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

## **EXECUTIVE COMMITTEE**

*Members are: Michael LeBarre, Chair; Chris Lopez, 1st Vice Chair; Dave Potter, 2nd Vice Chair; Mary Adams, Past Chair; Wendy Askew, County Representative; Chaps Poduri, City Representative*

**Wednesday, February 1, 2023**

**\*\*8:30 AM\*\***

## **REMOTE CONFERENCE 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/775161178?pwd=STY4UzZZblpOK0VLdEs3RGZUS3kyUT09>

**OR**

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

**Meeting ID: 775 161 178**

**Password: 536047**

### **1. ROLL CALL**

Call to order and self-introductions. If you are unable to attend, please contact Elouise Rodriguez, Senior Administrative Assistant. Your courtesy to the other members to assure a quorum is appreciated.

### **2. PUBLIC COMMENTS**

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of Transportation Agency and Executive Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

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.

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### 3. 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.

3.1 **APPROVE** the Executive Committee draft minutes of January 11, 2023.

- Rodriguez

### END OF CONSENT AGENDA

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4. **DISCUSS** options for meetings in 2023 and **RECOMMEND** the Board of Directors adopt a policy regarding hybrid meetings to ensure a quorum.

- Brayer

*Amendments to the Brown Act complicate how TAMC can hold meetings starting in March 2023. Staff requests the Executive Committee consider recommending the Board adopt a policy to ensure a quorum of voting members at Board, Executive Committee, and Rail Policy Committee meetings under the revised law.*

### 5. Draft Overall Work Program & Budget

1. **RECOMMEND** that the Board **AUTHORIZE** Executive Director to submit the draft fiscal year 23/24 Overall Work Program to Caltrans for initial review; and
2. **RECOMMEND** that the Board **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 23/24 through 25/26, the Overall Work Program for fiscal year 23/24, and the 2023 Intergrated Funding Plan; and
3. **RECOMMEND** that the Board **DIRECT** the Executive Director to bring the final three-year budget, one-year Overall Work Program, and the 2023 Intergrated Funding Plan back to the Board on May 24, 2023 for approval.

- Goel/Zeller

*Authorization to submit the draft budget for fiscal year 23/24 is necessary to meet Caltrans's review deadline. The Agency continues to control expenditures to stay within its current year budget, and maintains a prudent cash reserve. The annual Transportation Agency for Monterey County Overall Work Program describes the activities that the Agency will undertake during the next fiscal year, and provides the basis for the 2023/24 budget.*

6. RECEIVE report on draft agenda for TAMC Board meeting.

- Muck

7. ANNOUNCEMENTS

8. ADJOURN

### **ANNOUNCEMENTS**

Next Executive Committee meeting:  
**Wednesday, March 1, 2023 at 8:30 a.m.**

**Transportation Agency for Monterey County  
Conference Room  
55-B Plaza Circle, Salinas CA 93901**

A quorum of voting members is required to be present in the same room to hold this meeting.

There will be a zoom link for hybrid participation.

**Voting members: please note that the circumstances in which you may remotely teleconference have been severely curtailed and require prior notice and only certain justifications. Click [here](#) for more detail.**

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

Elouise Rodriguez, Clerk of the Board &  
Senior Administrative Assistant  
[Elouise@tamcmonterey.org](mailto:Elouise@tamcmonterey.org)

[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](mailto: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  
55B Plaza Circle, Salinas, CA 93901  
TEL: 831-775-0903  
EMAIL: [info@tamcmonterey.org](mailto:info@tamcmonterey.org)

Agenda Items: The agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member of the Committee may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

**CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS - No items this month.**



## ***Memorandum***

**To:** Executive Committee  
**From:** Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board  
**Meeting Date:** February 1, 2023  
**Subject:** **Executive Committee draft minutes of January 11, 2023**

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### **RECOMMENDED ACTION:**

**APPROVE** the Executive Committee draft minutes of January 11, 2023.

### **ATTACHMENTS:**

- ▣ Executive Committee draft minutes of January 11, 2023.

**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 (1<sup>st</sup> Vice Chair),  
 Chris Lopez (2<sup>nd</sup> Vice Chair), Ed Smith (Past Chair),  
 Wendy Root Askew (County representative), Vacant (City representative)*

**Wednesday, January 11, 2023**

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

REMOTE VIDEO/PHONE CONFERENCE ONLY

<b>EXECUTIVE COMMITTEE</b>	<b>FEB 22</b>	<b>MAR 22</b>	<b>APR 22</b>	<b>MAY 22</b>	<b>JUN 22</b>	<b>AUG 22</b>	<b>SEP 22</b>	<b>OCT 22</b>	<b>NOV 22</b>	<b>JAN 23</b>
Mary Adams, <b>Chair</b> Supr. Dist. 5 (S. Hardgrave, C. Courtney)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (TC)
Michael LeBarre, <b>1<sup>st</sup> Vice Chair</b> 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, <b>2<sup>nd</sup> Vice Chair</b> Supr. Dist. 3 (P. Barba)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Ed Smith, <b>Past Chair</b> Monterey (D. Albert, A. Renny)	E	P (VC)	P (VC)	A	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Wendy Root Askew, <b>County Representative</b> Supr. Dist. 4 (Y. Anderson)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)
Vacant, <b>City Representative</b> (vacant)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	E

*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: Goel, Guther, Muck, Rodriguez, Watson, and Wright.

Others present: Robert Brayer, County Counsel; Paul Schlesinger and 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 Smith, seconded by Committee Member LeBarre, the Committee voted 5-0 to approve the minutes from the Executive Committee meeting of November 2, 2022.

**4. LEGISLATIVE UPDATE & FINAL 2023 PROGRAM**

On a motion by Committee Member Lopez, seconded by Committee Member Smith, the Committee voted 5-0 to receive an update on state and federal legislative issues and recommended that the Board of Directors adopt the final 2023 legislative program.

Paul Schlesinger, Federal Agency legislative analyst, presented an update on federal legislative activities, noting that the omnibus appropriations bill signed into law by President Biden included \$1 million in community project funding for the US 101 South of Salinas auxiliary lane project.

Gus Khouri, State Agency legislative analyst, presented an update on state legislative activities, including the state budget announced on January 10. He noted that our delegation has changed, including the new Assembly Member Dawn Addis, the success of Assembly Member Rivas' attempt to become Speaker as of June 30, 2023, and that Senator Caballero's new district represents San Joaquin Valley and Senator Laird will represent the entire Monterey County until the 2024 elections clarify the new district representation.

Committee Member Lopez asked Mr. Khouri to confirm whether Senator Caballero would continue to represent our area for the next two years, or if Senator Laird is taking over the region formerly represented by Sen. Caballero.

Christina Watson, Director of Planning, presented the final Agency legislative program for 2023, with minor changes from the draft as approved by the Board in October.

## **5. TRANSPORTATION EXCELLENCE AWARDS**

On a motion by Committee Member Lopez, seconded by Committee Member Askew, the Committee voted 5-0 to receive a report and approved the honoree nominations submitted to be awarded Transportation Excellence Awards for 2022 at the January 25, 2023, Board meeting.

Theresa Wright, Community Outreach Coordinator, reported that the annual awards program gives the Transportation Agency the opportunity to show its appreciation to the local community for its outstanding efforts to improve transportation in Monterey County. She noted that this year, staff received two nominations for Transportation Excellence Awards:

- Individual Nominee Award Transportation professionals who excel at their jobs and go the extra mile to improve our transportation system. Nominee: Andrew Easterling Traffic Engineer, City of Salinas Nominator: Ariana Green. Principal Planner, TAMC
- Project Nominee: Point Pinos Trail Project Nominator: Joyce Halabi, Deputy Public Works Director, City of Pacific Grove

## **6. TAMC BOARD DRAFT AGENDA**

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of January 25, 2023. Director Muck announced that the meeting will be held in person with a hybrid option, located at the County Building, 1441 Schilling Place, Salinas. After Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- Employee of the Quarter
- Election of 2023 Officers
- US 101 Business Plan
- Transportation Excellence Awards

## **7. ANNOUNCEMENTS**

None this month.

## **8. ADJOURNMENT**

Vice Chair LeBarre adjourned the meeting at 9:23 a.m.





**Memorandum**

**To:** Board of Directors  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** February 1, 2023  
**Subject:** **Ralph M. Brown Act update**

**RECOMMENDED ACTION:**

**DISCUSS** options for meetings in 2023 and **RECOMMEND** the Board of Directors adopt a policy regarding hybrid meetings to ensure a quorum.

**SUMMARY:**

Amendments to the Brown Act complicate how TAMC can hold meetings starting in March 2023. Staff requests the Executive Committee consider recommending the Board adopt a policy to ensure a quorum of voting members at Board, Executive Committee, and Rail Policy Committee meetings under the revised law.

**FINANCIAL IMPACT:**

Financial impacts of returning to in-person meetings are included in the Agency budget for meeting administration. Some meeting locations may incur a cost for reservations. There are also administrative costs associated with the tracking of a quorum, a normal element of organizing Brown Act meetings, made somewhat more complicated by the recent changes to the law.

**DISCUSSION:**

Until March 2023, Agency Board and Committee meetings can continue to be held via remote conferencing under the Governor's declared state of emergency, which he has announced will terminate on February 28, 2023. Starting in March, TAMC will resume in-person meetings, with possible hybrid remote/in-person participation pursuant to the revised Brown Act (see **attached**).

The remote option under the traditional option is still available - remote teleconferencing is allowed so long as the agenda is posted at all in-person locations, and all those locations are accessible to the public and posted on the agenda.

Under new provisions in the Brown Act (pursuant to Assembly Bill 2449), Board or Committee members may still participate remotely from a non-publicly accessible location, but with new restrictions. First, any such member must notify the Board or Committee in advance of the justification for needing to participate remotely, strictly limited to two categories: "just cause" and "emergency circumstances," both of which are detailed in the attachment. This type of Board or Committee member remote participation is limited to 20% of the meetings, meaning no more than two TAMC Board or TAMC Committee meetings, per year, per member, as the TAMC Board and its Committees only meet ten times per year.

AB 2449 also requires that, to teleconference remotely at a non-publicly accessible location, there be a physical

quorum in a single location in the agency's jurisdiction (Monterey County). Consequently, any Board/Committee member participating remotely, either through the traditional Brown Act or AB 2449, would not count toward that quorum requirement. Note that this does not affect the more general need for a quorum for purposes of holding the meeting.

Staff has worked to identify meeting rooms that can be used for Board and Committee meetings to enable hybrid options for all meetings. Staff is concerned that the confusion around the hybrid meeting options could lead to a failure to secure a quorum under AB 2449 for many meetings, which would mean that option would, as a practical matter, be difficult to utilize. Staff is also concerned that the possibility of members choosing a mix of traditional Brown Act teleconferencing and AB 2449 teleconferencing could also make it difficult to obtain an AB 2449 quorum. Additionally, both AB 2449's numerical and justification requirements would require staff to track each member's attendance and to determine at each meeting whether a physical quorum at a single location is present.

For all of these reasons, Staff requests that the Executive Committee consider recommending that the Board of Directors adopt a policy regarding the use of one or more of these teleconferencing options for Board, Executive Committee, and Rail Policy Committee meetings.

The other Committees - the Bicycle and Pedestrian Facilities Advisory Committee, the Technical Advisory Committee, and the Citizens Oversight Committee - all have their own bylaws, but may follow the Board's lead in this matter.

As to the recommendation on Board of Directors policy for member teleconferencing, Staff has identified several policy options:

1. **Option #1:** Members may use either AB 2449 or traditional Brown Act teleconferencing.
  - Pros: The most flexible option. Members can choose which method suits them in a particular instance.
  - Cons: Difficult to administer and track. Complications, potentially involving the meeting quorum and/or the AB 2449 quorum, may arise if members take advantage of both methods in a single meeting. For example, a member that teleconferences under the traditional Brown Act counts toward a quorum for the meeting and voting purposes, but would not count toward the in-person quorum requirement that would allow other members to teleconference under AB 2449.
2. **Option #2:** Members may only use AB 2449 teleconferencing.
  - Pros: More simple than Option #1; avoids complications from the interaction of AB 2449 and traditional Brown Act teleconferencing methods.
  - Cons: Less flexibility. At least one Board member has expressed an interest in using traditional Brown Act teleconferencing for the Rail Policy and Executive Committee meetings.
3. **Option #3:** Members may only use traditional Brown Act teleconferencing.
  - Pros: More simple than Option #1 and more flexible than Option #2. Avoids any complications from using both methods. Reduces staff time/expense on tracking.
  - Cons: Does not address emergency situations where a member needs to teleconference at the last minute and is unable to timely agendaize the remote location and/or has issues with opening that location to the public.

Staff recommends Option #3, as the easiest-to-administer method that would 1) be the simplest; 2) avoid tricky quorum issues and otherwise required, complex tracking; and 3) still allow members to teleconference without numerical or justification limits. Finally, although Option #3 does not address emergency situations, alternates could be used in many cases to mitigate this issue.

## ATTACHMENTS:

- Brown Act Update

## TAMC Ralph M. Brown Act update

Applicable February 28, 2023

In the post AB-361 world, members will have the following options to attend meetings:

**Option 1:** Attend in person.

**Option 2:** Send your alternate.

**Option 3:** Under the traditional Brown Act: attend from a secondary location that is noticed on the agenda and open and available to the public, and post the agenda at the secondary location. Provide the required information to TAMC staff more than 72 hours in advance of the meeting. Please note that if any Board/Committee member needs to use the provisions of Option 4, anyone participating from a remote location no longer counts toward a quorum for that meeting.

**Option 4:** Assembly Bill 2449:

Under AB 2449, legislative bodies that wish to continue teleconferencing without members having to open their remote locations to the public will be subject to several new requirements. First, **a quorum must be present in a single physical location in the jurisdiction** (i.e., inside Monterey County).

Second, Board or Committee members needing to participate remotely from a non-publicly accessible location must **notify the Board or Committee in advance** as soon as possible, no later than the start of the meeting, that they qualify to do so under one of two grounds:

- a. **“Just Cause”** is limited to:
  - i. Caring for a child, parent, grandchild, sibling, spouse or domestic partner; or
  - ii. A contagious illness preventing in person attendance; or
  - iii. Physical or mental disability; or
  - iv. Travel while on official business for the legislative body or another state or local agency.
- b. **“Emergency Circumstances”** is limited to a physical emergency or family-medical emergency preventing in-person attendance – you must explain the need to the Board in 20 words or fewer without divulging medical information. A majority of the body must approve the request, even if it is made too late to alter the agenda appropriately.

Teleconferencing under AB 2449 is limited to **no more than two TAMC Board or TAMC Committee meetings, per year, per member**. Additional restrictions may apply to other Brown Act meetings.

Under AB 2449, there are a few other things worth noting:

- 1) New transparency requirements will require Committee and Board members participating remotely to have the camera on throughout the meeting and, before any action is taken, to announce anyone in the same room over the age of 18 and the “general nature” of the member’s relationship with any such person;
- 2) If the internet connection broadcasting the meeting is lost during a hybrid meeting, the meeting must be stopped until internet service is restored; and
- 3) At each meeting under this option, there should be a standing item at the start of each agenda to address remote participation.



**Memorandum**

**To:** Executive Committee  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** February 1, 2023  
**Subject:** Draft Overall Work Program, Budget and Integrated Funding Plan

**RECOMMENDED ACTION:**

**Draft Overall Work Program & Budget**

1. **RECOMMEND** that the Board **AUTHORIZE** Executive Director to submit the draft fiscal year 23/24 Overall Work Program to Caltrans for initial review; and
2. **RECOMMEND** that the Board **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 23/24 through 25/26, the Overall Work Program for fiscal year 23/24, and the 2023 Intergrated Funding Plan; and
3. **RECOMMEND** that the Board **DIRECT** the Executive Director to bring the final three-year budget, one-year Overall Work Program, and the 2023 Intergrated Funding Plan back to the Board on May 24, 2023 for approval.

**SUMMARY:**

Authorization to submit the draft budget for fiscal year 23/24 is necessary to meet Caltrans’s review deadline. The Agency continues to control expenditures to stay within its current year budget, and maintains a prudent cash reserve. The annual Transportation Agency for Monterey County Overall Work Program describes the activities that the Agency will undertake during the next fiscal year, and provides the basis for the 2023/24 budget.

**FINANCIAL IMPACT:**

The Transportation Agency for Monterey County gets majority of its funding from state sources. The funding is usually specific to the project or program for which it is granted and cannot be used to cover expenditures of a different project or program -- e.g. the funding received for the call box program can only be used for motorist aid programs. The use of funding is approved by Caltrans in the annual Overall Work Program.

The Agency budget separates expenditures into two types: operating and direct programs. Operating expenditures include salaries and benefits, materials and supplies, and equipment. Direct program expenditures for outside consultants, contracts, and ongoing project and program delivery with continuous funding such as Freeway Service Patrol and Call Box are in the Agency’s budget and the Overall Work Program. The budgeting process was changed in FY 21/22 fiscal year so that regional projects such as Salinas Rail Extension and Measure X programs are now listed in the Integrated Funding Plan. The two documents are intended to complement each other, but not necessarily add up. Agency staff time spent working on regional projects continues to be included in the Agency’s budget. Direct expenses for these regional projects are only included in the Integrated Funding Plan.

Operating: The proposed fiscal year 2023-2024 operating expenditure budget is **\$3,783,480** a net increase over fiscal year 2022-2023 of **\$145,073**.

Direct Program: The proposed fiscal year current direct program expenditure budget is **\$2,294,437**, a net decrease over fiscal year 22/23 of **\$1,139,251**. This decrease is primarily due to the Safe Routes to School-ATP Cycle 4 program and the Wayfinding signs project nearing completion.

## **DISCUSSION:**

### **Three Year Budget:**

Attachment 1 is the budget for the three-year period from July 1, 2023 to June 30, 2026. Staff proposed several assumptions for the operating budget, which were reviewed by the Executive Committee in November 2022. At this meeting, staff proposed a 4% COLA as the Consumer Price Index inflation number for 2022 came in at around 6.8% and inflation is at the highest it has been in 39 years. The Executive Committee requested that a 3% COLA projection also be provided in the draft budget. A 3% COLA would reduce the operating expenditure cost by \$20,456 for salaries and \$5,386 for fringes. Effectively, the proposed operating expenditure budget would be \$3,757,638 vs. \$3,783,480.

Operating Revenues: The Agency receives regular state planning and related operating funds from three primary state sources: Rural Planning Assistance, Planning, Programming and Monitoring funds, and Local Transportation Funds. Since November 2016, 1% revenues for Measure X administration have also been budgeted. In addition, TAMC receives funding related to specific project and program administration from several sources, which are estimated conservatively: Service Authority for Freeways and Expressways program, state rail project grants, Measure X project/program funds and railroad leases. Staff will continue to budget staff time for grants, such as the Safe Routes to School. In FY 16/17 the Congestion Management Program assessment on cities and counties was changed to a Regional Transportation Planning Assessment; the contribution amounts will stay at the same dollar level as in prior years and monies will need to be paid from a local funding source. Staff time will be billed to all of these revenues, and expenditures will be tightly controlled.

The Transportation Agency continues to subsidize the activities of the Regional Impact Fee Agency. The budget is projecting the annual use of \$10,000 in fee revenue to pay for operating expenses, although the ongoing annual cost to the Transportation Agency for this activity is much higher. Expenditures on regional fee activities are being tracked with the expectation that this cost will be repaid to the Transportation Agency as more fees are collected in the future.

Potential revenue risks to the agency continue to include a reduction in federal and state planning funds and minimal new development and therefore reduced administration funds for the Regional Development Impact Fee Agency. No state funding other than Planning, Programming and Monitoring has been cut recently, but staff will keep the Board advised. Should major revenue reductions occur, the agency would have to reevaluate its revenues, costs and mission to determine essential vs. discretionary activities. Billing staff time to specific projects, when possible, will continue to be a priority.

Operating Expenses: A 4% cost of living allowance for fiscal year 23/24 is incorporated in the attached tables. As noted above, opting for a 3% cost of living allowance would reduce forecasted fiscal year 23/24 operating expenses by \$25,842. Merit increases and promotions will continue to be available subject to performance.

In order to seek ways to restrain rising health care costs, while still providing and protecting quality care, the Agency revised its cafeteria health benefit allowance for its active employees in FY 2011/12. The changes eliminated several variables that existed, permitted the Agency to better forecast its obligation under the cafeteria plan, and reduced the liability for future premium increases. Employees have the flexibility to choose from several plans that are offered by CalPERS. In order to offset recent premium cost increases, a change to TAMC's cafeteria plan health allowance is proposed, which would result in an increase of \$180.21/month for general employees and \$360.44/month for management as of FY 2023/24. The last change to this allowance was made in FY 22/23. However, the cash-out allowance amount will remain at \$375 in order to be in compliance with statutory regulations.

The Agency contribution to CalPERS in FY 2023/24 is projected to be slightly higher than last year. The Agency paid off its side-fund liability in December of 2013 and made a sizeable payment towards its unfunded liability in June 2016. These two factors help in keeping contributions lower than they would have otherwise been.

The Public Employees' Pension Reform Act of 2013 continues to help curtail the agency's costs in the future due to the establishment of a 2nd tier, 3-year averaging and required sharing of employee contributions with future new members. In addition, all Agency employees pay a total contribution of 3.5% towards their CalPERS. These contributions help cover increases in CalPERS retirement costs and have brought the member share by employees at the payment percentage recommended in the pension reform law.

Direct Program: Projects, programs and consultant work are funded out of the Direct Program budget. For example, the traffic counts program is funded from the Regional Surface Transportation Program. Caltrans audit repayment, Public Outreach, and State and Federal legislative costs are funded from the unassigned reserve. Regional Development Impact Fees have been designated by Board action to pay for project costs related to SR 156 improvements and the Highway 68 Monterey to Salinas Scenic Highway corridor.

The budgeting process was changed in FY21/22 so that capital expenditures e.g. Rail to Salinas are incorporated into the Integrated Funding Plan and ongoing programs e.g. FSP/SAFE/Go 831 remain in the budget.

As a result of good fiscal management, the agency has added to its reserve in past years. As designated in its GASB 54 fund balance policy, the agency will continue to maintain a minimum of a six-month operating budget balance in its undesignated reserve. Also, as requested by the Executive Committee, any excess over the six-month level is designated as a "contingency" fund to cover short-term revenue shortfalls or unanticipated expenses. A portion of the undesignated contingency fund is forecast to be used in some of the three budget years for Operating and Direct Program activities.

### **Annual Work Program:**

The annual Agency Overall Work Program describes the activities to be accomplished during the fiscal year beginning July 1 and ending June 30. After the draft Overall Work Plan is approved by the Transportation Agency Board of Directors at their February meeting, the draft plan will be submitted to Caltrans, who reviews the document and provides comments on the state funded activities in the plan. Agency staff then incorporates comments from Caltrans, as well as comments received from the Transportation Agency Board, into to a final proposed Overall Work Program to be presented to the Board of Directors in May for adoption in conjunction with the fiscal year 2023/24 budget.

*Draft 2023/24 Overall Work Program Highlights, by Agency Goal:*

#### Deliver Projects (and Programs)

Measure X administration and implementation including:

- Work with Caltrans on state highway projects:
  - Monterey to Salinas Highway 68 Corridor: environmental review and preliminary engineering;
  - Highway 156/Castroville Boulevard Interchange: final engineering design, acquisition of right-of-way, and construction; and,
  - US 101 Safety Improvements – South of Salinas: continue the environmental and preliminary engineering phases of the project.
- Imjin Road Improvements: work with City of Marina to initiate construction and support public information and outreach activities.

- Highway 1 SURF! busway on the Monterey Branch Rail Line: work with MST on final design and funding.
- SR 156-Blackie Road Extension: coordinate with County of Monterey to complete environmental review and preliminary engineering.
- Fort Ord Regional Trail and Greenway: initiate the construction phase of the Del Rey Oaks/SR 218 segment; coordinate with Federal Highways Administration on the Federal Lands Access Program grant segment; initiate work on final design engineering for the California Avenue segment; and pursue grant funding for other Fort Ord Regional Trail and Greenway segments.
- Habitat Preservation/Advance Mitigation: pursue advance mitigation opportunities based on the on the Regional Conservation Investment Strategy.
- Safe Routes to School: continue implementing Salinas Valley Safe Routes to Schools grant as part of a coordinated effort to advance the education, enforcement and engineering improvements to reduce collisions and encourage active transportation to improve the health of school children.
- Senior and Disabled Mobility program: oversee programs funded in the third grant cycle.

#### Non-Measure X Projects:

- Salinas Rail Extension Project: Continue the right-of-way acquisition and final design for the layover facility and Gilroy station modifications portions of the project.
- Wayfinding Signs: finish installation of wayfinding signs for routes identified in the Regional Bicycle Wayfinding Plan.
- Active Transportation Support Program (formerly “Bicycle Secure Program”): fund racks, lockers and related secure storage for bicycles, skateboards, and scooters; bicycle safety trainings, and bicycle and pedestrian support kits.

#### Maximize Funding

- Matching grants: work to secure SB 1 grants, potential new federal funding, and other matching grants for priority projects.
- Planning grants: evaluate the need for future corridor studies and safe routes to school grants. Begin implementation of any planning grants received in the prior cycle.
- Other agencies: assist Caltrans, Monterey-Salinas Transit, and member agencies in securing funding and delivering transportation improvements. Emphasis will be on supporting member agencies' Active Transportation Program applications and grant programs for the SURF! busway along Highway 1.

#### Communicate Early and Often

- Continue high level of public interactions during project development and construction. Projects that will be a focus of agency outreach are:
  - Imjin Road Widening improvements,
  - Segment 1 of the Fort Ord Regional Trail and Greenway project,
  - US 101 South of Salinas, and
  - The Scenic State Route 68 project.
- Prepare Agency and Measure X annual report.
- Assist member agencies with public outreach.
- Continue ongoing agency media outreach, staff and Board member education.

#### Prepare for the Future

- Implement the Agency’s Racial Equity Program.
- Invest in transportation solutions that promote the safe travel of all modes and decrease fatalities and injuries for all travel modes through a Vision Zero strategy.

- Implement the 2022 Regional Transportation Plan.
- Participate in state and federal policy discussions advocating for the policies adopted in the Agency's legislative platform.
- Participate in Central Coast Counties efforts to coordinate electric vehicle charging infrastructure for freight and interregional passenger vehicle travel.
- Monitor emerging transportation technologies including autonomous cars and trucks and Urban Air Mobility.
- Complete streets: support local use of bicycle and pedestrian safety improvements as part of a “complete streets” policy.
- Intersection safety and roundabouts: continue to evaluate and support the installation of new engineering designs for intersections to improve safety.
- SAFE Callbox Program: coordinate with CHP to complete the removal of underutilized call boxes.
- Blue Zones: coordinate with the Blue Zone health and longevity program to promote active transportation and related safety improvements as the program expands countywide.

### **Integrated Funding Plan:**

The Agency's initial Integrated Funding Plan developed in 2017 was designed to identify projects and programs that will be strong candidates for specific matching fund programs, and to identify a funding pathway to bring projects to construction over the next five years. The primary sources of funding included in the Integrated Funding Plan are the regional share of Measure X, Monterey County's share of the State Transportation Improvement Program, and the various Senate Bill 1 formula and grant funding programs.

The draft 2023 Integrated Funding Plan updates the 2022 version of the plan with the latest funding and timing information for the projects and programs. The 2023 version of the plan includes a few additional projects to be consistent with staff work identified in the budget and work program. Project development phases doesn't don't naturally follow the Agency's July 1 to June 30 fiscal year calendar. Past Agency budgets included direct project costs such as property acquisitions for the Salinas Rail Extension project. These costs would often carry over from year-to-year, artificially inflating the Agency's direct budget. The Integrated Funding Plan covers all expenses associated with a given project. More closely aligning the Integrated Funding Plan with the Budget and Overall Work Program provides a summary of project's and program's timing and funding while allowing the Budget and Overall Work Program to focus on the Agency's planning activities and ongoing programs e.g. Freeway Service Patrol, Call Boxes, and Go 831 traveler information program.

The next steps in the process are to present the draft budget, Overall Work Program, and Integrated Funding Plan to the Board of Directors in February and in May to bring the final versions of the documents to the Executive Committee for review and the Board of Directors for adoption.

### **ATTACHMENTS:**

- ▢ Budget FY 23-24
- ▢ FY23-24 Work Program Summary
- ▢ Draft 2023 Integrated Funding Plan



# **TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

## **3 YEAR BUDGET**

### **FISCAL YEARS**

**2023 - 2024**

**to**

**2025 - 2026**

**TAMC-3 YEAR BUDGET JULY 1, 2023 - JUNE 30, 2026**

**TOTAL REVENUE & EXPENDITURES - SUMMARY**

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE FY 23/24 BUDGET vs FY 22-23 APPROVED
	FY 22/23 Approved	FY 23/24 Estimated	FY 24/25 Estimated	FY 25/26 Estimated	
Operating Revenue	\$3,638,407	\$3,783,480	\$3,818,089	\$3,855,505	4.0%
Direct Program Revenue	\$3,433,688	\$2,294,437	\$1,786,870	\$1,672,684	-33.2%
<b>TOTAL REVENUE</b>	<b>\$7,072,095</b>	<b>\$6,077,917</b>	<b>\$5,604,959</b>	<b>\$5,528,189</b>	<b>-14.1%</b>
Operating Expenditures	\$3,638,407	\$3,783,480	\$3,818,089	\$3,855,505	4.0%
Direct Program Expenditures	\$3,433,688	\$2,294,437	\$1,786,870	\$1,672,684	-33.2%
<b>TOTAL EXPENDITURES</b>	<b>\$7,072,095</b>	<b>\$6,077,917</b>	<b>\$5,604,959</b>	<b>\$5,528,189</b>	<b>-14.1%</b>
<b>REVENUE MINUS EXPENDITURES</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

**TAMC-3 YEAR BUDGET JULY 1, 2023 - JUNE 30, 2026**

**TOTAL REVENUE BY SOURCE**

SOURCE OF REVENUE	FY PLAN	FUTURE 3 YR BUDGET			4 Years Cumulative Impact	% CHANGE FY 23/24 BUDGET vs FY 22-23 APPROVED
	FY 22/23 Approved	FY 23/24 Estimated	FY 24/25 Estimated	FY 25/26 Estimated		
Federal Grants-Operating	\$0	\$0	\$0	\$0		#DIV/0!
Federal Grants-Direct	\$0	\$0	\$0	\$0		
State Grants-Operating	\$2,107,421	\$1,948,897	\$1,933,506	\$1,928,506		-7.5%
State Grants-Direct	\$2,279,407	\$1,088,596	\$1,081,917	\$1,081,917		-52.2%
RSTP-Direct	\$285,191	\$136,500	\$136,500	\$36,500		-52.1%
Local Funds-Operating	\$1,190,935	\$1,361,145	\$1,363,076	\$1,363,076		14.3%
Local Funds-Direct	\$621,376	\$400,060	\$367,500	\$367,500		-35.6%
<b>Sub Total Revenue</b>	<b>\$6,484,330</b>	<b>\$4,935,198</b>	<b>\$4,882,499</b>	<b>\$4,777,499</b>		<b>-23.9%</b>
SAFE Reserve Surplus/(Usage)	(\$269,528)	(\$269,638)	(\$268,767)	(\$268,767)	(\$1,076,700)	0.0%
Rail-Leases ROW-Reserve Surplus/(Usage)	(\$8,000)	(\$8,000)	(\$8,000)	(\$8,000)	(\$32,000)	0.0%
Undesig. Contingency Surplus/(Usage)-Oper.	\$37,949	(\$90,438)	(\$138,507)	(\$180,923)	(\$371,920)	-338.3%
Undesig. Contingency Surplus/(Usage)-Direct	(\$348,186)	(\$774,643)	(\$307,186)	(\$293,000)	(\$1,723,015)	122.5%
<b>Total Contingency Fund Surplus/ (Usage)</b>	<b>(\$587,765)</b>	<b>(\$1,142,720)</b>	<b>(\$722,460)</b>	<b>(\$750,690)</b>	<b>(\$3,203,635)</b>	<b>94.4%</b>
<b>TOTAL REVENUE</b>	<b>\$7,072,095</b>	<b>\$6,077,917</b>	<b>\$5,604,959</b>	<b>\$5,528,189</b>		<b>-14.1%</b>

**TAMC-3 YEAR BUDGET JULY 1, 2023 - JUNE 30, 2026**

**OPERATING REVENUE**

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
	FY 22/23 Approved	FY 23/24 Estimated	FY 24/25 Estimated	FY 25/26 Estimated	FY 23/24 BUDGET vs FY 22-23 APPROVED	FY 23/24 BUDGET vs FY 22-23 APPROVED
<b>OPERATING REVENUE</b>						
<b>FEDERAL PLANNING GRANTS</b>						
<b>SUB TOTAL FEDERAL GRANTS</b>	\$0	\$0	\$0	\$0		\$0
<b>STATE PLANNING GRANTS</b>						
Local Transportation Fund	\$908,485	\$908,485	\$908,485	\$908,485	0.0%	\$0
Planning, Programming & Monitoring	\$201,000	\$201,000	\$202,000	\$197,000	0.0%	\$0
Rural Planning Assistance	\$422,000	\$422,000	\$392,000	\$392,000	0.0%	\$0
Complete Streets Project Implementation/SRTS	\$92,200	\$110,000	\$110,000	\$110,000	19.3%	\$17,800
Alisal Greening -Clean Calif.	\$19,208	\$19,208	\$0	\$0		\$0
SRTS-ATP Cycle 4 Every Child	\$47,837	\$0	\$0	\$0	-100.0%	-\$47,837
Salinas Valley SRTS	\$42,691	\$1,184	\$0	\$0		-\$41,508
Rail Extension to Salinas-Operating	\$275,000	\$275,000	\$275,000	\$275,000		\$0
ADA access program	\$9,000	\$9,000	\$9,000	\$9,000		\$0
Wayfinding Construction Signs-Grant	\$32,801	\$0	\$0	\$0		-\$32,801
Wayfinding Construction Signs-RSTP TAMC match	\$57,199	\$0	\$0	\$0		-\$57,199
ATP Cycle 5 Broadway Ave Complete Street Corridor	\$0	\$3,020	\$37,021	\$37,021		\$3,020
<b>SUB TOTAL STATE GRANTS</b>	\$2,107,421	\$1,948,897	\$1,933,506	\$1,928,506	-7.5%	-\$158,525
<b>LOCAL PLANNING CONTRIBUTIONS</b>						
Regional Transportation Planning Assessment	\$243,076	\$243,076	\$243,076	\$243,076	0.0%	\$0
Impact Fee - Program Administration	\$10,000	\$10,000	\$20,000	\$20,000	0.0%	\$0
Sales Tax Authority Administration Fees	\$200,000	\$200,000	\$200,000	\$200,000	0.0%	\$0
Measure X Projects/Programs	\$695,000	\$900,000	\$900,000	\$900,000	29.5%	\$205,000
Alisal Greening -Clean Calif.-Measure X match	\$5,764	\$5,764	\$0	\$0		\$0
SRTS-ATP Cycle 4 Every Child-Measure X match	\$2,305	\$0	\$0	\$0	-100.0%	-\$2,305
Salinas Safe Routes to School -Measure X match	\$15,349	\$0	\$0	\$0		-\$15,349
Salinas Valley SRTS-Measure X match	\$8,132	\$2,305	\$0	\$0		-\$5,826
Marina Rec Rail	\$11,309	\$0	\$0	\$0		-\$11,309
<b>SUB TOTAL LOCAL FUNDS</b>	\$1,190,935	\$1,361,145	\$1,363,076	\$1,363,076	14.3%	\$170,211
<b>OTHER CONTRIBUTIONS</b>						
FSP- Staff Support	\$30,000	\$35,000	\$35,000	\$35,000	16.7%	\$5,000
SAFE- Staff Support	\$40,000	\$40,000	\$40,000	\$40,000	0.0%	\$0
SAFE- Go831 Staff Support/Vision Zero	\$250,000	\$250,000	\$250,000	\$250,000	0.0%	\$0
Rail-Monterey Branch Line /Leases Staff Support	\$58,000	\$58,000	\$58,000	\$58,000	0.0%	\$0
<b>SUB TOTAL STAFF SUPPORT</b>	\$378,000	\$383,000	\$383,000	\$383,000	1.3%	\$5,000
<b>Sub Total Operating Revenue</b>	\$3,676,356	\$3,693,042	\$3,679,582	\$3,674,582	0.5%	\$16,686
Undesig. Contingency Res. Surplus/ (Usage)-Oper.	\$37,948	(\$90,438)	(\$138,507)	(\$180,923)	-338.3%	(\$128,387)
<b>TOTAL OPERATING REVENUE</b>	\$3,638,408	\$3,783,480	\$3,818,089	\$3,855,505	4.0%	\$145,073

**TAMC- OPERATING REVENUE CHANGES FY 2023-2024  
FROM FY 2022-2023 APPROVED BUDGET**

Operating Revenue	FY 22-23 APPROVED BUDGET	FY 23-24 PROPOSED BUDGET	FY 23/24 BUDGET vs FY 22-23	
			\$ CHANGE	% CHNG
1 <u>FEDERAL PLANNING GRANTS</u>	\$0	\$0	\$0	
2 <u>STATE PLANNING GRANTS</u>	\$2,107,421	\$1,948,897	-\$158,525	-7.5%
Local Transportation Fund ( Current )- LTF	\$908,485	\$908,485	\$0	0.0%
Planning & Programming -PPM	\$201,000	\$201,000	\$0	0.0%
Rural Planning Assistance-RPA	\$422,000	\$422,000	\$0	0.0%
Complete Streets Project Implementation/SRTS	\$92,200	\$110,000	\$17,800	19.3%
Alisal Greening -Clean Calif.	\$19,208	\$19,208	\$0	0.0%
SRTS-ATP Cycle 4 Every Child	\$47,837	\$0	-\$47,837	-100.0%
Salinas Valley SRTS	\$42,691	\$1,184	-\$41,507	-97.2%
Rail Extension to Salinas-Operating	\$275,000	\$275,000	\$0	0.0%
ADA access program ( UBER/LYFT )	\$9,000	\$9,000	\$0	0.0%
Wayfinding Construction Signs-Grant	\$32,801	\$0	-\$32,801	-100.0%
Wayfinding Construction Signs-RSTP match	\$57,199	\$0	-\$57,199	-100.0%
ATP Cycle 5 Broadway Ave Complete Street Corridor	\$0	\$3,020	\$3,020	
3 <u>LOCAL PLANNING FUNDS</u>	\$1,190,935	\$1,361,145	\$170,211	14.3%
Regional Transportation Planning Assessment	\$243,076	\$243,076	\$0	0.0%
Impact Fee - Program Administration	\$10,000	\$10,000	\$0	0.0%
Sales Tax Authority Administration Fees	\$200,000	\$200,000	\$0	0.0%
Measure X Projects/Programs	\$695,000	\$900,000	\$205,000	29.5%
Alisal Greening -Clean Calif.-Measure X match	\$5,764	\$5,764	\$0	0.0%
SRTS-ATP Cycle 4 Every Child-Measure X match	\$2,305	\$0	-\$2,305	-100.0%
Salinas Safe Routes to School -Measure X match	\$15,349	\$0	-\$15,349	-100.0%
Salinas Valley SRTS-Measure X match	\$8,132	\$2,305	-\$5,827	-71.6%
Marina Rec Rail	\$11,309	\$0	-\$11,309	-100.0%
4 <u>OTHER CONTRIBUTIONS</u>	\$378,000	\$383,000	\$5,000	1.3%
FSP- Staff Support	\$30,000	\$35,000	\$5,000	16.7%
SAFE- Staff Support	\$40,000	\$40,000	\$0	0.0%
SAFE- Go831 Staff Support	\$250,000	\$250,000	\$0	0.0%
Rail-Monterey Branch Line /Leases Staff Support	\$58,000	\$58,000	\$0	0.0%
5 <u>UNDESIGNATED CONTINGENCY SURPLUS/ ( USAGE )</u>	\$37,948	(\$90,438)	(\$128,387)	-338.3%
<b>OPERATING REVENUE TOTAL</b>	<b>\$3,638,408</b>	<b>\$3,783,480</b>	<b>\$145,073</b>	<b>4.0%</b>

**TAMC-3 YEAR BUDGET JULY 1, 2023 - JUNE 30, 2026**

**OPERATING EXPENSES**

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE FY 23/24 BUDGET vs FY 22-23 APPROVED	\$ CHANGE FY 23/24 BUDGET vs FY 22-23 APPROVED
	FY 22/23 Approved	FY 23/24 Estimated	FY 24/25 Estimated	FY 25/26 Estimated		
<b><u>OPERATING EXPENSES</u></b>						
Salaries	\$2,107,042	\$2,183,553	\$2,230,167	\$2,249,532	3.6%	\$76,511
Fringe Benefits	\$946,407	\$1,001,370	\$1,009,658	\$1,013,392	5.8%	\$54,963
Material and Services	\$574,959	\$588,557	\$568,264	\$582,581	2.4%	\$13,598
Depreciation/ Amortization	\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
<b>TOTAL OPERATING EXPENSES</b>	<b>\$3,638,408</b>	<b>\$3,783,480</b>	<b>\$3,818,089</b>	<b>\$3,855,505</b>	<b>4.0%</b>	<b>\$145,073</b>

**TAMC- OPERATING EXPENSE CHANGES  
FY 23-24 BUDGET vs FY 22-23 APPROVED**

<u>Operating Expenses</u>	FY 22-23 APPROVED BUDGET	FY 23-24 PROPOSED BUDGET	FY 23/24 BUDGET vs FY 22-23	
			\$ CHANGE	% CHNG
<b>1 Salaries Changes</b>	\$2,107,042	\$2,183,553	\$76,511	3.6%
Cost of Living Adjustments			\$80,480	
Step increases/Promotions			\$36,031	
Part Time Finance/ HR Reduction			-\$40,000	
<b>2 Fringe Benefit Changes</b>	\$946,407	\$1,001,370	\$54,963	5.8%
Health benefits and others			\$25,845	
PERS contributions & unfunded liability			\$29,118	
<b>3 Materials and Services Changes</b>	\$574,959	\$588,557	\$13,598	2.4%
Accounting Services- OPEB/GASB 75			\$4,000	
Insurance ( Liability, Crime & Property )			\$3,000	
Rent (Utilities & Janitorial Incl.)			\$3,598	
Supplies			\$3,000	
<b>4 Depreciation/Amortization Changes</b>	\$ 10,000	\$10,000	\$0	0.0%
<b>OPERATING EXPENSE TOTAL</b>	<b>\$ 3,638,408</b>	<b>\$ 3,783,480</b>	<b>\$ 145,073</b>	<b>4.0%</b>

**TAMC-3 YEAR BUDGET JULY 1, 2023 - JUNE 30, 2026**

**Direct Program Revenue- Summary**

WE	Direct Program Description	Revenue Source	FY PLAN				FUTURE 3 YR BUDGET			FY 23/24 BUDGET vs FY 22-23	
			FY 22/23 Approved	FY 23/24 Estimated	FY 24/25 Estimated	FY 25/26 Estimated	\$ CHANGE	% CHNG			
0000	Caltrans audit repayment ( fy 15-16 thru fy 24-25)	Oper Resv	Oper Resv	\$82,186	\$82,186	\$82,186	\$0	\$0	0%		
1020	Triennial Audit	Oper Resv	Oper Resv	\$45,000	\$0	\$0	\$50,000	-\$45,000	-100%		
1122	Legislative Advocates	Oper Resv	Oper Resv	\$135,000	\$135,000	\$135,000	\$135,000	\$0	0%		
1130	Public Outreach Program	Oper Resv	Oper Resv	\$70,000	\$70,000	\$70,000	\$70,000	\$0	0%		
1770	Freeway Service Patrol	State	FSP	\$225,032	\$232,206	\$230,320	\$230,320	\$7,174	3%		
1770	FSP-SAFE Match ( 25% FSP Grant )	State	FSP	\$56,258	\$58,051	\$57,580	\$57,580	\$1,793	3%		
1770	FSP- Staff Support	Operating	FSP	(\$30,000)	(\$35,000)	(\$35,000)	(\$35,000)	-\$5,000	17%		
1770	Freeway Service Patrol-SB1	State	FSP	\$188,252	\$181,520	\$179,920	\$179,920	-\$6,732	-4%		
1770	FSP-SAFE Match ( 25% FSP Grant )-SB1	State	FSP	\$47,063	\$45,380	\$44,980	\$44,980	-\$1,683	-4%		
1780	SAFE	State	SAFE	\$340,000	\$340,000	\$340,000	\$340,000	\$0	0%		
4150	EV Chargers	State	SAFE	\$6,000	\$6,000	\$2,000	\$2,000	\$0	0%		
1780	SAFE - FSP Match	State	SAFE	(\$56,258)	(\$58,051)	(\$57,580)	(\$57,580)	-\$1,793	3%		
1780	SAFE - FSP Match-SB1	State	SAFE	(\$47,063)	(\$45,380)	(\$44,980)	(\$44,980)	\$1,683	-4%		
1780	SAFE- Staff Support	Operating	SAFE	(\$40,000)	(\$40,000)	(\$40,000)	(\$40,000)	\$0	0%		
1790	SAFE- Go831 Staff Support	Operating	SAFE	(\$250,000)	(\$250,000)	(\$250,000)	(\$250,000)	\$0	0%		
1780	SAFE- Reserve (Surplus)/Usage	reserve	SAFE	\$269,528	\$269,638	\$268,767	\$268,767	\$110	0%		
2310	Traffic Counts/Bike & Ped	RSTP TAMC	RSTP TAMC	\$36,500	\$36,500	\$36,500	\$36,500	\$0	0%		
6145	Bike Map update	Oper Resv	Oper Resv	\$16,000	\$0	\$0	\$18,000	-\$16,000	-100%		
6148	Bike and Ped Events/Active Trans. Program	Local	TDA	\$27,500	\$57,500	\$57,500	\$57,500	\$30,000	109%		
6220	RTP/EIR update shared	State	RPA	\$0	\$0	\$30,000	\$30,000	\$0			
6262	RDIF Validation & Nexus Study	Local	RDIF	\$75,000	\$0	\$55,000	\$55,000	-\$75,000	-100%		
6550	Active Transportation Support Program	RSTP TAMC	RSTP TAMC	\$30,000	\$0	\$0	\$0	-\$30,000	-100%		
6550	On Call Engg.	RSTP TAMC	RSTP TAMC	\$0	\$100,000	\$100,000	\$0	\$100,000			
6552	Wayfinding Construction Signs-Grant	State	State	\$125,429	\$0	\$0	\$0	-\$125,429	-100%		
6552	Wayfinding Construction Signs-RSTP match	RSTP TAMC	RSTP TAMC	\$218,691	\$0	\$0	\$0	-\$218,691	-100%		
6729	Salinas Safe Routes to School -Measure X match	Local	Measure X	\$80,254	\$0	\$0	\$0	-\$80,254	-100%		
6730	Salinas Valley Safe Routes to School SB1	State	SB1-Adapt.	\$339,509	\$96,256	\$0	\$0	-\$243,252	-72%		
6730	Salinas Valley Safe Routes to School -Measure X match	Local	Measure X	\$64,668	\$18,335	\$0	\$0	-\$46,334	-72%		
xyz	ATP Cycle 5 Broadway Ave Complete Street Corridor	State	State	\$0	\$1,906	\$299,677	\$299,677	\$1,906			
6803	Rail-Rail Extension -HDR Amendment # 1	Oper Resv	Oper Resv	\$0	\$467,457	\$0	\$0	\$467,457			
6804	Rail-Leases ROW	Local	Leases	\$210,000	\$210,000	\$210,000	\$210,000	\$0	0%		
6804	Rail-Leases ROW-Staff Support	Operating	Leases	(\$58,000)	(\$58,000)	(\$58,000)	(\$58,000)	\$0	0%		
6804	Rail-Leases ROW-Reserve (Surplus)/Usage	reserve	Leases	\$8,000	\$8,000	\$8,000	\$8,000	\$0	0%		
6807	Rail Leases-Salinas	Oper Resv	Oper Resv	\$10,000	\$20,000	\$20,000	\$20,000	\$10,000	100%		
7101	SRTS-ATP Cycle 4 Every Child	State	State	\$824,477	\$0	\$0	\$0	-\$824,477	-100%		
7101	SRTS-ATP Cycle 4 Every Child-Measure X match	Local	Measure X	\$39,729	\$0	\$0	\$0	-\$39,729	-100%		
7102	Allisal Greening -Clean Calif.	State	State	\$230,708	\$230,708	\$0	\$0	\$0	0%		
7102	Allisal Greening -Clean Calif.-Measure X match	Local	Measure X	\$69,225	\$69,225	\$0	\$0	\$0	0%		
8010	Public Outreach Program -Measure X	Local	Measure X	\$40,000	\$40,000	\$40,000	\$40,000	\$0	0%		
8010	Measure X - Materials & Services-Audits etc.	Local	Local	\$5,000	\$5,000	\$5,000	\$5,000	\$0	0%		
	<b>Total Direct Program Revenue</b>			<b>\$3,433,688</b>	<b>\$2,294,437</b>	<b>\$1,786,870</b>	<b>\$1,672,684</b>	<b>-\$1,139,251</b>	<b>-33.2%</b>		



TAMC-3 YEAR BUDGET JULY 1, 2023 - JUNE 30, 2026

Direct Program Expenses-Summary

WE	Direct Program Description	FUTURE 3 YR BUDGET				FY 23/24 BUDGET	
		FY PLAN	FUTURE 3 YR BUDGET			vs FY 22-23	
		FY 22/23 Approved	FY 23/24 Estimated	FY 24/25 Estimated	FY 25/26 Estimated	\$ CHANGE	% CHNG
0000	Caltrans audit repayment ( fy 15-16 thru fy 24-25)	\$82,186	\$82,186	\$82,186	\$0	\$0	0%
1020	Triennial Audit	\$45,000	\$0	\$0	\$50,000	-\$45,000	-100%
1122	Legislative Advocates	\$135,000	\$135,000	\$135,000	\$135,000	\$0	0%
1130	Public Outreach Program	\$70,000	\$70,000	\$70,000	\$70,000	\$0	0%
1770	Freeway Service Patrol- Towing Contracts	\$249,800	\$247,300	\$244,800	\$244,800	-\$2,500	-1%
1770	Freeway Service Patrol- Towing Contracts -SB1	\$229,000	\$226,900	\$224,900	\$224,900	-\$2,100	-1%
1770	Freeway Service Patrol- Other Expenses	\$7,805	\$7,957	\$8,100	\$8,100	\$152	2%
1780	SAFE - Call Box contract costs	\$125,000	\$125,000	\$125,000	\$125,000	\$0	0%
1780	SAFE - ADA Compliance	\$42,207	\$42,207	\$42,207	\$42,207	\$0	0%
1790	SAFE - Go831 TIPS Marketing & Branding	\$0	\$0	\$0	\$0	\$0	0%
1790	SAFE- Go831-Mrktg & Printing Material	\$12,000	\$12,000	\$12,000	\$12,000	\$0	0%
1790	SAFE- Go831-Emergency Ride Home	\$2,000	\$2,000	\$2,000	\$2,000	\$0	0%
1790	SAFE- Go831-Monterey Bay Economic Partnership Dues	\$5,000	\$5,000	\$5,000	\$5,000	\$0	0%
1790	SAFE- Software/App. (TDM Platform )	\$30,000	\$30,000	\$30,000	\$30,000	\$0	0%
4150	EV Chargers	\$6,000	\$6,000	\$2,000	\$2,000	\$0	0%
2310	Traffic Counts/Bike & Ped	\$36,500	\$36,500	\$36,500	\$36,500	\$0	0%
6146	Bike Map update	\$16,000	\$0	\$0	\$18,000	-\$16,000	-100%
6148	Bike and Ped Events/Active Trans. Program	\$27,500	\$57,500	\$57,500	\$57,500	\$30,000	109%
6220	RTP/EIR update shared	\$0	\$0	\$30,000	\$30,000	\$0	0%
6262	RDIF Validation & Nexus Study	\$75,000	\$0	\$55,000	\$55,000	-\$75,000	-100%
6550	Active Transportation Support Program	\$30,000	\$0	\$0	\$0	-\$30,000	-100%
6550	On Call Engg.	\$0	\$100,000	\$100,000	\$0	\$100,000	0%
6552	Wayfinding Construction Signs-Grant	\$125,429	\$0	\$0	\$0	-\$125,429	-100%
6552	Wayfinding Construction Signs-RSTP match	\$218,691	\$0	\$0	\$0	-\$218,691	-100%
6729	Salinas Safe Routes to School	\$80,254	\$0	\$0	\$0	-\$80,254	-100%
6730	Salinas Valley Safe Routes to School SB1	\$404,177	\$114,591	\$0	\$0	-\$289,586	-72%
xyz	ATP Cycle 6 Broadway Ave Complete Street Corridor	\$0	\$1,906	\$299,677	\$299,677	\$1,906	0%
6803	Rail-Rail Extension -UPRR Reimbursement Agreement	\$0	\$0	\$0	\$0	\$0	0%
6803	Rail-Rail Extension -UP/Caltrain Negotiations	\$0	\$0	\$0	\$0	\$0	0%
6803	Rail-Rail Extension -UPRR Capacity Model Agreement	\$0	\$0	\$0	\$0	\$0	0%
6803	Rail-Rail Extension -HDR Amendment # 1	\$0	\$467,457	\$0	\$0	\$467,457	0%
6804	Rail-Leases ROW-MBL Property Maint.	\$150,000	\$150,000	\$150,000	\$150,000	\$0	0%
6805	Rail-Leases ROW- FORA Property Maint.	\$10,000	\$10,000	\$10,000	\$10,000	\$0	0%
6807	Rail Leases-Salinas	\$10,000	\$20,000	\$20,000	\$20,000	\$10,000	100%
7101	SRTS-ATP Cycle 4 Every Child	\$864,206	\$0	\$0	\$0	-\$864,206	-100%
7102	Alisal Greening -Clean Calif.	\$299,933	\$299,933	\$0	\$0	\$0	0%
8010	Public Outreach Program -Measure X	\$40,000	\$40,000	\$40,000	\$40,000	\$0	0%
8010	Measure X - Material & Services-Audits etc.	\$5,000	\$5,000	\$5,000	\$5,000	\$0	0%
	TOTAL Direct Program Expenses	\$3,433,688	\$2,294,437	\$1,786,684	\$1,786,684	-\$1,139,251	-33.2%

**TAMC- DIRECT PROGRAM EXPENSE CHANGES  
FY 23-24 BUDGET vs FY 22-23 APPROVED**

<u>Direct Program Expense Changes</u>				FY 23/24 BUDGET vs FY 22-23	
WE		Project	Reason for Change	\$ CHANGE	% CHNG
1020	Other	Triennial Audit	Activity done every 3 years	-45,000	-100%
1770	FSP	Freeway Service Patrol	Updated contract costs	-4,448	-1%
6145	Bike	Bike Map update	Activity not needed this fiscal year	-16,000	-100%
6262	Other	RDIF Validation & Nexus Study	Activity not needed this fiscal year	-75,000	-100%
6550	Other	On Call Engg.	New activity	100,000	
6552	Other	Wayfinding Construction Signs-Grant	Activity completed	-125,429	-100%
6552	Other	Wayfinding Construction Signs-RSTP match	Activity completed	-218,691	-100%
6729	Other	Salinas Safe Routes to School	Activity completed	-80,254	-100%
6730	Other	Salinas Valley Safe Routes to School SB1	Activity winding down this year	-289,586	-72%
xyz	Other	ATP Cycle 5 Broadway Ave Complete Street Corridor	New activity	\$1,906	
6803	Rail	Rail-Rail Extension -HDR Amendment # 1	New agreement	\$467,457	
6807	Rail	Rail Leases-Salinas	Miscellaneous cost increase	\$10,000	100%
7101	Other	SRTS-ATP Cycle 4 Every Child	Activity completed	-\$864,206	-100%
<b>TOTAL DIRECT PROGRAM EXPENSE CHANGES</b>				<b>-\$1,139,251</b>	<b>-33.2%</b>

**TAMC- STAFF POSITION LIST  
FISCAL YEAR 2023-2024**

	FY 2022-2023 AUTHORIZED	FY 2023-2024 PROPOSED	CHANGE
<b>Management</b>			
Executive Director	1	1	0.0
Director of Planning	1	1	0.0
Director of Programming/Proj. delivery	1	1	0.0
Director of Finance & Administration	1	1	0.0
<b>Planning</b>			
Transportation Planners	7	7	0.0
<b>Engineering</b>			
Transportation Engineers	2	2	0.0
<b>Support</b>			
Finance Officer/Analyst	1	1	0.0
Sr.Administrative Assistant	1	1	0.0
Administrative Assistant	1.5	1.5	0.0
Part Time Finance/ HR	0.5	0.5	0.0
<b>Sub-total Regular Full-Time</b>	<b>17</b>	<b>17</b>	<b>0.00</b>
<b>Support</b>			
Student Intern (Full Time Equivalent)	0	0	0.0
<b>Sub-total Part-Time</b>	<b>0</b>	<b>0</b>	<b>0.0</b>
<b>TAMC TOTAL</b>	<b>17</b>	<b>17</b>	<b>0</b>

**Transportation Agency for Monterey County**  
**Overall Work Program Summary - Funding & Activities for FY 2023/2024**



CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
1010	Overall Work Program, Budget and Administration	\$ 86,636	\$ -	\$ 86,636	Prepare billing and quarterly reports, develop and monitor Work Program and budget, oversee agency funding and activities.
1020	Transportation Development Act Administration	\$ 70,316	\$ -	\$ 70,316	Conduct unmet needs process, allocate and manage Local Transportation Funds.
1120	Plans Coordination & Interagency Liaison	\$ 323,501	\$ -	\$ 323,501	Coordinate with partner and member agencies on short- and long-range transportation plans; conduct legislative monitoring.
1122	Legislative Advocacy	\$ 62,696	\$ 135,000	\$ 197,696	Prepare legislative program; propose law changes as appropriate; support or oppose legislation or policies.
1130	Public Involvement/ Education	\$ 191,889	\$ 70,000	\$ 261,889	Issue news releases, conduct public meetings, update website, annual report and awards program.
1770	Freeway Service Patrol (FSP)	\$ 35,905	\$ 482,157	\$ 518,062	Emergency tow truck services.
1780	Service Authority for Freeway Emergencies (SAFE) Monterey County	\$ 41,001	\$ 167,207	\$ 208,208	Call-box and motorist aid program.
1790	Vision Zero and Traveler Information Program	\$ 253,665	\$ 49,000	\$ 302,665	Identify and develop transportation solutions that decrease fatalities and injuries for all travel modes through a Vision Zero strategy. Includes traveler information programs such as notices for construction related closures and other activities that educate and improve mobility and safety for Monterey County travelers.
1795	Access Fund Administration	\$ 24,020	\$ -	\$ 24,020	Administer California Public Utilities Commission mandated program to increase accessibility for persons with disabilities as part of its regulation of Transportation Network Companies.
2310	Data Collect, Uniformity, and Access	\$ 39,163	\$ 36,500	\$ 75,663	Collect traffic data for regional model and planning uses, including data to support the implementation of the Agency's Racial Equity Program.
4110	Environmental Document Review	\$ 19,678	\$ -	\$ 19,678	Review development proposals for transportation impacts, ensure consistency with regional transportation system, propose mitigation measures such as Complete Street features.
4150	EV Fast Chargers	\$ 7,372	\$ 6,000	\$ 13,372	Research and install electric vehicle fast charging station at the Agency office.
6140	Bicycle/Pedestrian Planning	\$ 76,548	\$ -	\$ 76,548	Hold bike committee meetings, review projects for consistency with the Regional Transportation Plan.
6145	Mont County Bike & Ped Plan	\$ 33,908	\$ -	\$ 33,908	Develop strategy and explore grant opportunities to update the 2018 Monterey County Active Transportation Plan.

**Transportation Agency for Monterey County**  
**Overall Work Program Summary - Funding & Activities for FY 2023/2024**



CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6148	Active Transportation Education Campaign	\$ 45,596	\$ 57,500	\$ 103,096	Conduct public outreach and education for active transportation during Bike Week and throughout the year.
6220	Regional Transportation Plan	\$ 35,563	\$ -	\$ 35,563	Engage with cities and the County when they are developing circulation elements and other transportation related planning efforts. Coordinate with AMBAG, Caltrans and other regional agencies to implement the 2022 Regional Transportation Plan and initiate development of the 2026 Plan.
6262	Regional Development Impact Fee	\$ 20,451	\$ -	\$ 20,451	Collect fees and allocate funds to fee program projects, develop transition plan for converting the fee program to vehicle miles travelled as per SB 743.
6410	Transportation Improvement Programs	\$ 71,035	\$ -	\$ 71,035	Coordinate with Caltrans and other regional agencies on project programming.
6500	Project Development and Grant Implementation	\$ 189,912	\$ -	\$ 189,912	Participate in environmental review, right-of-way acquisition, and engineering for regional projects; apply for fund allocations, amendments or extensions, apply for grant funds, monitor fund sources and assist implementing agencies in utilizing funds.
6550	Complete Streets Implementation	\$ 125,720	\$ 100,000	\$ 225,720	Conduct activities related to implementing "Complete Streets" projects. Activities include: purchasing bicycle racks and other security devices as part of the Active Transportation Support Program; and assist agencies in incorporating Complete Street features in local and state road projects.
6552	Wayfinding Signs Construction	\$ 24,040	\$ -	\$ 24,040	Fabrication and installation of pedestrian and bicycle wayfinding signs throughout Monterey County.
6710	Corridor Studies & Regional Multi-Modal Planning	\$ 86,696	\$ -	\$ 86,696	Participate in pre-environmental review corridor planning.
6730	Salinas Valley-SRTS SB 1 Planning Grant	\$ 61,887	\$ 114,591	\$ 176,478	Develop Safe Routes to Schools Plan that serves all K-12 schools in the cities of Gonzales, Soledad, Greenfield and King City.
6731	Broadway Avenue Complete Streets	\$ 26,179	\$ 1,906	\$ 28,085	Non-Infrastructure programming to compliment the Broadway Ave Complete Street project.
6800	Rail Planning	\$ 73,723	\$ -	\$ 73,723	Staff TAMC Rail Policy Committee, Participate in Coast Rail Coordinating Council meetings, and freight facility planning
6803	Passenger Rail Extension to Monterey County	\$ 288,106	\$ 467,457	\$ 755,563	Prepare engineering for stations, layover facility and track improvements; acquire rights-of-way for stations, platforms and layover facility
6804	Monterey Branch Line Railroad Leases	\$ 47,670	\$ 150,000	\$ 197,670	Conduct maintenance and operational activities related to real property owned by TAMC; including negotiating new leases or easements for compatible uses.
6805	Railroad Fort Ord property planning	\$ 10,579	\$ 10,000	\$ 20,579	Plan for mixed use facility on TAMC land on former Fort Ord base.

Transportation Agency for Monterey County  
 Overall Work Program Summary - Funding & Activities for FY 2023/2024



CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6807	Salinas Rail Leases	\$ 4,338	\$ 20,000	\$ 24,338	Conduct activities related to real property owned by TAMC at the Salinas station and future train layover facility.
6821	Marina Recreational Rail	\$ 4,847	\$ -	\$ 4,847	Manage lease agreement with the City of Marina that allows them to contract with a vendor to run recreational service on the Monterey Branch Line.
7000	Measure X Projects and Programs	\$ 1,199,988	\$ 299,933	\$ 1,499,921	Implementation of projects and programs in Measure X.
8000	Measure X Administration	\$ 200,852	\$ 45,000	\$ 245,852	Administer Measure X implementation and operation.
0000	Caltrans Repayment	\$ -	\$ 82,186	\$ 82,186	Caltrans audit repayment ( FY 15-16 thru FY 24-25).
		<b>Operating Expenditures</b>	<b>Direct Expenditures</b>	<b>Total Expenditures</b>	
<b>Totals:</b>		<b>\$ 3,783,480</b>	<b>\$ 2,294,437</b>	<b>\$ 6,077,917</b>	

Transportation Agency for Monterey County  
2023 Integrated Funding Plan (all dollars in \$1,000s)



	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Funding
<b>State Route 68 Safety &amp; Traffic Flow</b>	<b>Env't</b>		<b>Env't</b>			<b>Design</b>		
State Transportation Improvement Program	\$ 3,400					\$ 18,603		\$ 22,003
Highway Infrastructure Program	\$ 2,594							\$ 2,594
Measure X	\$ 640							\$ 640
SB1 Local Partnership Formula - FY20/21-22/23			\$ 1,949					\$ 1,949
Highway Infrastructure Program - FY19/20-20/21			\$ 799					\$ 799
State Transportation Improvement Program - 2022			\$ 2,087			\$ 4,913		\$ 7,000
	\$ 6,634	\$ -	\$ 4,835	\$ -	\$ -	\$ 23,516	\$ -	\$ 34,985
<b>State Route 156 - A: Castroville Boulevard Interchange</b>	<b>Design &amp; ROW</b>		<b>Con</b>					
State Transportation Improvement Program	\$ 25,700	-->	\$ 1,975					\$ 27,675
State Transportation Improvement Program - CRRSAA		-->	\$ 2,136					\$ 2,136
Federal DEMO	\$ 312							\$ 312
Measure X			\$ 389					\$ 389
Developer Fees			\$ 5,000					\$ 5,000
SB 1 Trade Corridors		-->	\$ 20,000					\$ 20,000
	\$ 26,012	\$ -	\$ 29,500	\$ -	\$ -	\$ -	\$ -	\$ 55,512
<b>State Route 156 - B: Blackie Road Extension</b>	<b>Env't</b>			<b>Design &amp; ROW</b>		<b>Con</b>		
Measure X				\$ 2,000		\$ 4,000		\$ 6,000
Developer Fees	\$ 250							\$ 250
SB 1 Local Partnership Formula	\$ 250							\$ 250
	\$ 500	\$ -	\$ -	\$ 2,000	\$ -	\$ 4,000	\$ -	\$ 6,500
<b>Castroville Improvement Project</b>			<b>Con</b>					
SHOPP			\$ 22,600					\$ 22,600
Coronavirus Response and Relief Supplemental Appropriations Act			\$ 2,003					\$ 2,003
	\$ -	\$ -	\$ 24,603	\$ -	\$ -	\$ -	\$ -	\$ 24,603
<b>US 101 Safety Improvements - South County</b>	<b>Study</b>	<b>Env't</b>	<b>Env't</b>					
Measure X	\$ 440							\$ 440
State Transportation Improvement Program		\$ 8,611						\$ 8,611
State Transportation Improvement Program - 2022			\$ 1,378					\$ 1,378
	\$ 440	\$ 8,611	\$ 1,378	\$ -	\$ -	\$ -	\$ -	\$ 10,429
<b>US 101 Acceleration Lane</b>	<b>Design &amp; ROW</b>		<b>Con</b>					
Measure X			\$ 317					\$ 317
Federal Earmark			\$ 1,000					\$ 1,000
State Highway Operations and Protection Program	\$ 1,059		\$ 1,930					\$ 2,989
	\$ -	\$ 1,059	\$ 3,247	\$ -	\$ -	\$ -	\$ -	\$ 4,306

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

	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Funding
<b>Highway 1 Rapid Bus Corridor</b>	<b>Env't</b>		<b>Design</b>		<b>Con</b>			
<i>Measure X</i>	\$ 1,500		\$ 5,000		\$ 8,500			\$ 15,000
<i>SB 1 Local Partnership Formula (MST)</i>	\$ 100				\$ 1,300			\$ 1,400
<i>Federal Transit</i>	\$ 69				\$ 14,300			\$ 14,369
<i>SB 1 TIRCP</i>					\$ 25,000			\$ 25,000
	\$ 1,669	\$ -	\$ 5,000	\$ -	\$ 49,100	\$ -	\$ -	\$ 55,769
<b>Holman Highway 68 - Pacific Grove Roundabout</b>			<b>Env't</b>					
<i>Measure X</i>			\$ 1,500					\$ 1,500
	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 1,500
<b>Multimodal Corridor: Imjin Parkway</b>	<b>Env't &amp; Design</b>		<b>Con</b>					
<i>State Transportation Improvement Program</i>	\$ 1,650							\$ 1,650
<i>Measure X</i>			\$ 18,250					\$ 18,250
<i>SB 1 Local Partnership Competitive</i>		-->	\$ 19,000					\$ 19,000
<i>SB 1 Local Partnership Formula - FY23/24</i>			\$ 1,250					\$ 1,250
<i>Developer Fees</i>	\$ 1,000		\$ 2,000					\$ 3,000
	\$ 2,650	\$ -	\$ 40,500	\$ -	\$ -	\$ -	\$ -	\$ 43,150
<b>Fort Ord Trails and Greenway - Segment 1 (Highway 218)</b>	<b>Design &amp; ROW</b>		<b>Con</b>					
<i>Measure X</i>	\$ 1,367		\$ 1,016					\$ 2,383
<i>SB 1 Local Partnership Formula</i>	\$ 600							\$ 600
<i>Active Transportation Program</i>	\$ 1,198	-->	\$ 9,181					\$ 10,379
	\$ 3,165	\$ -	\$ 10,197	\$ -	\$ -	\$ -	\$ -	\$ 13,362
<b>Fort Ord Trails and Greenway - Segment 2 (Imjin Rd to Jerry Smith Trailhead)</b>		<b>Scoping</b>			<b>Design</b>		<b>Con</b>	
<i>Measure X</i>		\$ 38			\$ 389		\$ 4,663	\$ 5,090
<i>Federal Lands Access Program</i>					\$ 560		\$ 6,588	\$ 7,148
		\$ 38	\$ -	\$ -	\$ 949	\$ -	\$ 11,251	\$ 12,238
<b>Fort Ord Trails and Greenway - Segment 3 (California Avenue)</b>				<b>Design</b>		<b>Con</b>	<b>Non-Infra</b>	
<i>Measure X</i>						\$ 2,000		\$ 2,000
<i>Active Transportation Program</i>				\$ 930		\$ 6,570	\$ 1,000	\$ 8,500
		\$ -	\$ -	\$ 930	\$ -	\$ 8,570	\$ 1,000	\$ 10,500
<b>Salinas Rail Extension - Kick Start Construction Management</b>	<b>Con Mgt</b>							
<i>Traffic Congestion Relief Program</i>	\$ 4,382							\$ 4,382
	\$ 4,382	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,382
<b>Monterey County Rail Extension - Packages 2 (Layover) &amp; 3 (Gilroy)</b>	<b>Design</b>		<b>Con</b>					
<i>State Transportation Improvement Program</i>			\$ 12,573					\$ 12,573
<i>Traffic Congestion Relief Program</i>	\$ 5,500		\$ 15,742					\$ 21,242
<i>SB 1 TIRCP</i>			\$ 8,033					\$ 8,033
<i>TAMC Reserve</i>	\$ 437							\$ 437
	\$ 5,937	\$ -	\$ 36,348	\$ -	\$ -	\$ -	\$ -	\$ 42,285

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



	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Funding
<b>Salinas Rail Extension - Positive Train Control</b>								
			Con					
SB 1 TIRCP			\$ 1,615					\$ 1,615
	\$ -	\$ -	\$ 1,615	\$ -	\$ -	\$ -	\$ -	\$ 1,615
<b>Salinas Rail Extension - Network Integration</b>								
	Study							
SB 1 TIRCP	\$ 500							\$ 500
	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
<b>Habitat Preservation / Advance Mitigation</b>								
	Study			ROW				
Measure X	\$ 96			\$ 4,904				\$ 5,000
SB 1 Adaptation Planning Grant	\$ 376							\$ 376
SB 1 Statewide Habitat Grant				\$ 4,904				\$ 4,904
	\$ 472	\$ -	\$ -	\$ 9,808	\$ -	\$ -	\$ -	\$ 10,280
<b>Regional Wayfinding (Bikeway Signs)</b>								
			Con					
SB 1 Local Partnership Formula		\$ 887						\$ 887
Regional Surface Transportation Program		\$ 1,044						\$ 1,044
	\$ -	\$ 1,931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,931
<b>Safe Routes to Schools: Every Child</b>								
	Plan							
Measure X	\$ 82							\$ 82
Active Transportation Program	\$ 2,143							\$ 2,143
	\$ 2,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,225
<b>Safe Routes to Schools: Measure X Regional Program</b>								
Measure X	\$ 466	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 4,468
	\$ 466	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 4,468
<b>Senior and Disabled Transportation: Measure X Regional Program</b>								
Measure X	\$ 915	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 3,915
	\$ 915	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 3,915
<b>Commuter Bus, Salinas Valley Transit Centers - A: King City Maintenance</b>								
	Con		Loan Repay	Loan Repay	Loan Repay			
Measure X	\$ 1,835		\$ 833	\$ 833	\$ 833			\$ 4,334
	\$ 1,835	\$ -	\$ 833	\$ 833	\$ 833	\$ -	\$ -	\$ 4,334
<b>Commuter Bus, Salinas Valley Transit Centers - B: Salinas Bus O&amp;M Facil</b>								
	Env't		Con					
Measure X	\$ 250		\$ 9,750					\$ 10,000
	\$ 250	\$ -	\$ 9,750	\$ -	\$ -	\$ -	\$ -	\$ 10,000

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

	Prior	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Funding
<b>Planning, Programming, and Monitoring</b>								
<i>State Transportation Improvement Program</i>	\$ 201	\$ 313	\$ 201	\$ 201	\$ 202			\$ 1,118
<i>State Transportation Improvement Program - 2022</i>						\$ 197	\$ 196	\$ 393
<b>Total</b>	<b>\$ 201</b>	<b>\$ 313</b>	<b>\$ 201</b>	<b>\$ 201</b>	<b>\$ 202</b>	<b>\$ 197</b>	<b>\$ 196</b>	<b>\$ 1,511</b>

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