

current district through 2024. The new Senate district boundaries will be applicable thereafter, which will encompass the totality of Monterey County. Below is a summary of impacts to the County and Central Coast districts.

Monterey County Delegation

Assembly District 29 consists of the whole County of San Benito and portions of Santa Clara, Santa Cruz, and Monterey Counties. This district includes the Cities of Hollister, San Juan Bautista, Greenfield, King City, Salinas, Gonzales, Gilroy, and Soledad, and portions of Watsonville. This district includes smaller, rural, and agricultural-based communities that are connected to the larger communities of Watsonville and Gilroy. Communities in the Salinas Valley, which are kept together, share housing and transportation concerns. **Assembly Member Robert Rivas currently represents a vast portion of this district and is running for re-election.**

Assembly District 30 consists of portions of Monterey, Santa Cruz, and San Luis Obispo Counties, including the Cities of Sand City, Del Rey Oaks, Morro Bay, Carmel-by-the-Sea, Capitola, Pacific Grove, Atascadero, Seaside, Arroyo Grande, Pismo Beach, Marina, El Paso de Robles (Paso Robles), Monterey, Grover Beach, and San Luis Obispo, and a zero-population split of Watsonville. This coastal district shares a tourism-based economy and strong ties to higher education institutions, including the Middlebury Institute of International Studies at Monterey (MIIS) and California State University, Monterey Bay (CSUMB). **This district was formerly represented by Assembly Member Jordan Cunningham but has been redrawn much further north, removing Santa Barbara County. Morro Bay Council Member Dawn Addis is running against non-profit director and businesswoman Vicki Nohrden for this seat.**

Senate District 17 includes the Counties of Monterey, San Benito, Santa Cruz, and portions of San Luis Obispo County, which was split to balance population, but keeps together small coastal communities and cities. This district includes the Cities of Arroyo Grande, Atascadero, Capitola, Carmel-by-the-Sea, Del Rey Oaks, El Paso de Robles (Paso Robles), Gonzales, Greenfield, Hollister, King City, Marina, Monterey, Morro Bay, Pacific Grove, Pismo Beach, Salinas, Sand City, San Juan Bautista, San Luis Obispo, Santa Cruz, Scotts Valley, Seaside, Soledad, and Watsonville. This coastal district includes a mix of urban and suburban cities and rural communities. Shared interests include agriculture, tourism, and marine conservation. The district includes the largest protected marine sanctuary in the United States and universities renowned in the biological sciences, including University of California, Santa Cruz (UCSC) and CSUMB. **Senator Laird currently represents vast portions of the existing district.**

Other Central Coast Delegation Seats

Assembly District 28 consists of portions of Santa Clara and Santa Cruz Counties, including the Cities of Monte Sereno, Morgan Hill, Scotts Valley, and Santa Cruz, the town of Los Gatos, and portions of the City of San Jose. The district configuration factors in Santa Cruz's growing ties with Silicon Valley. The district features UCSC and its surrounding community. **This district is currently represented by Assembly Member Mark Stone but pushes him further north and out of Monterey County.**

Assembly District 37 includes all of Santa Barbara County and portions of San Luis Obispo County. This district includes the Cities of Guadalupe, Buellton, Lompoc, Santa Maria, Goleta, Carpinteria, Solvang, and Santa Barbara. This is a coastal district with strong communities of farmworkers to the north, and includes University of California, Santa Barbara. This is a newly created district that will yield an additional representative for San Luis Obispo County after the November 2022 election cycle. Santa Barbara County Supervisor Gregg Hart is expected to win this seat.

Senate District 21 includes Santa Barbara County and portions of San Luis Obispo and Ventura Counties. This district includes the Cities of Buellton, Camarillo, Carpinteria, Fillmore, Goleta, Grover Beach, Guadalupe, Lompoc, Ojai, Oxnard, Port Hueneme, San Buenaventura (Ventura), Santa Barbara, Santa Maria, Santa Paula, and Solvang. This district consists of coastal communities and smaller, rural, agricultural communities. Senator Monique Limón's current district includes Santa Barbara but not San Luis Obispo.

TAMC Bill Matrix – October 2022

Measure	Status	Bill Summary	Recommended Position
<p>AB 1713 (Boerner Horvath) Vehicles: required stops: bicycles</p>	<p>8/29/22 Senate Floor Failed Passage</p>	<p>This bill would require a person who is 18 years of age or older riding a bicycle on a two-lane highway, when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected on all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection. The Bicycle and Pedestrian Facilities Advisory Committee voted to recommend the Board support this bill, as amended on March 21.</p>	<p>SUPPORT Priority 9S Letters sent 6/3</p>
<p>AB 1778 (Cristina Garcia) State transportation funding: freeway projects</p>	<p>6/29/22 Senate Transportation Failed Passage</p>	<p>This bill would require the department to consult the California Healthy Places Index as a condition of using state funds or personnel time to fund or permit freeway projects. The bill would require the department to analyze housing and environmental variables through the index and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index. The recommendation is to oppose unless amended to make this bill a pilot program or require seeking alternatives to pursue multi-modal options, zero-emission vehicle investments, or procurement of zero emission trucks through the corridor as offsets for projects that traverse an area of high pollution. In its current form, this bill may impact funding highway projects in Monterey County.</p>	<p>OPPOSE UNLESS AMENDED Priority 2S Letters sent 4/4 & 6/2</p>

TAMC Bill Matrix – October 2022

Measure	Status	Bill Summary	Recommended Position
<p>AB 1909 (Friedman) Vehicles: bicycle omnibus</p>	<p>9/13/22 Vetoed</p>	<p>This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail. The bill would instead authorize a local authority to prohibit the operation of any electric or any class of electric bicycle on an equestrian trail or hiking or recreational trail. This bill extends the authorization for an electric bike to cross an intersection to a when a “WALK” sign is displayed unless a bicycle control signal is displayed. This bill would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic if one is available, before passing or overtaking the bicycle. The bill would authorize the Department of Parks and Recreation to prohibit the operation of an electric bicycle or any class of electric bicycle on any bicycle path or trail within the department’s jurisdiction.</p>	<p align="center">Watch Priority 9S</p>
<p>AB 1919 (Holden) Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding</p>	<p>9/13/22 Vetoed</p>	<p>Upon the appropriation by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by Caltrans, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free passes to persons attending certain educational institutions, providing service and administering the program. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency’s bus and rail services without paying any additional fare or charge to apply without an educational institution partner. MST recommends a “support” position on the June 14th version of the bill.</p>	<p align="center">SUPPORT Priority 3S Letter sent 8/30</p>

TAMC Bill Matrix – October 2022

Measure	Status	Bill Summary	Recommended Position
<p>AB 1944 (Lee) Local government: open and public meetings</p>	<p>6/22/22 Senate Governance & Finance Failed Passage</p>	<p>The Ralph M. Brown Act allows for meetings to occur via teleconferencing if the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency’s jurisdiction. Until January 1, 2024, existing law authorizes a local agency to use teleconferencing without complying with teleconferencing requirements when a declared state of emergency is in effect. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. By a majority vote of the local body, members would not need to post their address if it’s not a public place. The bill would require an updated agenda reflecting all members participating in the meeting remotely to be posted if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. It would require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period.</p>	<p>SUPPORT Priority 15S Letters sent 4/5 & 6/2</p>
<p>AB 1946 (Boerner Horvath) Electric bicycles: safety and training program</p>	<p>8/15/22 Signed by the Governor (Chapter 147, Statutes of 2022)</p>	<p>This bill would require Caltrans to develop, on or before September 1, 2023, statewide safety and training programs based on evidence-based practices for users of electric bicycles.</p>	<p>Watch Priority 9S</p>

TAMC Bill Matrix – October 2022

Measure	Status	Bill Summary	Recommended Position
AB 2237 (Friedman) Transportation planning: regional transportation improvement plan: climate goals	6/16/22 Senate Transportation Failed Passage	This bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency. The bill would require, to the extent permitted by the local tax measures, projects funded by local tax measures to be included in regional transportation plans and to adhere to the most recently adopted sustainable community strategy of the applicable regional transportation agency and the state’s climate goals.	OPPOSE Priority 14S Letters sent 4/4 & 6/2
AB 2264 (Bloom) Pedestrian crossing signals	9/23/22 Signed by the Governor (Chapter 496, Statutes of 2022)	This bill would require a state-owned or operated traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a traffic-actuated signal. The bill would also require an existing state-owned or operated traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor, or an area with a high concentration of pedestrians and cyclists. The bill would define a “leading pedestrian interval” for these purposes as an official traffic control signal that advances the “WALK” signal for 3 to 7 seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic. This bill lacks context sensitivity and could have the unintended consequence of leading to longer wait times for all modes.	Watch Priority 9S

TAMC Bill Matrix – October 2022

Measure	Status	Bill Summary	Recommended Position
AB 2438 (Friedman) Transportation funding: Alignment with state plans and greenhouse gas emissions reduction standards	9/29/22 Vetoed	This bill would require the agencies that administer the STIP, the SHOPP, the Solutions for Congested Corridors program, the Trade Corridor Enhancement program, and the Local Partnership Program to revise the guidelines or plans applicable to those programs to align with the California Transportation Plan (CTP), the Climate Action Plan for Transportation Infrastructure (CAPTI), and greenhouse gas emissions reduction standards. The bill would require the CTP to include a financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues.	OPPOSE unless amended Priority 2S Letters sent 4/4 & 6/2 & 8/24
AB 2449 (Rubio, Blanca) Open meetings: local agencies: teleconferences	9/13/22 Signed by the Governor (Chapter 285, Statutes of 2022)	This bill allows members of a legislative body of a local agency to use teleconferencing until January 1, 2026, without identifying each teleconference location in the notice and agenda of the meeting, and without making each teleconference location accessible to the public, if the public can participate remotely and are provided notice for that opportunity. It requires the agenda cite a reason for why any Board/ Committee member needs to participate remotely, including emergencies, requires them to have their video on and to identify who else is in the room, and limits each member’s remote participation to 3 consecutive months or 20 percent of the regular meetings for the local agency within a calendar year, or two meetings if the legislative body regularly meets fewer than 10 times per calendar year. Emergency absences include illness, childcare, business travel, or physical or mental limitations. A legislative body would be authorized to consider and act on a request from a member to participate in a meeting remotely due to emergency circumstances if the request does not allow sufficient time to place the proposed action on the posted agenda for the meeting for which the request is made.	Watch Priority 15S

TAMC Bill Matrix – October 2022

Measure	Status	Bill Summary	Recommended Position
AB 2514 (Dahle M) Transportation: underserved rural communities	9/25/22 Vetoed	This bill would require the State Management Plan prepared by Caltrans to include a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities.	Watch Priority 1S
AB 2622 (Mullin) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses	9/16/22 Signed by the Governor (Chapter 353, Statutes of 2022)	This bill would extend, from January 1, 2024, to January 1, 2026, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies.	SUPPORT Priority 13S Letters sent 4/4 & 6/2 & 8/25
AB 2647 (Levine) Local government: open meetings	9/30/22 Signed by the Governor (Chapter 971, Statutes of 2022)	This bill requires a local agency to make writings distributed to the members of the governing board during a meeting available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately post the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.	Watch Priority 15S

TAMC Bill Matrix – October 2022

Measure	Status	Bill Summary	Recommended Position
AB 2805 (Bauer-Kahan) Department of Fish and Wildlife: advance mitigation and regional conservation investment strategies	9/22/22 Signed by the Governor (Chapter 463 Statutes of 2022)	This bill would authorize the Department of Fish and Wildlife (CDFW), any other public agency, or federally recognized tribe to propose a regional conservation investment strategy (RCIS). The bill makes changes to existing law to streamline the process of developing and approving an RCIS, including removing the cap on how many such strategies the CDFW can approve, clarifying that mitigation credit agreements can create multi-agency credits, and clarifying requirements to support mitigation credit agreements. TAMC adopted its RCIS in 2021.	SUPPORT Priority N/A Letters sent 4/4 & 6/2 & 8/24
SB 674 (Durazo) Public Contracts: workforce development: covered public contracts	9/30/22 Signed by the Governor (Chapter 875, Statutes of 2022)	This bill would require a contractor or subcontractor that is awarded a state contract, a subsidy, a grant, or a loan, for the acquisition of zero-emission transit vehicles or electric vehicle supply equipment valued at ten million dollars or more, to incorporate high road job standards in their application.	Watch Priority 1S
SB 726 (Gonzalez) Alternative fuel and vehicle technologies: transportation sustainability strategy	8/25/22 Assembly Floor Failed Passage	This bill would require the California State Resources Board and the State Energy Resources Conservation and Development Commission to develop a comprehensive transportation sustainability strategy. The bill would require the Board, as part of the 2027 update of the scoping plan, to set a greenhouse gas emissions reduction target for the transportation sector.	Watch Priority 1S

TAMC Bill Matrix – October 2022

Measure	Status	Bill Summary	Recommended Position
<p>SB 922 (Wiener) CEQA exemptions; transportation-related projects</p>	<p>9/30/22 Signed by the Governor (Chapter 987, Statutes of 2022)</p>	<p>This bill would specify that an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles, also applies to active transportation plans and pedestrian plans. The bill extends the January 1, 2023, sunset date to January 1, 2030, for a CEQA exemption for transit prioritization projects and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects’ stops and stations are in an area at risk of residential displacement and will have a maximum of 15-minute peak headways. MST recommends a support position as it extends the CEQA exemption for transit projects.</p>	<p>SUPPORT Priority 11S Letters sent 4/4 & 6/2 & 8/24</p>

TAMC Bill Matrix – October 2022

Measure	Status	Bill Summary	Recommended Position
<p>SB 932 (Portantino) General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</p>	<p>9/28/22 Signed by the Governor (Chapter 710, Statutes of 2022)</p>	<p>This bill would require the legislative body, upon the next substantive revision of the circulation element, on or before June 30, 2024, to incorporate the principles of the Federal Highway Administration’s Safe System Approach, to develop and incorporate bicycle plans, pedestrian plans, and traffic calming plans in the circulation element; and sets a goal for completion of all identified implementation actions within 25 years of the date of adoption of the modified circulation element. This bill would require a county or city to begin implementation of the plan within 2 years of the date of adoption of the plan and to regularly review its progress towards completing implementation of the modified circulation element and to consider revising the circulation element if it determines it will not reach the goals of the bicycle, pedestrian, or traffic calming plans within 25 years of the date of adoption of the modified circulation. The bill includes legislative intent that cities and counties use existing transportation funding to achieve the goals of these provisions. Both the Bicycle and Pedestrian Facilities Advisory Committee and the Technical Advisory Committee voted to recommend the Board oppose this bill.</p>	<p>OPPOSE Priority 14S Letter sent 6/2</p>
<p>SB 942 (Newman) Low Carbon Transit Operations Program: free or reduced fare transit program</p>	<p>9/30/22 Signed by the Governor (Chapter 988, Statutes of 2022)</p>	<p>This bill would allow public transit agencies to use funds from the Low Carbon Transit Operations Program to subsidize an ongoing free or reduced fare transit program. Sponsored by the California Transit Association.</p>	<p>SUPPORT Priority 3S Letters sent 4/4 & 6/2 & 8/24</p>

TAMC Bill Matrix – October 2022

Measure	Status	Bill Summary	Recommended Position
SB 1049 (Dodd) Transportation Resilience Program	6/2/22 Assembly Transportation Failed Passage	<p>This bill would establish the Transportation Resilience, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission (CTC) for climate adaptation planning and resilience improvements that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the CTC to prioritize projects that meet certain criteria.</p>	Watch Priority 2S
SB 1078 (Allen) Sea Level Rise Revolving Loan Pilot Program	9/29/22 Vetoed	<p>This bill would require the Ocean Protection Council (OPC), in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property. The bill would require the OPC, in consultation with other state planning and coastal management agencies, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements.</p>	Watch Priority 2S

TAMC Bill Matrix – October 2022

Measure	Status	Bill Summary	Recommended Position
SB 1121 (Gonzales) State and local transportation system needs assessment	9/23/22 Signed by the Governor (Chapter 508, Statutes of 2022)	This bill would require the CTC to conduct a 10-year needs assessment, metropolitan planning organizations, county transportation commissions, regional transportation planning agencies, local governments, and transit operators and to identify areas where needs may exceed revenues.	Watch Priority 1S
SB 1175 (McGuire) Department of Transportation: intermodal passenger services: rail corridors	9/13/22 Signed by the Governor (Chapter 303, Statutes of 2022)	Existing law authorizes Caltrans to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor. While not directly relevant to TAMC, TAMC is part of the larger rail mega region with the Sonoma-Marin Area Rail Transit District (SMART) and staff recommends supporting our partner agency in this effort.	SUPPORT Priority NA Letters sent 4/6 & 6/2 & 8/24
SB 1217 (Allen) State-Regional Collaborative for Climate, Equity, and Resilience	6/2/22 Assembly Natural Resources Failed Passage	This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the California Air Resources Board (CARB) for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of CARB, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations. The bill would require, on or before December 31, 2025, CARB to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.	Watch Priority 2S

TAMC Bill Matrix – October 2022

Measure	Status	Bill Summary	Recommended Position
SB 1410 (Caballero) California Environmental Quality Act: transportation impacts	8/11/22 Assembly Approps Failed Passage	This bill requires the Governor’s Office of Planning and Research (OPR) to conduct a study on the impacts and implementation of the guidelines relating to vehicle miles traveled for each region in the state. The bill would require OPR to establish a grant program, upon legislative appropriation, to provide financial assistance to local jurisdictions for implementing those guidelines.	Watch Priority N/A

**2022 Annual Report
Thorn Run Partners**

September 30, 2022

To: Christina Watson
From: Paul Schlesinger
Re: Annual Report

With Congress still in session, the 117th Congress not yet concluded, and business pertinent to TAMC still unfinished; it is not possible to provide a definitive summation of the year. It has already, however, been a year that has seen the passage and implementation of measures of substantial significance in the transportation milieu.

While the Infrastructure Investment and Jobs Act (IIJA) was enacted on November 15 of last year, implementation of key provisions carried over to this calendar year. A hallmark of the legislation, also known as the Bipartisan Infrastructure Law (BIL), was the truly dramatic increase in the amount of funds that were authorized to be implemented through discretionary grants, of which there was a similarly dramatic increase. Notices of Funding Opportunity (NOFO) for the following programs have been issued (in chronological order):

- Safe Streets and Roads for All;
- Natural Gas Distribution Infrastructure Safety and Modernization Program;
- University Transportation Centers Program;
- Transit-Oriented Development Pilot Program;
- Bridge Investment Program;
- Reconnecting Communities Pilot Program;
- Railroad Crossing Elimination Program;
- Ferry Programs;
- All Stations Accessibility Program;
- Nationally Significant Federal Lands and Tribal Project Program;
- Consolidated Rail Infrastructure & Safety Improvements Grant Program; and
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program.

Others should follow soon. After the bill's enactment, we provided TAMC with information about each of these programs, as well as a summary of the legislation in its entirety. As each NOFO has been issued, we have worked to make certain that it was promptly provided to TAMC staff.

It wasn't until March 15 of this year that the President signed into law legislation finalizing appropriations for Fiscal Year 2022, which began on October 1, 2021, and extends to

September 30, 2022. We were pleased to provide TAMC with a summary of funding in this omnibus legislation that would be of particular significance.

Shortly after enactment of the legislation making appropriations for FY '22, the Administration released its budget request for FY '23, and we promptly provided staff with a summary and analysis of the recommended transportation budget.

Even before this time, we began preparing to submit an earmark request to our Congressional delegation for the FY '23 Appropriations bills. We provided guidance and recommendations on the criteria for projects that might meet with the greatest acceptance by our delegation and the pertinent Congressional Committees. TAMC staff prepared excellent documentation and application materials in support of our request; \$1 million as necessary to complete the funding package for the construction of the US 101 auxiliary lane – South of Salinas. This amount complements the \$317,000 approved by the Board from Measure X funds, and \$2.989 million programmed by Caltrans. With Congressman Panetta's leadership, our request was included and fully funded in the bill which was reported from the House Appropriations Committee and passed on the House floor.

While a similar effort was undertaken with regard to seeking funding through our Senators, the project has not been included in the Senate companion measure that was released in late July. We have been working to try and assure that it will be in the final Appropriations bill that we believe will be enacted in December.

In addition to work on the earmarks, we kept TAMC staff apprised of other, more general developments related to the transportation appropriations bill in the House, including information related to funding levels of transportation programs. When the Senate appropriations measures were unveiled, we provided charts comparing those funding levels with amounts included in the House-passed measure.

More recently, as the Inflation Reduction Act (IRA) was being developed, we provided TAMC staff with summaries of various transportation provisions that were said to be in the mix.

With September winding down, and elections approaching, we would expect most legislative activities to slow until after the elections. We will continue to keep TAMC apprised of any significant developments, and continue to advocate for the South of Salinas earmark funding and such other measures deemed of import.

We look forward to the opportunity to respond to any questions/concerns/ideas that this memorandum engenders, and most especially to continuing our work on behalf of TAMC in Washington in the months and years ahead.

2023~~2~~ Legislative Program

State Priorities

- 1S.** Preserve funding for [all modes of](#) transportation projects, maximize formula funding to regions, and preserve regional discretion and priority-setting [for infrastructure needs](#). [Advocating for proportionality on the application of vehicle miles traveled metrics in comparison to larger metro areas in the state, particularly for completing multi-modal corridors or highway projects in less densely populated or disadvantaged areas of the county, to increase safety for commuters, enhance routes needed for evacuation from climate events, goods movement, and tourism travel.](#)
- 2S.** [Leverage Measure X funds and partner with state agencies to p](#)Pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, public transportation, infrastructure resiliency, and bicycle and pedestrian routes for Monterey County projects.
- 3S.** Promote jobs-housing balance and alternative transportation modes as ways to reduce vehicles miles traveled, such as via funding reduced transit fares, while maintaining statewide equity between urban and rural areas.
- 4S.** Support funding for [zero-emission](#) alternative fuel initiatives that enhance mobility and accessibility while reducing greenhouse gas emissions, such as electric vehicle charging infrastructure, electric power storage capacity, [electrical grid reliability](#), and incentives for electric bike and vehicle purchases.
- 5S.** Explore replacement funding mechanisms for transportation investments, such as a pay-by-the-mile user fee, public private partnerships, [full conversion to a](#) vehicle registration fee, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
- 6S.** Support the promotion of telecommuting to reduce vehicle miles traveled via broadband investments in rural areas and disadvantaged communities, support the inclusion of local government representation in the administration of broadband infrastructure funding, and support new server farms in rural areas.

- 7S.** Support the use of State rail funding to implement new state-supported passenger rail service on the Coast Route to help the State meet transportation and greenhouse gas emission reduction goals.
- 8S.** Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects
- 9S.** Support legislation that increases roadway safety by implementing Vision Zero strategies and improving driver safety training.
- 10S.** Support ~~legislation to devote more~~sustainable funding ~~to for~~ the oversubscribed Active Transportation Program.
- 11S.** Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- ~~**12S.** Coordinate with the Monterey Salinas Transit District (MST) to update Transportation Development Act (TDA) law.~~
- 13S.12S.** Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.
- 14S.13S.** Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, alternative commutes, multi-modal transportation, bikes on board trains and buses, and active transportation projects.
- 15S.14S.** Modernize the Brown Act to enhance transparency and wider public access to allow the use of remote access to public meetings without requiring noticing of all remote Board or committee member locations, provided the public can participate via remote access software or in-person.
- 16S.15S.** Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.

2023~~2~~ Legislative Program

Federal Priorities

- 1F.** Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds ~~in the multimodal transportation authorization bill:~~
- ~~1. Support an adequate level of funding for Monterey-Salinas Transit (MST) ~~through advocacy on a new transportation bill~~ with appropriations sufficient to ensure immediate access to funding.~~
 - ~~2. Increase and index the gas tax to inflation.~~
 - ~~3. Explore innovative funding mechanisms, such as a vehicle registration fee, pay by the mile user fee, public private partnerships, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.~~
 - ~~4. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.~~
 - ~~5. Remove procedural obstacles that impede expenditure of authorized federal funding, including cash flow options for small and rural grantees.~~
 - 6.2. Support congressionally directed federal funding for Agency transportation priorities.
 - 7.3. Coordinate with regional military installations ~~in Monterey County~~ to seek funding for transportation projects with a nexus to operations at those installations.
 - 8.4. Support MST application for federal funding for the SURF! Bus Line in the Monterey Branch Line corridor.
 - 9.5. Support applications for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant program for projects on the California Central Coast.

~~10. Support funding for infrastructure projects that provide resiliency for disaster preparedness and climate change impacts, such as electric vehicle charging infrastructure or sea level rise adaptive projects.~~

- 2F.** Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F.** Advocate for the Federal Communications Commission to regulate broadband/internet access as a utility to enable the increase of broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting.
- 4F.** Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing integrated passenger rail service for the traveling public.
- 4F.5F.** Support the use of Federal rail funding to implement new passenger rail service on the Coast Route.
- 5F.6F.** Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 6F.7F.** Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.



Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: October 26, 2022
Subject: Measure X Quarterly Revenue Forecast

RECOMMENDED ACTION:

RECEIVE an update on the quarterly Measure X revenue forecasts.

SUMMARY:

Measure X revenues from June through August were 22.0% above the first sales period in 2021. Excluding late payments and other reporting adjustments, receipts for the period were up 17.9%. Included with the staff report are revenue estimates by jurisdiction through fiscal year 2022/23.

FINANCIAL IMPACT:

Prior to Monterey County voters adopting Measure X in November 2016, revenues were conservatively estimated to be \$20 million per year. Actual revenues have been significantly higher, with 2018/19 receipts (the second full year of Measure X receipts) totaling \$30.5 million. Measure X revenues dropped to \$28.198 million in 2019/20, rose to \$32.01 million in 20/21, and increased again to \$38.133 million in 2021/22.

DISCUSSION:

Measure X sales tax revenues exceeded prior projections this past fiscal year, and are forecast to remain steady in subsequent years. The result is a 7.4% decline from \$30.46 million of revenues in 2018/19 to \$28.198 million in 2019/20, and an increase of 13.5% in 2020/21 to \$32.01 million. This latest forecast is a significantly better return than the originally projected \$30.109 million in 2020/21. In 2021/22, revenues rose by 19.1% to \$38.133 million, and fiscal years 2022/23 and 2023/24 are forecast in the region of \$35-36 million. This remains significantly higher than the original \$20 million estimates for Measure X. These figures are approximate to last year's projections, and are subject to change as the full implications of the COVID-19-related economic impacts are realized. The budget reflects COVID-19 Stay Home Orders that ended January 2021, statewide restrictions ending June 15, 2021, and a successful widespread vaccine deployment.

While the fluctuations in Measure X revenues as projected from the prior year presents challenges, the conservative approach taken by the Agency still provides full-funding for near-term projects as programmed in the 2022 Integrated Funding Plan.

The Measure X program's existing fund balance along with new revenues will allow the Measure X program of projects to stay on track to meet programmed local match requirements for the next five years. Since 60% of the Measure X funds are allocated to the cities and County, these increased revenues will primarily accrue for local road and street projects. Priority regional projects that are expected to start construction during the five-year time frame include the Imjin Road Widening project, which uses \$18.1 million of Measure X funds as match to a \$19 million

Senate Bill 1 Local Partnership Program grant, the Highway 218 Segment of the Fort Ord Regional Trail and Greenway, which uses \$1.0 million of Measure X funds as a match to a \$10.3 million Active Transportation Program grant, and the State Route 156 / Castroville Boulevard project, which received a \$20 million Senate Bill 1 Trade Corridors grant that is matched with \$389,000 of Measure X and \$5 million of developer fees.

ATTACHMENTS:

- ▣ Measure X First Quarter 2022 Update
- ▣ Measure X Local Road Maintenance Revenue Projections by Jurisdiction

TAMC- MEASURE X

SALES TAX UPDATE

1Q 2022 (JANUARY - MARCH)



TAMC - MEASURE X

TOTAL: \$ 8,341,948

17.9%

1Q2022



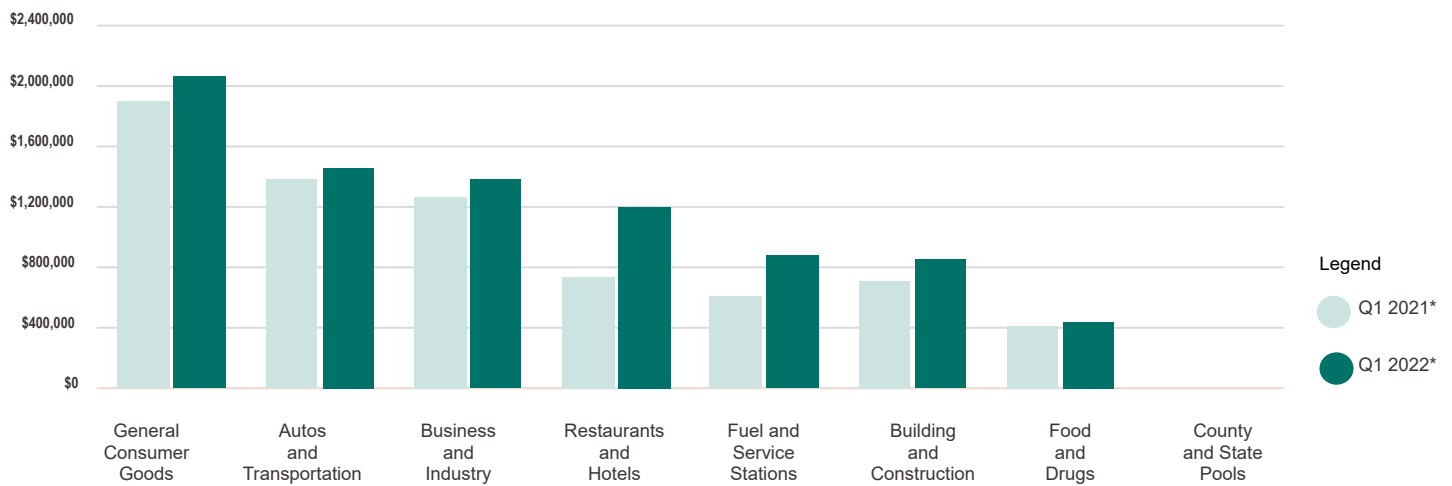
17.1%

STATE



**Allocation aberrations have been adjusted to reflect sales activity*

SALES TAX BY MAJOR BUSINESS GROUP



MONTEREY COUNTY (TAMC) - MEASURE X HIGHLIGHTS

The receipts for the Transportation Authority of Monterey County's Measure X from January through March were 22.0% above the first sales period in 2021. Excluding late payments and other reporting adjustments, receipts for the period were up 17.9%.

Results reflect a strong economy as spending by general consumers and businesses alike

failed to acknowledge the media's warnings of a potential recession. Higher prices and limited inventories did not stop folks from getting what they wanted and tourism activity was similarly unaffected.

New car sales were up 3%, building on last year's 39% jump, and used car sales added 26% on top of last year's 47% increase.

Restaurants' higher menu prices did not slow traffic as patrons seemed to be dining out more frequently. Resorts and hotels saw higher traffic counts all quarter.

Both inflation and renewed spending on infrastructure projects boosted construction receipts. Home improvement outlets are selling fewer items but ringing up larger sales totals as folks opt for quality items rather than settling for the store brand. Meanwhile, shoppers continued to move from online shopping to visiting brick and mortar locations.

In a final testament to the strength of the local economy, sales of equipment and operating materials to local businesses was up 9% for the business-industry group.

Net of adjustments, taxable sales for all of Monterey County rose 18.1% over the comparable time period while those of the Central Coast region were up 15.1%.

TOP NON-CONFIDENTIAL BUSINESS TYPES

Monterey County (TAMC) - Measure X			HdL State
Business Type	Q1 '22*	Change	Change
New Motor Vehicle Dealers	836.3	2.9% ↑	18.7% ↑
Service Stations	661.6	35.9% ↑	43.4% ↑
Casual Dining	487.3	61.2% ↑	55.7% ↑
Discount Dept Stores	466.1	14.5% ↑	9.7% ↑
Building Materials	409.4	10.6% ↑	7.6% ↑
General Merchandise	384.4	-0.9% ↓	33.9% ↑
Contractors	334.1	43.0% ↑	20.5% ↑
Quick-Service Restaurants	297.9	13.8% ↑	7.8% ↑
Used Automotive Dealers	263.7	9.4% ↑	8.0% ↑
Hotels/Motels	234.8	224.9% ↑	244.1% ↑

**Allocation aberrations have been adjusted to reflect sales activity*

**In thousands of dollars*

Transportation Agency for Monterey County

REVISED - October 2022

Measure X - Transportation Safety & Investment Plan

2022 Cash Flow & Revenue Forecast

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
Revenues	Actual	Actual	Actual	Actual	Actual	HdL Forecast	HdL Forecast
Measure X Sales Tax Revenue	\$ 28,026	\$ 30,461	\$ 28,198	\$ 32,012	\$ 38,133	\$ 35,671	\$ 36,665
<i>Growth</i>	N/A	8.7%	-7.4%	13.5%	19.1%	-6.5%	2.8%
Local Road Maintenance (60%, less Administrative Costs)	\$ 16,635	\$ 18,132	\$ 16,805	\$ 19,043	\$ 22,659	\$ 21,196	\$ 21,786
<i>Carmel</i>	\$ 196	\$ 214	\$ 198	\$ 213	\$ 256	\$ 240	\$ 247
<i>Del Rey Oaks (loan repayment)</i>	\$ 71	\$ 78	\$ 72	\$ 82	\$ 97	\$ 91	\$ 94
<i>Gonzales (loan repayment)</i>	\$ 230	\$ 217	\$ 201	\$ 280	\$ 333	\$ 311	\$ 320
<i>Greenfield</i>	\$ 427	\$ 466	\$ 433	\$ 550	\$ 673	\$ 630	\$ 648
<i>King City</i>	\$ 389	\$ 424	\$ 393	\$ 461	\$ 562	\$ 525	\$ 540
<i>Marina</i>	\$ 671	\$ 733	\$ 680	\$ 847	\$ 993	\$ 929	\$ 955
<i>Monterey</i>	\$ 1,028	\$ 1,123	\$ 1,042	\$ 1,093	\$ 1,312	\$ 1,228	\$ 1,262
<i>Pacific Grove</i>	\$ 558	\$ 609	\$ 565	\$ 657	\$ 780	\$ 729	\$ 749
<i>Salinas</i>	\$ 4,248	\$ 4,639	\$ 4,308	\$ 4,866	\$ 5,802	\$ 5,425	\$ 5,576
<i>Sand City</i>	\$ 28	\$ 31	\$ 28.62	\$ 32	\$ 39	\$ 36	\$ 37
<i>Seaside</i>	\$ 1,008	\$ 1,101	\$ 1,023	\$ 1,084	\$ 1,262	\$ 1,180	\$ 1,213
<i>Soledad</i>	\$ 570	\$ 622	\$ 577	\$ 727	\$ 836	\$ 781	\$ 803
<i>County</i>	\$ 7,213	\$ 7,874	\$ 7,285	\$ 8,150	\$ 9,714	\$ 9,090	\$ 9,343



Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: October 26, 2022
Subject: Imjin Road Widening - Measure X Funding Agreement Amendment 1

RECOMMENDED ACTION:

APPROVE Amendment #1 to the Measure X regional funding agreement between the Transportation Agency and the City of Marina for the Imjin Road Widening project, pending legal counsel approval, and **AUTHORIZE** the Executive Director to execute the amendment.

SUMMARY:

The City of Marina is the project sponsor of the Marina - Salinas Multimodal Corridor: Imjin Road Widening project. The recent engineer's estimate for the project is higher than the current secured funding included in the Measure X funding agreement. Agency staff is seeking to program SB1 Local Partnership Program Formula and Measure X funds to fully-fund the project.

FINANCIAL IMPACT:

The funding agreement, approved by the Board in February 2020, and the Integrated Funding Plan, approved by the Board in May 2022, program \$18,100,000 in Measure X funds, State Local Partnership Program Competitive funds of \$19,000,000, and local developer fees of \$2,000,000 for a total amount of \$39,100,000. This Amendment #1 would add \$150,000 of regional Measure X funds and \$1.25 million of State Local Partnership Program Formula funds to match the current cost estimate of \$40.5 million.

DISCUSSION:

The Marina-Salinas Multimodal Corridor: Imjin Road Widening is a regional Measure X project on Imjin Parkway from Imjin Road to Reservation Road. It serves as one of the major commute corridors between the Monterey Peninsula and Salinas, ranging at various points in the project limits from 24,000 vehicles to 39,000 vehicles traversing the roadway each weekday.

The project will widen the Imjin Parkway from Imjin Road to Reservation Road from two to four lanes, construct four roundabouts along the corridor and make transit and pedestrian improvements, along with on-street buffered bike lanes and stormwater treatment areas, retaining and sound walls. The improvements will benefit commuters who travel through the corridor, as well as those who live along the corridor at CSU Monterey Bay and the neighboring homes in Marina Heights, Sea Haven and Preston Park.

The project is 100% designed and the City of Marina, the lead agency on the project, is currently finalizing right-of-way certification, permits, and bid documents. The City anticipates construction will begin in Summer 2023. However, the recent cost estimate for the construction phase of the project has come in higher than the amount of funding included in the approved Measure X Funding Agreement between TAMC and the City.

To help the City maintain this schedule and be able to award a construction contract prior to the \$19 million Local Partnership Program Competitive funds deadline of April 2023, Agency staff is seeking to amend the funding agreement to add funds to

Program - Competitive funds deadline of April 2023, Agency staff is seeking to amend the funding agreement to add funds to match the current estimate and allow the City to bid the project (see **Attachment 1**). The new proposed funding table is shown below, and includes an increase of \$150,000 of regional Measure X funds and adds \$1.25 million in new funding in SB1 Local Partnership Program - Formula funds:

Fund Source	2020 Agreement & 2022 Integrated Funding Plan	Amendment #1	Totals
Measure X	\$18,100,000	\$150,000	\$18,250,000
Senate Bill 1 Local Partnership Program – Formula	\$0	\$1,250,000	\$1,250,000
Senate Bill 1 Local Partnership Program – Competitive	\$19,000,000	\$0	\$19,000,000
Local Impact Fees	\$2,000,000	\$0	\$2,000,000
	\$39,100,000	\$1,400,000	\$40,500,000

ATTACHMENTS:

- Imjin Road Widening - Measure X Funding Agreement - Amendment #1

AMENDMENT # 1 TO THE REGIONAL FUNDING AGREEMENT
FOR THE CONSTRUCTION PHASE OF THE
MARINA-SALINAS MULTIMODAL CORRIDOR (IMJIN ROAD WIDENING) PROJECT
BETWEEN THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
THE CITY OF MARINA

THIS AMENDMENT NO. 1 to the agreement dated February 26, 2020 between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and the City of Marina, hereinafter referred to as "Sponsor," is hereby entered into between TAMC and the Sponsor.

RECITALS:

- A. **WHEREAS**, TAMC and Consultant entered into a Measure X regional funding agreement on February 26, 2020, hereinafter referred to as "Agreement;" and
- B. **WHEREAS**, the Agreement included a not-to-exceed amount in secured funding of \$39,100,000; and
- C. **WHEREAS**, the Sponsor's current engineer's cost estimate for the construction phase of the project exceeds the Agreement's not-to-exceed amount by \$1,400,000 for a total construction phase cost estimate of \$40,500,000; and
- D. **WHEREAS**, TAMC and Sponsor desire to amend the Agreement to increase the not-to-exceed amount by \$1,400,000 to fully-fund the project using funds that TAMC is authorized to program.

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

1. PROJECT COST ESTIMATE

Exhibit C is hereby replaced with Exhibit C-1, dated October 26, 2022.

2. FUNDING SUMMARY

Exhibit D is hereby replaced with Exhibit D-1, dated October 26, 2022.

3. REMAINDER OF TERMS UNCHANGED

All other terms of the Agreement remain in full effect.

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

IN WITNESS WHEREOF, the parties hereto have executed this Amendment to the Agreement.

CITY OF MARINA

TAMC

By: _____

Layne Long
City Manager

By: _____
Todd Muck
Executive Director

Dated: _____

Dated: _____

Approved as to form:

By: _____
(Name)
City Attorney

By: _____
Robert Brayer
TAMC Counsel

Dated: _____

Dated: _____

**EXHIBIT C-1 – PROJECT COST ESTIMATE
OCTOBER 26, 2022**

**City of Marina
Imjin Parkway Widening Project (RSTPL-5416(011))
Opinion of Probable Construction Costs
Final Design - October 2022**

Base Bid						
Item	Description	Estimated Quantity	Unit	Original Unit Price	Updated Unit Price	Total
Roadway						
1	MOBILIZATION	1	LS	\$2,200,000.00	\$2,850,000.00	\$2,850,000
2	PROGRESS SCHEDULE (CRITICAL PATH)	1	LS	\$15,000.00	\$15,000.00	\$15,000
3	FURNISH RESIDENT ENGINEER OFFICE	1	LS	\$100,000.00	\$100,000.00	\$100,000
4	MUNITIONS SAFETY AND AWARENESS TRAINING	1	LS	\$10,000.00	\$10,000.00	\$10,000
5	MATERIAL TESTING	1	LS		\$25,000.00	\$25,000
6	CONTRACTOR POTHOLING	40	EA	\$1,500.00	\$1,500.00	\$60,000
7	CONSTRUCTION STAKING	1	LS	\$100,000.00	\$150,000.00	\$150,000
8	PROJECT FUNDING SIGN	2	EA	\$1,000.00	\$500.00	\$1,000
9	PREPARE WATER POLLUTION CONTROL PROGRAM	1	LS	\$150,000.00	\$50,000.00	\$50,000
10	RAIN EVENT ACTION PLAN	80	EA	\$500.00	\$800.00	\$64,000
11	STORM WATER SAMPLING AND ANALYSIS DAY	24	EA	\$1,200.00	\$400.00	\$9,600
12	STORM WATER ANNUAL REPORT	2	EA	\$2,000.00	\$2,000.00	\$4,000
13	CONSTRUCTION AREA SIGNS	1	LS	\$45,000.00	\$45,000.00	\$45,000
14	TRAFFIC CONTROL SYSTEM	1	LS	\$500,000.00	\$500,000.00	\$500,000
15	TEMPORARY ROAD PAVING	95,350	SF	\$7.50	\$9.00	\$858,150
16	TYPE III BARRICADE	60	EA	\$85.00	\$90.00	\$5,400
17	FLASHING ARROW BOARD	5	EA	\$4,000.00	\$4,000.00	\$20,000
18	CHANNELIZER (SURFACE MOUNTED)	426	EA	\$40.00	\$40.00	\$17,040
19	PORTABLE CHANGEABLE MESSAGE SIGN	6	EA	\$8,000.00	\$8,000.00	\$48,000
20	TEMPORARY RAILING (TYPE K)	19,080	LF	\$25.00	\$20.00	\$381,600
21	CRASH CUSHION (IN-LINE)	35	EA	\$4,000.00	\$4,100.00	\$143,500
22	TEMPORARY ESA FENCE	20,920	LF		\$5.00	\$104,600
23	TEMPORARY REINFORCED SILT FENCE (TYPE I)	20,920	LF	\$12.00	\$9.00	\$188,280
24	FIBER ROLLS - is this perm or temp? both?	30,045	LF	\$6.00	\$5.00	\$150,225
25	HYDROSEED	648,630	SF	\$0.15	\$0.20	\$129,726
26	CLEARING AND GRUBBING	1	LS	\$300,000.00	\$500,000.00	\$500,000
27	REMOVE TREE (F)	391	EA	\$1,500.00	\$900.00	\$351,900
28	ROADWAY EXCAVATION (F)	98,000	CY	\$35.00	\$35.00	\$3,430,000
29	BASE FAILURE REPAIR	8,000	SF		\$25.00	\$200,000
30	STRUCTURE EXCAVATION (RETAINING WALL) (F)	3,310	CY	\$135.00	\$100.00	\$331,000
31	STRUCTURE EXCAVATION (SOUND WALL) (F)	1,265	CY	\$135.00	\$100.00	\$126,500
32	REMOVE GUARDRAIL	1,250	LF	\$20.00	\$15.00	\$18,750
33	REMOVE MASONRY BLOCK WALL	85	LF	\$8.00	\$8.00	\$680
34	REMOVE CHAIN LINK FENCE	860	LF	\$5.00	\$10.00	\$8,600
35	REMOVE INLET	4	EA	\$1,000.00	\$1,400.00	\$5,600
36	REMOVE STORM DRAIN LINE	230	LF	\$20.00	\$60.00	\$13,800
37	RELOCATE MAILBOX	1	EA	\$2,000.00	\$2,000.00	\$2,000
38	RELOCATE U.S. ARMY RESERVE CENTER SIGN	1	EA	\$5,000.00	\$5,000.00	\$5,000
39	RELOCATE GAS STATION PRICE SIGN	1	EA	\$15,000.00	\$0.00	\$0
40	REMOVE FLAG POLE FOUNDATION	1	EA	\$1,500.00	\$1,500.00	\$1,500
41	REMOVE TRAFFIC SIGNAL STANDARD FOUNDATION	22	EA	\$2,500.00	\$2,500.00	\$55,000
42	REMOVE AND DISPOSE TRAFFIC SIGNAL EQUIPMENT	1	LS	\$40,000.00	\$40,000.00	\$40,000
43	SALVAGE TRAFFIC SIGNAL POLE	17	EA	\$1,000.00	\$2,000.00	\$34,000
44	SALVAGE STREET LIGHT AND REMOVE FOUNDATION	8	EA	\$1,000.00	\$1,000.00	\$8,000
45	SALVAGE PRESTON PARK ENTRY MONUMENTS	1	LS	\$5,000.00	\$5,000.00	\$5,000
46	SALVAGE ROADSIDE SIGN	120	EA	\$200.00	\$200.00	\$24,000
47	AGGREGATE BASE (CLASS II)	24,370	CY	\$80.00	\$80.00	\$1,949,600
48	HOT MIX ASPHALT (TYPE A)	22,930	TON	\$120.00	\$125.00	\$2,866,250
49	PLACE HOT MIX ASPHALT DIKE (TYPE A)	12,032	LF	\$3.00	\$15.00	\$180,480
50	BIAXIAL GEOGRID	72,192	SY	\$3.00	\$3.00	\$216,576
51	8" REDWOOD HEADER BOARD	12,032	LF	\$7.00	\$10.00	\$120,320
52	STRUCTURAL CONCRETE (RETAINING WALL) (TYPE1 CASE 2)	1,540	CY	\$1,000.00	\$900.00	\$1,386,000
53	SOUND WALL (MASONRY BLOCK)	5,264	SF	\$40.00	\$45.00	\$236,880
54	BAR REINFORCING STEEL (RETAINING WALL)	89,175	LB	\$1.30	\$1.60	\$142,679
55	BAR REINFORCING STEEL (SOUND WALL)	16,772	LB	\$1.30	\$1.60	\$26,835
56	BAR REINFORCING STEEL (ROUNDBOUT ART FOUNDATION)	6,807	LB	\$1.30	\$1.60	\$10,891
57	STRUCTURE BACKFILL (RETAINING WALL)	4,015	CY	\$140.00	\$100.00	\$401,500
58	STRUCTURE BACKFILL (SOUND WALL)	200	CY	\$140.00	\$100.00	\$20,000
59	ANTI-GRAFFITI COATING	13,911	SF	\$3.00	\$3.00	\$41,733
60	CLASS 2 PERMEABLE MATERIAL (F)	2,515	CY	\$90.00	\$105.00	\$264,075
61	BIOTREATMENT SOIL MIX (BSM) (F)	4,250	CY	\$200.00	\$200.00	\$850,000
62	MINOR CONCRETE (ART FOOTING)	53	CY	\$1,000.00	\$1,000.00	\$53,000
63	MINOR CONCRETE (SOUND WALL FOOTING)	94	CY	\$1,000.00	\$1,000.00	\$94,000

City of Marina
Imjin Parkway Widening Project (RSTPL-5416(011))
 Opinion of Probable Construction Costs
 Final Design - Jan 2022

Item	Description	Estimated Quantity	Unit	Unit Price	Unit Price	Total
64	MINOR CONCRETE (ISLAND PAVING)	12,675	SF	\$12.00	\$12.00	\$152,100
65	MINOR CONCRETE (MEDIAN CURB) (TYPE B)	18,376	LF	\$35.00	\$35.00	\$643,160
66	MINOR CONCRETE (MEDIAN CURB) (TYPE B WITH GUTTER)	2,292	LF	\$45.00	\$45.00	\$103,140
67	MINOR CONCRETE (CURB AND GUTTER) (TYPE C)	8,396	LF	\$55.00	\$55.00	\$461,780
68	MINOR CONCRETE (MOUNTABLE CURB)	1,233	LF	\$50.00	\$50.00	\$61,650
69	MINOR CONCRETE (RETAINING CURB)	54	LF	\$45.00	\$45.00	\$2,430
70	MINOR CONCRETE (SIDEWALK)	55,850	SF	\$12.00	\$10.00	\$558,500
71	MINOR CONCRETE (CROSS GUTTER)	1,255	SF	\$18.00	\$15.00	\$18,825
72	MINOR CONCRETE (TRUCK APRON)	253	CY	\$1,000.00	\$1,000.00	\$253,000
73	MINOR CONCRETE (BUS PAD)	187	CY	\$1,000.00	\$1,000.00	\$187,000
74	MINOR CONCRETE (DRIVEWAY APPROACH)	3,275	SF	\$18.00	\$15.00	\$49,125
75	MINOR CONCRETE (MAIL BOX PAD)	16	SF	\$12.00	\$12.00	\$192
76	BICYCLE RAILING	897	LF	\$70.00	\$125.00	\$112,125
77	CHAIN LINK FENCE (TYPE CL-8) W/3 LINES OF BARBED WIRE ON TOP	720	LF	\$35.00	\$50.00	\$36,000
78	RELOCATE SLIDING GATE AND OPERATOR	1	EA	\$2,000.00	\$3,500.00	\$3,500
79	RELOCATE PEDESTRIAN ACCESS GATE	1	EA	\$1,500.00	\$2,500.00	\$2,500
80	PEDESTRIAN BARRICADE	2	EA	\$1,000.00	\$1,500.00	\$3,000
81	ROADSIDE SIGN - ONE POST	100	EA	\$300.00	\$330.00	\$33,000
82	INSTALL BUS STOP AMENITIES (FURNISHED BY OTHERS)	1	LS	\$2,000.00	\$4,000.00	\$4,000
83	REMOVABLE BOLLARD	11	EA	\$2,500.00	\$2,500.00	\$27,500
84	RIP RAP (CHECK DAM)	580	CY	\$180.00	\$250.00	\$145,000
85	RIP RAP (CURB CUTS)	50	CY	\$180.00	\$250.00	\$12,500
86	RIP RAP (SD OUTFALL)	62	CY	\$180.00	\$250.00	\$15,500
87	THERMOPLASTIC TRAFFIC STRIPE (6" WHITE)	2,345	LF	\$2.50	\$2.50	\$5,863
88	THERMOPLASTIC TRAFFIC STRIPE (12" WHITE)	876	LF	\$5.00	\$5.00	\$4,380
89	THERMOPLASTIC TRAFFIC STRIPE (12" DASHED WHITE)	644	LF	\$3.00	\$3.00	\$1,932
90	DETAIL 9 (THERMOPLASTIC)	13,512	LF	\$2.00	\$2.00	\$27,024
91	DETAIL 21 (THERMOPLASTIC)	55	LF	\$5.00	\$5.00	\$275
92	DETAIL 24 (THERMOPLASTIC)	8,854	LF	\$2.50	\$2.50	\$22,135
93	DETAIL 27B (THERMOPLASTIC)	1,657	LF	\$2.50	\$2.50	\$4,143
94	DETAIL 32 (THERMOPLASTIC)	733	LF	\$2.50	\$2.50	\$1,833
95	DETAIL 37B (THERMOPLASTIC)	270	LF	\$2.00	\$2.00	\$540
96	DETAIL 38 (THERMOPLASTIC)	5,476	LF	\$5.00	\$5.00	\$27,380
97	DETAIL 38A (THERMOPLASTIC)	2,282	LF	\$3.50	\$3.50	\$7,987
98	DETAIL 39 (THERMOPLASTIC)	26,801	LF	\$2.00	\$2.00	\$53,202
99	DETAIL 39A (THERMOPLASTIC)	2,165	LF	\$1.00	\$1.00	\$2,165
100	DETAIL 40 (THERMOPLASTIC)	464	LF	\$1.00	\$1.00	\$464
101	THERMOPLASTIC PAVEMENT MARKING (WHITE)	3,686	SF	\$5.00	\$8.00	\$29,488
102	PAVEMENT MARKING (GREEN) (METHYL METHACRYLATE)	730	SF	\$16.00	\$18.00	\$13,140
Utilities and Drainage						
103	ADJUST USACE VAULT TO GRADE	3	EA	\$4,000.00	\$4,000.00	\$12,000
104	ADJUST USACE MONITORING WELL LID TO GRADE	2	EA	\$6,000.00	\$6,000.00	\$12,000
105	ADJUST USACE LOW POINT/LEAK DETECTION VAULT TO GRADE	1	EA	\$8,000.00	\$8,000.00	\$8,000
106	RELOCATE USACE LOW POINT LEAK DETECTION FACILITY	1	EA	\$20,000.00	\$20,000.00	\$20,000
107	ADJUST USACE HIGH POINT VENT	1	EA	\$5,000.00	\$5,000.00	\$5,000
108	REPLACE 8"X12" HDPE DUAL WALL EXTRACTION PIPING	20	LF	\$350.00	\$350.00	\$7,000
109	2" WATER METER (IRRIGATION SYSTEM)	3	EA	\$7,500.00	\$7,500.00	\$22,500
110	ADJUST BLOW OFF VALVE TO GRADE	7	EA	\$1,000.00	\$1,000.00	\$7,000
111	ADJUST AIR RELEASE VALVE TO GRADE	8	EA	\$1,000.00	\$1,000.00	\$8,000
112	ADJUST GATE VALVE TO GRADE	6	EA	\$1,000.00	\$1,000.00	\$6,000
113	ADJUST SS MANHOLE TO GRADE	2	EA	\$5,000.00	\$5,000.00	\$10,000
114	ADJUST WATER VALVE COVER TO GRADE	2	EA	\$1,000.00	\$1,000.00	\$2,000
115	6" C900 PVC SEWER FORCEMAIN PIPE	905	LF	\$180.00	\$180.00	\$162,900
116	8" C900 PVC SEWER FORCEMAIN PIPE	522	LF	\$200.00	\$200.00	\$104,400
117	10" C900 PVC SEWER FORCEMAIN PIPE	905	LF	\$220.00	\$220.00	\$199,100
118	15" C900 PVC SEWER PIPE	15	LF	\$120.00	\$120.00	\$1,800
119	SEWER MANHOLE	2	EA	\$11,200.00	\$11,200.00	\$22,400
120	8" PVC - 45 DEGREE BEND	2	EA	\$500.00	\$500.00	\$1,000
121	TEMPORARY CAP	4	EA	\$1,500.00	\$1,500.00	\$6,000
122	ADJUST PULL BOX TO GRADE	2	EA		\$500.00	\$1,000
123	STORM DRAIN MANHOLE	11	EA	\$12,500.00	\$12,500.00	\$137,500
124	TYPE A CATCH BASIN	6	EA	\$10,000.00	\$10,000.00	\$60,000
125	24" SQUARE PRECAST DRAIN INLET	9	EA	\$5,000.00	\$5,000.00	\$45,000
126	12" HDPE ADS N-12 STORM DRAIN PIPE	623	LF	\$90.00	\$90.00	\$56,070
127	18" HDPE ADS N-12 STORM DRAIN PIPE	1,892	LF	\$110.00	\$110.00	\$208,120
128	ADJUST EXISTING SD MANHOLE TO GRADE	1	EA	\$2,500.00	\$2,500.00	\$2,500
129	INSTALL PIPE CULVERT HEADWALL	2	EA	\$15,000.00	\$15,000.00	\$30,000
130	CONNECTION OF SD PIPE TO EXISTING CATCH BASIN	1	EA	\$2,500.00	\$2,500.00	\$2,500

City of Marina
Imjin Parkway Widening Project (RSTPL-5416(011))
 Opinion of Probable Construction Costs
 Final Design - Jan 2022

Item	Description	Estimated Quantity	Unit	Unit Price	Unit Price	Total
Landscaping						
131	PLANTING	1	LS	\$726,050.00	\$834,957.50	\$834,958
132	IRRIGATION	1	LS	\$607,500.00	\$698,625.00	\$698,625
133	PLANT ESTABLISHMENT PERIOD (365 DAYS)	1	LS	\$40,000.00	\$55,000.00	\$55,000
134	IRRIGATION AND LANDSCAPING 3-YEARS MAINTENANCE CONTRACT	1	LS	\$60,000.00	\$60,000.00	\$60,000
135	ROUNDBOUT ART (H=8')	16	EA	\$30,000.00	\$35,000.00	\$560,000
136	ROUNDBOUT ART (H=10')	7	EA	\$40,000.00	\$45,000.00	\$315,000
137	ROUNDBOUT ART (H=12')	9	EA	\$50,000.00	\$55,000.00	\$495,000
138	DOLPHIN ART	4	EA	\$8,000.00	\$10,000.00	\$40,000
139	BUCKWHEAT RELOCATION AND SEEDING	1	LS	\$5,000.00	\$5,000.00	\$5,000
Electrical						
140	STREET LIGHTING SYSTEM	1	LS	\$1,981,650.00	\$2,230,000.00	\$2,230,000
Traffic Signal						
141	RRFB ASSEMBLY (POLE, FOUNDATION, SIGNS, RRFB SYSTEM, PPB, CONTROLLER, CONDUIT)	1	LS	\$342,000.00	\$600,000.00	\$600,000
142	TRAFFIC SIGNAL MODIFICATIONS AT RESERVATION ROAD	1	LS	\$32,500.00	\$70,000.00	\$70,000

	Total
Construction Subtotal	\$28,438,827
Delta	\$1,524,293
Contingency @ 10%	\$2,843,883
TOTAL CONSTRUCTION COST	\$31,282,709
TOTAL CONSTRUCTION COST (ROUNDED)	\$33,000,000

Additive Bid Alternative A						
Item	Description	Estimated Quantity	Unit	Unit Price	Unit Price	Total
Fiber Infrastructure						
1	FURNISH AND INSTALL NO. 6E PULL BOX	38	EA	\$3,500.00	\$3,500.00	\$133,000
2	FURNISH AND INSTALL 3" HDPE CONDUIT	11100	LF	\$35.00	\$35.00	\$388,500
3	FURNISH AND INSTALL PULL ROPE	11100	LF	\$0.25	\$0.25	\$2,775
	Construction Subtotal					\$524,275
	Contingency @ 10%					\$52,428
	TOTAL CONSTRUCTION COST					\$576,703
	TOTAL CONSTRUCTION COST (ROUNDED)					\$600,000

TOTAL CONSTRUCTION COST (BASE BID + ADD BID ALT A)	\$33,536,134
TOTAL CONSTRUCTION COST (ROUNDED) (BASE BID + ADD BID ALT A)	\$33,600,000

Right-of-Way Acquisition (Estimated)	\$66,195
Environmental Mitigation (Estimated)	\$725,000
MCWD Irrigation Capacity Fees (Estimated)	\$440,000
PG&E relocation Fees (Estimated)	\$550,000
Construction Management @ 15 %	\$4,950,000
DSDC @ 1.5%	\$495,000
City Administration @ 0.75%	\$247,500
TOTAL CONTRACT COST (Base Bid)	\$40,473,695
TOTAL CONTRACT COST (Base Bid)(Rounded)	\$40,500,000

**EXHIBIT D-1 - FUNDING SUMMARY
OCTOBER 26, 2022**

Project Phase	Fund Source	Fiscal Year	Amount	Agency	Reimbursable Under this Agreement	Funding Secured?
CON	Measure X	2019/20	\$18,250,000	TAMC	Yes	Yes
CON	Senate Bill 1 Local Partnership Program – Formula	2023/24	\$1,250,000	TAMC	Yes	Yes
CON	Senate Bill 1 Local Partnership Program – Competitive	2019/20	\$19,000,000	Marina	No	Yes
CON	Local Impact Fees	2019/20	\$2,000,000	Marina	No	Yes
Total Reimbursable Amount:			\$19,500,000			
City of Marina’s Share			\$21,000,000			
Total Project Funding:			\$40,500,000			



Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: October 26, 2022
Subject: Salinas land transfer agreement - Lincoln Avenue

RECOMMENDED ACTION:

APPROVE Resolution 2022-13 approving the revised land transfer agreement with the City of Salinas for the properties acquired for the rail station improvements at Lincoln Avenue and West Market Street and authorizing the Executive Director to enter into the agreement.

SUMMARY:

The Transportation Agency Board originally approved this land transfer agreement on August 24, 2022 and the Salinas City Council approved it on August 9, 2022. The California Transportation Commission (CTC) needs to approve this land transfer, and requested that the funding agreements between TAMC and Caltrans governing the use of funds for this project be explicitly assigned by TAMC to the City in the transfer agreement.

FINANCIAL IMPACT:

The property acquisition phase of the Salinas Rail Extension project was funded by state funding, specifically Traffic Congestion Relief Program (TCRP), and the construction phase was also funded by state funding (State Transportation Improvement Program, STIP, and Proposition 116 Rail Bond funds). Therefore, the transfer of properties from TAMC to the City of Salinas needs to be approved by the state funding agency, the California Transportation Commission (CTC).

DISCUSSION:

In 2017, the Transportation Agency entered into a Memorandum of Understanding (MOU) with the City of Salinas and Monterey-Salinas Transit (MST) regarding the Salinas Intermodal Transportation Center. Pursuant to that memorandum, seven properties acquired by TAMC for the Monterey County Rail Extension project are to be transferred to the City upon completion of the construction of improvements on those parcels, namely the extension of Lincoln Avenue and associated parking. The construction is now complete.

The eleven TAMC properties, totaling 2.322 acres, now comprise 1.27 acres for Lincoln Avenue and just under one acre for parking. In order for Lincoln Avenue to become a City street and for the parking to be included in the City's parking inventory, TAMC will transfer the properties to the City, which already owns property adjacent to the TAMC-owned parcels. Per the memorandum, TAMC also constructed improvements on said City-owned property, including parking, a bus transfer facility, and associated circulation, stormwater, and utility improvements.

TAMC originally approved a land transfer agreement on September 22, 2021 and the City Council approved it on October 26, 2021. The California Transportation Commission (CTC) needs to approve this land transfer since they oversee the funds that were used to acquire the properties. After TAMC and Salinas approved the transfer

agreement, CTC staff requested that references to the City's future hypothetical development on the parcels be removed from the agreement. This change was made to the agreement and TAMC Board and the City of Salinas approved the revised agreement in August 2022. After the revised agreement was submitted to the California Transportation Commission, their legal counsel requested that additional language be added to the agreement that explicitly assigns the obligations of the funding agreements between TAMC and Caltrans to the City of Salinas. This further change has been made and the revised agreement is attached for Board consideration as **Attachment 1**. With this change, CTC staff has indicated that they will be ready to bring approval of the property transfer forward for consideration at the December 7, 2022 California Transportation Commission meeting.

The transfer agreement includes the following exhibits, which are included as web attachments to the staff report:

- A) List of property assessors parcel numbers, addresses, and size (**Web Attachment 1**);
- B) Map showing the original ownership of said properties (**Web Attachment 2**);
- C) TAMC/Salinas/MST Memorandum of Understanding (**Web Attachment 3**);
- D) Caltrans/TAMC Master Agreement & Program Supplement (**Web Attachment 4**); and
- E) Quitclaim deeds (**Web Attachment 5**).

ATTACHMENTS:

- ▣ Resolution 2022-13
- ▣ TAMC - Salinas Land Transfer Agreement

WEB ATTACHMENTS:

1. [TAMC - Salinas Land Transfer Agreement - Exhibit A - Parcel List](#)
2. [TAMC - Salinas Land Transfer Agreement - Exhibit B - Parcel Map](#)
3. [TAMC - Salinas Land Transfer Agreement - Exhibit C - Memorandum of Understanding](#)
4. [TAMC - Salinas Land Transfer Agreement - Exhibit D - Caltrans Master Agreement & Program Supplement](#)
5. [TAMC - Salinas Land Transfer Agreement - Exhibit E - Quitclaim Deeds](#)



**RESOLUTION NO. 2022-13 OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
TO APPROVE THE MONTEREY COUNTY RAIL EXTENSION PACKAGE 1
PROPERTY TRANSFER AGREEMENT WITH THE CITY OF SALINAS.**

WHEREAS, on February 7, 2017, the City of Salinas and the Transportation Agency for Monterey County (TAMC) entered into a Memorandum of Understanding (MOU, Exhibit C to the Transfer Agreement, or the “Agreement”) for the redevelopment of the Salinas Intermodal Transportation Center (the ITC) to accommodate new commuter passenger rail service outside of the region (the Project); and

WHEREAS, the MOU called for TAMC to acquire property and construct improvements, including removal of the existing Station Place right-of-way and construction of a new Lincoln Avenue extension, and a new 287-stall parking area to serve commuters making use of the anticipated commuter train service as Package 1 of the Monterey County Rail Extension Kick Start Project (Package 1); and;

WHEREAS, TAMC prepared and certified an Environmental Impact Report for Package 1 improvements; and

WHEREAS, TAMC has completed Package 1 and now desires, pursuant to the MOU, to transfer to the City eleven parcels of land totaling approximately 2.32 acres which were developed by TAMC (the Property) and are listed and shown on Exhibits A and B respectively of the attached Agreement; and

WHEREAS, the Package 1 was funded through a Traffic Congestion Relief Program (TCRP) grant provided by the California Department of Transportation, which included provisions requiring the operation and maintenance of the commuter parking funded by the grant; and

WHEREAS, under the terms of the TCRP grant Master Agreement, the California Transportation Commission (CTC) must approve any transfer of the Property and TAMC must assign and the City must assume responsibility of the terms of the Master Agreement and Program Supplement, provided as Exhibit D to the Transfer Agreement; and

WHEREAS, TAMC staff and the City of Salinas have agreed to final terms of the Transfer Agreement and have requested that the TAMC Board of Directors both approve the

Agreement, in the form attached to this Resolution, and authorize the Executive Director to execute the Agreement on behalf of TAMC.

NOW, THEREFORE, BE IT RESOLVED THAT: the Board of Directors of the Transportation Agency for Monterey County hereby approves the Agreement, attached to this Resolution as Exhibit 1, and authorizes the Executive Director to execute the Agreement on behalf of TAMC.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California
this 26th day of October 2022, by the following votes:

AYES:

NOES:

ABSENT:

MARY ADAMS, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

TRANSFER AGREEMENT

This agreement (hereinafter referred to as the “Transfer Agreement”) is made on this _____ day of _____, 2022, between the Transportation Agency for Monterey County (“TAMC”) and the City of Salinas, a California Charter City and municipal corporation (“City”). TAMC and City are collectively referred to as the “Parties.”

The Parties hereby agree as follows:

1. TRANSFER

- (a) As part of the Salinas Intermodal Transportation Project, TAMC agrees to transfer and City agrees to accept pursuant to the terms and conditions set forth in this Transfer Agreement, the eleven parcels of approximately 2.3 acres of real property located on West Market Street and Station Place in the City of Salinas, County of Monterey, State of California, described in **Exhibit A** and depicted in **Exhibit B**, hereinafter referred to as the “Property.”
- (b) City agrees to take the property consistent with the terms of the Memorandum of Understanding regarding the Salinas Intermodal Transportation Center (“MOU”), attached as **Exhibit C**, and subject to approval by the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans), TAMC agrees to assign, and the City of Salinas agrees to assume all contract obligations contained in Master Agreement 64A0078 A02 and Program Supplement #05A0078-05-A10, attached as **Exhibit D**, which governs the state funding sources used to purchase the properties in question and to construct the project improvements.
- (c) City agrees that it will be acquiring the Property by way of Quitclaim Deed, in a form attached hereto as **Exhibit E** and incorporated by this reference.
- (d) City agrees it will be acquiring the Property, including any improvements thereon, in an “as-is” condition with all faults and conditions then existing, including any hazardous substances or hazardous wastes, whether known or unknown, and City assumes all responsibility for such faults and conditions.

2. TAXES/ASSESSMENTS

TAMC shall pay all real property taxes and assessments due, if any, up to the transfer of the Property.

3. TAMC’S REPRESENTATIONS AND WARRANTIES

TAMC represents and warrants to City that on the date this Transfer Agreement is fully executed, the following conditions apply:

- (a) TAMC has the full right, power and authority to enter into this Transfer Agreement and to perform the transactions contained in it.
- (b) TAMC has indefeasible fee simple title to the Property.

4. NOTICES

All notices and demands shall be given in writing either by personal service or by registered or certified mail, postage prepaid, and return-receipt requested.

To Transportation Agency for Monterey County	To City
TAMC c/o Executive Director	City of Salinas c/o City Manager
55 B Plaza Circle	200 Lincoln Ave.
Salinas, California 93901	Salinas, California 93931

5. BINDING ON SUCCESSORS

This Transfer Agreement shall be binding on the Parties, their heirs, personal representatives, assigns and other successors in interest.

6. ADDITIONAL DOCUMENTS

The parties agree to execute any additional documents reasonable and necessary to carry out the provisions of the Transfer Agreement. TAMC’s Executive Director shall be authorized to execute any documents needed to complete the transaction, including but not limited to any future amendments to this Transfer Agreement, notices, or related documents.

7. SEVERABILITY

If any provision of this Transfer Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall continue in full force and effect without being impaired.

8. CAPTIONS

The captions heading the various paragraphs of this Transfer Agreement are for convenience and shall not be considered to limit, expand or define the contents of the respective paragraphs.

9. GOVERNING LAW

This Transfer Agreement shall be governed by and construed in accordance with the laws of the State of California.

10. ENTIRE AGREEMENT

This Transfer Agreement embodies the entire agreement and understanding between the parties relating to the subject matter hereof and may not be amended, waived or discharged except by an instrument in writing executed by the party against which enforcement of such amendment, waiver or discharge is sought. This Transfer Agreement supersedes all prior discussions, negotiations, agreements and memoranda regarding this Transfer Agreement whether oral or written.

11. AUTHORITY AND EXECUTION

This Transfer Agreement, which is valid only when executed by both parties, constitutes the complete understanding and mutual agreement of the Parties hereto. No oral representation in any manner shall vary the terms hereof or be binding. The individuals executing this Transfer Agreement and any other related written documentation certify that they have authority to bind their respective entities.

12. COUNTERPARTS

This Transfer Agreement may be executed in counterparts, which shall be considered an original and which together shall constitute one document.

Salinas Intermodal Transportation Project Transfer Agreement
Approved by the Transportation Agency for Monterey County on August 24, 2022
Approved by the Salinas City Council on August 9, 2022

The parties have executed this Transfer Agreement as shown below by their duly authorized representatives:

Transportation Agency for Monterey County

Date: _____

By: _____
Todd Muck, Executive Director

Approved as to Form:

By: _____
Robert Brayer, TAMC Counsel

City of Salinas

Date: _____

By: _____
Steven S. Carrigan, City Manager

Approved as to Form:

By: _____
Christopher A. Callihan, City Attorney



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: October 26, 2022
Subject: **Committee Minutes**

RECOMMENDED ACTION:

ACCEPT draft minutes of the Transportation Agency Committees:

- Executive Committee - draft minutes of October 5, 2022
- Rail Policy Committee - no meeting this month
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of October 5, 2022
- [Technical Advisory Committee](#) - draft minutes of October 6, 2022
- [Measure X Citizens Oversight Committee](#) - No meeting

ATTACHMENTS:

- Executive Committee draft minutes of October 5 2022

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: Mary Adams (Chair), Michael LeBarre (1st Vice Chair),
 Chris Lopez (2nd Vice Chair), Ed Smith (Past Chair),
 Wendy Root Askew (County representative), Kimbley Craig (City representative)*

Wednesday, October 5, 2022

*** 8:30 a.m. ***

REMOTE VIDEO/PHONE CONFERENCE ONLY

EXECUTIVE COMMITTEE	NOV 21	JAN 22	FEB 22	MAR 22	APR 22	MAY 22	JUN 22	AUG 22	SEP 22	OCT 22
Mary Adams, Chair Supr. Dist. 5 (S. Hardgrave, C. Courtney)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)
Michael LeBarre, 1st Vice Chair King City (C. DeLeon)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Chris Lopez, 2nd Vice Chair Supr. Dist. 3 (P. Barba)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)
Ed Smith, Past Chair Monterey (D. Albert, A. Renny)	P (VC)	P (VC)	E	P (VC)	P (VC)	A	P (VC)	P (VC)	P (VC)	P (VC)
Wendy Root Askew, County Representative Supr. Dist. 4 (Y. Anderson)	P(A) (VC)	E	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)
Kimbley Craig, City Representative Salinas (C. Cromeenes)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)

TC: via teleconference; VC: via video conference

P = Present

A = Absent

P(A) = alternate present

E = Excused

1. CALL TO ORDER

Chair Adams called the meeting to order at 8:30 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Muck, Rodriguez, Strause, and Watson.

Others present: Robert Brayer, County Counsel; Jim Davenport, Thorn Run Partners; Gus Khouri, Khouri Consulting; and Colleen Courtney, District 5 alternate.

2. PUBLIC COMMENTS

No public comment

3. CONSENT AGENDA

On a motion by Committee Member Craig, seconded by Committee Member LeBarre, the Committee voted 6-0 to approve the minutes from the Executive Committee meeting of September 7, 2022.

4. LEGISLATIVE UPDATE

On a motion by Committee Member Smith, seconded by Chair Adams, the Committee recommended that the Board of Directors approve the draft 2023 legislative program for distribution to committees. The Executive Committee received an update on state and federal legislative issues.

Gus Khouri, Agency state legislative analyst, highlighted a few outstanding bills of interest: the Governor vetoed AB 2438 (Friedman): Climate Action Plan for Transportation Infrastructure and California Transportation Plan Compliance, which would have tied all state transportation funding to the climate action plan. The Governor signed AB 2449 (Blanca Rubio): Open meetings: local agencies: teleconferences, which will impact how TAMC administers Board and Committee meetings.

Jim Davenport, Agency federal legislative analyst, presented an update on federal legislative activities. He reported that Congress is on break until November 15, when they are expected to take up the transportation appropriations bill.

Christina Watson, Director of Planning, reviewed the draft 2023 legislative program and made edits suggested by the Committee.

5. TAMC BOARD DRAFT AGENDA

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of October 26, 2022. After Executive Committee discussion, direction was provided to staff to place the following items for consideration on the regular agenda:

- Employee of the Quarter
- Corridor Consultant Report
- Central Coast Zero Emission Vehicle Study Presentation
- Pacific Gas & Electric - Electric Vehicle Charging Grid Readiness

6. ANNOUNCEMENTS

Director Muck announced the next Executive Committee meeting will be held on November 2, 2022, and there will be no Executive Committee meeting in December.

Chair Adams reminded the Committee to submit the Executive Director evaluation forms as soon as possible, noting they were due on September 30.

7. ADJOURNMENT

Chair Adams adjourned the meeting at 9:22 a.m.



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: October 26, 2022
Subject: Correspondence

RECOMMENDED ACTION:

RECEIVE correspondence to and from TAMC for the month of October 2022.

WEB ATTACHMENTS:

- [October 4, 2022 letter to Kathleen Hanley, AICP, ITSP Program Manager, Division of Transportation Planning, California Department of Transportation regarding comments on the 2022 Draft Interregional Transportation Strategic Plan Addendum \(ITSP\) from TAMC Executive Director Todd Muck](#)
- [October 13, 2022 letter to The Honorable Pete Buttigieg, Secretary of the United States Department of Transportation, regarding strong support for funding of the “Reconnecting Salinas: Feasibility Study of Key Bicycle and Pedestrian Access Barriers” project through the Reconnecting Communities Pilot \(RCP\) discretionary grant program from TAMC Executive Director Todd Muck](#)
- [October 17, 2022 letter to Miranda Taylor, Planner, CPTP Program Manager, AMBAG, regarding Comments on Draft Monterey Bay Area Coordinated Public Transit-Human Services Transportation Plan from TAMC Executive Director Todd Muck](#)