

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

**Wednesday, April 26, 2017**  
**Agricultural Center Conference Room**  
**1428 Abbott Street**  
**Salinas, California**  
**\*\*9:00 AM\*\***

*(Agendas are on display and are posted 72 hours prior to the scheduled meeting at the Transportation Agency office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, King City, Hartnell College, Monterey Peninsula College, and Cal State University Monterey Bay. Any person who has a question concerning an item on this agenda may call the Transportation Agency office at 831-775-0903 to make inquiry concerning the nature of the item described on the agenda.) The agenda and all enclosures are available on the Transportation Agency website: [www.tamcmonterey.org](http://www.tamcmonterey.org), by clicking on Transportation Agency Board, meetings and agendas, click on agenda item and open it, click on report attachments listed at end of report.*

**1. QUORUM CHECK – CALL TO ORDER**

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

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

**PLEDGE OF ALLEGIANCE**

**2. PUBLIC COMMENTS**

*Any person may address the Transportation Agency Board at this time. Presentations should not exceed three minutes, should be directed to an item **NOT** on today's agenda, and should be within the jurisdiction of the Transportation Agency Board. *Though it is not required, the Transportation Agency Board appreciates your cooperation in completing a speaker request form available on the table at the entrance to the meeting room. Please give the completed form to the Transportation Agency Administrative Assistant. If you have handouts, please provide 30 copies for the entire Board before the meeting starts or email to Agency Administrative Assistant 24 hours in advance of the meeting.**

**3. CONSENT AGENDA**

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

**4. PRESENTATION of the Transportation Agency Employee of the Quarter**

recognition to Hank Myers.

- Hale

*Hank Myers, Senior Transportation Planning Engineer has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for January 1, 2017 – March 31, 2017.*

**5. SR 68 Scenic Highway Plan:**

1. **RECEIVE** update on the SR 68 Scenic Highway Plan; and
2. **PROVIDE** comments on the draft corridor improvement concepts.

-Leonard

*The SR 68 Scenic Highway Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planned regional improvements, and the potential for wildlife connectivity enhancements.*

6. **APPROVE** the technical report recommending updated projects and fee allocation scenarios to be sent to the Fort Ord Reuse Authority for incorporation into the 2017 FORA Fee Reallocation Study Update.

- Zeller

*The Fort Ord Reuse Authority has requested the Transportation Agency to review, analyze, and adjust the transportation obligations defined in the Base Reuse Plan as part of a 2017 Fee Reallocation Study Update. The technical report provides recommendations for updating the project list in the Fort Ord Reuse Authority Capital Improvement Program and scenarios for the distribution of fee revenues for FORA consideration.*

7. **APPROVE** Amendment #1 to the agreement with the County of Monterey to extend the rental term of Agency-owned 20 West Market Street, Salinas, California until June 30, 2017 with the option to extend on a month to month basis until December 31, 2017, pending legal counsel approval.

- Zeller

*Transportation Agency staff is currently leasing the Agency-owned building at 20 West Market Street, Salinas to the County of Monterey for use as a temporary homeless warming shelter. The proposed lease agreement with the County, which would expires on April 30, 2017. The County has requested to extend the term of the lease agreement.*

8. **RECEIVE** state legislative update and **RATIFY** or **ADOPT** positions on bills of interest to the Agency.



*Senate Bill 1, a major transportation funding measure, was recently approved by the State Senate. Also, several new transportation-related bills are moving forward in the State Legislature.*

9. **RECEIVE** reports from Transportation Providers:
  - Caltrans Director's Report and Project Update - Gubbins
  - Monterey Peninsula Airport- Sabo
  - Monterey-Salinas Transit- Sedoryk
  - Monterey Bay Air Resources District- Stedman
  
10. Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law.
  
11. Executive Director's Report.
  
12. Announcements and/or comments from Transportation Agency members on matters that they wish to put on future Transportation Agency agendas.
  
13. **ADJOURN**

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

**ADMINISTRATION and BUDGET -**

- 3. 1.1 APPROVE** minutes of the Transportation Agency for Monterey County (TAMC) the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for March 22, 2017.

**-Rodriguez**

- 3. 1.2 ACCEPT** the list of checks written for the month of March 2017 and credit card statements for the month of February 2017.

**- 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 independent Certified Public Accountant to keep the Board informed about the Agency's financial transactions.*

- 3. 1.3 RECEIVE** report on conferences or trainings attended by agency staff.

**-Muck**

*Agency staff occasionally attends conferences or trainings at Agency expense that are pertinent to their roles in pursuing the Agency's mission. These events allow the staff to stay current and participate in the development of transportation practices and policies related to their roles.*

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

- 3. 2.1 Federal Transit Grant Section 5310 for Monterey-Salinas Transit buses:**

1. **ACCEPT** Monterey-Salinas Transit's Federal transit grant application for 14 bus replacements for its RIDES paratransit service for the elderly and persons with disabilities; and
2. **ADOPT** Resolution 2017-14 approving a regional priority project list for submission to the Federal Transit Administration Section 5310 program; and
3. **AUTHORIZE** the Executive Director to sign certifications and assurance and submit applications, regional priority list and required documentation to Caltrans.

- Murillo

*The Federal Transit Administration Section 5310 program provides competitive grants for capital and operating costs associated with transportation serving the elderly and people with disabilities. The Transportation Agency is responsible for accepting and scoring the FTA 5310 grant applications, and submitting applications to the state for funding. The Transportation Agency's actions do not approve funding or projects, but assist the FTA/Caltrans in making those determinations.*

3. 2.2 **ADOPT** Resolution 2017-13 authorizing the Executive Director to apply for funding and execute agreements with the Federal Highway Administration for Federal Lands Access Program grant funds.

- Murillo

*The Federal Highway Administration issued a call for projects for the Federal Lands Access Program that will provide access to federal lands. Staff recommends pursuing these funds for a segment of the Fort Ord Regional Trail & Greenway connecting the Monterey Bay National Marine Sanctuary to the Fort Ord National Monument. Receipt of the grant will facilitate environmental review of the entire FORTAG Project and will focus on an important segment.*

## PLANNING

3. 3.1 **RECEIVE** Federal Legislative Update.

- Watson

*President Trump presented a draft budget proposal on March 15 with dramatic cuts to transportation. This report presents a summary of those proposed cuts.*

3. 3.2 **2018 Regional Transportation Plan Final Project List**

1. **RECEIVE** update on development of the 2018 Regional Transportation Plan; and
2. **APPROVE** a Final Project List to be studied as part of the 2018 Regional Transportation Plan

-Leonard

*The Transportation Agency adopts a Regional Transportation Plan every four years to provide a basis for allocating state and federal funding to transportation projects in Monterey County. The next update is due by June 2018. The Agency prepares the plan in coordination with the Association of Monterey Bay Area Governments (AMBAG) to be consistent with a Sustainable Communities Strategy adopted by*

*AMBAG for the Monterey Bay Area. The project list is a key element for these plans.*

### **PROJECT DELIVERY and PROGRAMMING**

- 3. 4.1 APPROVE** proposed Bylaws for the eXcellent Transportation Oversight Committee;and  
**APPROVE** additional nominees for the eXcellent Transportation Oversight Committee.

**-Wright**

*The Policies & Project Descriptions for the Transportation Safety & Investment Plan states that a Citizens Oversight Committee shall be established to ensure that the Plan is implemented as approved by voters. The Bylaws proposed in this staff report will govern the way the committee functions and assist them in fulfilling their oversight responsibilities. Also, additional committee members have been added per Board direction.*

### **RAIL PROGRAM**

- 3. 5.1 AUTHORIZE** the Executive Director to execute a contract amendment with HDR to extend the time to complete the federal environmental review of the Salinas-San Jose Coast Rail Line to June 30, 2018, at no additional cost.

**- Watson**

*The Agency contracted with HDR to complete the federal environmental review of the Salinas-San Jose Coast Rail Line on October 28, 2015. The project has been delayed by longer partner agency review times beyond what had been anticipated in the original contract schedule, and the current schedule shows final document approval in Spring 2018. Staff recommends a 12-month extension of the contract to June 30, 2018 to allow for additional time to complete the work.*

### **REGIONAL DEVELOPMENT IMPACT FEE**

- 3. 6.1 APPROVE** release of Request for Proposals for the 2018 Regional Development Impact Fee Nexus Study Update.

**- Zeller**

*In 2008, the 12 cities and the County adopted a regional development impact fee and formed a Joint Powers Authority to administer the*

*program, in order to assure that new development pays for its impacts on the regional transportation network. As the administering agency, TAMC is required to update the regional fee program nexus study by August, 2018.*

### **COMMITTEE MINUTES - CORRESPONDENCE**

**3. 7.1 ACCEPT** draft minutes from Transportation Agency Committees:

- Executive Committee - April 5, 2017
- Bicycle and Pedestrian Facilities Advisory Committee - April 5, 2017 (online at [www.tamcmonterey.org](http://www.tamcmonterey.org))
- Rail Policy Committee- no meeting this month
- Technical Advisory Committee - no meeting this month

**-Rodriguez**

**3. 7.2 RECEIVE** selected correspondence sent and received by the Transportation Agency for April 2017.

**- Rodriguez**

**END OF CONSENT AGENDA**

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## **ANNOUNCEMENTS**

Next Transportation Agency for Monterey County meeting will be on  
Wednesday, May 24, 2017

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

Documents relating to an item on the open session that are distributed to the Board less than 72 hours prior to the meeting shall be available for public inspection at the Office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA.

Documents distributed to the Agency Board at the meeting by staff will be available at the meeting; documents distributed to the Board by members of the public shall be made available after the meeting.

The Transportation Agency web site contains information from the Transportation Agency Resource Guide, including Transportation Agency Board members, Transportation Agency committee members, grant programs, etc. Visit us at: <http://www.tamcmonterey.org>.

**Transportation Agency for Monterey County  
55-B Plaza Circle, Salinas, CA 93901-2902  
Monday thru Friday 8:00 a.m. - 5:00 p.m.  
TEL: 831-775-0903  
FAX: 831-775-0897**

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** April 26, 2017  
**Subject:** Employee of the Quarter

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**RECOMMENDED ACTION:**

**PRESENTATION** of the Transportation Agency Employee of the Quarter recognition to Hank Myers.

**SUMMARY:**

Hank Myers, Senior Transportation Planning Engineer has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for January 1, 2017 – March 31, 2017.

**FINANCIAL IMPACT:**

None.

**DISCUSSION:**

The Agency employees recognize Hank Myers for his positive attitude, professionalism, diligence, hard work on upcoming construction projects, his wife Cindy's baked goods, most notably for his ability to make engineering concepts accessible to non-engineering staff.

**ATTACHMENTS:**

- Myers - Employee of the Quarter Certificate

# EMPLOYEE OF THE QUARTER

PRESENTED TO  
*Hank Myers*

*It is hereby certified that Hank Myers has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for January 1, 2017 – March 31, 2017.*

*The Agency employees recognize Hank Myers for his positive attitude, professionalism, diligence, hard work on upcoming construction projects, his wife Cindy's baked goods, and most notably for his ability to make engineering concepts accessible to non-engineering staff.*

*On behalf of the Board of Directors of the Transportation Agency for Monterey County, it is our great pleasure to recognize Hank Myers for his service.*

*Recognized By*

*Acknowledged By*

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*TAMC Chair  
Alejandro Chavez*

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*Executive Director  
Debra L. Hale*

*Date: April 26, 2017*





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Grant Leonard, Transportation Planner  
**Meeting Date:** April 26, 2017  
**Subject:** **SR 68 Scenic Highway Plan Update**

**RECOMMENDED ACTION:**

**SR 68 Scenic Highway Plan:**

1. **RECEIVE** update on the SR 68 Scenic Highway Plan; and
2. **PROVIDE** comments on the draft corridor improvement concepts.

**SUMMARY:**

The SR 68 Scenic Highway Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planned regional improvements, and the potential for wildlife connectivity enhancements.

**FINANCIAL IMPACT:**

The Monterey-Salinas Scenic Highway 68 plan is funded with a \$270,970 Caltrans Sustainable Transportation Planning Grant (federal funds), matched with an additional \$176,686 of state and local funds for a total project cost of \$447,656. Measure X includes \$50 million for implementation of improvements along the Highway 68 corridor between Salinas and Monterey.

**DISCUSSION:**

In 2015, the Agency received a California Department of Transportation (Caltrans) Sustainable Communities Planning Grant to evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planned regional improvements, and the potential for wildlife connectivity enhancements.

In December 2015, the Agency approved two contracts for consultant services to complete the plan, one to conduct the wildlife connectivity analysis, and the other to conduct the travel analysis and evaluate concepts for improving travel through the corridor. In spring of 2016, the

Agency conducted a round of public outreach to determine what the public viewed as the most critical needs for the corridor. The outreach included a public workshop, meetings with local jurisdictions and stakeholder groups, and an interactive online forum for people to provide comments. Through the summer and fall of 2016, the project team completed a detailed analysis of the existing conditions along the corridor. The findings of the analysis are included in technical memorandums that will be published on the project website for public review at: <http://www.sr68sceniccorridorstudy.com>.

Since January of 2017, the project team has been developing three corridor concept alternatives for consideration. The corridor alternatives are listed below and details of each alternative will be presented at the April 26, 2017 Board meeting:

- Alternative 1: Installation of Roundabouts at Major Intersections
- Alternative 2: Selective Segment Widening with Intersection Improvements
- Alternative 3: Integrated Corridor Management (Adaptive Signalization)

In addition to the corridor alternatives, the project team has produced a list of recommended improvements for wildlife connectivity which will be included in the final adapted corridor alternative. Going forward, the project team will begin a second phase of public outreach, which will include a public workshop on May 4th, meeting with community groups and stakeholders individually, and promotion of the interactive project website. This public feedback will be used to help draft final recommendations for the SR 68 Scenic Highway Plan. The current project schedule calls for a draft plan to be presented to Agency Board on June 28, 2017, with approval of the final plan at the Board meeting on August 23, 2017.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** April 26, 2017  
**Subject:** 2017 Fort Ord Reuse Authority Fee Study Technical Report

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**RECOMMENDED ACTION:**

**APPROVE** the technical report recommending updated projects and fee allocation scenarios to be sent to the Fort Ord Reuse Authority for incorporation into the 2017 FORA Fee Reallocation Study Update.

**SUMMARY:**

The Fort Ord Reuse Authority has requested the Transportation Agency to review, analyze, and adjust the transportation obligations defined in the Base Reuse Plan as part of a 2017 Fee Reallocation Study Update. The technical report provides recommendations for updating the project list in the Fort Ord Reuse Authority Capital Improvement Program and scenarios for the distribution of fee revenues for FORA consideration.

**FINANCIAL IMPACT:**

The FORA Fee Reallocation Study Update is budgeted at \$127,000, of which \$52,000 will pay for TAMC staff time to manage the project and \$74,998 will pay for consultant costs. The Board-approved cooperative agreement obligates FORA to reimburse the Agency for all expenses.

**DISCUSSION:**

The 2014 FORA Capital Improvement Program Review – Phase III report acknowledges the need to revisit the 2005 FORA Fee Reallocation Study to assess the validity of the transportation obligations required by the Fort Ord Base Reuse Plan. This prompted the Fort Ord Reuse Authority to request a coordinated work effort with the Transportation Agency for the purposes of reviewing, analyzing, and adjusting the fiscal and physical transportation network obligations defined in the Base Reuse Plan as appropriate. As part of this combined effort, the Transportation Agency has agreed to assume project management of the FORA Fee Reallocation Update.

After a competitive bidding process, Kimley-Horn was selected to conduct the technical analysis for the fee reallocation study. This work included reviewing and updating the land use assumptions in the FORA area that may have changed since the initial 2005 fee study; re-validating the Association of Monterey Bay Area Government's Regional Travel Demand Model to ensure that the results of the modeling are accurate within a range as required by Caltrans; reviewing and modifying the future transportation network assumptions to cover three scenarios - No Build, Build Current Capital Improvement Program, and Build Alternative Capital Improvement Program; performing a deficiency analysis to identify future roadway impacts from proposed developments within FORA; and finally, re-allocating the fee based on the results of the deficiency analysis.

During this process, Agency staff, FORA staff, and Kimley-Horn also gave numerous presentations to the Fort Ord Reuse Authority's Administrative Committee as well as the Cities of Marina and Seaside to discuss potential alterations to the FORA Capital Improvement Program. The comments and feedback received from these meetings have been incorporated into the report.

Traffic congestion is measured on an A through F level of service scale, in which A is a barely used road, and F is gridlock. The analysis looked at a Build 2015 Capital Improvement Program, a Build Alternative and No Build scenario and the resulting future traffic congestion under each. The results of the No Build scenario shows that by 2035 if FORA does not build the FORA Capital Improvement Program transportation projects, seven of the existing roadways in the current FORA project list will operate at deficient levels (Levels of Service E or F). If FORA completes the Capital Improvement Program transportation projects (Build 2015 or Build Alternative scenario), the study roadways would operate at acceptable levels of service (Levels of Service D or better).

The Build 2015 CIP scenario includes the the widening of Highway 1 between Fremont Boulevard and Del Monte as a regional project. However, due to costs and other constraints of widening Highway 1, a Build Alternative scenario with enhanced transit was also considered as an alternative to highway widening. Conceptual transit improvements analyzed in this scenario included Bus-On-Shoulder operations along Highway 1 and enhanced transit service to carry traffic that would otherwise be accommodated by Highway 1 widening.

Rather than completely eliminating the highway widening project, the FORA Administrative Committee recommended a hybrid Build Alternative that redefined the project to include Highway 1 Corridor Improvements ranging from highway widening, to enhanced transit, and interchange/intersection improvements.

The analysis shows that the FORA Capital Improvement Program provides sufficient capacity in the roadway network to address future growth-related transportation deficiencies under both the Build and Build Alternative scenarios. Based on these findings, the draft report makes a recommendation to confirm the Build transportation network

network with the following changes:

- Broaden the description of “regional” project R3a widening Highway 1 between Fremont Boulevard and Del Monte Boulevard to be renamed as Highway 1 Corridor improvements and include new enhanced transit improvements and service (Bus on Shoulder or Monterey Branch Line Bus Rapid Transit, and Local Monterey-Salinas Transit Service), and improvements to the Highway 1 – Fremont Boulevard Interchange in Seaside; and
- At the request of the City of Marina, include the 2nd Avenue Extension in the FORA Capital Improvement Program, redistributing funds from the other road projects in the City of Marina.

Included with this draft report is an updated estimate of the cost of the FORA obligations to the projects listed in the Build 2015 CIP scenario (shown as Exhibit 25). This table shows two key pieces of information: 1) the results of the deficiency analysis with the percentage of new trips attributable to new development on the studied roadway network; and 2) the reallocation of FORA obligations for each project within the Base Reuse Plan \$114.2 million funding cap.

The draft report recommends using this technical information as the starting point for updating the FORA Capital Improvement Program obligations, recognizing that further adjustments could be made at the discretion of the FORA. Since the FORA Community Facilities District fee is a Mello-Roos tax and not a traffic impact fee, the FORA Board has discretion to reassign fee revenues among the transportation projects. Previously, the FORA Board policy has been to fund the onsite projects at 100% and distribute the remainder of the funding among the "regional" and "off-site" projects ("Local-first approach"). While the local-first approach results generally in less funding available to mitigate the cumulative traffic impacts addressed by the regional and off-site projects, at the request of the FORA Administrative committee, the report created a local-first option B.

#### ATTACHMENTS:

- 2017 FORA Fee Reallocation Study - Executive Summary

#### **WEB ATTACHMENTS:**

[2017 FORA Fee Reallocation Study](#)

# **Fort Ord Reuse Authority Fee Reallocation Study**

**DRAFT**

**April 14, 2017**

**Kimley»»Horn**

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## **Executive Summary**

### **Purpose**

The purpose of this report is to present the results of the Fort Ord Reuse Authority (FORA) Fee Reallocation Study including the deficiency analysis and fee reallocation, and to describe the final project steps.

The analysis looked at a Build 2015 Capital Improvement Program (CIP), a Build Alternative, and No Build scenario and the resulting future traffic congestion under each. The results of the No Build scenario shows that, by 2035, if FORA does not build the FORA CIP transportation projects, seven of the existing roadways in the current FORA project list will operate at deficient levels (Levels of Service E or F). If FORA completes the CIP transportation projects (Build 2015 or Build Alternative scenario), the study roadways would operate at acceptable levels of service (Levels of Service D or better). The **Build 2015 CIP** and **Build Alternative CIP** analysis shows two roadways (Reservation Road between Davis and Watkins Gate Roads, and Eastside Parkway) would operate at a LOS D/E by 2035 (however, these two LOS D/E roadways are within the margin of error to the acceptable LOS D). This analysis shows that the FORA CIP projects provide sufficient improvement to the roadway network to address future growth-related transportation deficiencies.

Due to costs and other constraints of widening Highway 1 between Fremont Boulevard and Del Monte Boulevard, the **Build Alternative CIP** was considered that provides enhanced transit service, interchange, and other roadway operational improvements. Conceptual transit improvements analyzed included Bus-On-Shoulder operations along Highway 1 and enhanced transit service along corridors. Kimley-Horn's major findings were that 1) approximately 70% of the future traffic growth that would have otherwise been accommodated by a Highway 1 widening is anticipated to be accommodated by Del Monte Boulevard, Fremont Boulevard, and General Jim Moore, and that 2) transit ridership in the Association of Monterey Bay Area Government's Regional Travel Demand Model is projected to increase in the future.

Using the resultant analysis included within this document, a revised cost allocation of the remaining FORA obligations was prepared. It is important to note that although the FORA fee was previously calculated in a manner similar to a typical impact fee, it is in fact a Mello-Roos tax, and, as such, this allows for flexibility in determining specific methods for cost reallocation such that they best support the Fort Ord Reuse Authority and local jurisdiction goals and policies. As such, two options are presented for the reallocation methodology: Nexus Approach and Fund Local Projects First Approach.

Accordingly, for the purpose of maintaining consistency with prior work, the cost obligation maintained 2005 as the basis for determining existing deficiency. This avoids substantial changes in FORA funding prioritizations that might otherwise occur as the result of new improvements or other circumstances resulting in changes to existing deficiencies. Furthermore, recognizing that the FORA obligation can not be increased beyond the limit originally established in the 2005 study (as inflated by the Construction Cost Index), the results of the fair share analysis were recalculated using a weighting methodology so that the total obligation for



the projects in aggregate remained within the funding limit. Similarly to what was undertaken in the 2005 study, it is anticipated that the resultant reallocation will be further refined to reflect the priorities of FORA and local jurisdictions.

## Recommendations

Based on these findings, Kimley-Horn recommends that FORA confirm the **Build Alternative CIP** transportation network as the same as the **Build 2015 CIP** transportation network with the following changes:

- Broaden the description of “regional” project R3a widening Highway 1 between Fremont Boulevard and Del Monte Boulevard to be renamed as Highway 1 Corridor improvements and include new enhanced transit improvements and service (Bus on Shoulder or Monterey Branch Line Bus Rapid Transit, and Local Monterey-Salinas Transit Service), and improvements to the Highway 1 – Fremont Boulevard Interchange in Seaside; and
- At the request of the City of Marina, include the 2nd Avenue Extension in the FORA CIP, redistributing funds from the other road projects in the City of Marina.

It is further recommended that the cost reallocation included within this document as **Exhibit 20** be used as the starting point for updating the FORA CIP Obligations, recognizing that it is likely that further adjustments will be necessary based on Fort Ord Reuse Authority and local jurisdiction direction. In particular, the FORA Administrative Committee has recommended using Option B from **Exhibit 21** as the basis for the reallocation.

**Option B - Local First ( New, Local Improvements receive 100% funding)**

Total Transportation Obligation (Fixed by Implementation Agreement, Indexed to 2016 Dollars)							TOTAL	\$ 114,195,961
Proj	Description	% New Trips	Attributal cost ( to new traffic)	2016 Indexed Construction Estin	Fee Basis	% Obligation	2017 \$ Obligation	
-	-	A	B	C	D= [A x B x C]	E	[ D x E ]	
<b>In-Progress Obligations / Fixed Amount</b>								
2B	Davis Rd s/o Blanco	100%	-	\$ 12,733,317	\$ 12,733,317	100%	\$ 12,733,317	
FO9B (Ph-II)	GJM Blvd-Normandy to McClure	100%	-	\$ 1,083,775	\$ 1,083,775	100%	\$ 1,083,775	
FO12	Eucalyptus Rd	100%	-	\$ 532,830	\$ 532,830	100%	\$ 532,830	
<b>Local Improvements</b>								
8	Crescent Ave extend to Abrams	100%	100%	\$ 1,246,956.41	\$ 1,246,956	100%	\$ 399,956	
FO2	Abrams	100%	100%	\$ 1,044,326.06	\$ 1,044,326	100%	\$ 1,044,326	
FO5	8th Street	100%	100%	\$ 5,967,035.40	\$ 5,967,035	100%	\$ 5,967,035	
FO6	Intergarrison	100%	100%	\$ 5,857,043.97	\$ 5,857,044	100%	\$ 5,857,044	
FO7	Gigling	100%	100%	\$ 7,868,017.39	\$ 7,868,017	100%	\$ 7,868,017	
FO11	Salinas Ave	100%	100%	\$ 4,177,304.25	\$ 4,177,304	100%	\$ 4,177,304	
FO13B	Eastside Pkwy (New alignment)	100%	100%	\$ 17,236,166.74	\$ 17,236,167	100%	\$ 17,236,167	
FO14	S Boundary Road Upgrade	100%	100%	\$ 3,457,943.76	\$ 3,457,944	100%	\$ 3,457,944	
FO20	2nd Ave Extention	100%	100%	\$ -	\$ -	0%	\$ 847,000	
<b>Sub-Total of Local Improvements and In-Progress Obligations</b>							<b>Sub-Total</b>	\$ 61,204,716
<i>Total Transportation Obligation - (Less Local Improvements + In-Progress Obligations)</i>							<i>Remainder</i>	\$ 52,991,245
<b>Regional Improvements</b>								
Proj	Description	% New Trips	Attributal cost ( to new traffic)	2016 Indexed Construction Estimate	Fee Basis	% of Remaining Obligation (\$52,991,245)	2017 \$ Obligation	
R3	Hwy 1-Seaside Sand City	100%	19%	\$ 61,870,182.77	\$ 11,675,319	28%	\$ 14,595,032	
R10	Hwy 1-Monterey Rd. Interchange	27%	43%	\$ 26,260,455.35	\$ 3,102,136	7%	\$ 3,877,905	
R11	Hwy 156-Freeway Upgrade	18%	30%	\$ 270,853,911.23	\$ 14,626,111	35%	\$ 18,283,746	
R12	Hwy 68 Operational Improvements	5%	5%	\$ -	\$ -	0%	\$ -	
1	Davis Rd n/o Blanco	31%	46%	\$ 4,332,287.69	\$ 619,874	1%	\$ 774,890	
4D	Widen Reservation-4 lanes to WG	87%	67%	\$ 13,886,418.80	\$ 8,082,104	19%	\$ 10,103,242	
4E	Widen Reservation, WG to Davis	77%	74%	\$ 7,561,911.23	\$ 4,284,885	10%	\$ 5,356,431	
<b>Sub-Total of Regional Improvements</b>							<b>Sub-Total</b>	\$ 52,991,245
<b>OPTION B TOTAL</b>							<b>\$</b>	<b>114,195,961</b>



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** April 26, 2017  
**Subject:** 20 West Market Street - Lease Extension

**RECOMMENDED ACTION:**

**APPROVE** Amendment #1 to the agreement with the County of Monterey to extend the rental term of Agency-owned 20 West Market Street, Salinas, California until June 30, 2017 with the option to extend on a month to month basis until December 31, 2017, pending legal counsel approval.

**SUMMARY:**

Transportation Agency staff is currently leasing the Agency-owned building at 20 West Market Street, Salinas to the County of Monterey for use as a temporary homeless warming shelter. The proposed lease agreement with the County, which would expires on April 30, 2017. The County has requested to extend the term of the lease agreement.

**FINANCIAL IMPACT:**

The Agency purchased the property in 2013 for the Salinas Rail Extension project, and was renting the property to AllU.S. Credit Union for \$1 per square foot per month (\$4,932) until July 1, 2016. The proposed lease agreement with the County includes a monthly payment of \$1.00 for six months and stipulates that the Agency will not be liable for maintenance, utility, insurance, or security costs.

**DISCUSSION:**

Transportation Agency staff received a request from the City of Salinas and the County of Monterey to lease the Agency-owned building at 20 West Market Street, Salinas as a temporary homeless warming shelter. In September, 2016, the Transportation Agency Board approved the lease agreement with the County, which expires on April 30, 2017. The agreement required the County to make improvements to the building prior to occupancy at no cost to the Agency, and that the Agency be indemnified against all claims.

The County has since requested to extend the lease agreement in order to keep the

homeless shelter open to allow time for an alternative location to be found and brought into working order. The proposed Amendment #1 to the lease agreement would extend the term until June 30, 2017, with the option to extend the agreement on a month to month basis, at the Transportation Agency Executive Director's discretion, until December 31, 2017.

The Agency is in the process of acquiring other properties in the area for the proposed Salinas Rail Extension project. The Agency is anticipating having possession of the properties by August or September 2017, at which point the buildings would be demolished to allow for the construction of the proposed project. As such, the proposed lease extension is timed to allow the Agency to proceed with demolition once all the properties have been acquired.

For the past three years, the City of Salinas and the County have co-sponsored an inclement weather emergency shelter operation (aka "Warming Shelter") in downtown Salinas. The first year was co-sponsored by Sun Street Centers who provided a rent-free location, and the City and County paid for increased utility costs. The program served roughly 30 persons per night from December until April 30th 2014 at a cost of less than \$42,000; \$8 per night, per bed. In 2014/2015 and 2015/16, the Shelter was located in the Salinas Women's Club at 215 Lincoln Avenue, and it operated from November 9 to April 30, from 6 PM to 8 AM. It was professionally managed by Community Homeless Solutions. The Salinas Women's Club started renovations in 2017, so an alternative location was sought at the Transportation Agency's 20 West Market property.

This season the shelter operations are seven days a week, including holidays, from November 1, 2016, to April 30, 2017, from 7 PM to 6 AM unless otherwise extended as agreed upon by all parties. Community Homeless Solutions prepares the facility for homeless guests to eat and sleep. Guests are not permitted to stage for entry to the facility before 5:30 PM each night in the facility's parking lot, and must not block the sidewalk or other pedestrian pathways. Disruptive clients who adversely impact the peace and quiet for others are not be permitted entry in the building. Smoking, illegal drug use, or non-supervised use of prescription drugs is not allowed in the facility or on the property. Clear and concise guest use guidelines and cordial behavioral expectations are communicated to each guest prior to use.

#### ATTACHMENTS:

- 20 W. Market Street - Lease Extension

**AMENDMENT #1 TO THE LEASE AGREEMENT FOR 20 WEST MARKET STREET**  
**BETWEEN**  
**THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND**  
**THE COUNTY OF MONTEREY**

THIS AMENDMENT NO. 1 to the agreement dated November 1, 2016, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and the County of Monterey, hereinafter referred to as "Lessee," is hereby entered into between TAMC and the Lessee.

**RECITALS:**

- A. **WHEREAS**, TAMC and Lessee entered into a lease agreement for 20 West Market Street, Salinas, California 93901 on November 1, 2016, hereinafter referred to as "Agreement;" and
- B. **WHEREAS**, TAMC and Lessee desire to amend the Agreement to extend the term.

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

1. **ARTICLE 2 - TERM**

The term of the Agreement is hereby extended until June 30, 2017, with the option to extend on a month to month basis, solely at the Transportation Agency's discretion, until December 31, 2017.

2. **REMAINDER OF TERMS UNCHANGED**

All other terms of the Agreement remain in full effect.

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

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment to the Agreement with the County of Monterey.

TAMC:

Lessee:

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

\_\_\_\_\_

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

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

Approved as to form:

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

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** April 26, 2017  
**Subject:** State Legislative Update

**RECOMMENDED ACTION:**

**RECEIVE** state legislative update and **RATIFY** or **ADOPT** positions on bills of interest to the Agency.

**SUMMARY:**

Senate Bill 1, a major transportation funding measure, was recently approved by the State Senate. Also, several new transportation-related bills are moving forward in the State Legislature.

**FINANCIAL IMPACT:**

The SB 1 transportation agreement reached on April 6 will bring in new road maintenance funding directly to the County and Cities, provide new revenue for state highway maintenance and safety projects, and fund various other specified transportation purposes.

**DISCUSSION:**

On April 6, the Senate and Assembly approved SB 1 (Beall) as the vehicle for a transportation funding deal that will raise \$5.2 billion per year for transportation infrastructure, with a focus on "fix it first" road and highway repairs and maintenance work. **Attachment 1** shows the anticipated funding that will come to the State Transportation Improvement Program (STIP), County and Cities by formula for road repairs, and Monterey Salinas Transit (MST), and outlines the other statewide allocations.

This agreement goes a long way towards filling the widening gap between needs and resources due to the diminished buying power of the gas tax. Each year, California is short almost \$6 billion of the funds needed just to maintain state highways: the annual need is \$8 billion, but the gas tax was only bringing in \$2.2 billion per year. Local streets and roads are even worse, with an annual shortfall of \$7.8 billion. This bill sets aside \$3 billion per year for highway, street and road maintenance. SB 1 also provides \$40 million for

intercity (50%) and commuter (50%) rail capital and operating funds. The \$20 million for intercity rail is split among the three existing rail corridors (San Joaquin, Capitol Corridor and Surfliner) and emerging corridors (including two projects in Monterey County).

To pay for these projects, SB 1 raises the gas tax (the first time since 1994) and indexes it to inflation for the first time ever. Senator Beall estimates the cost to the average driver will be \$10/month. The timeline for phasing in the revenues is as follows:

November 2017:

- New gasoline fuel excise tax of 12 cents/gallon
- New diesel fuel excise tax of 20 cents/gallon
- Diesel sales tax increase of 4%

Spring 2018 - Transportation Improvement Fee: \$25-175 per vehicle:

- \$25/year for cars valued less than \$5,000 (46% of all cars)
- \$50/year for cars valued between \$5,000 and \$25,000 (41% of all cars)
- \$100/year for cars valued between \$25,000 and \$35,000 (7% of all cars)
- \$150/year for cars valued between \$35,000 and \$60,000 (5% of all cars)
- \$175/year for cars valued over \$60,000 (1% of all cars)

July 2019 - End Board of Equalization Price-Based gas tax adjustments and reset rate to 17.3 cents

January 2020 - Zero emission vehicle (i.e electric cars) fee of \$100/year

There are also several reforms as part of SB 1, including giving more powers to the CTC and creating the Office of Inspector General to oversee the expenditure of state transportation funds. The bill included advance mitigation for environmental impacts, which is something TAMC has supported. In addition, ACA 5 (Frazier), known as the "lockbox", will put before the voters in November 2017 a constitutional amendment ensuring this transportation funding cannot be borrowed by the state for other purposes. SB 1 passed with a 2/3 vote in both houses, supported by a broad spectrum of stakeholders, including labor and business officials who cited the importance of transportation to California's economy, as they estimate that \$1 billion in highway and transit investment supports 13,000 jobs. The entire Monterey Bay delegation supported SB 1.

**Attachment 2** is the updated bill list as of April 11, 2017. Changes since the March 22 TAMC bill list are indicated with underline and cross-out. Several bills were added to the list with "watch" positions. Bills that no longer relate to TAMC priorities were deleted.

Recommended changes in Board positions:

- AB 694 (Ting): Bicycles: clarifies that bicyclists may take a lane under certain circumstances. Staff recommends support.
- AB 1103 (Obernalte): Bicycles: yielding: authorizes bicyclists to treat a stop sign as a yield sign. This is known as the "Idaho Stop", as it has been law in Idaho since



1982, and there is evidence from that state that it decreases accidents and decreases the severity of accidents. See **Web Attachment 1**. The Executive Committee recommends support.

- AB 1421 (Dababneh): Railroads: noise and vibration levels - this bill was changed to a study on noise and vibration. The Executive Committee recommends changing Agency position from "oppose" to "watch".
- AB 1523 (Obernalte): Local agencies: contracts: design-build projects: enables local entities to use the design-build procurement process for local streets and roads projects. The Executive Committee recommends support.
- SB 150 (Allen): Regional transportation plans: this bill would increase the requirements for RTPs, including an appendix outlining activities prioritized based on air quality and vehicle miles traveled for maximization of co-benefits in public health, social equity and conservation. The Central Coast Coalition recommends oppose.
- SB 423 and 496 (Cannella): Indemnity: design professionals: both bills shift the burden of litigation from design professionals to local agencies. Staff recommends expressing concern to the author.
- SB 768 (Allen): Transportation projects: comprehensive development lease agreements: this is the extension of public-private partnership authority that expired on January 1, 2017. Staff recommends support.

The Board is asked to ratify the following support positions the Executive Committee took on behalf of the Board due to time pressures:

- SB 477 (Cannella): Intercity rail corridors: extensions: this is the same as the bill Cannella authored last year that was deferred until agreement could be reached with our partner rail agencies. This bill enables rail agencies to extend beyond their designated boundaries following adoption of the extension in the agency's business plan.
- ACA 5 (Frazier): Motor vehicle fees and taxes: restriction on expenditures: appropriations limit: constitutional protection of transportation revenues.
- SCA 2 (Newman): Motor vehicle fees and taxes: restriction on expenditures: constitutional protection of transportation revenues.

The TAMC adopted legislative program for 2017 is **Web Attachment 2**.

#### ATTACHMENTS:

- SB 1 Funding Estimate
- Draft bill list as of April 11, 2017

#### **WEB ATTACHMENTS:**

1. [March 30, 2017 article in the Salinas Californian, "Bi-partisan bicycle advocacy for 'Idaho stop' law"](#)
2. [TAMC 2017 Adopted Legislative Program](#)

**SB 1 Funding Estimate - Monterey County**  
Preliminary Estimate of New Funding

<b>RECIPIENT</b>	<b>ANNUAL</b>
Regional Projects - STIP	\$1,000,000
COUNTY OF MONTEREY	\$9,900,000
CARMEL-BY-THE-SEA	\$88,000
DEL REY OAKS	\$38,000
GONZALES	\$194,000
GREENFIELD	\$399,000
KING CITY	\$325,000
MARINA	\$480,000
MONTEREY	\$655,000
PACIFIC GROVE	\$351,000
SALINAS	\$3,685,000
SAND CITY	\$9,000
SEASIDE	\$780,000
SOLEDAD	\$589,000
MONTEREY-SALINAS TRANSIT	\$2,788,370

Monterey County Total \$21,281,370

**SB 1 Funding Estimate -Statewide Programs**

<b>Local Streets and Transportation Infrastructure (50 percent):</b>	<b>ANNUAL</b>
"Fix-It-First" local road repairs, including fixing potholes	\$1,500,000,000
Local public transportation	\$750,000,000
Local "self-help" communities that are making their own investments in transportation improvements	\$200,000,000
Infrastructure that promotes walking and bicycling	\$100,000,000
State Transportation Improvement Program after restoration	\$82,500,000
Local transportation planning grants	\$25,000,000
	\$2,657,500,000

<b>State Highways and Transportation Infrastructure (50 percent):</b>	<b>ANNUAL</b>
"Fix-it-First" highway repairs, including smoother pavement	\$1,500,000,000
Bridge and culvert repairs	\$400,000,000
Trade corridors	\$300,000,000
Reduce congestion on major commute corridors	\$250,000,000
Other transportation investments, including \$27.5 million for highway and intercity transit improvements	\$140,000,000
	\$2,590,000,000

Statewide Total \$5,247,500,000

Source: Governor's Office, 2017

**TAMC Bill List**  
**April 11, 2017**

**Assembly bills**

**AB 1 (Frazier) Transportation funding**

**Introduced:** 12/5/2016

**Status:** 1/19/2017-Referred to Committees on Transportation and Natural Resources

**Summary:** Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Would require the CTC to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. Would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.

**Priority:** 1S

**Position:** SUPPORT

**Action Taken:** Letter sent 12/16/16

**AB 17 (Holden) Transit Pass Program: free or reduced-fare transit passes**

**Introduced:** 12/5/2016

**Status:** 1/19/2017-Referred to Committee on Transportation

**Summary:** Would create the Transit Pass Program to be administered by Caltrans. Would require the Controller to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.

**Priority:** 15S

**Position:** Watch

**AB 18 (Garcia, Eduardo) California Clean Water, Climate, Coastal Protection, and Outdoor Access for All Act of 2018**

**Introduced:** 12/5/2016

**Last Amended:** 3/8/2017

**Status:** 3/20/2017- In Senate. Read first time. To Committee on Rules for assignment

**Summary:** Would enact the California Clean Water, Climate, Coastal Protection, and Outdoor Access for All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of \$3.105 billion to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program.

**Priority:** 5S

**Position:** Watch

**AB 28 (Frazier) Department of Transportation: environmental review process: federal pilot program**

**Introduced:** 12/5/2016

**Last Amended:** 3/2/2017

**Status:** 3/29/2017- Signed into law by the Governor

**Summary:** Re-enacts, until January 1, 2020, Caltrans' authority to waive its 11th Amendment right to sovereign immunity from lawsuits brought in federal court thereby allowing Caltrans to continue assuming the role of the U.S. DOT for NEPA decision making. **The Senate amendments add a**

three-year sunset to provisions authorizing Caltrans to assume U.S. DOT's role for NEPA decision making until January 1, 2020.

**Priority:** 6S/2F

**Position:** SUPPORT

**Action Taken:** Letter sent 12/16/16

**AB 65 (Patterson) Transportation bond debt service**

**Introduced:** 12/13/2016

**Status:** 1/19/2017- Referred to Committee on Transportation

**Summary:** Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.

**Priority:** 1S

**Position:** Watch

**AB 278 (Steinorth) California Environmental Quality Act: exemption: existing transportation infrastructure**

**Introduced:** 2/2/17

**Status:** 3/20/17 - VOTE: Reconsideration. (FAIL)

**Summary:** Would exempt from CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure.

**Priority:** 6S

**Position:** Watch

**AB 351 (Melendez) Transportation funding**

**Introduced:** 2/8/2017

**Status:** 2/21/2017- Referred to Committee on Transportation

**Summary:** This bill would retain the weight fee revenues in the State Highway Account and would delete the requirement to transfer these revenues to the Transportation Debt Service Fund, thereby providing for these revenues to be used for any transportation purpose authorized by statute, upon appropriation by the Legislature.

**Priority:** 1S

**Position:** SUPPORT

**Action Taken:** Letter sent 3/27/17

**AB 496 (Fong) Transportation funding**

**Introduced:** 2/13/2017

**Last Amended:** 2/28/2017

**Status:** 3/1/2017- Referred to Committee on Transportation

**Summary:** Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. Would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain

diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.

**Priority:** 1S

**Position:** Watch

**AB 577 (Caballero) Disadvantaged communities**

**Introduced:** 2/14/2017

**Last Amended:** 3/9/2017

**Status:** 3/13/2017-Re-referred to Committees on Environmental Safety & Toxic Materials and Local Government

**Summary:** Existing law defines a disadvantaged community as a community with an annual median household income that is less than 80% of the statewide annual median household income for various purposes, that include, but are not limited to, the Water Quality, Supply, and Infrastructure Improvement Act of 2014, eligibility for certain entities to apply for funds from the State Water Pollution Cleanup and Abatement Account, and authorization for a community revitalization and investment authority to carry out a community revitalization plan. This bill would ~~instead define~~ expand the definition of a disadvantaged community ~~as~~ to include a community with an annual per capita income that is less than 80% of the statewide annual per capita income.

**Priority:** 9S

**Position:** Watch

**AB 694 (Ting) Bicycles**

**Introduced:** 2/15/17

**Status:** 3/2/17: Referred to Committee on Transportation

**Summary:** Would require a person operating a bicycle to ride in the right-hand lane or bicycle lane, if one is present, and would additionally require a person operating a bicycle in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right in order to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized. This bill clarifies that bicyclists may take a lane under certain circumstances. "Taking the lane" is already legal, but there have been incidents when bicyclists were inappropriately cited by law enforcement personnel unfamiliar with the California Vehicle code as pertains to bicyclists.

**Priority:** 5S

**Position:** **SUPPORT (New Recommendation)**

**AB 696 (Caballero) Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties**

**Introduced:** 2/15/2017

**Status:** 4/5/2017-In Committee on Appropriations – referred to suspense

**Summary:** Would require the net proceeds from the sale of any excess properties originally acquired for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, to be reserved in the State Highway Account for programming and allocation by the CTC, with the concurrence of TAMC, for other state highway projects in the State Highway Route 101 corridor in that county. Would exempt these funds from the distribution formulas otherwise applicable to transportation capital improvement funds.

**Priority:** 3S

**Position:** **SUPPORT (SPONSOR)**

**Action Taken:** Letter sent 3/13/17, Testified at 3/20 hearing

**AB 778 (Caballero) Insurance: community development investments**

**Introduced:** 2/15/2017

**Status:** 3/2/2017-Referred to Committees on Insurance and Revenue and Tax

**Summary:** Would define a community development investment as certain projects, developments, or activities that, among other things, benefit low- to moderate-income individuals or families. Would include investments in reservation-based communities and investments in rural areas in community development investments. Would define community development infrastructure as all California debt where all or a portion of the debt has as its primary purpose community development for, or that directly benefits, low- to moderate-income communities.

**Priority:** 9S

**Position:** Watch

**AB 863 (Cervantes) Affordable Housing and Sustainable Communities Program**

**Introduced:** 2/16/2017

**Status:** 3/2/2017-Referred to Committee on Housing & Community Development

**Summary:** Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 20% for the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. This bill would require the Strategic Growth Council, in selecting projects for funding under the program, to seek methods for inclusion of local entrepreneurs in the implementation of the projects and workforce training and certification of workers hired to work on the projects.

**Priority:** 9S

**Position:** Watch

**AB 1063 (Fong) Transportation funds**

**Introduced:** 2/16/2017

**Status:** 2/17/2017-From printer. May be heard in committee March 19.

**Summary:** Current law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Current law requires Caltrans to provide certain information to the Legislature to substantiate Caltrans' proposed capital outlay support budget. Spot bill.

**Priority:** 1S

**Position:** Watch

**AB 1103 (Oberholte) Bicycles: yielding**

**Introduced:** 2/17/2017

**Last Amended:** 4/6/17

**Status:** 4/6/17: Amended and referred to Committee on Transportation

**Summary:** Would authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise. This is the so-called "Idaho stop" law, which would allow bicyclists, when safe, to not come to a complete stop at stop signs. In the 35 years this has been law in Idaho, crash rates have gone down, primarily because bicyclists spend less time navigating intersections.

**Priority:** 5S

**Position:** SUPPORT (New Recommendation)

**AB 1113 (Bloom) State Transit Assistance program**

**Introduced:** 2/17/2017

**Last Amended:** 3/28/17

**Status:** 3/29/2017- Committee on Transportation hearing postponed

**Summary:** Would revise and recast the provisions governing the State Transit Assistance (STA) program. Would provide that only STA-eligible operators are eligible to receive an allocation from the portion of program funds based on transit operator revenues. Would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator.

**Priority:** 2S

**Position:** Watch

**AB 1218 (Oberholte) California Environmental Quality Act: exemption: bicycle transportation plans**

**Introduced:** 2/17/2017

**Status:** 3/9/2017- Referred to Committee on Natural Resources

**Summary:** CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend indefinitely those 2 exemptions.

**Priority:** 6S

**Position:** SUPPORT

**Action Taken:** Letter sent 3/27/17

**AB 1223 (Caballero) Construction contract payments: Internet Web site posting**

**Introduced:** 2/17/2017

**Last Amended:** 3/27/2017

**Status:** 3/9/2017- Referred to Committees on Accountability and Administrative Review and Local Government

**Summary:** Current law imposes specified requirements on state and local agencies regarding payment of construction contracts. This bill would require, within 10 days of making a construction contract payment, a state or local agency to post to its Internet Web site the project for which the payment was made, the name of each the construction contractor or company paid, the date the payment was made, the payment application number or other identifying information, and the amount of the payment.

**Priority:** N/A

**Position:** Concern – undue burden on local agencies; issue already addressed with existing laws

**Action taken:** Agency consultant has met with author to discuss concerns

**AB 1233 (Cunningham) Transportation Inspector General**

**Introduced:** 2/17/2017

**Status:** 3/9/2017- Referred to Committees Accountability and Administrative Review and Transportation

**Summary:** Would create the Office of the Transportation Inspector General, as an independent office, to ensure that Caltrans and the High-Speed Rail Authority are operating efficiently, effectively, and in compliance with federal and state laws.

**Priority:** N/A

**Position:** Watch

**AB 1282 (Mullin) ~~Transportation: task force: permit processing~~ Permitting Taskforce**

**Introduced:** 2/17/2017

**Last Amended:** 4/4/2017

**Status:** 3/13/2017-Referred to Committee on Transportation

**Summary:** Would require, by April 1, 2018, the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce, consisting of representatives from Caltrans, the CTC, state environmental permitting agencies, and other transportation planning entities specified state entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements.

**Priority:** 6S

**Position:** Watch

**AB 1363 (Baker) Transportation revenues**

**Introduced:** 2/17/2017

**Status:** 3/13/2017-Referred to Committee on Transportation

**Summary:** Current law requires certain revenues in the State Highway Account to be transferred to the Transportation Debt Service Fund, and requires the Controller to transfer from the fund to the General Fund to offset the current year debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2018, delete the transfer of these revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service Proposition 116 of 1990.

**Priority:** 1S

**Position:** Watch

**AB 1395 (Chu) State highways: uniform financial plan**

**Introduced:** 2/17/17

**Last Amended:** 3/30/2017

**Status:** 4/3/2017-Re-referred to Committee on Transportation

**Summary:** Would require Caltrans, on or before January 1, 2019, to develop a uniform financial plan to remediate debris to maintain and preserve the state highway and freeway systems.

**Priority:** N/A

**Position:** Watch

**AB 1421 (Dababneh) Railroads: noise and vibration levels ~~Intercity rail services: noise and vibration~~**

**Introduced:** 2/17/2017

**Last Amended:** 3/22/2017

**Status:** 3/23/2017-Re-referred to Committee on Transportation

**Summary:** Current law creates the State Department of Public Health with various powers and duties. This bill would require the department to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools. Current law authorizes Caltrans to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. This bill would require the department to conduct a study to determine the noise and vibration levels, associated with the operation of state-funded intercity rail passenger services, that impact residential areas or schools along railroad lines where the department contracts for those services.

**Priority:** N/A

**Position:** ~~OPPOSE~~ – change to Watch per amendments (New Recommendation)



**AB 1436 (Levine) County highways**

**Introduced:** 2/17/2017

**Last Amended:** 3/28/2017

**Status:** 3/28/2017- Re-refer to Committee on Local Government Read second time and amended.

**Summary:** Current law authorizes the board of supervisors of a county, by resolution adopted by a 4/5 vote of its members, to spend county resources on streets. This bill would instead authorize the board of supervisors of a county to adopt this resolution by a 3/5 vote of its members.

**Priority:** N/A

**Position:** Watch

**AB 1441 (Committee on Environmental Safety and Toxic Materials) Hazardous waste: transportation: electronic manifests**

**Introduced:** 2/17/2017

**Status:** 3/21/2017-From committee: Do pass and re-refer to Committee on Appropriations

**Summary:** Current law, which is part of the hazardous waste control law, imposes various manifest requirements for transporting hazardous waste. This bill would authorize specified manifest requirements, including requirements to give, provide, send, forward, or return to another person a copy of a manifest, to sign a manifest or manifest certification by hand, or to keep or retain a copy of a manifest, to be satisfied through the use of the US EPA electronic manifest (e-Manifest) system.

**Priority:** 12S

**Position:** Watch

**AB 1523 (Oberholte) ~~Transportation funds~~ Local agencies: contracts: design-build projects**

**Introduced:** 2/17/2017

**Last Amended:** 3/28/2017

**Status:** 3/28/2017-Re-refer to Committee on Local Government. Read second time and amended.

**Summary:** Would modify the design-build procurement authorization for entities responsible for the construction of transit projects to also apply to entities responsible for the construction of transportation projects. The bill, for cities and counties, would include local streets and roads among those projects eligible for the design-build procurement process. The bill, for entities responsible for the construction of transportation projects, would include the construction of local street and road projects among those projects eligible for the design-build procurement process. Current law requires Caltrans and the CTC to develop estimates of available state and federal funds in the state transportation improvement program. Spot bill.

**Priority:** 1S

**Position:** SUPPORT (New Recommendation)

**AB 1630 (Bloom) California Transportation Plan: wildlife movement and barriers to passage**

**Introduced:** 2/17/2017

**Last Amended:** 3/28/2017

**Status:** 4/4/2017-Re-referred to Committee on Transportation

**Summary:** Current law provides for Caltrans to prepare the California Transportation Plan as a long-range planning document. The plan is required to consider various subject areas for the movement of people and freight, including environmental protection. This bill would add safe wildlife movement across transportation infrastructure to reduce vehicle collisions that injure people, disrupt freight delivery, and increase the cost of insurance to the areas that the plan is required to consider.

**Priority:** 10S

**Position:** Watch

**AB 1640 (Garcia, Eduardo) Transportation funding: low-income communities**

**Introduced:** 2/17/2017

**Status:** 3/16/2017-Referred to Committee on Transportation

**Summary:** Would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services.

**Priority:** 9S

**Position:** Watch

**ACA 5 (Frazier) Motor vehicle fees and taxes: restriction on expenditures: appropriations limit**

**Introduced:** 2/17/2017

**Last Amended:** 4/4/2017

**Status:** 4/7/2017-ENROLLED

**Summary:** Would add Article XIXD to the California Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. The measure would prohibit these revenues from being used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016. The measure would prohibit the revenues from being used for the payment of principal and interest on state transportation general obligation bonds issued after that date unless the bond act submitted to the voters expressly authorizes that use.

**Priority:** 1S

**Position:** SUPPORT (Ratify Executive Committee action)

**Action Taken:** Letter sent 4/5/17

**Senate Bills**

**SB 1 (Beall) Transportation funding**

**Introduced:** 12/5/2016

**Last Amended:** 4/3/2017

**Status:** 4/6/2017-Passed Senate floor and Assembly floor; in Senate, held at desk.

**Summary:** Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Would require the CTC to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.

**Priority:** 1S

**Position:** SUPPORT

**Action Taken:** Letters Sent 12/16/16 & 4/4/17

**SB 2 (Atkins) Building Homes and Jobs Act**

**Introduced:** 12/5/2016

**Last Amended:** 3/23/2017

**Status:** 4/3/2017-Placed on Appropriations Suspense File

**Summary:** Would enact the Building Homes and Jobs Act. Would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. Would impose a fee of \$75 to be paid at the time of the recording of

every real estate instrument, per each transaction per single parcel of real property, not to exceed \$225.  
Coauthors added.

**Priority:** 5S

**Position:** Watch

### **SB 3 (Beall) Affordable Housing Bond Act of 2018**

**Introduced:** 12/5/2016

**Last Amended:** 3/28/2017

**Status:** 4/3/2017-Placed on Appropriations Suspense File

**Summary:** Enacts the Affordable Housing Bond Act of 2018, which places a \$3 billion bond before voters in the November 2018 ballot to fund affordable housing purposes. More coauthors added.

**Priority:** 5S

**Position:** Watch

### **SB 4 (Mendoza) Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act**

**Introduced:** 12/5/2016

**Status:** 4/5/17- Set for hearing April 19, Committee on Governance and Finance

**Summary:** Would, subject to voter approval at the June 5, 2018, statewide primary election, enact the Goods Movement and Clean Trucks Bond Act to authorize \$600 million of state general obligation bonds as follows: \$200 million to the CTC for the Trade Corridors Improvement Fund; \$200 million to the State Air Resources Board for the Goods Movement Emission Reduction Program; and \$200 million to the State Air Resources Board for the use of zero- and near-zero emission trucks in areas of the state that are severe or extreme nonattainment areas for ozone and particulate matter.

**Priority:** 1S

**Position:** SUPPORT

### **SB 5 (De León) California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018**

**Introduced:** 12/5/2016

**Last Amended:** 3/28/2017

**Status:** 4/5/2017-Set for hearing April 17, Senate Appropriations

**Summary:** Would enact the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of \$3.5 billion to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. More Coauthors added.

**Priority:** 5S

**Position:** Watch

### **SB 132 (Committee on Budget) Budget Act of 2016**

**Introduced:** 1/11/17

**Last Amended:** 4/6/17

**Status:** 4/6/17 – ordered to third reading, Senate floor

**Summary:** This bill would amend the Budget Act of 2016 by amending and adding items of appropriation. This is the budget trailer bill that provides \$400 million for the Altamont Corridor Express extension to Merced, \$100 million parkway extension to UC Merced, \$427 million to Riverside County, and \$50 million in funding to combat stationary source pollution in San Bernardino.

**Priority:** 1S

**Position:** Watch

**SB 150 (Allen) Regional transportation plans**

**Introduced:** 1/18/2017

**Last Amended:** 4/6/2017

**Status:** 4/6/2017-Re-referred to Committee on Transportation and Housing

**Summary:** Existing law requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) as part of a Regional Transportation Plan (RTP), which is to be designed to achieve certain targets for 2020 and 2035 established by the ARB for the reduction of greenhouse gas emissions. This bill would require the ARB to update the greenhouse gas emission reduction targets and require the SCS or APS to include an appendix that outlines activities prioritized based on objectives relative to reductions in criteria air pollutants and vehicle miles traveled (VMT) and maximization of cobenefits such as public health, social equity, and conservation. The bill, beginning on January 1, 2018, would require the ARB to monitor each MPO's SCS or APS, and to submit a progress report every 4 years to the CTC, which would include an assessment of whether the MPO is on track to meet VMT and greenhouse gas emissions reduction targets. By imposing new requirements on local agencies, this bill would impose a state-mandated local program. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

**Priority:** N/A

**Position:** **OPPOSE** (New Recommendation)

**SB 158 (Monning) Commercial driver's license: education**

**Introduced:** 1/19/2017

**Status:** 4/6/2017- Set for hearing April 17, Senate Appropriations

**Summary:** Would require the DMV, no later than February 7, 2020, to adopt regulations related to entry-level driver training requirements for drivers of commercial motor vehicles including minimum hours of behind-the-wheel training and in compliance with federal regulations. Would also require, for issuance of an original commercial driver's license, a person to provide proof of successful completion of a course of instruction from a commercial motor vehicle driver training institution, or a program that is listed on the Training Provider Registry of the Federal Motor Carrier Safety Administration.

**Priority:** N/A

**Position:** **SUPPORT**

**Action Taken:** Letter sent 3/27/17

**SB 224 (Jackson) California Environmental Quality Act: baseline conditions**

**Introduced:** 2/2/2017

**Last Amended:** 4/5/17

**Status:** 4/5/2017-Amended and re-referred to Committee on Environmental Quality

**Summary:** Would ~~prohibit a CEQA lead agency, in determining the baseline physical conditions by which a lead agency determines whether a project has a significant effect on the environment, from considering the effects of unpermitted and/or illegal activities on the environment~~ require the Office of Planning and Research to propose changes to the secretary of the Natural Resources Agency related to baseline conditions.

**Priority:** 6S

**Position:** Watch

**SB 389 (Roth) State highways Department of Transportation: programmatic testing and inspection services**

**Introduced:** 2/14/2017

**Last Amended:** 3/21/2017

**Status:** 4/4/2017- Set for hearing April 18 Committee on Transportation and Housing

**Summary:** Would authorize Caltrans to establish a special subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to routine programmatic testing and inspection services requested by a local agency or other entity that are not directly related to a particular project, including aggregate qualifications, mix verifications, plant inspections, and laboratory certifications.

**Priority:** TBD

**Position:** Watch

**SB 423 (Cannella) Indemnity: design professionals**

**Introduced:** 2/15/2017

**Last Amended:** 3/21/2017

**Status:** 3/21/2017- Read second time and amended. Re-referred to Committee on Rules.

**Summary:** Current law provides, with respect to contracts with a public agency for design professional services, that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts or amendments to contracts that purport to require the design professional to defend the public agency under an indemnity agreement, including the duty and the cost to defend, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. This bill would instead make these provisions applicable to all contracts for design professional services entered into by any person or public or private entity on or after January 1, 2018.

**Priority:** N/A

**Position: Concern (New Recommendation)** – undue burden on local agencies; issue already addressed with existing laws

**SB 477 (Cannella) Intercity rail corridors: extensions**

**Introduced:** 2/16/2017

**Last Amended:** 3/27/2017

**Status:** 4/5/2017-Re-referred to Committee on Transportation and Housing.

**Summary:** Would authorize the extension of a rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. Would require a proposed extension to be approved through the business plan adopted by the joint powers board and would require the joint powers board to make a determination that the extension will not jeopardize or come at the expense of existing services.

**Priority:** 2S

**Position: SUPPORT (Ratify Executive Committee action)**

**Action taken: Letter sent 4/6/17**

**SB 496 (Cannella) Indemnity: design professionals**

**Introduced:** 2/16/17

**Last Amended:** 4/5/17

**Status:** 4/6/17 – Published, same language as SB 423, but this bill is already on the Senate floor.

**Summary:** Existing law provides that all contracts and all solicitation documents between a public agency and a design professional are deemed to incorporate these provisions by reference. This bill would instead make these provisions applicable to all contracts for design professional services entered into on or after January 1, 2018. The bill would prohibit the cost to defend charged to the

design professional from exceeding the design professional's proportionate percentage of fault, except that in the event that one or more defendants is unable to pay its share of defense costs due to bankruptcy or dissolution of the business, the bill would require the design professional to meet and confer with other parties regarding unpaid defense costs. The bill would also provide for certain exemptions to these provisions.

**Priority:** N/A

**Position:** **Concern (New Recommendation)** – undue burden on local agencies; issue already addressed with existing laws

**SB 594 (Beall) ~~Highway Users Tax Account~~ Department of Transportation: contracts**

**Introduced:** 2/17/2017

**Last Amended:** 4/5/2017

**Status:** 4/6/2017-Referred to Committee on Transportation and Housing

**Summary:** ~~Current law authorizes the Controller to use the funds in the Highway Users Tax Account in the Transportation Tax Fund for cashflow loans to the General Fund. Spot bill.~~ Would require Caltrans to establish and meet specified goals relating to the participation rates by small businesses and disadvantaged business enterprises in both federally funded projects and state-funded projects, and to the participation rate by disabled veteran business enterprises in state-funded projects.

**Priority:** 1S

**Position:** Watch

**SB 595 (Beall) ~~City streets and highways~~ Department of Transportation: report on redundant positions**

**Introduced:** 2/17/2017

**Last Amended:** 4/5/2017

**Status:** 4/6/2017-Referred to Committee on Transportation and Housing

**Summary:** Would require Caltrans to, no later than January 1, 2019, identify at least 500 redundant positions at the department and would require the department to put any savings from eliminating those positions into state-owned roadway maintenance and upkeep.

**Priority:** N/A

**Position:** Watch

**SB 760 (Wiener) Transportation funding: active transportation: complete streets**

**Introduced:** 2/17/2017

**Status:** 3/9/2017-Referred to Committee on Transportation and Housing

**Summary:** Would establish a Division of Active Transportation within Caltrans and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting Caltrans' active transportation program goals and objectives. Would require the CTC to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.

**Priority:** 1S

**Position:** Watch

**SB 768 (Allen) Transportation funds projects: comprehensive development lease agreements**

**Introduced:** 2/17/2017

**Last Amended:** 3/27/2017

**Status:** 4/5/2017-Re-referred to Committee on Transportation & Housing

**Summary:** Current law authorizes Caltrans and RTPAs to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain

transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.

**Priority:** 7S

**Position:** SUPPORT (New Recommendation)

**SB 771 (De León) California Environmental Quality Act: continuing education: public employees**

**Introduced:** 2/17/2017

**Status:** 4/5/2017-Set for hearing April 17. Committee on Appropriations

**Summary:** Would establish a continuing education requirement for employees of public agencies who have responsibility for overseeing compliance with CEQA.

**Priority:** 6S

**Position:** Watch

**SCA 2 (Newman) Motor vehicle fees and taxes: restriction on expenditures**

**Introduced:** 1/18/2017

**Last Amended:** 3/30/2017

**Status:** 4/4/2017-Read second time. Ordered to third reading.

**Summary:** Would amend the California Constitution to prohibit the Legislature from borrowing revenues from fees and taxes imposed on vehicles or their use or operation, and from using those revenues other than as specifically permitted in the Constitution.

**Priority:** 1S

**Position:** SUPPORT (Ratify Executive Committee action)

**Action Taken:** Letter sent 4/5/17

**SCA 6 (Wiener) Local transportation measures: special taxes: voter approval**

**Introduced:** 2/13/2017

**Last Amended:** 3/29/2017

**Status:** 4/5/2017- Re-referred to Committee on Transportation and Housing

**Summary:** Lowers the vote threshold for cities, counties, or special districts to levy a special tax for transportation infrastructure projects from 2/3 to 55%.

**Priority:** N/A

**Position:** SUPPORT

**Action Taken:** Letter sent 3/27/17



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** April 26, 2017  
**Subject:** **Reports from Transportation Providers**

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**RECOMMENDED ACTION:**

**RECEIVE** reports from Transportation Providers:

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

**ATTACHMENTS:**

- ▣ Caltrans Director's Report
- ▣ Caltrans Project Update





Highway 1 at Anderson Canyon in Monterey County

SPRING 2017

# Caltrans District 5



District Director  
**Timothy Gubbins**

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

## District Director's Report

*A quarterly publication for our transportation partners*



Highway 9 in Santa Cruz County

### Major Storm Damage

Caltrans is working day and night in some locations to address extensive damages resulting from recent heavy rains and winds. Numerous roadways have sustained mudslides and closures, including Highways 1, 17, 35, 9 and 41 in Monterey, Santa Cruz and San Obispo counties.

So far, an estimated \$600 million in storm damages have occurred statewide at nearly 200 locations.

Many emergency contracts are under way to open and restore the roadways to the traveling public.



### Zero Emission Vehicle Charging Stations

The Governor's 2016 ZEV Action Plan calls for 1.5 million zero emission vehicles on California's roadways by 2025. This supports the state's goal of reducing greenhouse gas emissions 20 percent to 2010 levels by 2020, and 40 percent below 1990 levels by 2030. This includes reducing petroleum use by up to 50 percent in the latter timeframe.

District 5 has identified locations for possible charging stations for zero emission electric vehicles on US 101 at Safety Roadside Rest Areas at Camp Roberts in Monterey County and Shandon in San Luis Obispo County. Additional stations are needed to accommodate long distance travel in ZEVs, fill service gaps along major state highways and increase workplace charging opportunities statewide.

The action plan's top priorities include the following regarding ZEVs:

- Raising consumer awareness and education.
- Ensuring accessibility to a broad range of Californians.
- Making technologies commercially viable for both medium and heavy-duty vehicles and freight.
- Aiding market growth beyond the state's boundary.

So far, California has an estimated 14,000 electric vehicle charging stations. The state supports providing a network of hydrogen fueling stations statewide. More information: [https://www.gov.ca.gov/docs/2016\\_ZEV\\_Action\\_Plan.pdf](https://www.gov.ca.gov/docs/2016_ZEV_Action_Plan.pdf).



### QuickMap Phone App

Smart phone users can now download the free QuickMap app. Special features include real-time information on traffic speed, road closures, California Highway Patrol incidents, chain controls, fire locations, electronic highway sign messages and live traffic cameras. As a reminder, please do not use QuickMap while driving. More information: <http://dot.ca.gov/ca511/trafficMapFaq.html>.



### Access Management Plan

Caltrans recently completed the *Highway 17 Access Management Plan*, a long-range plan addressing existing and future access along the seven-mile corridor from the Granite Creek Road interchange to the Santa Cruz-Santa Clara county line.

The plan focuses on preserving both the function and operation of the highway corridor and local road network, reducing conflict points and coordinating land use and transportation planning.

Suggested improvements include median barrier management, more efficient entrances and exits, and grade-separated interchanges to fully eliminate left turns across the highway.

Caltrans' partners on this major planning effort included Santa Cruz County Supervisor John Leopold, District 1; Santa Cruz County

Supervisor Bruce McPherson, District 5; Santa Cruz County; Santa Cruz County Regional Transportation Commission; California Highway Patrol; and the City of Scotts Valley. More information at:

[http://www.cahwy17amp.org/files/managed/Document/302/Hwy17\\_Access\\_Management\\_Plan.pdf](http://www.cahwy17amp.org/files/managed/Document/302/Hwy17_Access_Management_Plan.pdf).



### Critical Urban/Rural Freight Corridors

Caltrans and its local partners are working to designate US 101 and Highways 46 and 156 as critical urban/rural freight corridors providing critical connectivity to the National

Highway Freight Network. This designation, which must meet specific criteria, is important in securing federal funding for improving system performance and freight mobility efficiency. Currently, Caltrans is facilitating a technical work group for this major planning effort. More information: <https://ops.fhwa.dot.gov/FREIGHT/infrastructure/nfn/index.htm>.

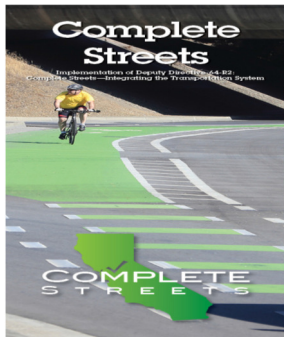


### Final Bicycle Plan Coming Soon

The draft Caltrans 2017 *Toward an Active California State Bicycle and Pedestrian Plan* is out for public review and comment through March 10, 2017.

The plan features policies and actions for Caltrans and its partners to achieve the state's goals to double walking and triple bicycling statewide by 2020. Its main objectives include safety, mobility, preservation and social equity.

It also highlights the best practices around the world where active bicycling networks are thriving. The final plan is scheduled for completion in April 2017. More information: <http://www.cabikepedplan.org/>



### Sustainable Grants Produce Capital Projects

Since 2000, Caltrans has awarded multiple sustainable transportation planning grants statewide to numerous regional and local agencies. In District 5, two conceptual planning proposals recently became capital projects funded through Caltrans' Active Transportation Program (ATP).



### Monterey Multimodal Mobility Plan

This Community-Based Transportation Planning grant created a multimodal plan for Monterey. Based on the city's *Bicycle Transportation Plan*, the \$36,000 project featured a pedestrian component connecting mixed-use and residential, and visitor-serving areas to popular destinations such as parks, open spaces, visitor attractions, commercial services and schools. It also identified needs for bicycle racks, complete changing stations and safe storage facilities. The city later received a \$495,000 ATP grant (Cycle 2) for its transportation demand management system.



### Santa Cruz Complete Streets Plan

This Community-Based Transportation Planning grant project developed the *Santa Cruz City Schools Complete Streets Master Plan*. The \$178,000 project identified barriers to safe, sustainable transportation at 10 city schools. Parents, administrators and students all participated in bicycling and walking audits at each school with staff from Public Works and the non-profit Ecology Action. The plan also included extensive community outreach at each educational facility. The city later received a \$1.4 million ATP grant (Cycle 2) for its *Santa Cruz Citywide Safe Routes to School Crossing Improvement Program*.

More information: <http://www.dot.ca.gov/hq/tp/grants.html> .





# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 26, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING (TAMC)

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager/ (Resident Engineer)	Contractor	Comments
1.	<b>Highway 68 Salinas River Bridge Widening (0F7004)</b>	Near Salinas, east of Reservation Road undercrossing to Spreckels Boulevard undercrossing (PM R17.4/R18.0)	Bridge widening	April 2016/ Summer 2018	\$9.8 million	SHOPP	David Rasmussen (BR)	Viking Construction Company, Rancho Cordova, CA	Ongoing construction activities
2.	<b>US 101 CURE Safety Improvements near King City (0T990)</b>	From Central Avenue to south of Teague Avenue (PM 45.8/49.8)	Eucalyptus tree and metal beam guardrail removal	Fall 2017	\$2.5 million	SHOPP	David Rasmussen (PM)	The Professional Tree Care Company, Berkeley, CA	Started construction in March 2017
3.	<b>US 101 Soledad CAPM (1F69U4)</b>	North of Greenfield overcrossing to north of Gonzales overcrossing (PM 55.2/73.8)	Pavement preservation	Spring 2016/ Winter 2017	\$22.9 million	SHOPP	Aaron Henkel (RH)	Graniterock, Watsonville, CA	Construction to be complete in April 2017; Contract acceptance targeted for June 2017



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 26, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING (TAMC)

## PROJECTS IN DEVELOPMENT

	Project	Location & PM	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Comments
4.	<b>Highway 1 Paul’s Slide Repair (0T850)</b>	Near the community of Lucia, north of Limekiln Creek Bridge to south of Lucia (PM 21.6/22.1)	Install catchment, improve drainage	Fall 2019	\$16.1 million	SHOPP	Ken Dostalek	The original contract has been cancelled and replaced with an Emergency Storm Damage Repair contract due to recent storm damage and significant changes to the scope of work
5.	<b>Highway 1 Safety Upgrades: Hurricane Point to Rocky Creek Viaduct (1A000)</b>	North of Big Sur, south of Bixby Creek Bridge to south of Rocky Creek Bridge (PM 58.3/59.8)	Shoulder widening, guardrail upgrades, potential retaining wall	Summer 2020	\$5.3 million	SHOPP	Ken Dostalek	Project is in PS&E which is anticipated to be complete in November of 2018
6.	<b>Highway 1 Big Sur CAPM (1F680)</b>	Near Big Sur from Torre Canyon Bridge to Carpenter Street (PM 39.8/74.6)	Pavement rehabilitation	Fall 2021	\$24 million	SHOPP	David Rasmussen	Environmental studies continue
7.	<b>Highway 68 Pacific Grove Shoulder Widening (1C250)</b>	Pacific Grove to Scenic Drive (PM 1.6/L4.0)	Shoulder widening, rumble strips, guardrail	Spring 2021	\$2.5 million	SHOPP	David Rasmussen	Project is in Design
8.	<b>Highway 68 Pacific Grove Centerline Rumble Strip (1G450)</b>	East of Piedmont Avenue to slightly west of the 1/68 Junction (PM 1.6/L4.1)	Centerline rumble strip & open grade asphalt concrete	Summer 2018	\$1.7 million	SHOPP	David Rasmussen	Project is in Design
9.	<b>US 101 San Antonio River Bridge-Seismic Retrofit (1F820)</b>	Near King City at the San Antonio River Bridge (PM R6.7)	Seismic retrofit 2 bridges	Winter 2021	\$7 million	SHOPP	David Rasmussen	Environmental studies continue

## PROJECTS IN DEVELOPMENT (Continued)



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 26, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING (TAMC)

	Project	Location & PM	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Comments
10.	US 101 Paris Valley 2R Rehab (1F740)	Near King City south of Paris Valley Road overcrossing to Rancho undercrossing (PM R28.0/R30.6)	Pavement rehabilitation	Summer 2019	\$26.9 million	SHOPP	Aaron Henkel	Project is in Design and anticipated to be advertised for construction in December 2018
11.	US 101 Salinas River Bridge Seismic Retrofit (1C960)	Near King City at the Salinas River Bridge (PM R41/R41.8)	Seismic retrofit	Winter 2021	\$1.4 million	SHOPP	Aaron Henkel	Project is in PA&ED; The environmental document is currently being finished and is expected to be in Design by May 2017; Expected to advertise for construction in June 2018
12.	US 101 North King City Barrier (1H620)	At Salinas River Bridge to crossover at Teague Avenue (R41.6/R47.7)	Median barrier	Begin Winter 2018/2019	\$6.5 million	SHOPP	Aaron Henkel	Anticipated to advertise for construction in June 2018; Construction expected to begin in February 2019
13.	US 101 King City Rehabilitation (1F750)	Near King City from just south of wild Horse Road to just north of Jolon Road (PM R36.9/43.2)	Pavement rehabilitation	Fall 2018	\$57.6 million	SHOPP	Aaron Henkel	Project is currently in Design and is expected to advertise for construction in June 2018
14.	US 101 North Greenfield Median Barrier (1G380)	North of Walnut Avenue (PM 53.9/57.1)	Median barrier and inside shoulder rumble strip with shoulder widening	Fall 2017/Fall 2018	\$4.1 million	SHOPP	Aaron Henkel	Advertised for construction in March 2017
15.	US 101 North Soledad OH Deck Replacement (0F970)	North Soledad Bridge (PM 62.1/63.2)	Bridge replacement	Summer 2021	\$6.6 million	SHOPP	Ken Dostalek	Project is in PS&E which is scheduled to be completed in May 2020



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 26, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING (TAMC)

## PROJECTS IN DEVELOPMENT *(Continued)*

	Project	Location & PM	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Comments
16.	<b>US 101 Salinas CAPM (1F700)</b>	North of Gonzales to East Market Street (PM 73.8/87.3)	Pavement preservation	Summer 2019	\$19 million	SHOPP	David Silberberger	The project team is currently working on the design of the project
17.	<b>US 101 Salinas Rehabilitation (1C890)</b>	East Market Street overcrossing to just south of Russell/Espinosa Road (PM 87.31/R91.5)	Roadway rehabilitation	Winter 2018	\$34 million	SHOPP	Aaron Henkel	Anticipated to advertise for construction in April 2018
18.	<b>Highway 156 West Corridor (31600)</b>	Between Castroville and Prunedale (PM R1.6/T5.2)	Construct new 4-lane divided freeway and new interchanges	Fall 2019/Fall 2023	\$264 million	STIP/Federal Demo	David Silberberger	The project team continues to focus their attention on delivering a Supplemental EIR; Caltrans and TAMC are partnering to produce the final document; The Supplemental EIR process which will provide important information regarding the feasibility of moving ahead with tolling as a source of revenue for this project
19.	<b>Highway 183 Blackie Road Rumble Strip Project (1G390)</b>	Davis Road to Blackie Road (PM 1.8/R8.6)	Centerline/shoulder rumble strip and resurfacing	Fall 2017	\$1.4 million	SHOPP	Aaron Henkel	Anticipated to advertise for construction in May 2017 (due to no response in February’s advertisement); Pending award and approval
20.	<b>Highway 198 North Fork Widening (1C660)</b>	East of San Lucas (PM 22.4/22.8)	Widen shoulders and correct super elevation	Fall 2017	\$1.8 million	SHOPP	Aaron Henkel	Ready to advertise for construction



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 26, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING (TAMC)

## ACRONYMS USED IN THIS REPORT:

<b>EIR</b>	Environmental Impact Report
<b>PA&amp;ED</b>	Project Approval and Environmental Document
<b>PS&amp;E</b>	Plans Specification & Estimate
<b>SHOPP</b>	Statewide Highway Operation and Protection Program
<b>STIP</b>	Statewide Transportation Improvement Program



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
**Meeting Date:** April 26, 2017  
**Subject:** TAMC Draft minutes

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**RECOMMENDED ACTION:**

**APPROVE** minutes of the Transportation Agency for Monterey County (TAMC) the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for March 22, 2017.

**ATTACHMENTS:**

- ▣ TAMC Draft Minutes



**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**  
**SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS**  
**MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE**  
**JOINT POWERS AGENCY**

**Draft Minutes of March 22, 2017 TAMC Board Meeting**

Held at the  
Agricultural Center Conference Room  
1428 Abbott Street, Salinas

<b>TAMC BOARD MEMBERS</b>	<b>MAR 16</b>	<b>APR 16</b>	<b>MAY 16</b>	<b>JUN 16</b>	<b>AUG 16</b>	<b>SEP 16</b>	<b>OCT 16</b>	<b>DEC 16</b>	<b>JAN 17</b>	<b>FEB 17</b>	<b>MAR 17</b>
L. Alejo, Supr. Dist. 1- (L. Gonzales)	P	P	P	P(A)	P	P	P	P	P	P	P
J. Phillips, Supr. Dist. 2, <b>1<sup>st</sup> Vice Chair</b> (J. Stratton)	P	P	P(A)	P(A)	P	P(A)	P	P	P(A)	P	P
S. Salinas, Supr. Dist. 3 (C. Lopez, P. Barba)	P	P	P	P	P	P	P(A)	P	P(A)	P	P
J. Parker, Supr. Dist. 4 (W. Askew)	P(A)	P	P	P(A)	E	P	P	P	E	P	P
M. Adams, Supr. Dist 5 - (Y. Anderson)	P	P(A)	P(A)	P	P(A)	P	P(A)	P	P	P	P(A)
C. Hardy, Carmel-by-the-Sea (S. Dallas)	-	E	P	P	P	P	P	P	P	P	E
J. Edelen, Del Rey Oaks (K. Clark)	P	P	P	P	P	P	P	P	P	P	P
M. Orozco, Gonzales (J. Lopez)	-	P	E	P	P	P	P	P	P	P	P
L. Santibanez, Greenfield	P	P	E	-	P	P	P	-	-	-	P
M. LeBarre, King City (C. Victoria)	P	P	P	P	P	P	P	P	P	P	P
B. Delgado, Marina (F. O'Connell)	P	P(A)	P	P	P	-	P	-	P(A)	P	P(A)
E. Smith, Monterey (R. Deal)	P	E	P	P	P	P(A)	P	P	P	P	P
R. Huit, Pacific Grove - <b>2nd Vice Chair</b> (C. Garfield)	P	P	P	P	P	P	P	P	P	P	P
K. Craig, Salinas - <b>immediate Past Chair</b> (J. Gunter)	P	P	P(A)	P(A)	P	P	P	P	P(A)	P	P
T. Bodem, Sand City (L. Gomez)	P	P	E	P	P	-	P	P	E	P	P
R. Rubio, Seaside (D. Pacheco)	P	P	P	P	P	E	P	P	P	P	P(A)
A. Chavez, Soledad - <b>Chair</b> (F. Ledesma)	P	P	P	P	P	P	P	P	P	P	P
M. Twomey, AMBAG (H. Adamson, <del>B. Patel</del> )	P(A)	P	P	P	P	P	P(A)	P(A)	P(A)	P(A)	P
T. Gubbins, Caltrans, Dist. 5 ( <del>A. Loe</del> , O. Monroy Ochoa, <del>J. Olejnik</del> )	P(A)	P	P(A)	P(A)	P(A)	P(A)	P	P(A)	P	P	P(A)
R. Stedman, Monterey Bay Air Resources District (A. Romero)	-	-	-	-	-	-	-	-	P	-	-
B. Sabo, Monterey Regional Airport	P	P	P	P	P	P	-	P	P	P	P
C. Sedoryk, MST ( <del>M. Hernandez</del> , H. Harvath, L. Rheinheimer)	P	P	P(A)	P(A)	P(A)	P(A)	P	P	P	P	P
O. Rios, Watsonville (F. Hernandez)	-	-	-	-	-	-	-	-	P(A)	P	P

<b>TAMC STAFF</b>	<b>MAR 16</b>	<b>APR 16</b>	<b>MAY 16</b>	<b>JUN 16</b>	<b>AUG 16</b>	<b>SEP 16</b>	<b>OCT 16</b>	<b>DEC 16</b>	<b>JAN 17</b>	<b>FEB 17</b>	<b>MAR 17</b>
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	P	P	P	E	P
R. Goel, Dir. Finance & Administration	E	P	P	P	P	E	E	P	P	P	P
A. Green, Transportation Planner	P	P	E	P	E	E	E	E	E	E	P
D. Hale, Executive Director	P	P	P	P	P	E	P	P	P	P	P
G. Leonard, Transportation Planner	P	P	E	P	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	E	P	P	P	P	P	P	P	P	P	P
T. Muck, Deputy Executive Director	P	P	P	P	P	P	P	P	P	P	P
V. Murillo, Assistant Trans. Planner	P	P	P	P	P	P	P	P	P	P	P
H. Myers, Sr. Trans. Planning Engineer	P	P	E	E	P	P	P	P	P	P	P
K. Reimann, Legal Counsel	P	P	P	P	P	P	P	P	P	P	P
E. Rodriguez, Senior Admin. Assistant	P	P	P	P	P	P	P	P	P	P	P
L. Terry, Accountant Assistant	E	P	E	E	P	E	E	P	E	E	E
C. Watson, Principal Trans. Planner	P	P	P	E	P	P	P	P	P	P	P
T. Wright, Community Outreach	P	P	P	P	P	P	P	P	P	P	P
M. Zeller, Senior Trans. Planner	P	P	P	P	E	P	P	P	P	P	P

**OTHERS PRESENT**

Michael Martinez	Access Monterey Peninsula	Eric Petersen	Salinas resident
Alex Vasquez	Access Monterey Peninsula	Jose Gomez	RMA – Public Works
Mario Romo	Access Monterey Peninsula	Perry Molinari	Property owner
Linda Gonzalez	District 1 - Supv. Alejo	Greg Molinari	American Supply Company
Pamela Chisum	Property owner	John Molinari	2 Bay Property
Mills			

**1. CALL TO ORDER**

Chair Chavez called the meeting to order at 9:02 a.m., and Board member Edelen led the pledge of allegiance.

**1.1 ADDITIONS OR CORRECTIONS TO THE AGENDA:**

None.

**2. PUBLIC COMMENTS**

None.

**3. CONSENT AGENDA**

**M/S/C** Salinas/Phillips/unanimous (Boardmember Bodem arrived after the consent agenda was voted on.)

The Board approved the consent agenda as follows:

***ADMINISTRATION and BUDGET***

**3.1.1** Approved minutes of the Transportation Agency for Monterey County and the Joint Powers Agency for Monterey County meetings of February 22, 2017.

**3.1.2** Accepted the list of checks written for the month of February 2017 and credit card statements for the month of January 2017.

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

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

**3.2.1** Regarding Cap and Trade Funds for Transit:

1. Adopted Resolution 2017-04 designating the Transportation Agency's allocation of \$192,808 of FY 2016/17 Low Carbon Transit Operations funds to the Monterey-Salinas Transit District for free fares on the weekends on routes that serve East Salinas and 600 summer youth passes to be distributed to youth living in a disadvantaged community; and

2. Authorized the Executive Director to sign and submit required documentation to Caltrans.

**3.2.2** Regarding Bicycle Secure Program:

1. Approved funding each 2017 Bicycle Secure Program application, with a partial allocation to the Monterey Bay Air Resources Board; and

2. Approved opening the program for additional applications this calendar year; and

3. Approved use of surplus funds to fund additional applications this calendar year.

***PLANNING***

**3.3.1** Regarding Marina-Salinas Multimodal Corridor Memoranda of Agreement:

1. Find that the proposed actions are within the scope of the Marina-Salinas Multi-Modal Corridor Plan, which was identified and reviewed as part of the Monterey County Regional Transportation Plan and the 2035 MPT/SCS, and that no new environmental documentation is required.

2. Approved the Memorandum of Agreement to terminate the 2010 agreement on the Marina-Salinas Multimodal Corridor; and

3. Approved the Memorandum of Agreement to establish the revised alignment for the Marina-Salinas Multimodal Corridor.

**3.3.2** Received state legislative update and adopted positions on bills of interest to the Agency.

**3.3.3** Authorized staff to issue a Request for Proposals for state legislative assistance, not to exceed \$30,000 per year as noted in the fiscal year 2017/18 Agency budget, for two years and the option for a one-year renewal.

***PROJECT DELIVERY and PROGRAMMING***

- 3.4.1** Authorized staff to release a request for proposals for Financial Advisory Services related to Measure X, pending approval by Agency Counsel.
- 3.4.2** Regarding Monterey County Traffic Counts Program Agreement:
1. Authorized the Executive Director to execute contract with Quality Traffic Data, LLC in an amount not to exceed \$81,120 to conduct traffic counts in locations throughout Monterey County as part of the regional traffic counts program for the period ending December 31, 2019;
  2. Approved the use of \$81,120 for the 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 all Agency's net cost, pending approval by Agency Counsel; and
  4. Authorized the Executive Director to enter into a reimbursement agreement with the City of Monterey, and other TAMC member jurisdictions as requested by those jurisdictions, for the cost of additional counts requested.
- 3.4.3** Approved the 2017 Transportation Agency Master State and Federal Funding Agreement for release to local agencies.
- 3.4.4** Regarding Freeway Service Patrol Contracts:
1. Approved contracts with California Towing and Transport to provide services for the Freeway Service Patrol for fiscal years 2017-2021;
  2. Authorized the Executive Director to execute the contracts and changes to the contracts if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel; and
  3. Authorized the use of \$838,975 from State Freeway Service Patrol funding and Service Authority for Freeways and Expressways funding for the contracts.
- 3.4.5** Regarding Regional Surface Transportation Program Fair Share Allocation:
1. Approved the request by the City of Gonzales to program \$250,931.20 in Regional Surface Transportation Program fair share funds to the Alta Street Pavement Rehabilitation Project; and
  2. Approved amending Exhibit A of the local funding agreement to include this project and funding.

***RAIL PROGRAM***

**3.5.1** Regarding Salinas Train Station Utility Relocations:

1. Approved the budget of \$1,300,000 for potential utility relocations for the Salinas Rail Extension Kick-Start Project, Packages 1 and 2;
2. Authorized the Executive Director to execute payment claims as recommended by TAMC design consultants, in a total amount not to exceed \$1,300,000 with eligible claimants for utility relocation expenses; and
3. Authorized the use of state funds budgeted for this projects.

**3.5.2** Approved Amendment #1 to the Lost Rent Agreement with Elaine Molinari for 17 Station Place to extend the term of the agreement until July 31, 2017.

**3.5.3** Approved Amendment #1 to the agreement with Olivia Espinosa DBA Olivia's Café to extend the rental term of Agency-owned 14 Station Place, Salinas, California until June 30, 2017.

***REGIONAL DEVELOPMENT IMPACT FEE***

**3.6.1** No items this month.

***COMMITTEE MINUTES***

**3.7.1** Accepted minutes from Transportation Agency committees:

- Executive Committee – Draft March 1, 2017.
- Bicycle & Pedestrian Facilities Advisory Committee – Draft March 1, 2017.
- Rail Policy Committee – Draft March 6, 2017.
- Technical Advisory Committee – Draft March 2, 2017.

**3.7.2** Received selected correspondence sent and received by the Transportation Agency for March 2017.

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**4. CERTIFICATE OF APPRECIATION**

The Board postponed the presentation to outgoing Board member John Huerta. He was unable to attend.

**5. CLOSED SESSION**

The Board held a closed session regarding the Public Employee pursuant to Government Code Section §54957, concerning the employment contract with the Agency's Executive Director.

The Board reconvened in open session: Agency Counsel Reimann reported that there was no reportable action taken.

**6. EXECUTIVE DIRECTOR EMPLOYMENT CONTRACT**

**M/S/C** Salinas/Orozco/unanimous

The Board amended Executive Director Hale's contract to give a one-time performance award of two additional weeks of Annual Leave, to be taken in the current calendar year (2017).

Board member Smith expressed his appreciation for Director Hale's leadership.

**7. PUBLIC COMMENT ON THE CLOSED SESSION**

No comment.

**CLOSED SESSION**

The Board held a closed session regarding Real Estate Negotiations: Pursuant to Government Code Section §54956.8 confer with real property negotiators concerning the acquisition of one property for the Salinas train station.

The Board reconvened in open session: Agency Counsel Reimann reported that there was no reportable action taken.

**8. PURCHASE AND SALE AGREEMENTS FOR RAIL PROPERTY ACQUISITION:**

**M/S/C** LeBarre/Bodem/unanimous

1. The Board approved the real estate acquisition agreement with Susanne Marie McBride for one parcel for the Rail Extension to Monterey County project for the amount of \$756,000;
2. Approved payment of closing costs and other related expenses no to exceed the amount of \$12,000;
3. Authorized the Executive Director to execute the agreement and changes to the agreement if such changes do no increase the Agency's net costs, subject to approval by Agency Counsel; and
4. Authorized the use of no more than \$768,000 from Agency reserve funds for the purchase and escrow, to be reimbursed by Caltrans from Traffic Congestion Relief Program funding budgeted for this project.

Mike Zeller, Principal Transportation Planner, reported that the Agency has been planning the Rail Extension to Monterey County project, and is in the design phase. He noted that the Agency has negotiated a settlement offer with the property owner to acquire the property. The property will be used for the parking lot area of the Salinas Rail Station.

**9. SALINAS RAIL EXTENSION PROPERTY ACQUISITION**

**M/S/C** Edelen/Parker/unanimous

1. The Board received a presentation on the Salinas Rail Extension Kick Start property acquisition process;
2. Received public testimony from Property Owners;
3. Conducted a hearing on the Resolutions of Necessity 2017-05 through 2017-12 to authorize the acquisition of fee simple interests and a construction easement and to make the required findings for properties located at:
  - 17 Station Place, Salinas, California
  - 18 Station Place, Salinas, California
  - 19 Station Place, Salinas, California
  - 26 West Market Street, Salinas, California
  - 42 West Market Street, Salinas, California
  - 52 West Market Street & 15 Station Place, Salinas, California
  - 54 West Market Street, Salinas, California
  - 21 Happ Place, Salinas, California
4. Adopted Resolutions of Necessity 2017-05 through 2017-12 authorizing and directing TAMC's attorneys to prepare, commence, and file proceedings in eminent domain for the purpose of acquiring necessary real property interests for the Salinas Rail Extension project and to make the required deposits of probable compensation for each of the property interests required.

Mike Zeller, Principal Transportation Planner, reported the Transportation Agency is proposing to extend passenger rail service from San Jose to Salinas. The Salinas Rail Extension Kick Start project requires acquisition of parcels near the Salinas Rail Station in order to construct an extension of Lincoln Avenue, improve parking and access to the rail station, and to build a train layover facility. Prior to initiating condemnation proceedings to acquire needed right of way for a programmed project, the Board must first adopt a Resolution in which they declare that they have made the specific findings identified under Section 1245.230 of the Code of Civil Procedure. Mr. Zeller noted that taking action today on the resolutions does not close negotiations.

Public Hearing:

Brian Finnegan, representing the Molinari Family, reported that the Molinari has been family real estate, business owners and developers in Salinas since 1930's, and are now in the third generation at this location. He expressed several issues related to the negotiations for the acquisition of the property and requested Board concurrence in directing staff to continue discussions.

Pamela Chisum Mills, property owner of 42 West Market Street and 18 Station Place, reported that their negotiations with TAMC's negotiator, John Cutler, have been proceeding well. She expressed concern that TAMC's project has interfered with renting the property, but noted that she hopes we can move forward.

Board member Craig commended staff for taking the proper procedures and noted the City of Salinas continues to support the multi-modal project.

**10. 2017 PROGRAMMING GUIDELINES & COMPETITIVE GRANTS**

**M/S/C** LeBarre/Phillips/unanimous

The Board approved programming three years (2017/18/19) of Regional Surface Transportation Program fair share funds to the cities and County; approved programming 10% of Regional Surface Transportation Program funds to the RSTP reserve; released a call for projects to program competitive RSTP funds; and approved programming three years (2017/18/19) Transportation Development Act 2% for Bicycle and Pedestrian projects funding for the Fort Ord Trail and Greenway project, pending the receipt of a Federal Lands Access Program (FLAP) grant.

Mike Zeller, Principal Transportation Planner, reported TAMC periodically programs upcoming Regional Surface Transportation Program, Transportation Development Act 2%, and Regional Development Impact Fee funds to the local and regional projects. Agency staff is recommending several programming actions to establish the fair share and competitive RSTP programs, a reserve for Agency managed projects, and funding for FORTAG contingent upon the Agency receiving a Federal Lands Access Program grant.

**11. TRANSPORTATION SAFETY & INVESTMENT PLAN  
CITIZENS OVERSIGHT COMMITTEE**

**M/S/C** Salinas/Craig/unanimous

The Board received nominations for the Transportation Safety & Investment Plan Citizens Oversight Committee; and appointed committee members and alternates, with staggered terms, to the Transportation Safety & Investment Plan Citizens Oversight Committee, to be known as the eXcellent Transportation Oversight Committee.

Sixteen individuals and their alternates were appointed to serve on the Committee. The appointees nominated by a diverse group of organizations and representing various interests will serve on the committee. The committee will be responsible for ensuring that taxpayers' safeguards in the Transportation Safety & Investment Plan are met as projects and programs are implemented.

The committee duties will include:

- Conducting independent audits;
- Reviewing and making recommendations on any proposed changes to the plan;
- Reviewing and commenting on project delivery schedules represented in the Strategic Expenditure Plan and make recommendations to the Transportation Agency on any proposals for changing project delivery priorities; and,
- Preparing annual reports regarding the administration of the program and presenting them to the Transportation Agency Board of Directors and making them available for public review.

After discussion the Board voted to further diversify the committee by adding three additional members who would represent pedestrian, youth/college and North Monterey County interests. There was also an interest in appointing a South County alternate from Fort Hunter-Liggett. The first eXcellent Transportation Oversight Committee meeting will be held at the Marina Library at 2:00 pm on April 18, 2017.



**12. REPORTS FROM TRANSPORTATION PROVIDERS**

**Caltrans** – Orchid Monroy reported that it will cost \$770 million to rebuild the Pfeiffer Canyon Bridge on Route 1 Big Sur. The south side access is still limited to residents and will take at least six-months for general public access.

She noted that the Caltrans Mile Marker is a quarterly publication that provides a transparent, plain language accounting of Caltrans’ Performance and is available at: <http://www.dot.ca.gov/milemarker/>.

**Monterey Regional Airport District** – Bill Sabo reported that the Airport is doing well, keeping flights and carriers. The Airport is still in negotiations with American Airlines to add service to Dallas. He also announced the Airport has installed \$3 million in solar panels for the runway lights and terminal, noting that the savings from solar panels this will pay for itself. In conclusion, he reminded the Board to “Fly Monterey”.

**Monterey-Salinas Transit District** – Carl Sedoryk, General Manager, announced MST has released its 2016 Annual Report. He reported that the MST ridership has increased. More information available at [www.mst.org](http://www.mst.org).

**Monterey Bay Unified Air Pollution Control District** – None this month.

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

Chair Chavez reported he traveled to Sacramento on March 8, 2017 to attend the Central Coast Coalition Legislative Day. The Coalition met with our legislative delegation and encouraged moving forward with the transportation funding bills AB 1 and SB 1.

**14. EXECUTIVE DIRECTOR’S REPORT**

Executive Director Hale reported that she had been in Sacramento to testify on behalf of AB 696 legislation with Assembly Member Anna Caballero. AB 696 will assure that the proceeds from the sale of excess properties on the Prunedale Bypass be used for transportation projects in the US 101 Corridor. She noted that the bill passed the Assembly Transportation Committee.

**15. ANNOUNCEMENTS AND/OR COMMENTS FROM TRANSPORTATION AGENCY MEMBERS**

Chair Chavez welcomed new Board Members Leah Santibanez, City of Greenfield, and Yuri Andersen, alternate for District 5 Supervisor Mary Adams.

Board member Phillips thanked Caltrans for their response to the flooding in North County.

**16. ADJOURNMENT**

Chair Chavez adjourned the meeting at 11:43 a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Dave Delfino, Finance Officer / Analyst  
**Meeting Date:** April 26, 2017  
**Subject:** Checks and Credit Card Statements

**RECOMMENDED ACTION:**

**ACCEPT** the list of checks written for the month of March 2017 and credit card statements for the month of February 2017.

**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 independent Certified Public Accountant to keep the Board informed about the Agency's financial transactions.

**FINANCIAL IMPACT:**

The checks processed this period total \$992,154.24 which, included checks written for March 2017 and credit card payments in February 2016.

**DISCUSSION:**

During the month of March 2017 normal operating checks were written, as well as checks as follows: \$768,000.00 to Chicago Title Company for the purchase of the McBride property for the Salinas Rail Extension Kick-Start Project, \$14,175.05 to HDR Engineering Inc. for engineering services for the Salinas Rail Extension Kick-Start Project, \$5,984.00 to Meyers, Nave, Riback, Silver and Wilson for right of way services regarding the purchase of real property for the Salinas Rail Extension Kick-Start Project, \$9,893.28 to HDR Engineering for work on the Salinas/San Jose Coast Daylight Environmental Impact Report, \$12,579.46 to Kimley-Horn & Associates for services for a Level 2 traffic and revenue study of Highway 156, and \$1,860.00 to Pathways For Wildlife for a wildlife study for the SR 68 Scenic Corridor plan.

**ATTACHMENTS:**

- ▣ Checks March 2017
- ▣ Credit Cards February 2017

Transportation Agency for Monterey County (TAMC)  
 Union Bank Operating Account  
 March 31, 2017

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
03/01/2017	EFT Graniterock		7,356.36	Railroad Right of Way Rent
03/06/2017	DEP Marina Concrete, County of Monterey and Lithia		2,753.41	Railroad Right of Way Rent
03/06/2017	DEP FOR A		21,426.63	Reimbursement of Costs for FOR A Fee Update
03/06/2017	DEP Chicago Title		97.00	Reimbursement from Escrow
03/06/2017	DEP P & S Real Estate, Newton Bros., Portola Leasing and Haedrich		3,984.27	Railroad Right of Way Rent
03/09/2017	EFT TAMC Monterey County Acct. 691		100,000.00	Funds Transfer from TAMC County Acct. 691
03/10/2017	17278 Access Monterey Peninsula, Inc. (AMP)	3,360.00		TV Video Services
03/10/2017	17279 Alvarez Technology Group, Inc.	1,606.37		Computer Support
03/10/2017	17280 AT & T (Carol Stream, Il.)	390.39		Telecommunications, Call Box - Phone Service and Rideshare
03/10/2017	17281 AT&T Wireless Services	28.83		SAFE Call Box - Phone Service
03/10/2017	17282 Belinda Jasmine	292.50		Creative work for Measure X Logo
03/10/2017	17283 Californian	185.31		Advertising for FSP Contractor
03/10/2017	17284 Capitol Corridor Joint Powers Authority	888.52		Planning Effort to Bring Rail Service to the City of Salinas
03/10/2017	17285 CDS Net, LLC	213.40		Safe Call Boxes
03/10/2017	17286 Costco Wholesale	154.74		Meeting and Office Supplies
03/10/2017	17287 Delta Dental	688.64		Employee Benefits
03/10/2017	17288 Enterprise Rent-a-Car	62.76		Auto Rental
03/10/2017	17289 FedEx (Printing)	293.36		Agenda Printing
03/10/2017	17290 HDR Engineering Inc.	14,175.05		Engineering Services Salinas Rail Extension Kick-Start Project
03/10/2017	17291 Kimley-Horn & Associates, Inc.	3,600.00		Services for Level 2 Traffic and Revenue Study for HWY 156
03/10/2017	17292 Lincoln National Life Insurance Co.	639.87		Employee Benefits
03/10/2017	17293 Meyers, Nave, Riback, Silver & Wilson	5,984.00		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
03/10/2017	17294 Smile Business Products	186.73		Office Copier Expenses
03/10/2017	17295 South County Newspapers	192.00		Annual Report Distribution
03/10/2017	17296 Verizon Wireless	85.70		Call Box - Phone Service
03/10/2017	17297 VSP	128.79		Employee Benefits
03/10/2017	17298 United Way of Monterey County	65.00		Employee Deduction - Charitable
03/10/2017	ACH CalPers Health Benefits	8,396.83		Employee Benefit
03/10/2017	EFT Payroll	34,310.02		Payroll
03/10/2017	EFT Form 941	9,243.04		Payroll Taxes & Withholding
03/10/2017	EFT EDD	3,168.34		Payroll Taxes & Withholding
03/10/2017	EFT EDD	35.02		Payroll Taxes & Withholding
03/10/2017	EFT Pers Retirement	6,400.19		Employee Benefits
03/10/2017	EFT Pers Retirement PEPRA	969.82		Employee Benefits
03/10/2017	EFT CalPERS	6,234.17		Employee Benefits
03/10/2017	ACH Dave Delfino	379.07		Section 125 Reimbursement
03/10/2017	ACH Christina Watson.	118.81		Staff Travel and Section 125 Reimbursement
03/10/2017	ACH Todd Muck	49.00		Travel to Calcog meeting
03/10/2017	ACH Grant Leonard	38.82		Reimbursed Costs for FSP Meeting
03/14/2017	EFT State of California		126,416.27	Rural Planning Funds - 2nd Quarter 16/17
03/14/2017	EFT State of California		61,053.42	SR HWY 156 Funds
03/14/2017	EFT State of California		62,318.86	PTA Funds - Reimbursement for Coast Daylight Expenses
03/15/2017	EFT State of California		5,278.67	Active Transportation Grant
03/17/2017	17299 Alejandro V. Chavez	222.56		Board Member Mileage Sacramento
03/17/2017	17300 Business Card	1,961.71		Supplies, Staff Travel & Professional
03/17/2017	17301 City of Salinas	2,137.44		Reimbursement of Active Transportation Costs
03/17/2017	17302 Comcast	132.52		Telecommunications
03/17/2017	17303 HDR Engineering Inc.	9,893.28		Services for Coast Daylight EIR
03/17/2017	17304 JEA & Associates/John E. Arriaga	2,083.33		Legislative Consultants
03/17/2017	17305 Michael Baker International Inc.	652.50		Costs for Triennial Audit
03/17/2017	17306 Pacific Grove Chamber of Commerce	380.00		Membership Dues
03/17/2017	17307 Peninsula Messenger LLC	375.00		Courier Service
03/17/2017	17308 Pure Water	71.70		Water

Transportation Agency for Monterey County (TAMC)  
 Union Bank Operating Account  
 March 31, 2017

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
03/23/2017	DEP		29,567.26	SAFE Revenue January
03/23/2017	DEP		6,615.21	Railroad Right of Way Rent
03/23/2017	DEP		2,225.92	Reimbursement of Legal Fees for Warming Shelter
03/24/2017	17309	65.00		Employee Deduction - Charitable
03/24/2017	17310	6,733.20		SAFE Call Box - Maintenance
03/24/2017	17311	277.30		Office Copier Lease
03/24/2017	17312	520.67		Employee Benefits
03/24/2017	17313	255.02		Office Supplies
03/24/2017	17314	1,124.20		Legal Services
03/24/2017	17315	2,335.00		Accounting Services
03/24/2017	17316	1,860.00		HWY 68 Salinas/Monterey Scenic Plan : Wildlife Study
03/24/2017	17317	283.50		Office Security
03/24/2017	17318	86.81		Auto Expense - Gasoline
03/24/2017	17320	0.00		Voided Check
03/24/2017	17321	3,400.00		Right of Way Costs for Salinas Rail Extension Kick-Start Project
03/24/2017	EFT	35,944.63		Payroll
03/24/2017	EFT	9,606.18		Payroll Taxes & Withholding
03/24/2017	EFT	3,290.10		Payroll Taxes & Withholding
03/24/2017	EFT	70.80		Payroll Taxes & Withholding
03/24/2017	EFT	6,624.60		Employee Benefits
03/24/2017	EFT	969.82		Employee Benefits
03/24/2017	EFT	6,347.22		Employee Benefits
03/24/2017	EFT	163.96		Expense Reimbursement
03/24/2017	EFT	32.14		Employee Reimbursements
03/27/2017	EFT	41.24		Bank Service Charges
03/27/2017	EFT		171,641.39	Traffic Congestion Relief Funds for Salinas Rail
3/27/2017	EFT		800,000.00	Funds Transfer from TAMC County Acct. 691 for Rail Property Purchase
03/28/2017	17322	768,000.00		Deposit for Rail Property Purchase
3/29/2017	EFT		7,356.36	Railroad Right of Way Rent
03/31/2017	17323	15.98		SAFE Call Box - Phone Service
03/31/2017	17324	8,979.46		Services for Level 2 Traffic and Revenue Study for HWY 156
03/31/2017	17325	6,115.65		Legal Services
03/31/2017	17326	8,268.44		Office Rent
03/31/2017	17327	119.06		Call Box - Phone Service
03/31/2017	17328	149.13		Employee Benefits
<b>TOTAL</b>		<b>992,154.24</b>	<b>1,408,091.03</b>	



DEBRA L HALE

Platinum Plus® for Business

February 05, 2017 - March 04, 2017

Cardholder Statement

**Account Information:**  
www.bankofamerica.com

**Mail Billing Inquiries to:**  
BANK OF AMERICA  
PO BOX 982238  
EL PASO, TX 79998-2238

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

**Customer Service:**  
1.800.673.1044, 24 Hours

**TTY Hearing Impaired:**  
1.888.500.6267, 24 Hours

**Outside the U.S.:**  
1.509.353.6656, 24 Hours

**For Lost or Stolen Card:**  
1.800.673.1044, 24 Hours

**Business Offers:**  
www.bankofamerica.com/mybusinesscenter

**Payment Information**

New Balance Total ..... \$50.00  
**Minimum Payment Due** ..... **\$10.00**  
**Payment Due Date** ..... **03/30/17**

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

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

**Account Summary**

Previous Balance ..... \$55.66  
 Payments and Other Credits ..... -\$55.66  
 Balance Transfer Activity ..... \$0.00  
 Cash Advance Activity ..... \$0.00  
 Purchases and Other Charges ..... \$50.00  
**Fees Charged** ..... **\$0.00**  
**Finance Charge** ..... **\$0.00**

New Balance Total ..... \$50.00  
 Credit Limit ..... \$5,000  
 Credit Available ..... \$4,950.00  
 Statement Closing Date ..... 03/04/17  
 Days in Billing Cycle ..... 28

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
02/20	02/18	<b>Payments and Other Credits</b> PAYMENT - THANK YOU		
		<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>		<b>-55.66</b>
02/28	02/27	<b>Purchases and Other Charges</b> MAILCHIMP MAILCHIMP.COMGA		50.00
		<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>		<b>\$50.00</b>

Account Number: \_\_\_\_\_  
 February 05, 2017 - March 04, 2017

New Balance Total ..... \$50.00  
**Minimum Payment Due** ..... **\$10.00**  
**Payment Due Date** ..... **03/30/17**

Enter payment amount

\$

Check here for a change of mailing address or phone numbers. Please provide all corrections on the reverse side.

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DEBRA L HALE  
 TAMC  
 ATTN DAVE DELFINO  
 55 PLAZA CIR STE B  
 SALINAS, CA 93901-295274



DFRRA L HALE

February 05, 2017 - March 04, 2017

Page 3 of 4

**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	24.74% V	\$0.00	\$0.00

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

**Important Messages**

Your credit card now has an added security feature. To learn more about EMV chip card technology, visit [bankofamerica.com/businesschipcard](http://bankofamerica.com/businesschipcard).

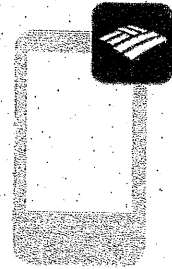
Help make tax time less taxing by using MyReport Center. Get your detailed Year-End Summary report to help you organize your 2016 spending by cardholder, merchant or category. Sign in to Online Banking at [bankofamerica.com](http://bankofamerica.com) and select your credit card account to access the MyReport Center link. You can download and save your report as an Excel file or PDF.



Small Business  
Online Banking

TIP OF THE MONTH

# Banking at your fingertips



Our **Mobile Banking app**<sup>1</sup> can help you gain more control.

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<sup>1</sup> Mobile Banking requires enrollment through the Mobile Banking app, Mobile website or Online Banking. Enrollment through the Mobile Banking app is not available on all devices. View the Online Banking Service Agreement at [bankofamerica.com/serviceagreement](http://bankofamerica.com/serviceagreement) for more information. Data connection required. Wireless carrier fees may apply. <sup>2</sup> For the text message, supported carriers include but are not limited to AT&T, Verizon Wireless, T-Mobile, MetroPCS, Sprint, Boost, Virgin Mobile USA, Cincinnati Bell, U.S. Cellular. Text STOP to 226526 to cancel and text HELP to 226526 for help. ©2017 Bank of America Corporation. | ARPH6M/Y | SSM-10-16-0611.C



ELOUISE RODRIGUEZ

**Platinum Plus® for Business**

February 05, 2017 - March 04, 2017

Cardholder Statement

**Account Information:**  
www.bankofamerica.com

**Mail Billing Inquiries to:**  
BANK OF AMERICA  
PO BOX 982238  
EL PASO, TX 79998-2238

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

**Customer Service:**  
1.800.673.1044, 24 Hours

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**Outside the U.S.:**  
1.509.353.6656, 24 Hours

**For Lost or Stolen Card:**  
1.800.673.1044, 24 Hours

**Business Offers:**  
www.bankofamerica.com/mybusinesscenter

Payment Information	
New Balance Total .....	\$1,911.71
<b>Minimum Payment Due .....</b>	<b>\$19.12</b>
<b>Payment Due Date .....</b>	<b>03/30/17</b>
<b>Late Payment Warning:</b> 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	
<b>Minimum Payment Warning:</b> If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance.	

Account Summary	
Previous Balance .....	\$1,600.60
Payments and Other Credits .....	-\$6,300.60
Balance Transfer Activity .....	\$0.00
Cash Advance Activity .....	\$0.00
Purchases and Other Charges .....	\$6,611.71
<b>Fees Charged .....</b>	<b>\$0.00</b>
<b>Finance Charge .....</b>	<b>\$0.00</b>
New Balance Total .....	\$1,911.71
Credit Limit .....	\$5,000
Credit Available .....	\$3,088.29
Statement Closing Date .....	03/04/17
Days in Billing Cycle .....	28

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
<b>Payments and Other Credits</b>				
02/20	02/18	PAYMENT - THANK YOU		
03/03	03/03	SQ *SQ *ROOEY KNOTS LL gosq.com NJ		-1,600.60
		<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>		<b>-4,700.00</b>
				<b>-\$6,300.60</b>
<b>Purchases and Other Charges</b>				
02/06	02/03	ASSOCIATION OF ENVIRO PALM DESERT CA		175.00
02/08	02/06	DEVICE MAGIC INC RALEIGH NC		30.00
02/08	02/06	STAR MARKET SALINAS CA		21.00

BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796

ELOUISE RODRIGUEZ  
TAMC  
ATTN DAVE DELFINO  
55 PLAZA CIR STE B  
SALINAS, CA 93901-295274

Account Number  
February 05, 2017 - March 04, 2017

New Balance Total ..... \$1,911.71  
**Minimum Payment Due .....** **\$19.12**  
**Payment Due Date .....** **03/30/17**

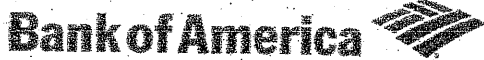
**Enter payment amount**

\$

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or make your payment online at  
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ELOUISE RODRIGUEZ

February 05, 2017 - March 04, 2017  
Page 3 of 4

Transactions				
Posting Date	Transaction Date	Description	Reference Number	Amount
02/23	02/21	STARBUCKS STORE 06629 SALINAS CA		
02/23	02/22	SQ *SQ *ROOEY KNOTS LL gosq.com NJ		31.90
02/23	02/22	USPS PO 0567050323 SALINAS CA		4,700.00
02/27	02/22	CAPIO -CA ASSOCIATION 530-9245444 CA		28.49
02/28	02/27	LEAGUE OF AMERICAN WHE 02028221333 DC		450.00
03/01	03/01	AMAZON MKTPLACE PMTS AMAZON MKTPLAWA		500.00
03/02	03/01	NOB HILL #607 SALINAS CA		533.49
03/02	03/01	THE BAGEL CORNER SALINAS CA		122.38
<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>				<b>19.45</b>
				<b>\$6,611.71</b>

**Finance Charge Calculation**

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

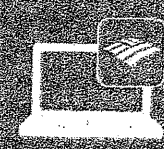
	Annual Percentage Rate	Balance Subject to Interest Rate	Finance Charges by Transaction Type
PURCHASES	17.99%	\$0.00	\$0.00
CASH	24.74% V	\$0.00	\$0.00

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

**Important Messages**

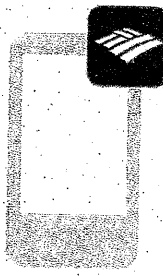
Your credit card now has an added security feature. To learn more about EMV chip card technology, visit [bankofamerica.com/businesschipcard](http://bankofamerica.com/businesschipcard).

Help make tax time less taxing by using MyReport Center. Get your detailed Year-End Summary report to help you organize your 2016 spending by cardholder, merchant or category. Sign in to Online Banking at [bankofamerica.com](http://bankofamerica.com) and select your credit card account to access the MyReport Center link. You can download and save your report as an Excel file or PDF.



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**TIP OF THE MONTH**

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Todd Muck, Deputy Executive Director  
**Meeting Date:** April 26, 2017  
**Subject:** **Conferences and Training**

### **RECOMMENDED ACTION:**

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

### **SUMMARY:**

Agency staff occasionally attends conferences or trainings at Agency expense that are pertinent to their roles in pursuing the Agency's mission. These events allow the staff to stay current and participate in the development of transportation practices and policies related to their roles.

### **FINANCIAL IMPACT:**

Expenses related to staff training are included in the Travel and Training item in the adopted Agency budget.

### **DISCUSSION:**

On March 15 & 16, 2017, Senior Transportation Planning Engineer Hank Myers and Transportation Planner Virginia Murillo attended a pavement management systems and preservation strategies training in Rancho Cordova. The UC Berkeley Institute of Transportation Studies Tech Transfer hosted the training. Pavement management systems include: existing conditions and inventory of local streets and roads, identification of streets in need of repair and streets that require preservation maintenance, identification of the most cost-effective treatment strategies and funding projections. Pavement management strategies also serve as a communication tool to help residents understand maintenance needs and schedules. The main lesson was that fixing the worst streets first is an ineffective strategy; good pavement management strategies include a mix of street maintenance and rehabilitation projects. A summary of their training is attached.

On March 30 & 31, 2017, the California Association of Councils of Government held its annual Regional Leadership Forum in Monterey. Executive Director Debbie Hale

attended the event with the Agency's CalCOG Delegate Jerry Edelen and Deputy Executive Director Todd Muck. The forum attracted leaders from transportation agencies throughout the state, including Caltrans, the California Transportation Commission, and other regional transportation agencies. The attached summary highlights some of the sessions conducted at the forum.

On April 7, 2017, Senior Administrative Assistant Elouise Rodriguez and Administrative Assistant Maria Montiel attended a business writing and grammar training held in Salinas. The training topic was on the importance of grammar skills, writing effective sentences and improving sentence structure. A summary of the training is attached.

ATTACHMENTS:

- ▣ Pavement Management System Summary Report
- ▣ CalCOG Regional Leaders Forum Summary Report
- ▣ Business Writing & Grammar Training Summary Report
- ▣ Business Writing & Grammar Certificates



# Memorandum

**To:** Board of Directors  
**From:** Virginia Murillo, Transportation Planner  
Hank Myers, Senior Transportation Planning Engineer  
**Meeting Date:** April 26, 2017  
**Subject:** **Pavement Management Systems and Preservation Strategies Training**

---

On March 15 & 16, we attended the Pavement Management Systems and Preservation Strategies training in Rancho Cordova. The UC Berkeley Institute of Transportation Studies Tech Transfer hosted the training. Measure X requires jurisdictions to adopt a pavement management strategy to ensure the effective use of taxpayer dollars.

Margot Yapp, P.E., and James Signore, PhD, P.E, nationally-recognized pavement experts, taught the two-day workshop. Pavement management systems include: existing conditions and inventory of local streets and roads, identification of streets in need of repair and streets that require preservation maintenance, identification of the most cost-effective treatment strategies and funding projections. Pavement management strategies also serve as a communication tool to help residents understand maintenance needs and schedules. The main lesson was that fixing the worst streets first is an ineffective strategy; good pavement management strategies include a mix of street maintenance and rehabilitation projects. Timing is a key factor in developing a pavement management strategy because maintenance of streets that are in good or fair condition cost less than reconstruction of streets in poor or failed conditions. Several sessions of the workshop proved to be of specific interest to the work TAMC will be doing to implement Measure X. In particular:

- Inventory data needs to include the street name, location, geometry, elevation (because certain treatments do not work at higher elevations), political boundaries and ownership, proposed work for that street segment, whether the street has bike facilities, curb ramps, street markings.
- There are a number of methods for conducting pavement condition surveys. Walking surveys are very accurate, but time intensive and costly. On the other hand, “windshield surveys” are fast, inexpensive and slow but may not be as accurate in determining the true pavement condition of a street. There are now semi-automated surveys that are fast and accurate but data processing can be costly.
- Prediction models and types of pavement management software available; and

- Pavement preservation maintenance and rehabilitation strategies
- Prioritization and funding scenarios; and
- Developing a multi-year workplan.

This Pavement Management Strategy was well attended by maintenance staff, planners and engineers from the private and public sector from around the state. We were able to meet professionals from other rural counties that may be useful contacts in the future. More importantly, this training was timely because TAMC is coordinating with jurisdictions on the development of a countywide pavement management strategy to comply with Measure X policies.



## Memorandum

**To:** Board of Directors  
**From:** Todd Muck, Deputy Executive Director  
**Meeting Date:** April 26, 2017  
**Subject:** CalCOG Regional Leadership Forum, Monterey

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On March 30 and 31, the California Association of Councils of Government held its annual Regional Leadership Forum in Monterey. Executive Director Debbie Hale attended the event with our CalCOG Delegate Jerry Edelen and Deputy Executive Director Todd Muck. The forum attracted leaders from transportation agencies throughout the state, including Caltrans, the California Transportation Commission, and other regional transportation agencies. Below is a summary of some of the interesting sessions.

***The In(fill)s and Outs of Meaningful Housing Policies.*** **Meea Kang** is a distinguished entrepreneur with 20 years of experience in for-profit and non profit leadership. Meea is an expert in navigating California's complex land use entitlement processes, forging innovative public-private partnerships, and structuring complex public and private financing, to bring difficult projects to fruition. Under Meea's leadership, Domus has invested approximately \$300 million in new affordable and market rate infill housing in California.

***Transportation Funding: Are We There Yet?*** Are we edging closer to a real transportation funding solution? We have invited a key partner of the Fix Our Roads Coalition to provide a "fully-dimensional" perspective. **Felipe Fuentes** is a General Partner with The Apex Group. He is a tested leader with nearly twenty years of experience in state and local government. He was elected in 2013 to the Los Angeles City Council.

***Remixing Transit in Your Community.*** **Tiffany Chu**, co-founder of remix, described how a project started at the non-profit Code for America has grown into a transit planning tool used by over 200 transit agencies to understand the cost and demographic impacts of proposed route changes by visualizing ideas and results in ways that are easy to understand.

***Road User Charge Update.*** California Transportation Commissioner **Jim Madaffer** provided a summary of early results from the California Road User Charge. The study is a statewide pilot program to evaluate the implications of a road user charge model of collect transportation infrastructure fees. Over 5,000 volunteers tested technological options that simulate pay by the mile fee collections. A draft study report is due this summer.

***Top 10 Ways the Future Is Going to Disrupt Your Transportation Plan.*** **Ron Milam**, an urban planner with Fehr & Peers consultants, reviewed data trends and efforts to utilized date to model potential future travel trends. Emerging disruptive forces, such as autonomous/driverless vehicles will likely have a profound effect on future transportation options.



## *Memorandum*

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
Maria Montiel, Administrative Assistant  
**Meeting Date:** April 7, 2017  
**Subject:** **Business Writing and Grammar Training**

---

### **DISCUSSION:**

On April 7, 2017, we attended the Business Writing and Grammar Training held in Salinas. The training topic was on the importance of grammar skills, writing effective sentences and improving sentence structure. The training was hosted by Alliance Career Training Solutions. The training improved our understanding about the structure of sentences, defining grammar, and its importance, and identifying and correctly using different forms of nouns and verbs. The training overall was informative and provided useful information which will assist us in our minute writing.

The training was on the following topics:

- Pronouns, adjectives, and adverbs
- Prepositions, conjunctions, and interjections
- Effective sentences  
Sentence formation, phrases and clauses and sentence classifications
- Synonyms, antonyms and homonyms

Attachment: Certificate of completion for Elouise and Maria



# Alliance Career Training Solutions

## *Certificate of Completion*

*This certificate recognizes*

Elouise Rodriguez

*Has successfully completed*

**Business Writing & Grammar Skills**

*Randy Smith*

Randy Smith, Professor

April 7, 2017

333 Abbott Street Suite B, Salinas, CA 93901



# Alliance Career Training Solutions

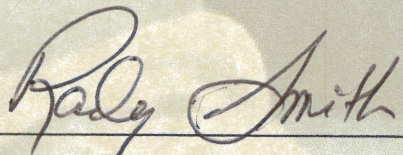
## *Certificate of Completion*

*This certificate recognizes*

Maria Montiel

*Has successfully completed*

**Business Writing & Grammar Skills**



Randy Smith, Professor

April 7, 2017

333 Abbott Street Suite B, Salinas, CA 93901





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** April 26, 2017  
**Subject:** **Federal Transit Section 5310 Grant for Monterey-Salinas Transit Buses**

**RECOMMENDED ACTION:**

**Federal Transit Grant Section 5310 for Monterey-Salinas Transit buses:**

1. **ACCEPT** Monterey-Salinas Transit's Federal transit grant application for 14 bus replacements for its RIDES paratransit service for the elderly and persons with disabilities; and
2. **ADOPT** Resolution 2017-14 approving a regional priority project list for submission to the Federal Transit Administration Section 5310 program; and
3. **AUTHORIZE** the Executive Director to sign certifications and assurance and submit applications, regional priority list and required documentation to Caltrans.

**SUMMARY:**

The Federal Transit Administration Section 5310 program provides competitive grants for capital and operating costs associated with transportation serving the elderly and people with disabilities. The Transportation Agency is responsible for accepting and scoring the FTA 5310 grant applications, and submitting applications to the state for funding. The Transportation Agency's actions do not approve funding or projects, but assist the FTA/Caltrans in making those determinations.

**FINANCIAL IMPACT:**

There is no impact to the Transportation Agency budget associated with this action. A total of \$28 million in Section 5310 program funds for Federal Fiscal Year 2017 are available through Caltrans on a competitive basis. For the current grant cycle, the program local match requirement is waived and will be met through federal toll credit funds. MST has submitted a grant application requesting a total of \$980,000. The requested action will authorize MST to secure grant funds if awarded by Caltrans.

**DISCUSSION:**

The Federal Transit Administration Section 5310 grant program provides capital grants to public agencies and certified non-profit organizations for the purpose of meeting the transportation needs of the elderly and persons with disabilities where public transportation services are otherwise unavailable, insufficient, or inappropriate. Eligible projects for these grant funds include purchases of new vehicles, and equipment to support paratransit programs.

TAMC is designated by Caltrans to determine the eligibility of 5310 grant program applicants, review and score 5310 program grant applications submitted for projects in Monterey County, and submit a Regional Priority Project list to Caltrans that identifies scores for each 5310 project. For the 5310 program, each vehicle or piece of equipment requested in an application is considered a “project” for scoring purposes and is included in the project priority list. For the current grant cycle, TAMC received a 5310 program grant application from MST, which relies on the Section 5310 grant program for its RIDES program vehicle replacement needs. MST has applied for \$980,000 of funding to purchase fourteen (14) vehicles to replace aging, and some high mileage vehicles in the RIDES fleet. The RIDES program provides service pursuant to the Americans with Disabilities Act to individuals unable to use fixed-route public transit due to age or disability. This program is otherwise an unfunded federal mandate.

For the 5310 grant program, each vehicle replacement is assigned a single score, listed in the regional Priority Project List. 5310 grant projects are scored according to specific criteria established by Caltrans consistent with federal requirements for this program.

The Regional Priority Project List for the 5310 program, which includes scores calculated by staff for each project, is included as **Attachment 1**. MST earned scores ranging from 72 to 87 for each of the projects on the Regional Priority Project List; in the past, projects that score above 70 have been awarded grant funding. Projects that scored 72 are vehicles that do not yet have 150,000 miles, but will surpass 150,000 miles by the time Caltrans issues grant contracts. The Transportation Agency is required to submit the list, application materials, and signed standard certification and assurances to Caltrans. Staff requests that the Board adopt **Resolution 2017-14 (Attachment 2)**, which certifies that MST's projects meet federal program requirements and are consistent with the 2014 Regional Transportation Plan and approves the Regional Priority Project List for the 5310 program.

Once submitted to Caltrans, the applications are reviewed by a state committee and regional scores are confirmed, at which point projects are recommended for funding and approval by the California Transportation Commission up to the maximum funding available through the program in the current grant cycle. The state is scheduled to approve a final project list and award funding in June of this year.

ATTACHMENTS:

- Federal Transit Administration Section 5310 Program Regional Scores
- Resolution 2017-14: Regional Priority List of Projects Funds



Federal Transit Administration (FTA)  
 Enhanced Mobility of Seniors and Individuals with Disabilities  
**Section 5310 – Traditional Program**  
**Project Scoring Worksheet**

**SECTION – I: 32 points**

**ABILITY OF APPLICANT**

Evidence of an applicant’s experience and history of providing efficient and effective transit services.

**1a.** Applicant has experience providing existing specialized transportation services for elderly or individuals with disabilities for:

More than 5 years = 4

3 to 5 years = 3

1 to < 3 years = 2

Less than 1 year = 0

**OR**

**1b.** Applicant has experience in providing social services (non-transportation) for elderly or individuals with disabilities:

Applicant demonstrates support from the local RTPA or CTSA (attach letter) = 2

And applicant has provided social services for

More than 3 years = 2

1 to 3 years = 1

Less than 1 year = 0

**Scoring criteria for the following questions:**

0 = Does not address question

1 = Addresses question without attaching relevant documentation.

2 = Addresses question completely and attaches relevant documentation

**2. Driver training program:**

New and continuing driver training, including classroom and road testing = 2

Sensitivity Training, Emergency Preparedness, First Aid, and CPR = 2

**3. Dispatching Plan:**

Description of dispatching plan with ongoing training = 2

**4. Maintenance plan including the following:**

Daily Pre- and post- trip inspection description with inspection forms = 2

Preventative and routine maintenance description, with maintenance schedule and forms = 2

Contingency plans for when equipment is not available for service = 2

**5. California Highway Patrol (CHP) Inspections**

Inclusion of satisfactory CHP or Caltrans inspection or documentation that such an inspection is not required = 2

**Annual Budget/Fund Sources:**

**6.** Agency describes other funding received or why other funding is not available = 2

**7.** Qualified audit for agency included with no instances of non-compliance = 2

**Emergency Operations and Response Planning:**

**8.** Emergency planning and drill activities, and county coordination. = 2

**9.** Identified available accessible vehicles (including capacity) to the county for use in emergency evacuations. = 2

**Proposed Budget for Transportation Program:**

**10.** All sources of estimated income are identified for proposed project. = 2

**11.** Budget for applicant agency includes prior, current, and budget year. = 2

**12.** Appropriate funding source for local match is identified. = 2

**Total Ability of Applicant Maximum 32 Points**

**SECTION II: 18 points**

**COORDINATED PLAN REQUIREMENTS** (3 points per question)

**Scoring criteria for the following questions:**

0 – Does not address question and/or does not include Coordinated Plan section or page number

3 – Addresses question & indicated Coordinated Plan section and/or page number

*Element 1: An assessment of available services that identifies current transportation providers (public, private, and non-profit).* 3 – Addresses question & indicated Coordinated Plan section and/or page number

1. Generally describes available non-profit, public transit or Paratransit, including fixed route, dial-a-ride, and ADA complementary Paratransit services as contained in the Coordinated Plan by section and/or page number.

*Element 2: An assessment of transportation needs for individuals with disabilities, older adult. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service.* 3 – Addresses question & indicated Coordinated Plan section and/or page number

2. Describes transportation needs of individuals with disabilities or elderly individuals to be served by the proposed project as contained in the Coordinated Plan by section and/or page number.

*Element 3: Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery.* 3 – Addresses question & indicated Coordinated Plan section and/or page number

3. Identifies coordination strategies activities and/or efficiencies by name. Accurately describes how this project addresses strategies, activities and/or efficiencies. Includes section and/or page number of Coordinated Plan.

*Element 4: Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.* 3 – Addresses question & indicated Coordinated Plan section and/or page number

4. Identifies the Coordinated Plan’s implementation priorities. Accurately describes how this project addresses them. Includes section and/or page number of Coordinated Plan.

**Total Planning Score Maximum 12 Points**

**COORDINATION – USE OF VEHICLES/EQUIPMENT** Maximum 6 points (3 points each)

Verify required letters are attached for 1 and 2 or 3.

1. Clearly describes how vehicles, equipment or services in agency’s **existing** fleet are used to provide coordinated service for another agency’s clients or how these vehicles are shared with another agency(s). 3 points
2. Clearly describes plan for coordinating use of **requested** vehicle(s) or equipment. (1 point per type of coordination or sharing of resources, up to 3 points.) Examples: 3 points
  - Shared use of vehicles
  - Dispatching or scheduling
  - Maintenance
  - Back up transportation
  - **Staff training programs**
  - Joint procurement of services and supplies from funding sources other than Section 5310
  - **Active participation in local social service transportation planning process**
  - **Coordination of client trip(s) with other transportation agencies**
  - Other – please describe

**OR**

3. Clearly identifies attempts the agency has made to coordinate. Explains why coordinating isn’t possible. Provides supporting documentation letter from CTSA or RTPA confirming that no opportunities for coordination currently exist for requested equipment.

**Total Coordination of Vehicles Score Maximum 6 Points**

**SECTION III: 22 points**

**SERVICE EFFECTIVENESS** - Determination that existing fleet is fully utilized (days and hours, passenger trips and service area) including usage of vehicle(s) by another agency through a coordination plan.

*Round to the nearest whole number.*

**Existing transportation provider:** Total service hours per week divided by number of vehicles (excluding vehicles in back up service):

**OR**

**First-time transportation provider:** Total projected service hours per week divided by number of vehicles (excluding vehicles in back up service):

Over 36 hours per week = 10

35 to 36 = 9

33 to 34 = 8

31 to 32 = 7

29 to 30 = 6

27 to 28 = 5

25 to 26 = 4

23 to 24 = 3

20 to 22 = 2

0-19 hours per week = 0

**10**

**AND Existing transportation provider:** Sum of the total one-way passenger trips per day divided by total service hours per day (excluding backup service):

**OR**

**First-time transportation provider:** Projected number of daily one-way passenger trips divided by total vehicle service hours:

Over 8 passengers per service hour = 10

7 to 8 = 8

5 to 6 = 6

3 to 4 = 4

1 to 2 = 2

no passenger per service hour = 0

**2**

**AND Existing transportation provider:** Total miles per day divided by number of vehicles (excluding backup vehicles):

**OR**

**First-time transportation provider:** Projected number of miles for requested vehicle per day:

Over 102 miles per vehicle = 10

95 to 102 = 9

87 to 94 = 8

79 to 86 = 7

71 to 78 = 6

63 to 70 = 5

55 to 62 = 4

47 to 54 = 3

39 to 46 = 2

30 to 38 = 1

0-29 miles per vehicle = 0

**9**

**Additional Points Possible -Total cannot exceed 30 points**

**Existing transportation provider:** Current wheelchair/lift users as a percentage of current total users:

**OR**

**New or expanded transportation provider:** Projected wheelchair/lift users as a percentage of current total users:

More than 65% = 10

61 to 65% = 9

56 to 60% = 8

51 to 55% = 7

46 to 50% = 6

41 to 45% = 5

36 to 40% = 4

31 to 35% = 3

26 to 30% = 2

20 to 25% = 1

0-19% = 0

**1**

**Total Score Maximum 30 Points**

**SECTION IV**

**EXISTING TRANSPORTATION SERVICES**

**REPLACEMENT** – Vehicles to be replaced that are currently in Active Service.

**VEHICLE USEFUL LIFE CRITERIA**

TYPE OF VEHICLE	EXISTING VEHICLE MILES AND AGE	SCORE
<b>Minivan, Modified Van</b>	175,000 to 200,000 or 8 years	..... 20
	150,000 to 174,999 or 7 years	..... 15
	125,000 to 149,999 or 6 years	..... 10
	100,00 to 124,999 or 5 years	..... 5
	Less than 100,000 miles or 4 years old not eligible	..... 0
<b>Bus Type I, IA, IB (Small Bus) Bus Type II (Medium Bus) Bus Type III (Large Bus)</b>	225,000 - 250,000 or 9 years	..... 20
	200,000 – 224,999 or 8 years	..... 15
	175,000 – 199,999 or 7 years	..... 10
	150,000 – 174,999 or 6 years	..... 5
	Less than 150,000 or 5 years not eligible	..... 0
<b>Bus Type VII</b>	275,000 – 300,000 or 11 years	..... 20
	250,000 – 274,999 or 10 years	..... 15
	225,000 – 249,999 or 9 years	..... 10
	200,000 – 224,999 or 8 years	..... 5
	Less than 200,000 or 7 years not eligible	..... 0
<b>Bus Type VIII</b>	425,000 – 449,999 or 14 years	..... 20
	400,000 – 424,999 or 13 years	..... 15
	375,000 – 399,999 or 12 years	..... 10
	350,000 – 374,999 or 11 years	..... 5
	Less than 350,000 or 10 years not eligible	..... 0

**Replacement:** Determination that an applicant’s vehicle needs to be replaced in order to continue its existing transportation services. For each new vehicle requested a vehicle currently in **active service** will be removed and sold or placed into backup service. Sedans and SUV’s are no longer eligible as replacement vehicles.

**Active Service:** Vehicle is providing service throughout the agency’s normal days and hours of operation.

**Excessive Maintenance:** Vehicle does not meet minimum useful life but needs to be replaced due to excessive maintenance. Requests must have prior approval from Branch Chief of the Elderly and Disabled Specialized Transit Program.

**Use the chart below to score each replacement vehicle.**

Type of Vehicle	VIN - last 5 numbers	Disposition: Sell or Backup	Mileage	Age	Score
Minivan	45409	Sell	102,839	6	5
Minivan	45410	Sell	106,627	6	5
Minivan	45411	Sell	120,243	6	5
B/Type II/Backup	2663	Backup	202,554	5	15
B/Type II/Backup	79167	Backup	171,931	4	5
B/Type II/Backup	79168	Backup	139,604	4	0
B/Type II/Backup	79169	Backup	135,797	4	0
B/Type II/Backup	79170	Backup	150,600	4	5
B/Type II/Backup	85535	Backup	129,055	4	0
B/Type II/Backup	85536	Backup	135,168	4	0
B/Type II/Backup	85540	Backup	126,840	4	0
B/Type II/Backup	85541	Backup	132,196	4	0
B/Type II/Backup	85542	Backup	139,429	4	0
B/Type II/Backup	85543	Backup	136,204	4	0

**Maximum 20 points each**



# Traditional Project Scoring Worksheet

Agency: Monterey-Salinas Transit RTPA: Transportation Agency for Monterey County

	Project Request	If Replacement Vehicle - VIN	Sect 1 (Max 32pts)	Sect II (Max 18pts)	Sect III (Max 30pts)	Sect IV (Max 20pts)	Total (Max 100pts)
1	Minivan	45409	32	18	22	5	77
2	Minivan	45410	32	18	22	5	77
3	Minivan	45411	32	18	22	5	77
4	B/Type II/Backup	2663	32	18	22	15	87
5	B/Type II/Backup	79167	32	18	22	5	77
6	B/Type II/Backup	79168	32	18	22	0	72
7	B/Type II/Backup	79169	32	18	22	0	72
8	B/Type II/Backup	79170	32	18	22	5	77
9	B/Type II/Backup	85535	32	18	22	0	72
10	B/Type II/Backup	85536	32	18	22	0	72
11	B/Type II/Backup	85540	32	18	22	0	72
12	B/Type II/Backup	85541	32	18	22	0	72
13	B/Type II/Backup	85542	32	18	22	0	72
14	B/Type II/Backup	85543	32	18	22	0	72

**RESOLUTION NO. 2017-14  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**APPROVING A REGIONAL PRIORITY LIST OF PROJECTS FOR FUNDING  
UNDER THE FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM  
(49 U.S.C. SECTION 5310) WITH THE CALIFORNIA DEPARTMENT OF  
TRANSPORTATION**

**WHEREAS**, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA C 9070.1G) to support capital projects for non-urbanized public transportation systems under Section 5310 of the Federal Transit Act Federal law (Title 49 U.S.C. Section 5310) to provide for capital grants for the purpose of assisting private nonprofit corporations, and public agencies in providing transportation services to meet the needs of elderly persons and persons with disabilities for whom public mass transportation services are otherwise unavailable, insufficient, or inappropriate; and

**WHEREAS**, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5310 Program grants for public transportation projects; and

**WHEREAS**, Monterey-Salinas Transit (MST) has submitted a Section 5310 grant application to the Federal Transit Administration (FTA) with a total project cost of \$980,000 to purchase fourteen (14) replacement vehicles to ensure the continued effectiveness of the RIDES program, which offers service for the elderly and persons with disabilities pursuant to the Americans with Disabilities Act; and

**WHEREAS**, MST has, to the maximum extent feasible, coordinated with other transportation providers and users in the region; and

**WHEREAS**, the Transportation Agency has scored the projects included in the application submitted by MST and prepared a Regional Priority Project list recommending projects for funding to the Department; and

**WHEREAS**, the projects being recommended for funding are consistent with the Monterey County Regional Transportation Plan (RTP); and

**WHEREAS**, the projects being recommended for funding are consistent with the Monterey Bay Area Coordinated Public Transit Human Services Transportation Plan; and

**WHEREAS**, the projects being recommended by the Transportation Agency for Monterey County for funding will be included in the Federal Transportation Improvement Plan (TIP); and

**WHEREAS**, MST has committed to use toll credits as a source for the required local share.

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

1. The Transportation Agency for Monterey County does hereby authorize the programming of Federal Transit Administration Section 5310 Program funds to Monterey-Salinas Transit; and
2. That Debra L. Hale, Executive Director, is authorized to provide additional information as the Department may require in connection with the Regional Priority Project List.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 26<sup>th</sup> day of April 2017, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

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**ALEJANDRO CHAVEZ, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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**DEBRA L. HALE, EXECUTIVE DIRECTOR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**SECTION 5310: Transportation Agency for Monterey County Regional Priority Project List**

<b>Applicant</b>	<b>Project Description</b>	<b>Cost per Unit</b>	<b>Funding Request</b>	<b>Sect 1 (Max 32 pts)</b>	<b>Sect 2 (Max 18 pts)</b>	<b>Sect 3 (Max 30 pts)</b>	<b>Sect 4 (Max 20 pts)</b>	<b>Total (Max 100 pts)</b>
<b>Monterey-Salinas Transit</b>	1 vehicle: medium bus, 2 wheelchairs	\$70,000	\$70,000	32	18	22	15	87
<b>Monterey-Salinas Transit</b>	5 vehicles: medium bus, 2 wheelchairs	\$70,000	\$350,000	32	18	22	5	77
<b>Monterey-Salinas Transit</b>	8 vehicles: medium bus, 2 wheelchairs	\$70,000	\$560,000	32	18	22	0	72

**\*Total 14 medium bus replacements funding request: \$980,000**



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** April 26, 2017  
**Subject:** **Fort Ord Regional Trail and Greenway Federal Lands Access Grant Application**

**RECOMMENDED ACTION:**

**ADOPT** Resolution 2017-13 authorizing the Executive Director to apply for funding and execute agreements with the Federal Highway Administration for Federal Lands Access Program grant funds.

**SUMMARY:**

The Federal Highway Administration issued a call for projects for the Federal Lands Access Program that will provide access to federal lands. Staff recommends pursuing these funds for a segment of the Fort Ord Regional Trail & Greenway connecting the Monterey Bay National Marine Sanctuary to the Fort Ord National Monument. Receipt of the grant will facilitate environmental review of the entire FORTAG Project and will focus on an important segment.

**FINANCIAL IMPACT:**

The grant application is for \$5.95 million to fund environmental review and permitting, engineering design and construction for a 4.35 mile segment of the Fort Ord Regional Trail & Greenway, with a local match commitment of \$900,000 from the Agency's TDA 2% program.

**DISCUSSION:**

The purpose of the Federal Lands Access Program is to provide funds for roadways, bridges, trails and transit systems that are located on, are adjacent to, or provide access to federal lands. The emphasis of the program is on projects that provide access to high-use recreation sites or are economic generators. In January 2017, the U.S. Department of Transportation's Central Federal Lands Highway Division issued a call for projects for \$60-\$70 million anticipated to be available in California from the program through 2022. Applications are due May 12.

Given the Fort Ord Regional Trail and Greenway's links to the Monterey Bay National Marine Sanctuary and the Fort Ord National Monument, this project is an excellent candidate for this federal funding. In addition, the Federal Lands Access Program funding is not available until 2020/21, which is an appropriate time frame for this project, and future grant cycles are not likely to occur for two to three years.

TAMC staff is coordinating with the Federal Bureau of Land Management (BLM) and the National Oceanic and Atmospheric Administration (NOAA) to request approximately \$5.95 million in grant funding to support project development and construction of this 4.35-mile segment (**Attachment 1**). This project, once built, will enhance access to the Fort Ord National Monument and is part of a larger effort to connect communities on the former Fort Ord military base to each other. The Monument currently has 400,000 visitors, and is a major contributor to the outdoor recreation and ecotourism in Monterey County. However, access from the communities along the Monterey Bay is limited because the two official entrances to the Monument are on the eastern side. This project will provide the public with new access points to the Monument from the west.

The project is consistent with the goals and policies in the Regional Transportation Plan and Bicycle & Pedestrian Master Plan to promote safer bicycling and walking facilities and to reduce greenhouse gas emissions. Since its inception in 2012, the project has achieved several key milestones. In August 2015, the TAMC Board directed staff to assist in identifying funding for the project. In March 2016, the Fort Ord Reuse Authority Board of Directors adopted a draft trails concept of the FORTAG alignment. In April 2016 the City of Marina included \$50,000 for integrating the trail into its city planning documents. In November 2016, Monterey County voters approved Measure X with a \$20 million allocation for FORTAG.

Staff recommends adopting Resolution 2017-13 authorizing the Executive Director to submit the application by the May 12, 2017 deadline (**Attachment 2**). Applications will be reviewed and ranked by representatives from Caltrans, the County Engineers Association of California and Federal Lands Highway Division. TAMC will be notified in July if the project has made the short list. If the project is short-listed, TAMC will enter into a reimbursement agreement with the Central Federal Lands Highway Division for a not-to-exceed amount of \$10,000 to complete project scoping efforts to refine the project scope, schedule and budget.

#### ATTACHMENTS:

- ▢ FORTAG Grant Proposal
- ▢ Resolution 2017-13: Federal Lands Access Program Application

## Federal Lands Access Program Proposed Project Summary

### *Fort Ord Regional Trail and Greenway: Monterey Bay to Fort Ord National Monument*

**Project Description:** The project proposal is to conduct environmental review, design and construction of approximately 4.35 miles segment of 12' paved trail from the Monterey Bay Sanctuary Scenic Trail in Marina to the Jerry Smith Access Corridor. The proposed segment alignment is within the public right-of-way in the City of Marina and the County of Monterey. The project includes compliance with ADA requirements, crosswalk improvements at streets crossings, trailhead signage and parking at the Jerry Smith Access Corridor, and trail amenities such as wayfinding signage and bike racks. The project will provide an active transportation connection between three federally-managed lands: the Fort Ord National Monument, the California Coastal Monuments and the Monterey Bay National Marine Sanctuary.

**Project Cost:** \$5.9 million; \$900,000 local match from the Transportation Development Act 2% program.

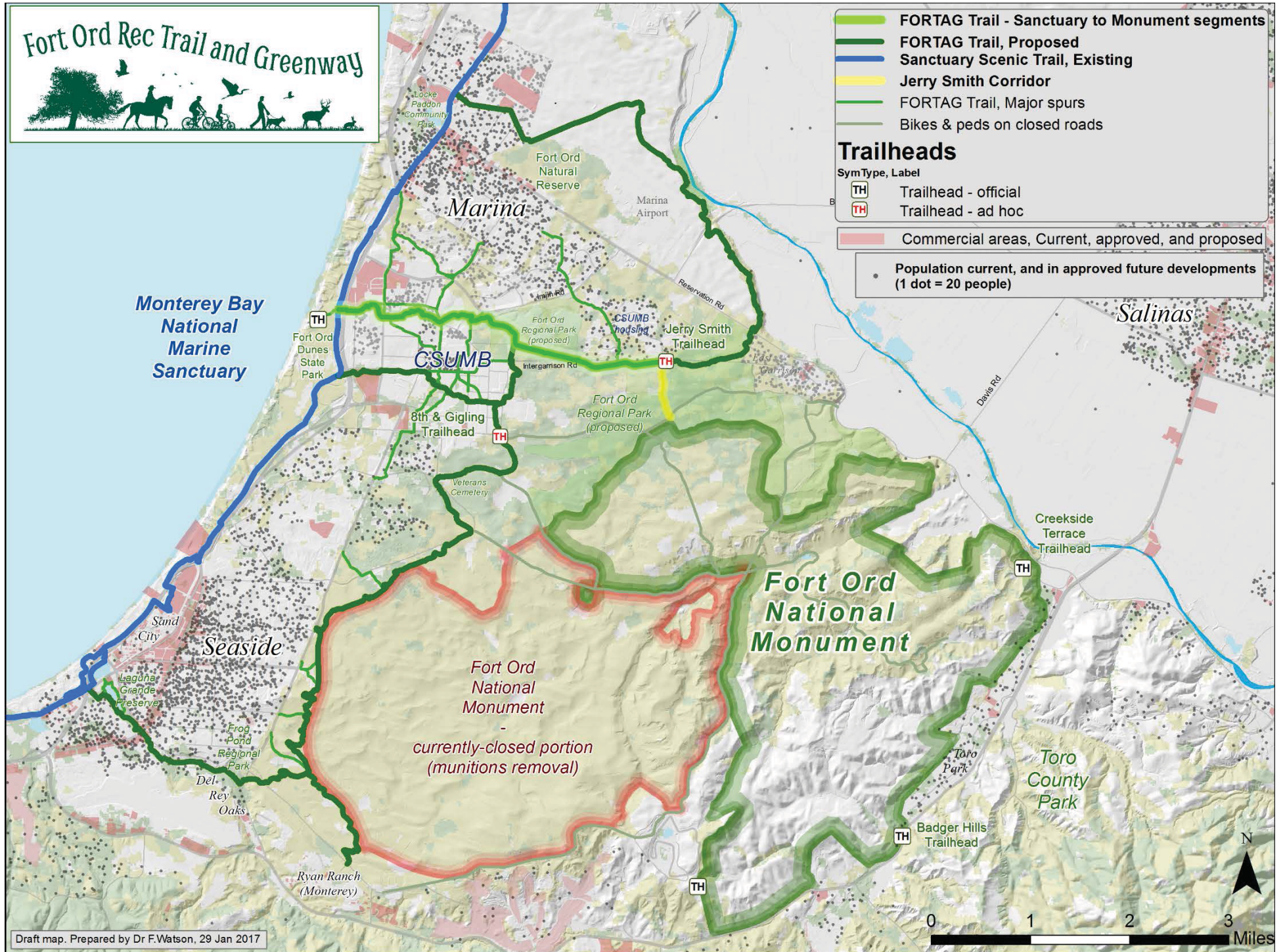
**Background:** The Fort Ord Regional Trail & Greenway is part of a larger effort to connect communities in former Fort Ord to each other and to education, employment, community and recreation centers. FORTAG is a proposed new paved regional active transportation route that will serve as a safe pedestrian and bicycle corridor connecting Seaside, Marina, Del Rey Oaks, Monterey and unincorporated community residents to California State University Monterey Bay, the Fort Ord National Monument and the Monterey Bay Sanctuary Scenic Trail.

FORTAG is proposed as a 24.2-mile continuous 12-ft wide paved bicycle and pedestrian trail with an open-space buffer on both sides. FORTAG will connect to 7.5 miles of existing Monterey Bay Sanctuary Scenic Trail, for a total 31.7 regional trail in the Monterey Peninsula that will connect with the existing and planned active transportation network, and will provide connections to unpaved trails in the Fort Ord National Monument. FORTAG is designed to accommodate people of all ages and abilities, and will have an open space buffer for the majority of the route.

FORTAG is a grassroots project that has achieved a number of milestones. FORTAG is included in the Measure X expenditure plan, with \$20 million allocated to the project. This local funding commitment demonstrates broad support for FORTAG from individual, community organizations and agencies. FORTAG is supported by environmental and active transportation groups such as the Monterey Off-road Cycling Association, Citizens for Sustainable Marina & Seaside, and the Sierra Club; commerce and tourism groups including the Monterey Chamber of Commerce Economic Vitality Committee and the Monterey County Visitor's Bureau; regional government agencies such as the Fort Ord Reuse Authority; recreation interests such as California State Parks, the Monterey Peninsula Regional Parks District and the Audubon Society; and educational institutions such as California State University Monterey Bay and Monterey Peninsula Community College and many more.



# Fort Ord Rec Trail and Greenway





**RESOLUTION NO. 2017-013  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**AUTHORIZING THE EXECUTIVE DIRECTOR TO APPLY FOR FUNDING AND  
EXECUTE AGREEMENTS WITH THE FEDERAL HIGHWAY ADMINISTRATION  
(FHWA) FOR FEDERAL LANDS ACCESS PROGRAM (FLAP) FUNDS**

**WHEREAS**, the Federal Lands Access Program (FLAP) was created by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act and continued through the 2016 Fixing America's Surface Transportation Act to improve state and local transportation facilities that provide access to and through federal lands that are high-use recreation sites or federal economic generators; and

**WHEREAS**, the Transportation Agency for Monterey County (TAMC) is an eligible recipient of FLAP funds in Monterey County;

**WHEREAS**, the Fort Ord Regional Trail and Greenway is a bicycle and pedestrian transportation corridor designed to connect the communities of the former Fort Ord to each other and to education, employment, commercial and community centers; and

**WHEREAS**, a segment of the Fort Ord Regional Trail and Greenway in Marina and the County of Monterey would provide access to three federal lands that are high-use recreation sites and federal economic generators: the California Coastal National Monuments, the Monterey Bay National Marine Sanctuary and the Fort Ord National Monument; and

**WHEREAS**, the FLAP program requires a resolution authorizing the applicant to enter into an agreement with the Federal Highway Administration to administer the grant;

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

1. The Executive Director is hereby authorized to submit a grant application to the Federal Highway Administration for the Federal Lands Access Program; and
2. If TAMC is awarded the grant, the Executive Director is authorized to complete negotiations, execute necessary agreements with FHWA and any other entities as necessary to receive such funds and to execute amendments to the agreement as necessary; and
3. The Executive Director is authorized to program \$900,000 of TAMC's Transportation Development Act 2% funds as a match for this grant application and enter into agreements with partnering agencies as needed to implement the project and arrange for maintenance of the facility; and
4. If TAMC is awarded the grant under this application, TAMC certifies that the TAMC Board will ensure maintenance of the proposed segment of the Fort Ord Regional Trail and Greenway for a period of 20 years or the life of the constructed facility, whichever is greater; and
5. If TAMC is short-listed to receive a grant award under this application, the Executive Director is further authorized to execute a not-to-exceed amount of \$10,000 Reimbursable Agreement within 45 days of short-list notification for the completion of project scoping by FHWA Central Federal Lands Highway Division.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 26<sup>th</sup> day of April 2017, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

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**ALEJANDRO CHAVEZ, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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**DEBRA L. HALE, EXECUTIVE DIRECTOR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**



## TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** April 26, 2017  
**Subject:** Federal Legislative Update

**RECOMMENDED ACTION:**

**RECEIVE** Federal Legislative Update.

**SUMMARY:**

President Trump presented a draft budget proposal on March 15 with dramatic cuts to transportation. This report presents a summary of those proposed cuts.

**FINANCIAL IMPACT:**

Elimination of federal funding via the New Starts/ Small Starts and Transportation Investment Generating Economic Recovery (TIGER) grant programs as well as elimination of subsidies to the Monterey Regional Airport and funding for Amtrak long-distance routes could have a dramatic impact on transportation options in Monterey County.

**DISCUSSION:**

On March 15, 2017, President Trump announced a draft proposal for the federal Fiscal Year (FY) 2018 budget, a big-picture version being nick-named the "Skinny Budget". A full budget proposal is expected from the Trump Administration in late April or early May. As always, the President's draft budget proposal represents the starting point for discussion and negotiations with Congress. The annual budget only becomes law after approval from both houses of Congress and approval from the President. The next step over the coming months will be appropriations committees in both houses of Congress determining funding levels for all federal programs, followed by votes by the full House and Senate.

Although FY 2017 is nearly half over, the federal government is still generally operating under a Continuing Resolution (CR), that funds the various agencies and programs at FY 2016 funding levels. The FY 2018 proposal includes \$16.2 billion for the U.S. Department of Transportation (DOT) discretionary budget, a \$2.4 billion (or 13%) decrease from the 2017 CR level. The Administration's budget outline does not include

details about the President's \$1 trillion infrastructure proposal, but Office of Management and Budget Director Mick Mulvaney has indicated such a proposal would likely be included in the full budget proposal.

The Skinny Budget proposal targets three transportation funding items for reduction or elimination:

- Federal Transit Administration (FTA) Section 5309 Capital Investment Grant/New Starts program: no new Full Funding Grant Agreements would be approved. This includes the Small Starts program, which TAMC has long hoped would fund the Monterey Branch Line project, and MST had hoped would fund its Highway 1 bus on shoulder/bus on branch line project.
- The highly competitive TIGER grant program; TAMC applied for TIGER funding several times to no avail and staff has considered a new application for the Pajaro/Watsonville station if the grant program is still available.
- Elimination of funding to support Amtrak's long-distance routes, which includes the Coast Starlight. When combined with the elimination of the Essential Air Service program, which provides subsidies to the Monterey Regional Airport, the proposal would be a dramatic reduction of intercity travel options for Monterey County. Recalling recent history, nearly every budget proposed by President George W. Bush identified both programs for elimination, which were nonetheless maintained by Congress.

In addition, the budget eliminates flexible Economic Development Administration and Community Development Block Grants - programs that have often been used to match funding for transportation projects. It is hard to determine any big-picture direction until the full budget proposal is released next month. Most concerning is this statement in the proposal in regards to New Starts: "future investments in new transit projects would be funded by localities that use them and benefit from these localized projects." At the same time, more controversial transit investments were included - such as maintained funds for the embattled Washington, D.C., Metro network - and there was no reduction in support for FTA administrative operations.

Meanwhile, the proposal indicates the Administration's overarching objective of reducing regulatory burdens, which could free up administrative resources spent on regulatory procedure, and federal regulatory streamlining has long been a priority for TAMC.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Grant Leonard, Transportation Planner  
**Meeting Date:** April 26, 2017  
**Subject:** **2018 Regional Transportation Plan Final Project List**

**RECOMMENDED ACTION:**

**2018 Regional Transportation Plan Final Project List**

1. **RECEIVE** update on development of the 2018 Regional Transportation Plan; and
2. **APPROVE** a Final Project List to be studied as part of the 2018 Regional Transportation Plan

**SUMMARY:**

The Transportation Agency adopts a Regional Transportation Plan every four years to provide a basis for allocating state and federal funding to transportation projects in Monterey County. The next update is due by June 2018. The Agency prepares the plan in coordination with the Association of Monterey Bay Area Governments (AMBAG) to be consistent with a Sustainable Communities Strategy adopted by AMBAG for the Monterey Bay Area. The project list is a key element for these plans.

**FINANCIAL IMPACT:**

There is no direct financial impact to the Agency. The 2014 Regional Transportation Plan's financial estimate identified a total of approximately \$4.2 billion in projected funding for transportation projects in Monterey County through the 2035 horizon year of the plan, in current year dollars.

**DISCUSSION:**

Projects being proposed for state and federal funding must be identified in a Regional Transportation Plan (RTP), which the Agency updates on a 4-year cycle for Monterey County. The regional plan is a long-range planning document with a 20-year horizon that includes three main components: 1) A Policy Element communicating goals and measurable objectives for improving the transportation system, 2) a Financial Element that includes a forecast of revenues over the life of the plan, and 3) an Action Element that includes a list of projects to be funded within the capacity of the funding forecast, which

meet the goals and objectives identified in the document. The RTP does not approve any particular project, but does review the environmental impacts of proposed projects on a "program level."

The Agency has been working with the Association of Monterey Governments (AMBAG) on a technical update to the 2014 RTP to be included in the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy Update. Attached is a summary from AMBAG about the update process, as well as a timeline for the update.

The Regional Transportation Plan includes a listing of regionally significant projects on the regional road, highway, rail and transit networks planned over the time horizon of the plan, which add capacity and need to be included in the AMBAG Regional Travel Demand Model. The plan must also identify all other planned local street, bike/pedestrian and transit projects that may use state or federal funding.

The Agency worked with local jurisdictions during the fall of 2016 to update local lists of projects to be included in the RTP. The final list of projects identified in the plan must be consistent with the needs, goals and priorities identified in the policy element and the total cost of those projects must fall within the funding capacity of the long range revenue forecast.

The attached project list represents the input received from these jurisdictions, as well as the public input gathered through the public outreach for the Measure X Expenditure Plan. Major changes to the list include removal of projects that have been completed or are currently under construction, inclusion of the regional projects listed in Measure X, and removal of the SR 68 Fort Ord Bypass.

At this time, staff is seeking to update the Board on progress made with the current Regional Transportation Plan update and 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy Update, and have the Board approve the final project list to be studied as part of the 2018 RTP and 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy Update.

#### ATTACHMENTS:

- ▢ AMBAG MTP-SCS Update
- ▢ RTP-MTP-SCS Timeline
- ▢ 2018 RTP Project List



**MEMORANDUM**

**TO:** TAMC Board of Directors

**FROM:** Heather Adamson, Director of Planning

**SUBJECT:** 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy Update

**MEETING DATE:** April 26, 2017

**BACKGROUND:**

AMBAG adopted the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in June 2014. AMBAG staff has developed a detailed work program and schedule for the 2040 MTP/SCS that incorporates a variety of planning efforts. The 2040 MTP/SCS is scheduled for adoption in June 2018.

**DISCUSSION:**

Federal and state law requires that AMBAG prepare a long-range transportation plan every four years. In accordance with state and federal guidelines, the 2040 MTP/SCS is scheduled for adoption by the Board of Directors in June 2018. The 2040 MTP/SCS Work Program and Schedule was approved by the AMAG Board of Directors in April 2015. As a reminder, the 2040 MTP/SCS is a technical update to the 2035 MTP/SCS. Work on the 2040 MTP/SCS is well underway and is highlighted below. The 2040 MTP/SCS timeline is included as Attachment 1 for your reference.

*2040 MTP/SCS Scenario Development, Financial Assumptions and the Programmatic Environmental Impact Report*

AMBAG has begun developing scenarios for the 2040 MTP/SCS using the new transportation project database. Our transportation partners have updated their transportation projects lists including costs and phasing information in the database. The new project database ensures accurate, complete and timely information regarding the transportation projects and programs to be included in the MTP/SCS. Efforts are currently underway to develop various MTP/SCS scenarios, including the preferred Revenue Constrained scenario.

AMBAG has been working with our transportation partners to develop financial assumptions for the MTP/SCS through 2040. The financial assumptions will guide how

much local, state and federal funding will be reasonably available for the transportation investments included in the 2040 MTP/SCS.

Over the past couple months, MTP/SCS scenarios were refined and will be evaluated. The scenarios include various combinations of land use assumptions and various multimodal transportation improvements and investments. The scenarios will be evaluated using the Regional Travel Demand Model (RTDM). Output from the RTDM will be used to update the performance measures for both the MTP/SCS and EIR. The Board of Directors will be asked to approve the preferred Revenue Constrained Scenario in late spring 2017 which will become the basis of the 2040 MTP/SCS and its EIR. TAMC staff working together with Monterey-Salinas Transit and local jurisdictions have developed the draft transportation project list for Monterey County and is scheduled to submit the Revenue Constrained project list to AMBAG by May 1, 2017.

Work on the programmatic EIR is underway and will serve as the EIR for the 2040 MTP/SCS as well as the Regional Transportation Planning Agency's (RTPA's) county-level Regional Transportation Plans (RTPs). AMBAG is the lead for developing the programmatic EIR. We are working with the RTPAs, an environmental consulting firm and an environmental legal firm to develop the joint EIR. The draft EIR is scheduled to be released for public comment in December 2017.

#### *SCS Toolkits, Opportunity Areas and Rural Transit Initiative*

AMBAG received two grants to assist in the RTPAs, transit agencies and local jurisdictions' implementation of the region's first SCS (2035 MTP/SCS). The grants provide resources to develop SCS toolkits related to infill housing, economic development and transportation investments; identification of opportunity areas and transit priority projects; and the rural transit initiative. These efforts have been developed in close consultation with partner agencies, the Planning Directors Forum as well as economic leaders and community transportation partners.

#### *2040 MTP/SCS Public Participation Program and Workshops*

AMBAG staff will continue to implement the outreach strategies included in the adopted Public Participation Plan for the 2040 MTP/SCS. Additionally, four public workshops were held in April 2017 throughout the region to highlight the development of the SCS as well as the new SCS implementation tools.

#### *Next Steps*

Staff will continue to develop the 2040 MTP/SCS, working with our partner agencies, the Planning Directors Forum, key stakeholders and the public.

#### **ATTACHMENT:**

1. 2040 MTP/SCS Timeline



# 2040 MTP/SCS Timeline



**2015**

**2016**

**2017**

**2018**

**October 2015 - Summer 2017**  
CARB GHG Emissions Target Revision

**January - February 2015**  
Create the framework & methodology for developing the 2040 MTP/SCS

**April 2014**  
Finalize MTP/SCS Work Program

**April - June 2015**  
Communicate with jurisdictions and stakeholders about implementation of AMBAG's 2040 MTP/SCS Plan

**July 2015 - February 2016**  
Collect necessary data from local jurisdictions on input from cities and counties for AMBAG's Growth Forecast and develop a list of local scenario planning options

**January - December 2016**  
Update the Regional Travel Demand Model

**April - November 2016**  
Update Transportation Project & Program Cost Estimates

**October 2016**  
Growth Forecast, Land Use Patterns & Financial Assumptions for MTP/SCS

**July - December 2016**  
Develop Financial Revenue Projections for AMBAG's 2040 MTP/SCS

**September 2016**  
Deadlines for input from local jurisdictions on AMBAG's Regional Growth Forecast & RTPAs to provide preliminary input on all planned projects to AMBAG for MTP/SCS

**March - May 2017**  
Conduct county-specific 2040 MTP/SCS planning workshops to fulfill SB375 outreach requirements

**January - December 2017**  
Prepare Draft EIR

**February 2017**  
RTPAs to approve & submit final project list

**February - June 2017**  
Evaluate Preferred Revenue Constrained Scenario and EIR Alternatives

**July - December 2017**  
Prepare Draft MTP/SCS

**January - March 2018**  
Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2040 MTP/SCS to fulfill State & Federal requirements. Begin public comment period on Draft 2040 MTP/SCS & EIR

**March - May 2018**  
Respond to comments and MTP/SCS modifications

**June 2018**  
AMBAG certifies Final EIR and approves 2040 MTP/SCS

**September 2015 - December 2016**  
AMBAG discuss and submits regional GHG reduction methodology to CARB

**December 2016 - March 2017**  
Development of SCS Alternative(s) for achieving new CARB GHG reduction targets

**August 2015 - October 2016**  
Update 2040 Regional Growth Forecast

**September 2016 - June 2017**  
Conduct workshops with Elected Officials and other appropriate outreach to fulfill State and Federal requirements

**November 2015 - June 2016**  
Refine MTP/SCS Vision, Goals, and Objectives

**December 2016**  
Final input on planned projects from the RTPAs for the Draft 2040 MTP/SCS

**December 2017**  
AMBAG releases the Draft EIR and Draft 2040 MTP/SCS for public review and comment

**December 2015**  
Issue Notice of Preparation for EIR

- Input from Local Jurisdictions & RTPAs
- Staff Actions Related to Policy/Plan Development
- Public Outreach
- AMBAG Board Action

**2015 - 2018**  
Develop and Implement Public Outreach, Education and Marketing Programs

**2018 Monterey County Regional Transportation Plan Project List**

Regionally Significant Projects (Current Year; \$1,000's)

ID No.	Sponsor	Project Title	Project Description	Total Cost	2020	2035	2040
MON-MYC288-UM	County	SR 1 - Carmel River FREE	Replace a portion of the elevated SR 1 roadway embankment with a causeway. Realign and re-profile the existing highway between the southern end of the existing Carmel River bridge to the south of the proposed overflow bridge. Construct new bicycle and pedestrian access. Construct new southbound left turn lane to serve the Palo Corona regional Park entrance.	\$14,900	\$14,900		
MON-CT023-CT	Caltrans	SR 1 - Imjin Parkway Interchange	Construct new interchange at Imjin Parkway and SR 1.	\$40,000			\$40,000
MON-CT045-MA	Caltrans	SR 1 - Monterey Rd Interchange	Construct new interchange. (PM EB R80.75/R83.27)	\$4,600		\$4,600	
MON-MST015-MST	MST	SR 1 - Rapid Bus Corridor	Construct improvements to accommodate regional MST bus service on the SR 1 shoulders and/or along the SR 1 corridor for a rapid bus corridor during peak travel periods.	\$32,000	\$4,000	\$28,000	
MON-CT015-CT	Caltrans	SR 1 - Seaside - Sand City	Construct local road improvements in the vicinity Fremont Boulevard - Highway 1 intersection and other capacity improvements.	\$22,900		\$9,000	\$13,900
MON-CT011-CT	Caltrans	SR 68 - Extend 4-Lane Segment to Corral De Tierra	Widen existing roadway to 4-lanes between existing 4 lane segment at Toro Park and Corral de Tierra Road (MON-68-4.0/15.0).	\$25,555		\$25,555	
MON-CTXXX-CT	Caltrans, TAMC	SR 68 - Safety and Traffic Flow - Salinas to Monterey	Construct safety, congestion relief, and wildlife connectivity projects along SR 68 from Blanco Road to SR 1.	\$52,000	\$2,000	\$50,000	
MON-MRY006-MY	Monterey	SR 68 - Holman Highway Safety & Traffic Flow in Monterey	Widen Holman State Route 68 Holman Highway to 4 lanes from the vicinity of Community Hospital of the Monterey Peninsula to State Route 1 and construct roundabout at hospital entrance.	\$12,000	\$12,000		
MON-TAMC008-TAMC	TAMC Pacific Grove	SR 68 - Holman Highway Safety & Traffic Flow in Pacific Grove	Make safety and operational improvements to Holman Highway in Pacific Grove; includes bicycle, pedestrian and traffic safety and ADA improvements.	\$17,300	\$1,000	\$16,300	
MON-KCY006-CK	King City	US 101 - 1st Street Interchange (Lonoak Street I/C)	Extend San Antonio over railroad tracks from Lonoak to US 101/First Street Interchange. (PM R39.77)	\$32,580		\$4,980	\$27,600
MON-SNS006-SL	Salinas	US 101 - Alvin Drive	Construct overpass/underpass and 4 lane street structure.	\$13,325		\$13,325	
MON-GON016-GO	Gonzales	US 101 - Fifth Street Interchange Roundabouts	Construct roundabouts on both sides of the US101/Fifth Street Interchange to improve vehicular flow.	\$7,500	\$7,500		
MON-GON015-GO	Gonzales	US 101 - Gloria Road Interchange	Construct interchange improvements at US 101 at Gloria Road south of Gonzales	\$39,500		\$3,600	\$35,900
MON-CT044-SL	Salinas	US 101 - Harris/Spence Road Interchange	Construct new Interchange on US 101 in the vicinity of Harris and Spence Roads.	\$57,662		\$57,662	
MON-SOL002-SO	Soledad	US 101 - North Interchange	Install new interchange north of US 101 and Front Street in Soledad.	\$17,500		\$5,200	\$12,300
MON-CT030-SL	Salinas	US 101 - Salinas Corridor	Widen US 101 to 6 lanes within the existing right of way at locations where feasible.	\$52,000		\$52,000	

**2018 Monterey County Regional Transportation Plan Project List**

Regionally Significant Projects (Current Year; \$1,000's)

ID No.	Sponsor	Project Title	Project Description	Total Cost	2020	2035	2040
MON-CT031-CT	Caltrans	<b>US 101 - South County Frontage Roads</b>	Construct Frontage Roads from Harris Road to Chualar, then to Soledad and possibly King City. (EA 05-OH330)	\$112,000	\$5,000	\$57,000	\$50,000
MON-SOL003-SO	Soledad	<b>US 101 - South Interchange</b>	Install new interchange south of US 101 and Front Street.	\$21,760		\$2,950	\$18,810
MON-GRN008-GR	Greenfield	<b>US 101 - Walnut Avenue Interchange</b>	Relocate and replace existing US 101/Walnut Avenue Interchange and widen to six lanes. (EA 05-OP160) PM 53.4/54.3	\$28,800		\$6,400	\$22,400
MON-SOL014-SO	Soledad	<b>SR 146 Bypass</b>	Construct to 4 lanes from SR 146 (Metz Road) to Nestles Road. Install Class II bike facility.	\$21,000		\$21,000	
MON-MYC147-UM	County	<b>SR 156 - Blackie Road</b>	Construct new road from Castroville Boulevard/SR 156 to Blackie Road	\$9,000		\$9,000	
MON-CT022-CT	Caltrans	<b>SR 156 - Castroville Blvd Interchange</b>	Construct new interchange for SR 156 and Castroville Blvd/Blackie Rd	\$30,000		\$30,000	
MON-CT036-CT	Caltrans	<b>SR 156 - Corridor Widening Project</b>	Construct new 4 lane expressway south of existing alignment, and convert existing highway to frontage road, and construct new interchange at US 156 and 101; companion project is CT022	\$304,000	\$4,000	\$300,000	
MON-SNS050-SL	Salinas	<b>Russell Road Widening</b>	Widen Street from US 101 to San Juan Grade Road.	\$3,078		\$3,078	
MON-MST008-MST	MST	<b>Marina-Salinas Corridor - Bus Rapid Transit</b>	Construct Bus Rapid Transit Improvements between Salinas and Marina, as part of a multimodal transit corridor through the former Fort Ord in Marina.	\$60,000		\$60,000	
MON-MYCX-UM	County	<b>Marina-Salinas Corridor - Davis Road Bridge, Widening and Reservation Rd</b>	Widen Davis Rd to 4 lanes from Blanco Rd to Reservation Rd, Construct new 4 lane bridge over the Salinas River, Widen Reservation Rd to 4 lanes from Davis Rd to existing 4 lane section adjacent to East Garrison at Intergarrison Road.			\$21,500	\$50,000
MON-MAR001-MA	Marina, County	<b>Marina-Salinas Corridor - Imjin Widening</b>	Measure X project to widen Imjin Pkwy to 4 lanes from Reservation Rd to Imjin Rd.	\$20,000	\$20,000		
MON-MRY005-MY	Monterey	<b>Del Monte Corridor</b>	Add eastbound lane from El Estero to Sloat Ave. Intersection improvements to Sloat Ave and Aguajito Ave including addition of left turn lanes and signal operations improvements.	\$30,000	\$5,000	\$25,000	
MON-TAMC006-TAMC	TAMC	<b>Fort Ord Regional Trail and Greenway (FORTAG)</b>	Construct a regional network of paved recreational trails and greenways connecting communities to open space throughout parts of Marina, California State University Monterey Bay (CSUMB), Del Rey Oaks, Monterey and Seaside.	\$40,000	\$6,000	\$34,000	
MON-MYC181-UM	County	<b>County Road G12 Operational and Capacity Improvements</b>	Operational and capacity improvements along San Miguel Canyon Road, Hall Road, Elkhorn Road, Salinas Road, and Porter Drive, including road widening, turning lanes, signalization and intersection improvements, and bicycle and pedestrian facilities.	\$55,000	\$5,000	\$40,000	\$10,000

**2018 Monterey County Regional Transportation Plan Project List**

Regionally Significant Projects (Current Year; \$1,000's)

ID No.	Sponsor	Project Title	Project Description	Total Cost	2020	2035	2040
MON-MST011-MST	MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along Alisal Street and North Main Street.	\$20,000		\$20,000	
MON-MST016-MST	MST	South Monterey County Regional Transit Improvements	Increase the frequency of MST service between King City and Salinas .	\$27,500	\$5,000	\$22,500	
MON-MST017-MST	MST	Commuter Bus, Salinas Valley Transit Centers & Vanpools	Build two transit centers in the Salinas Valley (Salinas, King City) and expand commuter bus and vanpool service.	\$25,000	\$5,000	\$20,000	
MON-TAMC003-TAMC	TAMC	Rail Extension to Monterey County	Extends existing rail service from San Jose to Salinas and constructs station improvements in Gilroy, Pajaro, Castroville and Salinas. Kickstart phase to be completed by 2020 will establish stops in Gilroy and Salinas with limited Salinas station improvements.	\$135,710	\$68,025	\$67,685	
MON-TAMC004-TAMC	TAMC	Coast Rail Service	Establishes once daily rail service between downtown San Francisco and downtown Los Angeles with stops in Salinas, Soledad and King City.	\$500	\$500		
MON-TAMC009-TAMC	TAMC	Habitat Preservation/Advance Mitigation	Countywide Habitat Preservation/Advance Mitigation for projects	\$5,000	\$1,000	\$4,000	
MON-TAMC010-TAMC	TAMC	Safe Routes to School	Projects and programs that promote safe walking, bicycling and rides to schools, including transportation to Rancho Cielo.	\$20,000	\$2,000	\$8,000	\$10,000
MON-TAMC011-TAMC	TAMC	Senior & Disabled Transportation	Projects and programs to increase transportation for older adults and persons with disabilities.	\$15,000	\$1,500	\$6,000	\$7,500
<b>Subtotal</b>				<b>\$1,463,190</b>	<b>\$167,945</b>	<b>\$1,014,335</b>	<b>\$280,910</b>
<b>Non-Regional Grouped Project Costs (Current Year; \$1,000's)</b>							
<b>Transit</b>							
		Rail and Bus Rapid Transit New Facilities		\$6,086	\$6,086		
		Capital, Rehab & New Facilities		\$315,915	\$50,915	\$86,000	\$179,000
		Operations		\$556,099	\$60,277	\$305,000	\$190,822
		ADA & Mobility Management		\$266,000	\$63,000	\$170,000	\$33,000
		<b>Subtotal</b>		<b>\$1,144,100</b>	<b>\$180,278</b>	<b>\$561,000</b>	<b>\$402,822</b>
<b>Highways</b>							
		Highway Projects		\$15,491	\$3,116	\$12,375	\$0
		Highway Operations, Maintenance and Rehab		\$633,576	\$0	\$478,139	\$155,437
		<b>Subtotal</b>		<b>\$649,067</b>	<b>\$3,116</b>	<b>\$490,514</b>	<b>\$155,437</b>
<b>Local Streets &amp; Roads</b>							
		Capital Expansion		\$221,987	\$6,492	\$93,615	\$121,880
		Operations, Maintenance & Rehab		\$440,421	\$48,266	\$345,580	\$46,575
		<b>Subtotal</b>		<b>\$662,408</b>	<b>\$54,758</b>	<b>\$439,195</b>	<b>\$168,455</b>
<b>Active Transportation, Transportation Demand &amp; System Management</b>							
		Active Transportation		\$156,522	\$20,739	\$96,897	\$38,886
		Transportation Demand Management		\$5,250	\$1,500	\$3,750	
		Transportation Systems Management		\$1,670	\$435	\$1,235	
		<b>Subtotal</b>		<b>\$163,442</b>	<b>\$22,674</b>	<b>\$101,882</b>	<b>\$38,886</b>
<b>Other</b>							
		Airports		\$67,296	\$5,929	\$56,367	\$5,000
		<b>Subtotal</b>		<b>\$67,296</b>	<b>\$5,929</b>	<b>\$56,367</b>	<b>\$5,000</b>
<b>Total</b>				<b>\$4,149,503</b>	<b>\$434,700</b>	<b>\$2,663,293</b>	<b>\$1,051,510</b>

**2018 Monterey County Regional Transportation Plan: Unconstrained Project Costs (\$1,000's)**

ID No.	Project Title	Project Description	Total Unconstrained Cost
MON-CT015-CT	<b>SR 1 - Widening Seaside to Sand City</b>	Widen SR 1 to six lanes from Fremont Boulevard to at least Canyon Del Rey and make interchange and related local road improvements in the vicinity of Canyon Del Rey.	\$47,434
MON-MRY025-MY	<b>SR 68 - SR 1 Overcrossing</b>	Reconstruct Highway 1 overcrossing near Holman Highway.	\$20,000
MON-KCY020-CK	<b>US 101 - Broadway Interchange</b>	Install dual on and off ramps. (PM BB R41.17/EB R 41.20)	\$30,000
MON-SOL004-SO	<b>US 101 - Camphoria Interchange</b>	Install new interchange at Camphoria-Gloria Street.	\$35,500
MON-MAR115-MA	<b>Imjin Parkway full widening</b>	Widen from 4 lanes to 6 lanes and construct turning lanes.	\$5,000
MON-SNS001-SL	<b>Westside Bypass</b>	Construct 4-lane westside bypass around Salinas from Boranda to Davis Rd, including 4-lane Rossi St connector. Includes widening of Davis to 4 lanes from bypass connection to W Blanco Rd.	\$50,472
MON-TAMC001-TAMC	<b>Monterey Branch Line Light Rail</b>	Construct light rail transit service using the existing 16 mile Monterey Branch Line between Monterey and Castroville adjacent to Highway 1. Phase 1 includes reconstruction of tracks, construction of stations, purchase of vehicles and operating costs for service between Monterey and Marina. Phase 2 includes reconstruction of tracks to connect to the planned commuter rail station in Castroville and include operating costs to Castroville and increased frequencies.	\$255,000
MON-TAMC002-TAMC	<b>Monterey Branch Line Light Rail - Salinas River Bridge Replacement</b>	Construct new rail bridge on the Monterey Branch Line over the Salinas River.	\$15,000

<b>2018 Monterey County Regional Transportation Plan: Unconstrained Project Costs (\$1,000's)</b>		
<b>Unconstrained Non-Regional Grouped Costs</b>		
<b>Highways</b>		
	New Projects	\$630,902
	Operations, Maintenance & Rehabilitation	\$267,228
<b>Local Streets &amp; Roads</b>		
	Capital Expansion	\$323,784
	Operations, Maintenance & Rehabilitation	\$3,279,254
<b>Transit</b>		
	Capital, Rehab & New Facilities	\$175
	Operations, Maintenance & Rehabilitation	\$18,781
<b>Active Transportation</b>		
	Active Transportation	\$398,383
<b>Airports</b>		
	Airports	\$100,000
<b>Total</b>		<b>\$5,476,913</b>



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Theresa Wright, Community Outreach Coordinator  
**Meeting Date:** April 26, 2017  
**Subject:** eXcellent Transportation Oversight Committee

### **RECOMMENDED ACTION:**

**APPROVE** proposed Bylaws for the eXcellent Transportation Oversight Committee; and  
**APPROVE** additional nominees for the eXcellent Transportation Oversight Committee.

### **SUMMARY:**

The Policies & Project Descriptions for the Transportation Safety & Investment Plan states that a Citizens Oversight Committee shall be established to ensure that the Plan is implemented as approved by voters. The Bylaws proposed in this staff report will govern the way the committee functions and assist them in fulfilling their oversight responsibilities. Also, additional committee members have been added per Board direction.

### **FINANCIAL IMPACT:**

The Transportation Safety & Investment Plan, placed on the November 8, 2016 ballot is anticipated to generate an estimated \$600 million over thirty years through a retail transactions and use tax of a three-eighths' of one-percent (3/8%). This funding would make a significant dent in the billions of dollars in unmet road repair needs and regional road safety and mobility project needs; which became even more significant with the potential leveraging of these funds with the passage of Senate Bill 1 by the State Legislature on April 6, 2017.

### **DISCUSSION:**

The Measure X Citizens Oversight Committee (Committee), known as the eXcellent Transportation Oversight Committee, was formed by the Transportation Agency for Monterey County Board of Directors in order to facilitate the Transportation Agency For Monterey County Transportation Safety and Investment Plan and Retail Transactions and Use Tax Ordinance 2016-01 (Ordinance). The Ordinance was submitted to the voters of Monterey County and approved on November 8, 2016.

Appointed members of the Committee, under the terms and conditions outlined by the Ordinance, serve as an oversight committee to review and report on the revenue and expenditure of funds generated from the sales tax. Their duties include conducting independent audits, reviewing and making recommendations on plan changes, project delivery and priorities and preparing annual and final reports regarding the administration of the Transportation Safety & Investment Plan. The Bylaws proposed in this staff report will govern the way the committee functions and assist them with the rules and procedures for holding meetings, electing officers and fulfilling their oversight duties. Attachment 1 of this staff report is the proposed Bylaws for the eXcellent Transportation Oversight Committee.

Members of the eXcellent Transportation Oversight committee were appointed by the Agency's Board of Directors on March 26, 2017. In an effort to ensure the committee had a broad representation of the county, the Board of Directors elected to add representatives from the following categories: youth/college, pedestrian and North County. Staff is also recommending that a nominee be added to represent the construction industry. The revised list of nominees is listed in Attachment 2 to this staff report.

#### ATTACHMENTS:

- ▣ eXcellent Transportation Oversight Committee Bylaws
- ▣ eXcellent Transportation Oversight Committee



# TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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*55-B Plaza Circle, Salinas, California 93901  
(831) 775-0903*

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## **MEASURE X CITIZENS OVERSIGHT COMMITTEE BYLAWS**

**Approved by TAMC on April 26, 2017**

The Measure X Citizens Oversight Committee (Committee), known as the eXcellent Transportation Oversight Committee, was formed by the Transportation Agency for Monterey County Board of Directors in order to facilitate the Transportation Agency For Monterey County Transportation Safety and Investment Plan and Retail Transactions and Use Tax Ordinance 2016-01 (Ordinance). The Ordinance was submitted to the voters of Monterey County and approved on November 8, 2016. Appointed members of the Committee, under the terms and conditions outlined by the Ordinance, serve as an oversight committee to review and report on the revenue and expenditure of funds generated from the sales tax.

### **I. PURPOSE AND DUTIES**

Ordinance 2016-01, otherwise known as Measure X, requires annual performance and financial audits by the Transportation Agency for Monterey County (TAMC) and participating jurisdictions, as well as citizen oversight to assure the public that the revenue raised is properly used.

The Ordinance established an Expenditure Plan to ensure that Measure X funds would be dedicated solely for the purposes of improving safety on local roads and highways, repairing potholes, maintaining streets and roads, reducing traffic congestion, improving transportation for seniors, young people, and people with disabilities, and making walking and biking safer. This Expenditure Plan was approved by all affected jurisdictions, and by the voters in approving Measure X. The purpose of the Oversight Committee is to be an additional layer of transparency so that the public is assured that TAMC, the County of Monterey and the participating cities are operating consistent with the terms of the Ordinance.

Tax revenues are to be allocated with 60% of funds dedicated to local road maintenance, pothole repairs and safety projects and 40% of funds dedicated to regional safety and mobility projects.

The purpose and duties of the Committee are to review the operations of jurisdictions receiving and spending Measure X funds, and make recommendations to the TAMC Board, as follows:

- A. Independent Audits: Have full access to the Agency's independent auditor and review the annual audits, have the authority to request and review specific financial information, and provide input on the audit to assure that funds are being expended in accordance with the requirements of the Transportation Safety and Investment Plan;
- B. Plan Changes: Review and make recommendations on any proposed changes to the plan, prior to Transportation Agency Board consideration;
- C. Project Delivery and Priorities: Review and comment on project delivery schedules as represented in the Strategic Expenditure Plan and make recommendations to the Transportation Agency on any proposals for changing project delivery priorities; and
- D. Annual and Final Reports: Prepare annual reports regarding the administration of the program, to be presented to the Transportation Agency Board of Directors and available for public review.

## II. MEMBERSHIP

Membership shall include one representative and at least one alternate from each of the following organizations or interests, as approved by the TAMC Board:

- League of Women Voters
- A bonafide taxpayer association from the Salinas Valley
- A bonafide taxpayer association from the Monterey Peninsula
- Senior or disabled services agency
- Pedestrian or bicycle transportation advocate
- Transit users
- Labor organization
- Central Coast Builders Exchange
- Chamber of Commerce-Salinas Valley
- Chamber of Commerce-Monterey Peninsula
- Agriculture
- Habitat preservation
- Hospitality
- Education

- South County
- North County
- Latino Organization
- Youth/College
- Pedestrian

Members and their alternates shall be nominated by the bonafide organization they are representing and appointed by the Transportation Agency Board of Directors. Additional members may be appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholders interests are represented on the committee; however, no case shall Committee membership excluding alternates exceed 20.

Vacancies may occur upon resignation, disability, or removal by the TAMC Board of Directors for lack of participation or other good cause, as determined by the Board by majority vote. Upon the occurrence of a vacancy, the Agency's Board of Directors may call for additional nominations. If the member whose departure caused the vacancy was nominated by an organization, that organization may nominate a potential replacement. Nominees shall be appointed to serve on the Committee by the Agency's Board of Directors. Vacancies shall be filled only for the unexpired term of the departing member.

### **III. OFFICERS AND TERM OF OFFICE**

The Committee shall have a Chairperson and a Vice Chairperson who shall be elected by the general membership of the Committee.

Election of officers shall be held at the initial meeting of the Committee and take effect immediately. Thereafter, election of officers shall take place at the last Committee meeting of each calendar year, and will take effect in January of the following year. The term of office shall be for one (1) year. No officer shall serve more than two consecutive terms. Upon resignation of an officer, a special election will be held.

The Chairperson shall preside over all committee meetings, may vote on all matters, appoint subcommittees, and call special meetings. The Chairperson shall report to the TAMC Board, as directed by the Committee. In order to encourage maximum transparency and participation by the Committee, there shall be no standing subcommittees. Ad-hoc subcommittees may be formed, but only upon consultation with TAMC staff and Legal Counsel, and only for periods of less than six months.

The Vice Chairperson shall serve in the absence of the Chairperson and perform such other duties as requested by the Chair. In the event that the Chairperson or Vice Chairperson are not present at the meeting, the Committee may select a member to chair that particular meeting.

#### **IV. TERM OF MEMBERSHIP**

The term of membership on the Committee shall be two years. Initial member terms shall be staggered with half serving a 2-year term and half serving a 3-year term as specified in Exhibit A to these By-Laws. Any member may be reappointed to a 2-year term for an unlimited number of terms.

#### **V. ATTENDANCE**

Attendance at all Committee meeting is expected. Members who miss more than two (2) Meetings within a twelve (12) month period without due cause shall have their appointment automatically terminated. "Due cause" is defined as calling the TAMC staff liaison in advance of the meeting and providing a reason for not attending. Members are expected to notify their Alternate and request their attendance at the committee meeting in the event of their absence.

#### **VI. QUORUM**

In order to transact any business or take action a quorum must be present. A quorum of the eXcellent Transportation Oversight Committee shall consist of a majority of the number of memberships actually filled at that time; the existence of any vacancies shall not be counted for purposes of establishing a quorum.

#### **VII. MEETINGS**

Meetings shall be held at a specific time and place that the Committee determines to be convenient for the majority of the members. Meetings shall be open to the public and shall conform to the Open Meeting Laws, commonly known as the Ralph M. Brown Act (California Government Code sections 54950 et seq.) Time allotted for the public to present their view to the Committee on the Transportation Safety & Investment Plan issues will be determined by the Chair, in consultation with staff, in order to ensure that Committee business is completed, but shall not be less than 2 minutes nor more than 4 minutes, absent extraordinary circumstances.

#### **VIII. LIMITATION OF DISCUSSION**

Discussion on any particular matter by Committee members or by any member of the general public may be limited at the discretion of the Chair to such a length of time as the Chair may deem reasonable under the circumstances.

**IX. MINUTES**

The minutes of the meetings will be kept by the TAMC staff, and reviewed and approved by the Committee, noting the members and visitors present, motions entertained and actions taken at each meeting.

**X. VOTING**

Consensus is encouraged as the Committee serves an oversight role for the public and advisory role to the TAMC Board of Directors. Should voting take place, each member shall have one (1) vote. Voting on all matters shall be on a voice vote unless any member in attendance requests a roll call. The vote of the majority of the Committee members present at any regular, continued or special meeting shall be sufficient to pass or act upon any matter properly before the Committee.

**XI. COMMUNICATIONS**

The Committee as a whole may communicate freely with elected or appointed bodies, public or private agencies or individuals to obtain input or opinions regarding bicycle and pedestrian planning proposals. Individual Committee members may only communicate on behalf of the Committee as directed by the Committee. Copies of all correspondence originating with the Committee should be included, as soon as possible after it occurs, in the TAMC agenda packets.

**XII. STAFF ASSISTANCE**

TAMC Staff shall assist in providing information, preparing meeting agendas as directed by the Chair, and generally assist the Committee. At least one member of the TAMC staff will be present at all meetings.

Review of reports or proposals, preparation of draft written communications, verbal or personal contacts with individual agencies and other related activities shall be done by the Committee as a whole or by Subcommittees.

**XIII. CONFLICT OF INTEREST**

The role of the Committee is to review and oversee the actions of TAMC and participating jurisdictions in their activities under Measure X, and not to take any particular action itself. Nevertheless, a Committee member shall disqualify himself/herself from making, participating in, or attempting to influence any Committee decision which will have a foreseeable material financial effect, distinguishable from its effect on the public generally, on: 1) any real property in which said person has a direct or indirect interest worth more than \$2000; 2) any source of income aggregating \$250 or more in value provided to, received by, or promised to said persons within twelve (12) months prior to the time when the decision is made; or 3) any business entity in which said person is a director, officer, partner, trustee, employee, or holds any position of management.

Each Committee member shall file with TAMC a bi-annual certificate of completion of ethics training as mandated by State Assembly Bill 1234, known as the “Local Government Sunshine Bill,” as prescribed by the California FPPC.

**XIV. AMENDMENTS TO THE BYLAWS**

The bylaws may be amended at any regular meeting of the Transportation Agency for Monterey County Board of Directors by a majority of the voting membership of the Board of Directors, provided that written notice of the proposed amendment is delivered to each member of the Committee not less than one (1) week prior to the meeting.

## eXcellent Transportation Oversight Committee

MEASURE X CATEGORY	ORGANIZATION	REPRESENTATIVE	ALTERNATE	TERM (Yrs)
League of Women Voters	League of Women Voters	Janet Brennan	Howard Fosler	2
A bona fide taxpayers association - Salinas Valley	Salinas Valley Taxpayers Association	Kevin Dayton	Rick Giffin	3
A bona fide taxpayers association - Monterey Peninsula	Monterey Peninsula Taxpayers Assn	Tom Rowley	Jack Jensen	2
Senior or disabled services agency	Community Voice for Aging	Kalah Bumba	Teresa Sullivan	3
Bicycling Advocate	N/A	Victoria Beach	Claire Rygg	2
Transit users	Building Healthy Communities	Cesar Lara, Boardmember	Soon-to-be hired Land Use Coordinator	3
Labor Organization	Monterey Bay Central Labor Council	Rod Smalley	Glen Schaller	2
Central Coast Builders Exchange	Central Coast Builders Exchange	Christie Cromeenes	Cliff Fasnacht	3
Chamber of Commerce – Salinas Valley	Salinas Valley Chamber of Commerce	John Haupt, Blach Construction	John Bailey	2
Chamber of Commerce – Monterey Peninsula	Monterey Peninsula Chamber of Commerce	Dan Limesand, Community Hospital	Jody Hansen	3
Habitat Preservation	Sierra Club, Ventana Chapter <b>Big Sur Land Trust</b>	Scott Waltz	<b>Sarah Hardgrave</b>	2
Hospitality	Monterey Peninsula Hospitality Assn	Barbara Meister, Monterey Bay Aquarium	Gary Cursio	3
Agriculture	Monterey County Farm Bureau	Norm Groot	Kurt Gollnick	2
Education	Monterey County Office of Education	Joshua Jorn, Traffic Safety Officer	Ruben Parra Patrick Deberdt	3
Additional rep: South County	Southern Monterey County Rural Community Coalition	Paula Getzelman	<b>Carol Kenyon</b>	2

## eXcellent Transportation Oversight Committee

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Additional rep: Latino Organization	LULAC Salinas Council #2055	Chris Barrera	Pending	3
Additional rep: North County	N/A	<b>Ron Rader</b>	<b>Scott Freeman</b>	2
Additional rep: Pedestrian Big Sur Land Trust	Pending	Pending,	Pending,	3
Additional rep: Youth/College	N/A	<b>Anthony Tomas Rocha</b>	Pending	2
Additional rep: Construction	Carpenters Union Local 505/605	<b>Sean Hebard</b>	<b>Keith Severson</b>	3





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** April 26, 2017  
**Subject:** Salinas-San Jose Coast Rail Line Environmental Review

**RECOMMENDED ACTION:**

**AUTHORIZE** the Executive Director to execute a contract amendment with HDR to extend the time to complete the federal environmental review of the Salinas-San Jose Coast Rail Line to June 30, 2018, at no additional cost.

**SUMMARY:**

The Agency contracted with HDR to complete the federal environmental review of the Salinas-San Jose Coast Rail Line on October 28, 2015. The project has been delayed by longer partner agency review times beyond what had been anticipated in the original contract schedule, and the current schedule shows final document approval in Spring 2018. Staff recommends a 12-month extension of the contract to June 30, 2018 to allow for additional time to complete the work.

**FINANCIAL IMPACT:**

The contract budget is \$452,975, paid for from State Transportation Improvement Program and Regional Surface Transportation Program funds budgeted to this purpose, and is sufficient to complete the work. No additional budget is recommended with this amendment.

**DISCUSSION:**

The federal environmental review of the 68-mile Salinas-San Jose segment of the coast mainline rail corridor supports the increase in passenger rail on the coast line, including the next phases of work on the extension of passenger rail service from San Jose to Salinas (future stations at Pajaro/Watsonville and Castroville).

The work was contracted on October 28, 2015 and a kick-off meeting was held on November 12, 2015, followed by review of existing documentation and completion of technical reports, including updated hazardous materials studies at the future station

locations, traffic study, air quality study, and a noise and vibration study.

The first administrative draft Environmental Assessment (EA) was completed in October 2016 for internal review. After incorporating comments from TAMC staff, a second administrative draft document was distributed to partner agencies on November 10, 2016. At that time, the Federal Railroad Administration (FRA) indicated that they would not have the time to review the document, but that the project should proceed with getting comments from the other partner agencies - Caltrans, Capitol Corridor and the San Luis Obispo Council of Governments.

Based on comments received, related primarily to project definitions and the air quality analysis, revised chapters were distributed to those partners in February 2017. TAMC is now reviewing internally the third administrative draft EA and expects to request the FRA and other agencies to review the document by the end of this month.

Assuming the FRA is able to review the document and release it for public review by August, TAMC expects a 30-day public review in August and September, including public meetings on the document. The goal is to then incorporate any public comment into the document and deliver a final EA and Finding of No Significant Impact to the FRA for consideration by the end of 2018. Allowing for a few months of review of the final draft documents by all agencies, the timeline shows adoption of the final document in Spring 2018.

Based on the extended time it has taken thus far for partner agency reviews, staff feels it is prudent to extend the contract to June 30, 2018 to allow for extra time in the schedule.

**Attached** is the draft contract amendment.

#### ATTACHMENTS:

- Draft HDR NEPA contract amendment

**AMENDMENT # 1 TO AGREEMENT FOR PROFESSIONAL SERVICES**  
**BETWEEN**  
**THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND**  
**HDR ENGINEERING, INC.**

THIS AMENDMENT NO. 1 to the agreement dated October 28, 2015, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and HDR Engineering, Inc., hereinafter referred to as "Consultant," is hereby entered into between TAMC and Consultant.

**RECITALS:**

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on October 28, 2015, hereinafter referred to as "Agreement;"
- B. **WHEREAS**, the Agreement relates to the Salinas-San Jose Coast Rail Line Environmental Review (the "Project");
- C. **WHEREAS**, the Project has been delayed by longer partner agency review times beyond what had been anticipated in the original contract schedule, and the current schedule shows final document approval in Spring 2018; and
- D. **WHEREAS**, TAMC and Consultant desire to extend the time to complete the work in this contract; and
- E. **WHEREAS**, Consultant has verified that the amounts remaining in the Budget under the Agreement are sufficient to complete the services described in the Agreement;

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

1. **TERM OF AGREEMENT**

The Paragraph 2 of the Agreement (Term of Agreement) shall be amended to replace the date "June 30, 2017" with the date "June 30, 2018".

2. **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 #1 to the Agreement with HDR Engineering, Inc.

TAMC :

HDR ENGINEERING INC.:

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

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

Approved as to form:

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

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

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** April 26, 2017  
**Subject:** **Regional Development Impact Fee Update Request for Proposals**

### **RECOMMENDED ACTION:**

**APPROVE** release of Request for Proposals for the 2018 Regional Development Impact Fee Nexus Study Update.

### **SUMMARY:**

In 2008, the 12 cities and the County adopted a regional development impact fee and formed a Joint Powers Authority to administer the program, in order to assure that new development pays for its impacts on the regional transportation network. As the administering agency, TAMC is required to update the regional fee program nexus study by August, 2018.

### **FINANCIAL IMPACT:**

The Regional Development Impact Fee program is currently projected to generate \$90 million, through year 2030; this is substantially lower than initial estimates due to the slower pace of development. One-percent of fees collected can be used to cover the agency's fee program administrative expenses. The agency's approved budget includes \$10,000 in fiscal year 2016/17 administrative costs. This budget increases to \$110,000 in fiscal year 2017/18 to account for the cost of the 2018 Nexus Study Update.

### **DISCUSSION:**

The Regional Development Impact Fee program was adopted by the Transportation Agency Board of Directors and each of the jurisdictions, then went into effect in August 2008. Under the requirements state law, as well as the provisions of the Joint Powers Agreement that established the program, TAMC is required to conduct a major update to the fee program once every five years. The first major update was completed and approved by the Board in June 2013, and subsequently approved by each jurisdiction. For this second major update, staff will be revisiting the technical work necessary to

recalculate the regional fees to reflect any changes that may have occurred in the past five years, such as: updates to the regional travel forecast model, the expected pace of development, changes in land use plans including general plan updates, transportation improvement project need and cost, and population growth projections.

The regional fee program assures that new development contributes its proportionate share towards the costs of transportation infrastructure necessary to support growth in Monterey County. The Nexus Study is a component required by law that links the traffic impacts from new development to the needed transportation improvements (establishing the nexus), and defines how new development can mitigate its cumulative impacts to the regional transportation system by making a fair-share payment towards the costs of those improvements. Without this regional program, each development would be required to conduct its own cumulative traffic impact analysis, and negotiate payment to Caltrans and to regional roads accordingly. Instead, the Transportation Agency is conducting the cumulative impact analysis at the regional level for all new development in the County, which results in a streamlined environmental process and a standardized traffic mitigation methodology across the county.

Regional fees are assessed by zones as follows: North County, Greater Salinas, Peninsula/South Coast, and South County. Each zone has a different fee structure, based on its projected population, employment and housing growth, and the cost of the infrastructure projects in a given zone. The Fort Ord Reuse Authority area is essentially treated as a separate zone that is exempt from the regional fee, because development in that zone pays the FORA Community Facilities District fee. The Transportation Agency maintains a separate FORA zone in the event that FORA sunsets and a transition of the mitigation fee responsibilities needs to occur. As such, the regional development impact fee system would allow for a relatively smooth transition to the Transportation Agency by simply activating the FORA zone, and integrating the regional project lists. With FORA currently designated to sunset in 2020, Transportation Agency staff and FORA staff have been in discussions regarding the potential transfer of fee responsibilities.

Environmental review of the regional fee program occurs through the Environmental Impact Report for the Regional Transportation Plan. The most recent review was conducted in 2014, and the Agency is in the process of working with the Association of Monterey Bay Area Governments to update the plan and conduct a new environmental assessment for 2018.

Staff plans to bring back a contract for TAMC approval at the June 28 Board meeting.

#### ATTACHMENTS:

- 2018 Nexus Study Update - Scope of Work

# **REGIONAL DEVELOPMENT IMPACT FEE**

2018 Nexus Study Update

SCOPE OF WORK

## ***Task 1 -Project Management & Meetings***

### **Task 1.1-Project Meetings:**

Attend a project "Kick-Off" meeting at TAMC offices following receipt of Notice to Proceed. This meeting is anticipated to include TAMC staff, Technical Advisory Committee (TAC) members, and representatives from member jurisdictions as invited by TAMC.

- Review the project scope of work and finalize work plan
- Establish project communications protocol
- Develop consensus on key project issues, goals, methodologies and expected deliverables.
- Attend a total of five (5) meetings as part of this proposal.

### **Task 1.2 -Project Management (PM):**

The work for the 2018 Regional Development Impact Fee (RDIF) Program Update will begin concurrently with the kick-off meeting, and include the following key aspects:

- Communication with TAMC staff and member jurisdictions as necessary to discuss/resolve key issues in a timely and proactive manner
- Day-to-day project management
- Quality, Budget & Schedule control/assurance

## ***Task 2 -Regional System Deficiencies Analysis***

### **Task 2.1 -Review Regional Travel Demand Model (TDM):**

The selected consultant will obtain the latest available Regional Travel Demand Model for base-year and horizon year (2035) conditions from the Association of Monterey Bay Area Governments. The selected consultant will review, calibrate, and revalidate the Regional Travel Demand Model as part of this scope of work. The seven screen-lines evaluated in the 2013 Regional Development Impact Fee Nexus Study Update will be revisited and reviewed.

### **Task 2.2 -Identify Base Year Deficiencies:**

The selected consultant shall review base-year traffic counts and the base-year AMBAG Regional Travel Demand Model forecasts at a system planning level.

- Complete a level of service (LOS) analysis for study facilities to determine existing base-year operational/capacity deficiencies.

### **Task 2.3 -Identify Year 2035 Deficiencies:**

Review and extract horizon-year (year 2035) traffic forecasts from the AMBAG Regional Travel Demand Model for study facilities.

- Complete a level of service (LOS) analysis for study facilities to determine projected year 2035 capacity/operational deficiencies

### **Task 2.4 -Prepare Working Paper:**

Prepare a working paper including text, tables and illustrative graphics to summarize LOS results for base-year and horizon year, and deficiency analysis findings.

## ***Task 3 -Improvement Projects Selection and Cost Estimates Preparation***

### **Task 3.1-Review & Evaluate Improvement Projects:**

Evaluate the capacity of the transportation capital improvement projects to address projected existing and year 2035 system deficiencies. As necessary, conceptually identify incremental improvement projects and/or eliminate prior projects that are no longer necessary within the context of a 20-year improvement priority scale.

### **Task 3.2 -Select Priority Projects:**

Discuss with the Technical Advisory Committee and short-list prioritized improvement projects ("candidate projects") likely to be retained or carried forward in the 2018 Regional Development Impact Fee Nexus Study Update.

### **Task 3.3 -Prepare/Update Project Cost Estimates:**

Prepare cost estimates for candidate projects at a "planning level" of detail. Costs will include construction, design, right-of-way and environmental sub-components.



## ***Task 4 -Nexus Evaluation***

### **Task 4.1-Select Zone/Link TDM Runs:**

Determine reasonable traffic "nexus" by using the AMBAG Regional Travel Demand Model to complete "select link" and "select zone" model runs by each benefit zone for each priority project. Create table matrix summarizing project-by-project cost allocation by benefit zone.

### **Task 4.2 Determine Existing & New Trips:**

Determine proportion of trips by jurisdiction that are existing trips and new trips (from planned new development).

### **Task 4.3 -Habitat Conservation Plan Assistance -OPTIONAL:**

As an overlay to the Select Link Analysis, the selected consultant will complete a GIS-based inventory of the natural habitats impacted by the improvement projects.

## ***Task 5 -Prepare Draft 2018 RDIF Rate Schedule***

Develop Administrative Draft 2018 RDIF rate schedule estimates by land use category.

- Review Administrative Draft 2018 RDIF with TAMC staff. Then prepare Final Draft for review and comment by member jurisdictions.

## ***Task 6 -Prepare Final 2018 RDIF Rate Schedule***

Obtain and review all agency/stakeholder comments. Review the level of the fees, incorporate rate adjustments as necessary (for infill, affordable housing, etc.) and finalize the 2018 RDIF rate schedule for TAMC Board adoption.

## ***Task 7 -2013 RDIF Documentation Update***

### **Task 7.1 Update Nexus Study Report:**

Prepare and submit 2018 RDIF Update Documentation Report (using appropriate text, tables, graphics and technical appendices for TAMC staff review). Review and finalize based on TAC and member jurisdiction comments.

### **Task 7.2 -Update RDIF Implementation Guidelines:**

Update RDIF Implementation Guidelines document and prepare Updated 2018 RDIF Implementation Guidelines.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
**Meeting Date:** April 26, 2017  
**Subject:** **Committee Minutes**

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**RECOMMENDED ACTION:**

**ACCEPT** draft minutes from Transportation Agency Committees:

- Executive Committee - April 5, 2017
- Bicycle and Pedestrian Facilities Advisory Committee - April 5, 2017 (online at [www.tamcmonterey.org](http://www.tamcmonterey.org))
- Rail Policy Committee- no meeting this month
- Technical Advisory Committee - no meeting this month

**ATTACHMENTS:**

- ▣ Exec April minutes

**DRAFT MINUTES**

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

**EXECUTIVE COMMITTEE MEETING**

*Members are: Alejandro Chavez (Chair),  
John Phillips (1<sup>st</sup> Vice Chair), Robert Huitt (2<sup>nd</sup> Vice Chair),  
Kimbley Craig (Past Chair),  
Luis Alejo (County representative), Ed Smith (City representative)*

**Wednesday, April 5, 2017**

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

Transportation Agency Conference Room  
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Vice Chair Chavez called the meeting to order at 9:00 a.m. Committee members present: Alejo, Chavez, Craig, Huitt, Smith, and alternate Stratton for Phillips. Staff present: Hale, Goel, Montiel, Muck, Watson, and Zeller. Others present: Agency Counsel Reimann; Linda Gonzalez, Supervisor Alejo's office; Reed Sanders, Senator Cannella's office; and MacGregor Eddy, The Californian "We Could Car Less" columnist.
2. **PUBLIC COMMENTS:** None.

- 
3. **CONSENT AGENDA:**  
On a motion by Committee member Smith and seconded by Craig, the committee voted 4-0 to approve the consent agenda as follows:
    - 3.1 Approved minutes from the Executive Committee meeting of March 1, 2017.  
Alternate Stratton abstained

**END OF CONSENT**

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**4. STATE LEGISLATIVE UPDATE:**

On a motion by Committee member Alejo and seconded by Smith, the committee voted 5 – 0 to receive the state legislative update, approve support of SB 477 (Cannella), SCA 2 (Newman) and ACA 5 (Frazier) on behalf of the Board (due to time constraints), and recommend that the Board adopt the following changes in Board positions:

- AB 1421 (Dababneh): Railroads: noise and vibration levels – from “oppose” to “watch”;
- AB 1103 (Oberholte): Bicycles: yielding – support; and
- AB 1523 (Oberholte): Local agencies: contracts: design-build projects – support.

Christina Watson, Principal Transportation Planner, reported that the main focus of transportation legislation this session is SB 1 (Beall), a \$5.2 billion transportation funding package.

**5. FEDERAL LEGISLATIVE UPDATE:**

The Committee received a federal legislative update.

Christina Watson, Principal Transportation Planner, reported that President Trump’s draft proposal for the Federal Fiscal Year (FY) 2018 budget targets three critical transportation programs for reduction or elimination:

- Federal Transit Administration Section 5309 Capital Investment Grant/New Starts program;
- The highly competitive TIGER discretionary grant program; and
- Funding for Amtrak’s long-distance routes.

**6. MEASURE X IMPLEMENTATION:**

On a motion by Committee member Craig and seconded by Huitt, the committee voted 5 – 0 to receive an update on the coordination activities necessary between the Transportation Agency and local jurisdictions in order to implement Measure X.

Mike Zeller, Principal Transportation Planner noted that the Measure X sales tax will start being collected on April 1, 2017 and revenues are expected to be available to the jurisdictions by August 2017. Prior to that, the Transportation Agency will work with the jurisdictions to set up fund distribution agreements, a pavement management program, financial accounts, and other items required by Measure X’s implementing ordinance.

With regards to the funding agreement with the cities and County, Committee member Smith asked if 10 working days to remit funds to the local jurisdictions might not be enough time. Staff agreed to discuss response time with the County Auditor and look into a more flexible timeline.

7. Executive Director Hale reviewed the highlights of the draft agenda for April 26, 2017, She reported that the Board will be asked to: receive a presentation on the SR 68 Scenic Highway Plan to better accommodate traffic between Salinas and the Monterey Peninsula; approve the 2017 FORA Fee Reallocation Study Update; approve the Measure X Local Funding Agreement; and receive a state legislative update. On the consent agenda, the Board will be asked to adopt a resolution on the Federal Transit Administration Section 5310 Senior and Disabled Transit Services Program and adopt a resolution to authorize Executive Director to apply for a federal lands access grant for the Ford Ord Regional Trail and Greenway.
8. **ANNOUNCEMENTS**  
None this month.
9. **ADJOURNMENT**  
Chair Chavez adjourned the meeting at 10:38 a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** April 26, 2017  
**Subject:** Correspondence

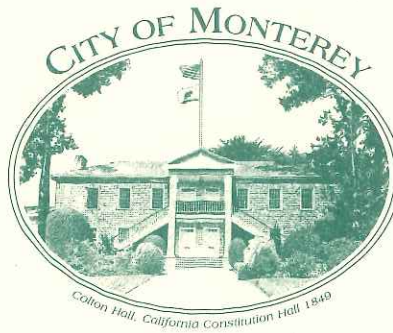
**RECOMMENDED ACTION:**

**RECEIVE** selected correspondence sent and received by the Transportation Agency for April 2017.

**ATTACHMENTS:**

- ▣ March 13, 2017 letter of support for AB 696 (Caballero) from the City of Monterey
- ▣ March 14, 2017 letter of support for AB 696 (Caballero) from the City of Seaside
- ▣ March 14, 2017 letter of support for AB 696 (Caballero) from the City of Del Rey Oaks
- ▣ March 14, 2017 letters of support for SB 1 (Beall) and AB 1 (Frazier) from the City of Sand City
- ▣ March 16, 2017 letter of support for AB 696 (Caballero) from the City of Salinas
- ▣ March 17, 2017 letter of support for SB 1 (Beall) from the City of Salinas
- ▣ March 22, 2017 letter to Sen. Wieckowski and Assm. Bloom re: support for coastal funding
- ▣ March 23, 2017 letter of support for AB 696 (Caballero) from the City of Marina
- ▣ March 23, 2017 letter of support for AB 696 (Caballero) from the City of Soledad
- ▣ March 23, 2017 letter of support for AB 696 (Caballero) from the City of Pacific Grove
- ▣ March 23, 2017 letter of support for SB 1 (Beall) from the City of Soledad
- ▣ March 23, 2017 letter of support for AB 1 (Frazier) from the City of Soledad
- ▣ March 27, 2017 letter of support for SCA 6 (Wiener)
- ▣ March 27, 2017 letter of support for AB 351 (Melendez)
- ▣ March 27, 2017 letter of support for AB 1218 (Obernalte)
- ▣ March 27, 2017 letter of support for SB 158 (Monning)
- ▣ March 27, 2017 letter of support for AB 696 (Caballero) from the Monterey Bay Central Labor Council
- ▣ March 29, 2017 letter of support for SB 1 (Beall) from the City of King

- ▣ March 30, 2017 letter from Caltrans re: FHWA lifts suspension on NEPA assignment authority for Caltrans
- ▣ March 30, 2017 letter of support for AB 696 (Caballero) from the Monterey Peninsula Chamber of Commerce
- ▣ March 31, 2017 letter to Congressman Jimmy Panetta re: Proposed cuts to Transportation Funding
- ▣ March 31, 2017 letter to Senator Kamala D. Harris re: Proposed cuts to Transportation Funding
- ▣ March 31, 2017 letter to Senator Dianne Feinstein re: Proposed cuts to Transportation Funding
- ▣ April 1, 2017 opinion in the Monterey Herald, "Paying up to fix our battered roads"
- ▣ April 2, 2017 letter of support for AB 696 (Caballero) from the Salinas Valley Chamber of Commerce
- ▣ April 3, 2017 letter of support for SB 4 (Mendoza)
- ▣ April 5, 2017 letter to Sen. Newman and Assm. Frazier re: support for SCA 2 (Newman) and ACA 5 (Frazier)
- ▣ April 5, 2017 letter of support for SB 1 (Beall) from the City of Marina
- ▣ April 5, 2017 letter of support for SB 1 (Beall) from the City of Del Rey Oaks
- ▣ April 6, 2017 letter of support for SB 1 (Beall) from the City of Seaside
- ▣ April 6, 2017 letter of support for SB 477 (Cannella)
- ▣ April 7, 2017 article in the Pine Cone, "TAMC to use eminent domain for rail project"
- ▣ April 11, 2017 letter of support for SB 477 (Cannella) from the City of Salinas
- ▣ April 12, 2017 Soapbox in the Californian, "Thank you, Legislators, for supporting the traveling public"
- ▣ April 12, 2017 letter of support for SB 477 (Cannella) from the Coast Rail Coordinating Council



March 13, 2017

Mayor:  
CLYDE ROBERSON

Councilmembers:  
TIMOTHY BARRETT  
DAN ALBERT  
ALAN HAFFA  
ED SMITH

City Manager:  
MICHAEL MCCARTHY

Assembly Member Anna Caballero  
P.O. Box 942849  
Sacramento, CA 94249-0030

Via email to: [Peter.Ansel@asm.ca.gov](mailto:Peter.Ansel@asm.ca.gov)

**Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties**

Dear Assembly Member Caballero:

*Anna*

On behalf of the City of Monterey, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The City of Monterey supports this bill.**

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike.

The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

*Clyde Roberson*

Clyde Roberson  
Mayor  
City of Monterey

cc: Debra L. Hale, TAMC





**OFFICE OF THE MAYOR**

440 Harcourt Avenue  
Seaside, CA 93955

Telephone (831) 899-6706  
FAX (831) 899-6227

March 14, 2017

Assembly Member Anna Caballero  
P.O. Box 942849  
Sacramento, CA 94249-0030

Via email to: [Peter.Ansel@asm.ca.gov](mailto:Peter.Ansel@asm.ca.gov)

**Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties**

Dear Assembly Member Caballero:

On behalf of the City of Seaside, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The City of Seaside supports this bill.**

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike.

The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

A handwritten signature in blue ink that reads "Ralph Rubio".

Ralph Rubio  
Mayor

cc: Debra L. Hale, TAMC



# CITY OF DEL REY OAKS

650 CANYON DEL REY RD. • DEL REY OAKS, CALIFORNIA 93940  
PHONE (831) 394-8511 • FAX (831) 394-6421

March 14, 2017

Assembly Member Anna Caballero  
P.O. Box 942849  
Sacramento, CA 94249-0030

Via email to: [Peter.Ansel@asm.ca.gov](mailto:Peter.Ansel@asm.ca.gov)

**Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties**

Dear Assembly Member Caballero:

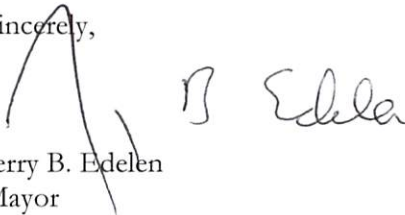
On behalf of the City of Del Rey Oaks, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The City of Del Rey Oaks supports this bill.**

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike.

The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,



Jerry B. Edelen  
Mayor

cc: Debra L. Hale, TAMC



March 14, 2017

The Honorable Jim Frazier  
Chair, Assembly Transportation Committee  
California State Capitol, Room 3091  
Sacramento, CA 95814  
FAX: (916) 319-2111

RE: SB 1(Frazier). Transportation Funding. Notice of Support

Dear Assembly member Frazier:

The City of Sand City is pleased to support your SB 1, which represents a comprehensive transportation proposal inclusive of sensible reforms, modest increases to existing revenue sources, and robust infrastructure investment. The proposal presents an opportunity for the new legislature to advance a comprehensive framework to address the overwhelming backlog of repair and deferred maintenance as well as other transportation needs in the early part of 2017.

It would be an understatement to say the time to act is now to address the \$73 billion unmet funding need for local streets and roads and \$72 billion backlog to the State's Highway System. For local streets and roads alone, the funding need grows by an additional \$20 billion in just ten years. With the expressed commitment of Legislative Leadership and this Administration to getting this done in the early parts of 2017, we urge this legislature's immediate attention to this proposal as the vehicle to deliver this victory for California.

When fully phased in, AB 1 would generate an additional \$6 billion annually to provide desperately needed funding for the state and local transportation network. To repair and maintain existing transportation infrastructure, the proposal would generate up to \$2.4 billion and \$2.2 billion annually for the state's highway system and local streets and roads, respectively. The proposal takes the approach of raising revenue over a variety of sources, such as a 12 cent

City Hall  
1 Sylvan Park,  
Sand City, CA  
93955

Administration  
(831) 394-3054

Planning  
(831) 394-6700

FAX  
(831) 394-2472

Police  
(831) 394-1451

FAX  
(831) 394-1038

Incorporated  
May 31, 1960



increase to the gas tax to restore some of its purchasing power, ending the Board of Equalization's "true up" process on the price based excise tax on gas, a \$38 increase to the vehicle registration fee, a \$100 vehicle registration fee on zero emission vehicles, a 20 cent increase to the diesel excise tax, \$300 million from existing cap and trade funds, and returning \$500 million in vehicle weight fees phased in over five years.

In addition to raising revenue, the proposal includes a series of reforms to improve efficiency, transparency, and accountability.

For these reasons, the City of Sand City Supports SB 1 (Frazier).

Sincerely,

David K. Pendergrass

Mayor, City of Sand City

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1 Sylvan Park,  
Sand City, CA  
93955

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(831) 394-1038

Incorporated  
May 31, 1960





March 14, 2017

The Honorable Jim Beall  
Chair, Senate Transportation Committee  
California State Capitol, Room 2082  
Sacramento, CA 95814  
FAX: (916) 651-4915

RE: SB 1(Beall). Transportation Funding. Notice of Support

Dear Senator Beall:

The City of Sand City is pleased to support your SB 1, which represents a comprehensive transportation proposal inclusive of sensible reforms, modest increases to existing revenue sources, and robust infrastructure investment. The proposal presents an opportunity for the new legislature to advance a comprehensive framework to address the overwhelming backlog of repair and deferred maintenance as well as other transportation needs in the early part of 2017.

It would be an understatement to say the time to act is now to address the \$73 billion unmet funding need for local streets and roads and \$72 billion backlog to the State's Highway System. For local streets and roads alone, the funding need grows by an additional \$20 billion in just ten years. With the expressed commitment of Legislative Leadership and this Administration to getting this done in the early parts of 2017, we urge this legislature's immediate attention to this proposal as the vehicle to deliver this victory for California.

When fully phased in, AB 1 would generate an additional \$6 billion annually to provide desperately needed funding for the state and local transportation network. To repair and maintain existing transportation infrastructure, the proposal would generate up to \$2.4 billion and \$2.2 billion annually for the state's highway system and local streets and roads, respectively. The proposal takes the approach of raising revenue over a variety of sources, such as a 12 cent

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Incorporated  
May 31, 1960



increase to the gas tax to restore some of its purchasing power, ending the Board of Equalization's "true up" process on the price based excise tax on gas, a \$38 increase to the vehicle registration fee, a \$100 vehicle registration fee on zero emission vehicles, a 20 cent increase to the diesel excise tax, \$300 million from existing cap and trade funds, and returning \$500 million in vehicle weight fees phased in over five years.

In addition to raising revenue, the proposal includes a series of reforms to improve efficiency, transparency, and accountability.

For these reasons, the City of Sand City Supports SB 1 (Beall).

Sincerely,

David K. Pendergrass  
Mayor, City of Sand City

City Hall  
1 Sylvan Park,  
Sand City, CA  
93955

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Incorporated  
May 31, 1960



## City of Salinas

OFFICE OF THE MAYOR • 200 Lincoln Avenue • Salinas, California 93901 • (831) 758-7201 • Fax (831) 758-7368

March 16, 2017

The Honorable Anna Caballero  
Assemblymember District 30  
P.O. Box 942849  
Sacramento, CA 94249-0030  
*Via email to:* Peter.Ansel@asm.ca.gov

**RE: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass:  
County of Monterey: disposition of excess properties**

Dear Assemblymember Caballero:

On behalf of the City of Salinas, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The City of Salinas supports this bill.**

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike. The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Joe Gunter  
Mayor

cc: Debra L. Hale, TAMC



# City of Salinas

OFFICE OF THE MAYOR • 200 Lincoln Avenue • Salinas California 93901 • (831) 758-7201 • Fax (831) 758-7368

Copy

March 17, 2017

~~The Honorable Jim Beall  
15<sup>th</sup> Senate District  
State Capitol, Room 5066  
Sacramento, CA 95814~~

**RE: Support for SB 1 (Beall)**

Dear Senator Beall:

On behalf of the City of Salinas, I am writing in strong support of your SB 1 and to thank you for your continued perseverance and leadership in trying to address California's tremendous transportation infrastructure needs and keep our economy moving. Your work to continue to refine a transportation funding and reform proposal that takes elements of your concepts, Republican ideas on revenues and reforms, aspects of the Governor's transportation plan, and responds to input from your colleagues and stakeholders is critical to develop a comprehensive and robust bi-partisan solution.

SB 1 would provide much-needed new statewide investment to maintain and improve local streets and roads and state highways, ensure existing revenues meant for transportation projects are redirected to transportation, and implement a number of reforms to improve project delivery while still protecting the environment.

SB 1 would result in approximately \$2.4 billion in returned existing and new on-going revenue at full implementation of the package for multi-modal investments into the local street and road system. The bill includes as eligible projects road maintenance and rehabilitation, safety projects, railroad grade separations, and complete street components—including active transportation, pedestrian and bike safety projects, and transit facilities – and drainage and stormwater capture projects built in conjunction with any other allowable project. Funding from the bill could also be used as matching funds for state and federal funding programs.

Outside of the revenue provisions, SB 1 includes strong accountability measures, including a local maintenance of effort requirement and project-level reporting to the California Transportation Commission. In terms of local project streamlining, the bill would expand an existing CEQA exemption available to small cities and counties for maintenance, rehabilitation and safety projects in



the existing right-of-way to all local jurisdictions and the state, and create a transportation advanced mitigation program.

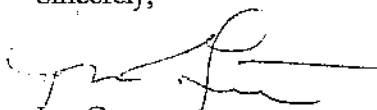
Locally this funding would have significant benefit to the City of Salinas in meeting our \$300 million backlog in road repairs and improvements that support our agricultural industry and the jobs produced that benefit the citizens of Salinas. Other improvements to Highway 101 through Salinas, our primary connector to all of California are also needed to ensure our ongoing economic vitality.

As you know, local governments have identified ten-year unmet needs of \$73 billion on the local streets and roads system in addition to \$59 billion in deferred maintenance on the state highway system. As roads deteriorate, they become increasingly expensive to repair. In fact, rebuilding a road completely can cost as much as twenty times more than routine maintenance that would have extended the service life of the same infrastructure. As such, research by CSAC, the League of California Cities and California's regional transportation agencies shows that failure to invest additional funds toward local system maintenance today will only increase maintenance needs in the future (the backlog will grow by \$11 billion in just five years and \$21 billion in a decade). SB 1 will make investments significant enough to improve California's local streets and roads, and reduce future burdens on taxpayers.

Investing in our roads and highways, active transportation facilities, transit and key freight corridors through targeted and balanced increases in revenue will improve California's transportation facilities today, and save taxpayers money for the upkeep of this infrastructure tomorrow—not to mention the savings individual drivers will realize from smoother and safer roads that reduce wear and tear on vehicles.

We look forward to working with you and legislative leadership and the Administration on their promise to successfully advance a meaningful transportation reform and funding package early in the 2017 legislative session.

Sincerely,



Joe Gunter

Mayor

March 17, 2017  
The Honorable Jim Beall  
Page 3

cc: The Honorable Bill Monning, 17<sup>th</sup> Senate District, State Capitol, Room 313 Sacramento,  
CA 95814  
The Honorable Anthony Cannella, 12<sup>th</sup> Senate District, State Capitol. Room 5082,  
Sacramento, CA 95814  
The Honorable Anna Caballero, 30<sup>th</sup> Assembly District, State Capitol, Post Office Box  
942849, Sacramento, CA 94249-0030  
The Honorable Mark Stone, 29<sup>th</sup> Assembly District, State Capitol, Post Office Box 942849,  
Sacramento, CA 94249-0029  
✓ Salinas City Council, City Manager, Department Directors, 200 Lincoln Avenue, Salinas, CA  
93901  
John E. Arriaga, JEA & Associates, 770 L Street, Suite 1030, Sacramento, CA 95814



The Honorable Senator Wieckowski  
Chair, Senate Budget Subcommittee 2  
State Capitol, Room 5019  
Sacramento, CA 95814

The Honorable Assemblymember Bloom  
Chair, Assembly Budget Subcommittee 3  
State Capitol, Room 2003  
Sacramento, CA 95814

RE: Support for Coastal Funding in the Governor's Emergency Flood Response Package

Dear Senator Wieckowski and Assemblymember Bloom,

I am writing in support of the coastal flood protection funding in the Governor's proposed Emergency Flood Response Package.

Recent storms have highlighted the need for investments in flood control infrastructure in coastal communities, where the impact of flooding has been tremendous on our transportation system. The Transportation Agency for Monterey County supports the increased coastal flood protection funding proposed in the Governor's package, for projects such as the Carmel River Floodplain Restoration and Environmental Enhancement project.

We urge the Budget Subcommittees to maintain, if not increase, the modest investment of \$27 million for coastal communities' flood protection in Governor's Proposition 1 proposal. This funding will provide an important initial investment in protecting our transportation system, which is the lifeline to our visitor-serving and agricultural economies.

Sincerely,

  
Debra L. Hale  
Executive Director

cc: Senator Bill Monning  
Senator Anthony Cannella  
Assemblymember Mark Stone  
Assemblymember Anna Caballero



CITY OF MARINA  
211 Hillcrest Avenue  
Marina, CA 93933  
831-884-1278; FAX 831-384-9148  
[www.ci.marina.ca.us](http://www.ci.marina.ca.us)

March 23, 2017

Assembly Member Anna Caballero  
P.O. Box 942849  
Sacramento, CA 94249-0030

Via email to: [Peter.Ansel@asm.ca.gov](mailto:Peter.Ansel@asm.ca.gov)

**Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties**

Dear Assembly Member Caballero:

On behalf of the City of Marina, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The City of Marina supports this bill.**

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike.

The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

  
Bruce Delgado, Mayor  
City of Marina

cc: Debra L. Hale, TAMC





Gateway  
to the  
Pinnacles

# SOLEDAD

CALIFORNIA

March 23, 2017

Assembly Member Anna Caballero  
P.O. Box 942849  
Sacramento, CA 94249-0030

Via email to: [Peter.Ansel@asm.ca.gov](mailto:Peter.Ansel@asm.ca.gov)

**Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties**

Dear Assembly Member Caballero:

On behalf of the City of Soledad, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The City of Soledad supports this bill.**

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike. The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Michael McHatten  
City Manager

cc: Debra L. Hale, TAMC



**300 Forest Avenue  
Pacific Grove, California, 93950**

March 23, 2017

Assembly Member Anna Caballero  
P.O. Box 942849  
Sacramento, CA 94249-0030

Via email to: [Peter.Ansel@asm.ca.gov](mailto:Peter.Ansel@asm.ca.gov)

**Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass:  
County of Monterey: disposition of excess properties**

Dear Assembly Member Caballero:

On behalf of the City of Pacific Grove, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The City of Pacific Grove supports this bill.**

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike.

The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

A handwritten signature in blue ink that reads "Bill Kampe".

Bill Kampe  
Mayor

cc: Debra L. Hale, TAMC



Gateway  
to the  
Pinnacles

# SOLEDAD

CALIFORNIA

March 23, 2017

The Honorable Jim Beall  
15<sup>th</sup> Senate District  
State Capitol, Room 5066  
Sacramento, CA 95814

Via email to: [Lynne.Andres@sen.ca.gov](mailto:Lynne.Andres@sen.ca.gov)

**RE: SUPPORT for SB 1 (Beall): Transportation Funding**

Dear Senator Beall:

On behalf of the City of Soledad, I write in support of Senate Bill (SB) 1: Transportation Funding (as amended, January 26, 2017). This bill creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. SB 1 pumps \$6 billion annually into road repairs and mass transit. **The City of Soledad strongly supports this bill.**

The City of Soledad specifically supports the set-aside of \$200 million annually for the California Transportation Commission (CTC) to allocate to road maintenance and rehabilitation projects in counties that have received voter approval of taxes or that have imposed fees, including uniform developer fees, which taxes or fees are dedicated solely to transportation improvements. As of November 8, 2016, Monterey County is a self-help county, and the Transportation Agency for Monterey County (TAMC) will use these funds as a state match for the voter-approved projects.

The City also supports the set-aside of funding for intercity rail included in SB 1. While Soledad does not currently have a rail station, it is in development in anticipation of future intercity rail service to our city. There is demand for rail service for access to the Pinnacles National Park and our thriving wine visitor economy.

The City of Soledad supports your efforts to stabilize and increase transportation funding. This bill would facilitate better planning and programming by making the actual amount of transportation funding in any given year more predictable. Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Michael McHatten  
City Manager

cc: Debra L. Hale, TAMC





Gateway  
to the  
Pinnacles

# SOLEDAD

CALIFORNIA

March 23, 2017

The Honorable Jim Frazier  
11<sup>th</sup> Assembly District  
State Capitol, Room 3091  
Sacramento, CA 94249-0011

Via Fax: (916) 319-2111

**RE: SUPPORT for AB 1 (Frazier): Transportation Funding**

Dear Assembly Member Frazier:

On behalf of the City of Soledad, I write in support of Assembly Bill (AB) 1: Transportation Funding (as introduced, December 5, 2016). This bill creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. AB 1 raises \$6 billion annually to repair state and local roads, improve trade corridors and support public transit. **The City of Soledad strongly supports this bill.**

The City of Soledad specifically supports the set-aside of \$200 million annually for the California Transportation Commission (CTC) to allocate to road maintenance and rehabilitation projects in counties that have received voter approval of taxes or that have imposed fees, including uniform developer fees, which taxes or fees are dedicated solely to transportation improvements. As of November 8, 2016, Monterey County is a self-help county, and the Transportation Agency for Monterey County (TAMC) will use these funds as a state match for the voter-approved projects.

The City also supports the set-aside of funding for intercity rail included in SB 1 and requests the incorporation of this set-aside into AB 1 as well. While Soledad does not currently have a rail station, it is in development in anticipation of future intercity rail service to our city. There is demand for rail service for access to the Pinnacles National Park and our thriving wine visitor economy.

The City of Soledad supports your efforts to stabilize and increase transportation funding. This bill would facilitate better planning and programming by making the actual amount of transportation funding in any given year more predictable. Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Michael McHatten  
City Manager

cc: Debra L. Hale, TAMC





March 27, 2017

The Honorable Scott Wiener  
11<sup>th</sup> Senate District  
State Capitol, Room 4066  
Sacramento, CA 95814

Via email to: [Taylor.Glass@sen.ca.gov](mailto:Taylor.Glass@sen.ca.gov)

**Re: Support for SCA 6 (Wiener): Local transportation measures: special taxes: voter approval**

Dear Senator Wiener:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing in support of Senate Constitutional Amendment (SCA) 6, Local transportation measures: special taxes: voter approval (as introduced, February 13, 2017). This measure would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes be submitted to the electorate and approved by 55% of the voters voting on the proposition. **TAMC supports SCA 6.**

SCA 6 would set the voter approval threshold for transportation funding measures at 55%, down from the current threshold of 2/3, or 66.6%, which is a supermajority of the voters and a very difficult threshold to reach. SCA 6 would put transportation funding measures on the same level as school funding measures, which were set at 55% by California voters in the year 2000. Under SCA 6, to qualify for the 55% threshold, a funding measure has to be fully dedicated to transportation-related projects and programs.

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC finally succeeded in becoming a “Self-Help County” in November 2016 when its Measure X passed with 67.1% of the vote. Previous attempts fell short of the supermajority threshold, but all would have passed with a simple majority, and two prior attempts would have succeeded at the 55% threshold:

1992	50%
1998	53%
2006	57.1%
2008	62.55%
2016	67.71%

Self-help counties have the distinct advantage of being able to attract – or, in the lingo of the Self-Help Counties Coalition, “leverage” – state and federal dollars with their local sales tax match. While Monterey County finally succeeded in this effort, in solidarity with other aspiring Self-Help Counties such as neighboring San Benito County, TAMC supports this measure.

Thank you for your authorship of this bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jea@jeandassociates.com](mailto:jea@jeandassociates.com).

Sincerely,



Debra L. Hale  
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Bill Monning, 17th Senate District  
Hon. Anna Caballero, 30th Assembly District  
Hon. Mark Stone, 29th Assembly District  
Mary Gilbert, Council of San Benito County Governments



March 27, 2017

The Honorable Melissa Melendez  
67th Assembly District  
State Capitol, Suite 3098  
Sacramento, CA 94249

Via email to: [assemblymember.melendez@assembly.ca.gov](mailto:assemblymember.melendez@assembly.ca.gov)

**Re: Support for AB 351 (Melendez): Transportation funding**

Dear Assembly Member Melendez:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing in support of Assembly Bill (AB) 351, Transportation funding (as introduced, February 8, 2017). This bill would return the weight fee revenues to the State Highway Account and would delete the requirement to transfer these revenues to the Transportation Debt Service Fund, thereby providing for these revenues to be used for any transportation purpose authorized by statute, upon appropriation by the Legislature. **TAMC supports this bill.**

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC supports your efforts to stabilize and increase transportation funding. This bill would keep transportation funding for the purpose it was intended, thus facilitating better planning and programming by making the actual amount of transportation funding in any given year more predictable. This bill would help TAMC, Monterey County, Cities and Caltrans to do much-needed roadway and highway improvements.

Thank you for your authorship of this bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jea@jeaandassociates.com](mailto:jea@jeaandassociates.com).

Sincerely,

Debra L. Hale  
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Bill Monning, 17th Senate District  
Hon. Mark Stone, 29th Assembly District  
Hon. Anna Caballero, 30th Assembly District





March 27, 2017

The Honorable Jay Obernolte  
33<sup>rd</sup> Assembly District  
State Capitol, Suite # 4116  
Sacramento, CA 94249

Via email to: [assemblymember.obernolte@assembly.ca.gov](mailto:assemblymember.obernolte@assembly.ca.gov)

**Re: Support for AB 1218 (Obernolte): California Environmental Quality Act:  
exemption: bicycle transportation plans**

Dear Assembly Member Obernolte:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing in support of Assembly Bill (AB) 1218, California Environmental Quality Act: exemption: bicycle transportation plans (as introduced, February 17, 2017). This bill would indefinitely extend California Environmental Quality Act (CEQA) exemptions for bicycle transportation plans and projects consistent with those plans. **TAMC supports this bill.**

Until January 1, 2018, CEQA exempts from its requirements bicycle transportation plans and projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan.

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC supports legislation that promotes complete streets, alternative commutes, and active transportation projects and CEQA reform.

Thank you for your authorship of this bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jea@jeaandassociates.com](mailto:jea@jeaandassociates.com).

Sincerely,

Debra L. Hale  
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Bill Monning, 17th Senate District  
Hon. Anna Caballero, 30th Assembly District  
Hon. Mark Stone, 29th Assembly District



March 27, 2017

The Honorable Bill Monning  
Senate Majority Leader  
17<sup>th</sup> Senate District  
State Capitol, Room 313  
Sacramento, CA 95814

Via email to: [Trevor.Taylor@sen.ca.gov](mailto:Trevor.Taylor@sen.ca.gov)

**Re: Support for SB 158 (Monning): Commercial driver's license: education**

Dear Senator Monning:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing in support of Senate Bill (SB) 158, Commercial driver's license: education (as introduced, January 19, 2017). This bill will improve road safety by implementing new federal commercial truck driving regulations, as well as adding additional truck driver safety requirements. **TAMC supports this bill.**

SB 158 would require the DMV, no later than February 7, 2020, to adopt regulations related to entry-level driver training requirements for drivers of commercial motor vehicles, including specified minimum hours of behind-the-wheel training and in compliance with the requirements of specified federal regulations. SB 158 would also require, for issuance of an original commercial driver's license, upon adoption of these regulations, a person to provide proof of successful completion of a course of instruction from a commercial motor vehicle driver training institution, or a federally approved training program offered by an employer.

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. Monterey County's economy is driven by agriculture and trucks are a relatively large percentage of Monterey County traffic. This bill would make the roads and highways in Monterey County safer.

Thank you for your authorship of this bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jea@jeaandassociates.com](mailto:jea@jeaandassociates.com).

Sincerely,

Debra L. Hale  
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Mark Stone, 29th Assembly District  
Hon. Anna Caballero, 30th Assembly District



## MONTEREY BAY CENTRAL LABOR COUNCIL, AFL-CIO

931 E. Market St, Salinas, CA 93905 • P: 831-422-4626 • F: 831-222-3270 • www.mbclc.org

March 27, 2017

Assemblymember Anna Caballero  
P.O. Box 942849  
Sacramento, CA 94249-0030

**Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties**

Dear Assemblymember Alejo:

On behalf of the **MONTEREY BAY CENTRAL LABOR COUNCIL, AFL-CIO**, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties. This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County for use on future transportation projects in Monterey County. **The Transportation Agency for Monterey County thanks you for authoring this bill.**

Over many years, the Transportation Agency for Monterey County (TAMC), the County of Monterey and Caltrans assembled the transportation funds to buy 145 parcels (353 acres) of land for the US 101 Prunedale Bypass project. The project was unable to be constructed, and TAMC and Caltrans instead focused on safety improvements on US 101, known as the Prunedale Improvement Project. Caltrans has the authority to sell the unused land, and under current law, the revenues from the sale of bypass land would go into the state general fund – not back to transportation and not back to Monterey County.

AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for other highway improvement projects in Monterey County. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism. The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. This bill would help TAMC and Caltrans to make much-needed and long-deferred highway improvements.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Respectfully,

Cesar Lara, Executive Director

---

cc:  
Hon. Anthony Cannella, 12th Senate District  
Hon. Bill Monning, 17th Senate District  
Hon. Mark Stone, 29th Assembly District



March 29, 2017

The Honorable Jim Beall  
15<sup>th</sup> Senate District  
State Capitol, Room 5066  
Sacramento, CA 95814

Via email to: [Lynne.Andres@sen.ca.gov](mailto:Lynne.Andres@sen.ca.gov)

**RE: SUPPORT for SB 1 (Beall): Transportation Funding**

Dear Senator Beall:

On behalf of the City of King, I write in support of Senate Bill (SB) 1: Transportation Funding (as amended, January 26, 2017). This bill creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. SB 1 pumps \$6 billion annually into road repairs and mass transit. **The City of King strongly supports this bill.**

The City of King specifically supports the set-aside of \$200 million annually for the California Transportation Commission (CTC) to allocate to road maintenance and rehabilitation projects in counties that have received voter approval of taxes or that have imposed fees, including uniform developer fees, which taxes or fees are dedicated solely to transportation improvements. As of November 8, 2016, Monterey County is a self-help county, and the Transportation Agency for Monterey County (TAMC) will use these funds as a state match for the voter-approved projects.

The City also supports the set-aside of funding for intercity rail included in SB 1. While the City does not currently have rail service, the City strongly supports increasing rail service in the state and eagerly anticipates future intercity rail service to our city. There is demand for rail service for access to the growing Fort Hunter Liggett and our thriving wine visitor economy.

The City of King supports your efforts to stabilize and increase transportation funding. This bill would facilitate better planning and programming by making the actual amount of transportation funding in any given year more predictable. Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Mike LeBarre  
Mayor

cc: Debra L. Hale, TAMC



# Memorandum

*Serious drought.  
Help save water!*

To: DISTRICT DIRECTORS

Date: March 30, 2017

From: PHILIP J. STOLARSKI  
Acting Chief  
Division of Environmental Analysis



Subject: **FHWA LIFTS SUSPENSION ON NEPA ASSIGNMENT AUTHORITY FOR CALTRANS**

Effective March 30, 2017, Caltrans is authorized to resume participation in the Surface Transportation Project Delivery Program.

On March 29, 2017, Governor Brown signed into law AB 28 (Frazier), which added Section 820.1 back to the California Streets and Highways Code, reinstating the waiver of immunity and consent to the jurisdiction of federal courts for actions taken by Caltrans in performing federal environmental responsibilities under the National Environmental Policy Act (NEPA.) The Legislature included a sunset clause to repeal Section 820.1 on January 1, 2020.

Since 2007, Caltrans has performed these duties under the program known as NEPA Assignment, pursuant to two Memoranda of Understanding (MOU) signed by the Federal Highway Administration (FHWA). The 23 USC 326 MOU allows Caltrans to approve 326 Categorical Exclusions (CE); the 23 USC 327 MOU allows Caltrans to approve Environmental Assessments (EA), Environmental Impact Statements (EIS), and any Categorical Exclusion that cannot be approved as a 326 CE.

On March 29, 2017, as required by both the 326 MOU and the 327 MOU, Caltrans Chief Counsel Jeanne Scherer signed certifications citing the new state law and stating that Caltrans consents to federal court jurisdiction and waives California's Eleventh Amendment immunity from citizens' suits brought in federal court, with regard to federal environmental responsibilities performed by Caltrans under the two MOUs.

On March 30, 2017, the FHWA acknowledged receipt of the certifications and that the waiver of immunity is adequate. As a result, Caltrans is once again authorized to participate in the NEPA Assignment Program.

This ends the period of suspension that began on January 1, 2017, when California Streets and Highways Code Section 820.1 was repealed and Caltrans had to stop performing federal responsibilities for environmental decisions and approvals under NEPA on all Federal-aid projects in California.

During the suspension period, the FHWA and Caltrans entered into a Programmatic CE (PCE) Agreement that allowed Caltrans to approve some 326 CE, which helped minimize the impact of



DISTRICT DIRECTORS, et al.

March 30, 2017

Page 2

the authority suspension. That PCE is no longer effective and, as stated above, Caltrans is now authorized to approve CE under the 326 MOU, as has been done since 2007.

Thank you for your efforts to move projects forward during this difficult three-month suspension period and for working with your local agency partners to ease the impacts. Today, all local agencies are receiving a letter similar to this memorandum.

If you have any questions, please contact Tammy Massengale, who is the NEPA Assignment Manager and GNEIS Office Chief, at (916) 653-5157 or at [tammy.massengale@dot.ca.gov](mailto:tammy.massengale@dot.ca.gov).

c: Malcolm Dougherty, Director  
Kome Ajise, Chief Deputy Director  
Karla Sutliff, Chief Engineer  
Jeanne Scherer, Chief Counsel  
Deputy District Directors, Environmental  
District Environmental Coordinators  
Office Chiefs for Division of Environmental Analysis  
Mark Samuelson, Acting Chief, Division of Local Assistance  
Germaine Belanger, Chief, NEPA Office, Division of Local Assistance



March 31, 2017

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MPCC PRESIDENT/CEO

The Honorable Anna M. Caballero  
Assemblymember, District 30  
State Capitol  
P.O. Box 942849  
Sacramento, CA 94249-0030

Via email to: Peter.Ansel@asm.ca.gov

Re: AB 696 – SUPPORT – Department of Transportation – Prunedale Bypass;  
County of Monterey – Disposition of Excess Properties

Dear Assemblymember Caballero:

**The Monterey Peninsula Chamber of Commerce supports Assembly Bill (AB) 696:** Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County.

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects within the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike. This project is a top priority for the Chamber and for the region.

The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the “Salad Bowl” of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County’s regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Jody Hansen  
President and CEO

cc: Debra L. Hale, TAMC

243 EL DORADO ST., STE. 200  
MONTEREY, CA 93940  
P(831) 648-5350  
F(831) 649-3502  
WWW.MONTEREYCHAMBER.COM



March 31, 2017

The Honorable Jimmy Panetta  
Congressman, CA, 20th District  
228 Cannon House Office Building  
Washington, DC 20515

**Re: Proposed Cuts to Transportation Funding**

Dear Congressman Panetta:

The Transportation Agency for Monterey County (TAMC) is deeply concerned about transportation funding cuts proposed by the President in his draft budget proposal for FY 2018: the New Starts/ Small Starts program, the Transportation Investment Generating Economic Recovery (TIGER) grant programs, and Amtrak long-distance routes. The reduction or elimination of these funding programs would have a dramatic impact on transportation options in Monterey County. **TAMC respectfully requests your support in maintaining these funding programs in the FY 2018 appropriations bills.**

The Federal Transit Administration (FTA) Section 5309 Capital Investment Grant is known as the New Starts, Small Starts, and Core Capacity program. According to the President's draft budget, no new Full Funding Grant Agreements would be approved. This includes the Small Starts program, which TAMC has long hoped would help to fund the Monterey Branch Line Light Rail project, and the "Very Small Starts", or Warrants, program, which Monterey-Salinas Transit (MST) has hoped would help fund its Highway 1 bus on shoulder/bus on branch line project.

Operating a low-cost busway along the Monterey Branch Line corridor is a cost-effective service that would improve regional transit in the Monterey Peninsula and provide a faster commute alternative to the congested Highway 1 freeway. Service along this busway is expected to provide evidence of ridership demand along the corridor that will help make the case for funding for future light rail service. The project would facilitate the regional movement of residents and visitors to Monterey County, which has significant commute-hour congestion on Highway 1 on the Peninsula as well as significant traffic on weekends and holidays, especially during the summer. A parallel transit option would greatly help to alleviate traffic congestion on Highway 1, which is seen by the hospitality industry as a huge barrier to economic growth.

The President's budget proposes to eliminate the highly competitive TIGER grant program. TAMC applied for TIGER funding several times to no avail, and has considered submitting a new application for the Pajaro/Watsonville multimodal train station project, if the grant program were still available. The overwhelming response to the previous TIGER grant years shows the great need



for this grant program, with over 7,300 applications submitted since 2009, resulting in a total of 421 award finalists.

TAMC is also very concerned about the proposed elimination of funding to support Amtrak's long-distance routes, which includes the Coast Starlight. The Coast Starlight is currently the only train service on the Central Coast of California. This scenic route travels one round trip per day between Los Angeles and Seattle, stopping in Salinas. When combined with the proposed elimination of the Essential Air Service program, which provides subsidies to the Monterey Regional Airport, the elimination of the Coast Starlight would be a severe reduction of intercity travel options for Monterey County, leaving us only with bus service or driving.

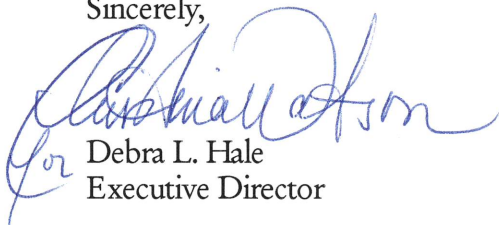
On the other hand, the budget proposal indicates the Administration's overarching objective of reducing regulatory burdens, which could free up administrative resources spent on regulatory procedure; federal regulatory streamlining has long been a priority for TAMC.

We ask for your support for maintaining:

- Full funding for the Capital Investment Grant program in the FY 2018 Transportation Housing and Urban Development appropriations bill, at levels approved in the bipartisan FAST Act, and support the projects already in the pipeline that have undergone an extensive and rigorous review to get there;
- Increased funding for the TIGER grant program; and
- Ongoing operations support for Amtrak intercity train services nationwide.

Thank you for your consideration and support for Monterey County transportation priorities.

Sincerely,



For Debra L. Hale  
Executive Director



March 31, 2017

The Honorable Kamala D. Harris  
U.S. Senator  
112 Hart Senate Office Building  
Washington, DC 20510

**Re: Proposed Cuts to Transportation Funding**

Dear Senator Harris:

The Transportation Agency for Monterey County (TAMC) is deeply concerned about transportation funding cuts proposed by the President in his draft budget proposal for FY 2018: the New Starts/ Small Starts program, the Transportation Investment Generating Economic Recovery (TIGER) grant programs, and Amtrak long-distance routes. The reduction or elimination of these funding programs would have a dramatic impact on transportation options in Monterey County. **TAMC respectfully requests your support in maintaining these funding programs in the FY 2018 appropriations bills.**

The Federal Transit Administration (FTA) Section 5309 Capital Investment Grant is known as the New Starts, Small Starts, and Core Capacity program. According to the President's draft budget, no new Full Funding Grant Agreements would be approved. This includes the Small Starts program, which TAMC has long hoped would help to fund the Monterey Branch Line Light Rail project, and the "Very Small Starts", or Warrants, program, which Monterey-Salinas Transit (MST) has hoped would help fund its Highway 1 bus on shoulder/bus on branch line project.

Operating a low-cost busway along the Monterey Branch Line corridor is a cost-effective service that would improve regional transit in the Monterey Peninsula and provide a faster commute alternative to the congested Highway 1 freeway. Service along this busway is expected to provide evidence of ridership demand along the corridor that will help make the case for funding for future light rail service. The project would facilitate the regional movement of residents and visitors to Monterey County, which has significant commute-hour congestion on Highway 1 on the Peninsula as well as significant traffic on weekends and holidays, especially during the summer. A parallel transit option would greatly help to alleviate traffic congestion on Highway 1, which is seen by the hospitality industry as a huge barrier to economic growth.

The President's budget proposes to eliminate the highly competitive TIGER grant program. TAMC applied for TIGER funding several times to no avail, and has considered submitting a new application for the Pajaro/Watsonville multimodal train station project, if the grant program were still available. The overwhelming response to the previous TIGER grant years shows the great need

for this grant program, with over 7,300 applications submitted since 2009, resulting in a total of 421 award finalists.

TAMC is also very concerned about the proposed elimination of funding to support Amtrak's long-distance routes, which includes the Coast Starlight. The Coast Starlight is currently the only train service on the Central Coast of California. This scenic route travels one round trip per day between Los Angeles and Seattle, stopping in Salinas. When combined with the proposed elimination of the Essential Air Service program, which provides subsidies to the Monterey Regional Airport, the elimination of the Coast Starlight would be a severe reduction of intercity travel options for Monterey County, leaving us only with bus service or driving.

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Thank you for your consideration and support for Monterey County transportation priorities.

Sincerely,

  
for Debra L. Hale  
Executive Director





March 31, 2017

The Honorable Dianne Feinstein  
U.S. Senator  
331 Hart Senate Office Building  
Washington, D.C. 20510

**Re: Proposed Cuts to Transportation Funding**

Dear Senator Feinstein:

The Transportation Agency for Monterey County (TAMC) is deeply concerned about transportation funding cuts proposed by the President in his draft budget proposal for FY 2018: the New Starts/ Small Starts program, the Transportation Investment Generating Economic Recovery (TIGER) grant programs, and Amtrak long-distance routes. The reduction or elimination of these funding programs would have a dramatic impact on transportation options in Monterey County. **TAMC respectfully requests your support in maintaining these funding programs in the FY 2018 appropriations bills.**

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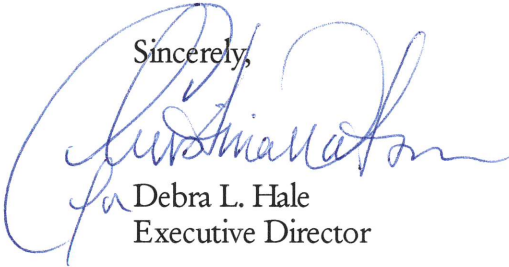
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- Ongoing operations support for Amtrak intercity train services nationwide.

Thank you for your consideration and support for Monterey County transportation priorities.

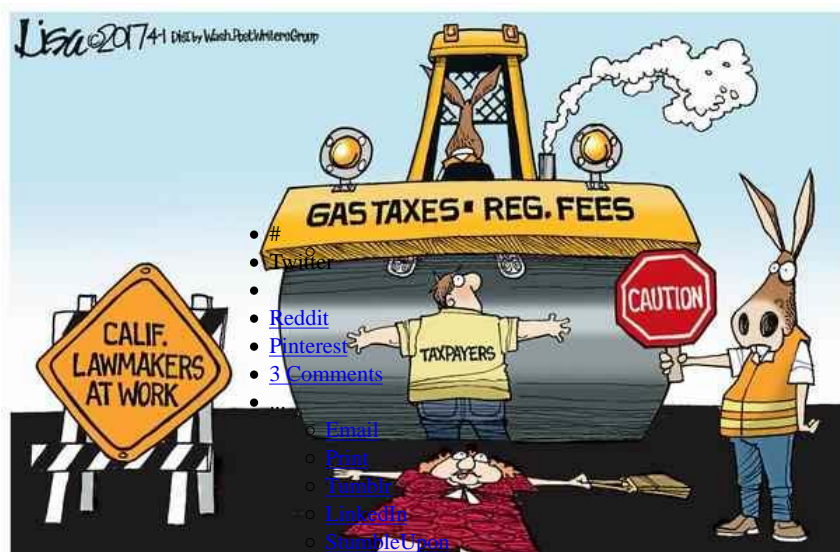
Sincerely,



Debra L. Hale  
Executive Director

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## Susana Z. Cruz: Paying up to fix our battered roads



Lisa Benson

By Susana Z. Cruz, Guest commentary

Posted: 04/01/17, 3:51 PM PDT | Updated: 2 days ago

[3 Comments](#)

Everyone agrees California's roads need fixing. In the first two months of the year, Caltrans crews repaired nearly 97,000 potholes — almost twice as many as they repaired in 2016. The intense recent winter storms have brought more than \$800 million in damage to state highways alone since January.

Why are the roads in such poor condition? The Golden State is the world's sixth-largest economy, home to nearly 39 million people and moves about \$3 trillion worth of goods annually on a highway system that, on average, is more than 50 years old. Californians drive more than 350 billion miles a year on the highways and roads — more motorists driving more miles than any other state. Gas taxes pay for road maintenance, yet the Legislature has not increased California's gas tax in 28 years.

California has not raised a stable revenue source for road maintenance and one-time bond funds do not include a consistent funding source to maintain new infrastructure after it is built. As a result, maintenance costs are nearly four times the available state funding, resulting in a \$6 billion annual maintenance backlog. As a result of that shortfall, the California Transportation Commission delayed or cut funding for over 200 new projects in recent years.

The recent storms are calling renewed attention to this infrastructure crisis. Storm damage has taken an immense toll on Monterey County, especially along Highway 1 from Big Sur extending to San Luis Obispo County. The most visible damage has been at the Pfeiffer Canyon Bridge, which experienced damage so severe in February it had to be torn down these past two weeks. Severe erosion due to winter storms caused the support beams of the bridge to fail; now Caltrans will be working expeditiously for the next six to nine months to rebuild the bridge and reconnect the Highway 1 coastline.

Aside from the Pfeiffer Canyon Bridge, Caltrans is working to clear major landslides and shore up erosion along a 30-mile stretch of Highway 1 — the department understands how important this corridor is to tourism and recreation along our beautiful coastline, as a department we're working diligently to restore the roadway as quickly and safely as possible.

These incidents have shown the critical need for increasing California's investment in repairing and maintaining our existing infrastructure. Every dollar we spend now on maintenance saves us from having to spend \$8 on future, more expensive repairs.

In the Monterey region, new revenue could repair the crumbling pavement on Highways 68 and 101; improve Highway 183 in downtown Castroville, Highway 218 in Seaside and Highway 68 in Pacific Grove. We could also make the existing system run better with operational improvement for freight movement and changeable message signs along Highway 101.

The California Legislature is currently discussing a proposal that seeks to address these issues. As we wait for funding from Sacramento, Caltrans will continue to make the public's safety our top priority and adopt a "fix it first" approach. Meanwhile, the need to increase funding for repairs and maintenance will not go away and will only grow more expensive the longer we wait.

*Susana Z. Cruz is acting manager of public information for Caltrans District 5.*

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**Top Stories**



April 2, 2017

Assembly Member Anna Caballero  
P.O. Box 942849  
Sacramento, CA 94249-0030

Via email to: [Peter.Ansel@asm.ca.gov](mailto:Peter.Ansel@asm.ca.gov)

**Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties**

Dear Assembly Member Caballero:

On behalf of the Salinas Valley Chamber of Commerce, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The Salinas Valley Chamber of Commerce supports this bill.**

Over many years, TAMC, the County of Monterey, and Caltrans assembled the transportation funds to buy approximately 350 acres of land for the US 101 Prunedale Bypass project. The project was unable to be constructed, and TAMC and Caltrans instead constructed safety improvements on US 101, known as the Prunedale Improvement Project. Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. If the right-of-way parcels are unused, then Caltrans has authority to sell the land, and under current law can take the revenues from the sale of bypass land and direct it to the state general fund – not back to transportation and not back to Monterey County for filling in budget gaps to further programmed projects in the existing State Transportation Improvement Program (STIP) or the voter-approved Transportation Investment Plan (Measure X).

AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed STIP or Measure X projects in the US 101 corridor in Monterey County. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

A handwritten signature in blue ink that reads "Paul Farmer".

**Paul J. Farmer**  
President & CEO, Salinas Valley Chamber of Commerce  
Phone (831) 751-7725 [www.SalinasChamber.com](http://www.SalinasChamber.com)



April 3, 2017

The Honorable Tony Mendoza  
32<sup>nd</sup> Senate District  
State Capitol, Room 5100  
Sacramento, CA 95814

Via email to: [senator.mendoza@senate.ca.gov](mailto:senator.mendoza@senate.ca.gov)

**Re: Support for SB 4 (Mendoza): Goods Movement: allocation of federal funds:  
Goods Movement and Clean Trucks Bond Act.**

Dear Senator Mendoza:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing in support of Senate Bill (SB) 4, Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act (as introduced, December 5, 2016). This bill would, subject to voter approval at the June 5, 2018, statewide primary election, enact the Goods Movement and Clean Trucks Bond Act to authorize \$600 million of state general obligation bonds as follows: \$200 million to the CTC for the Trade Corridors Improvement Fund; \$200 million to the State Air Resources Board for the Goods Movement Emission Reduction Program; and \$200 million to the State Air Resources Board for the use of zero- and near-zero emission trucks in areas of the state that are severe or extreme nonattainment areas for ozone and particulate matter. **TAMC supports this bill.**

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. Monterey County's economy is driven by agriculture and trucks are a relatively large percentage of Monterey County traffic. This bill would ask voters to approve a bond to fund cleaner trucks and goods movement, which would help Monterey County's air quality and support the state's goal for sustainable freight movement.

Thank you for your authorship of this bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jea@jeaandassociates.com](mailto:jea@jeaandassociates.com).

Sincerely,

Debra L. Hale  
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District      Hon. Bill Monning, 17th Senate District  
Hon. Anna Caballero, 30th Assembly District      Hon. Mark Stone, 29th Assembly District





April 5, 2017

The Honorable Josh Newman  
29<sup>th</sup> Senate District  
State Capitol, Room 4082  
Sacramento, CA 95814

Via fax: 916.651.4929

The Honorable Jim Frazier  
11<sup>th</sup> Assembly District  
State Capitol, Room 3091  
P.O. Box 942849  
Sacramento, CA 94249-0011

Via email: [assemblymember.frazier@assembly.ca.gov](mailto:assemblymember.frazier@assembly.ca.gov)

**RE: SUPPORT for SCA 2 (Newman) and ACA 5 (Frazier):  
Motor vehicle fees and taxes: restriction on expenditures: appropriations limit**

Dear Senator Newman and Assembly Member Frazier:

On behalf of the Transportation Agency for Monterey County (TAMC), I write in support of Senate Constitutional Amendment (SCA) 2 and Assembly Constitutional Amendment (ACA) 5: Motor vehicle fees and taxes: restriction on expenditures: appropriations limit. These measures would constitutionally protect transportation revenues for transportation purposes. **TAMC strongly supports these constitutional amendments.**

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. TAMC supports your efforts to stabilize and increase transportation funding. These measures would facilitate better planning and programming by making the actual amount of transportation funding in any given year more predictable, which would help TAMC, Monterey County, Cities and Caltrans to do much-needed roadway and highway improvements.

Thank you very much for your sponsorship of this important measure and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jea@jeaandassociates.com](mailto:jea@jeaandassociates.com).

Sincerely,

Debra L. Hale  
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Anna Caballero, 30th Assembly District

Hon. Bill Monning, 17th Senate District  
Hon. Mark Stone, 29th Assembly District



CITY OF MARINA  
211 Hillcrest Avenue  
Marina, CA 93933  
831-884-1278; FAX 831-384-9148  
[www.ci.marina.ca.us](http://www.ci.marina.ca.us)

April 5, 2017

The Honorable Jim Beall  
15<sup>th</sup> Senate District  
State Capitol, Room 5066  
Sacramento, CA 95814

Via email to: [Lynne.Andres@sen.ca.gov](mailto:Lynne.Andres@sen.ca.gov)

**RE: SUPPORT for SB 1 (Beall): Road Repair and Accountability Act of 2017**

Dear Senator Beall:

On behalf of the City of Marina, I write in support of Senate Bill (SB) 1: Transportation Funding (as amended, April 3, 2017). This bill, known as the Road Repair and Accountability Act of 2017, creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. SB 1 pumps \$5.24 billion annually into "Fix it First" highway and road repairs and mass transit. **The City of Marina strongly supports this bill.**

The City of Marina specifically supports the set-aside of \$200 million annually for the California Transportation Commission (CTC) to allocate to road maintenance and rehabilitation projects in counties that have received voter approval of taxes or that have imposed fees, including uniform developer fees, which taxes or fees are dedicated solely to transportation improvements. As of November 8, 2016, Monterey County is a self-help county, and the Transportation Agency for Monterey County (TAMC) will use these funds as a state match for the voter-approved projects.

The City of Marina supports your efforts to stabilize and increase transportation funding. This bill would facilitate better planning and programming by making the actual amount of transportation funding in any given year more predictable. This bill would help TAMC, Monterey County, Cities and Caltrans to do much-needed roadway and highway improvements. Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Bruce Delgado, Mayor  
City of Marina

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Bill Monning, 17th Senate District  
Hon. Anna Caballero, 30th Assembly District  
Hon. Mark Stone, 29th Assembly District  
Debra L. Hale, TAMC



# CITY OF DEL REY OAKS

650 CANYON DEL REY RD. · DEL REY OAKS, CALIFORNIA 93940  
PHONE (831) 394-8511 · FAX (831) 394-6421

April 5, 2017

The Honorable Jim Beall  
15<sup>th</sup> Senate District  
State Capitol, Room 5066  
Sacramento, CA 95814

Via email to: [Lynne.Andres@sen.ca.gov](mailto:Lynne.Andres@sen.ca.gov)

**RE: SUPPORT for SB 1 (Beall): Road Repair and Accountability Act of 2017**

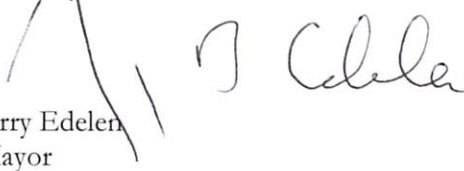
Dear Senator Beall:

On behalf of the City of Del Rey Oaks, I write in support of Senate Bill (SB) 1: Transportation Funding (as amended, April 3, 2017). This bill, known as the Road Repair and Accountability Act of 2017, creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. SB 1 pumps \$5.24 billion annually into “Fix it First” highway and road repairs and mass transit. **The City of Del Rey Oaks strongly supports this bill.**

The City of Del Rey Oaks specifically supports the set-aside of \$200 million annually for the California Transportation Commission (CTC) to allocate to road maintenance and rehabilitation projects in counties that have received voter approval of taxes or that have imposed fees, including uniform developer fees, which taxes or fees are dedicated solely to transportation improvements. As of November 8, 2016, Monterey County is a self-help county, and the Transportation Agency for Monterey County (TAMC) will use these funds as a state match for the voter-approved projects.

The City of Del Rey Oaks supports your efforts to stabilize and increase transportation funding. This bill would facilitate better planning and programming by making the actual amount of transportation funding in any given year more predictable. This bill would help TAMC, Monterey County, Cities and Caltrans to do much-needed roadway and highway improvements. Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

  
Jerry Edelen  
Mayor

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Bill Monning, 17th Senate District  
Hon. Anna Caballero, 30th Assembly District  
Hon. Mark Stone, 29th Assembly District  
Debra L. Hale, TAMC





**OFFICE OF THE MAYOR**

440 Harcourt Avenue  
Seaside, CA 93955

Telephone (831) 899-6706  
FAX (831) 899-6227

April 6, 2017

The Honorable Jim Beall  
15<sup>th</sup> Senate District  
State Capitol, Room 5066  
Sacramento, CA 95814

Via email to: [Lynne.Andres@sen.ca.gov](mailto:Lynne.Andres@sen.ca.gov)

**RE: SUPPORT for SB 1 (Beall): Road Repair and Accountability Act of 2017**

Dear Senator Beall:

On behalf of the City of Seaside, I write in support of Senate Bill (SB) 1: Transportation Funding (as amended, April 3, 2017). This bill, known as the Road Repair and Accountability Act of 2017, creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. SB 1 pumps \$5.24 billion annually into "Fix it First" highway and road repairs and mass transit. **The City of Seaside strongly supports this bill.**

The City of Seaside specifically supports the set-aside of \$200 million annually for the California Transportation Commission (CTC) to allocate to road maintenance and rehabilitation projects in counties that have received voter approval of taxes or that have imposed fees, including uniform developer fees, which taxes or fees are dedicated solely to transportation improvements. As of November 8, 2016, Monterey County is a self-help county, and the Transportation Agency for Monterey County (TAMC) will use these funds as a state match for the voter-approved projects.

The City of Seaside supports your efforts to stabilize and increase transportation funding. This bill would facilitate better planning and programming by making the actual amount of transportation funding in any given year more predictable. This bill would help TAMC, Monterey County, Cities and Caltrans to do much-needed roadway and highway improvements. Thank you very much for your sponsorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

A handwritten signature in blue ink that reads "Ralph Rubio".

Ralph Rubio  
Mayor

cc: Hon. Anthony Cannella, 12th Senate District  
Hon. Bill Monning, 17th Senate District  
Hon. Anna Caballero, 30th Assembly District  
Hon. Mark Stone, 29th Assembly District  
Debra L. Hale, TAMC



April 6, 2017

The Honorable Anthony Cannella  
12<sup>th</sup> Senate District  
State Capitol, Room 5082  
Sacramento, CA 95814

Via email to: [Tyler.Munzing@sen.ca.gov](mailto:Tyler.Munzing@sen.ca.gov)

**Re: Support for SB 477 (Cannella): Intercity rail corridors: extensions**

Dear Senator Cannella:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing in support of Senate Bill (SB) 477: Intercity rail corridors: extensions (as amended, March 27, 2017). This bill would authorize the extension of intercity passenger rail service beyond the currently defined boundaries of the corridor, subject to inclusion in and approval of the relevant joint powers board's business plan. **The Transportation Agency for Monterey County thanks you for authoring this bill.**

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County. This bill would enable two emerging passenger rail projects planned for Monterey County to be operated by existing joint powers boards. TAMC has long advocated for an extension of passenger rail service from San Jose to Salinas. SB 477 would allow the Capitol Corridor to extend south of San Jose, which will provide an alternative to the highly congested US 101 corridor to access to jobs, education, and health care in Silicon Valley and the San Francisco Bay Area.

Since 1992, the Coast Rail Coordinating Council, a coalition of coastal county transportation and planning agencies, has advocated for increased passenger rail service on the coast line, possibly as an extension of passenger rail service north of San Luis Obispo to San Jose/San Francisco. SB 477 would allow the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor to extend north of San Luis Obispo, to close a gap in passenger rail service along the California coast.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Christina Watson of my staff at (831) 775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jea@jeaandassociates.com](mailto:jea@jeaandassociates.com).

Sincerely,

Debra L. Hale  
Executive Director

cc: Hon. Bill Monning, 17th Senate District  
Hon. Mark Stone, 29th Assembly District

Hon. Anna Caballero, 30th Assembly District



# TAMC to use eminent domain for rail project

By KELLY NIX

THE TRANSPORTATION Agency for Monterey County this week filed five eminent domain lawsuits against property owners, lien holders, and tenants of property in Salinas, where the agency is seeking to build infrastructure as part of a \$70 million Salinas-to-Gilroy rail project.

TAMC filed the complaints in Monterey County Superior Court against the Monterey Regional Water Pollution Control Agency and other businesses and individuals, over the Salinas Rail Extension project. The water agency is listed as a "possible lien holder."

The TAMC project, which will extend Caltrain passenger rail service from Salinas to Gilroy, with connections to other cities, calls for improvements at the current Salinas train station, including an extension of Lincoln Avenue, train layover

facility and bus facility. The transportation agency is seeking the properties in question so it can commence construction in 2018.

The lawsuits, which follow TAMC's acquisition of several properties near the Salinas train station, indicate TAMC "is vested by law with the authority to exercise the power of eminent domain for the acquisition of real property," and requests the agency "be granted immediate possession of the property sought to be condemned."

TAMC executive director Debbie Hale did not return a message, while pollution control agency general manager Paul Sciuto said the agency was not aware of the complaints.

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## City of Salinas

OFFICE OF THE MAYOR • 200 Lincoln Avenue • Salinas California 93901 • (831) 758-7201 • Fax (831) 758-7368

April 11, 2017

The Honorable Anthony Cannella  
12<sup>th</sup> Senate District  
State Capitol, Room 5082  
Sacramento, CA 95814  
*Via U.S. Mail and E-mail to Tyler.Munzing@sen.ca.gov*

**RE: Support for SB 477 (Cannella): Intercity Rail Corridors: Extensions**

Dear Senator Cannella:

On behalf of the City of Salinas, I am writing in support of Senate Bill (SB) 477: Intercity Rail Corridors: Extensions (as amended, March 27, 2017). This bill would authorize the extension of intercity passenger rail service beyond the currently defined boundaries of the corridor, subject to inclusion in and approval of the relevant joint powers board's business plan. **The City of Salinas supports this bill.**

This bill would enable two emerging passenger rail projects planned for Monterey County to be operated by existing joint powers boards. The City of Salinas has long advocated for an extension of passenger rail service from San Jose to Salinas. SB 477 would allow the Capitol Corridor to extend south of San Jose, which will provide an alternative to the highly congested US 101 corridor to access to jobs, education, and healthcare in the Silicon Valley and the San Francisco Bay Area. Bringing new rail service to the Salinas train station is a key feature of the City's Vibrancy Plan.

Since 1992, the Coast Rail Coordinating Council, a coalition of coastal county transportation and planning agencies, has advocated for increased passenger rail service on the coastline, possibly as an extension of passenger rail service north of San Luis Obispo to San Jose/San Francisco. SB 477 would allow the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor to extend north of San Luis Obispo, to close a gap in passenger rail service along the California coast. This service would also stop at the Salinas train station.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Joe Gunter

cc: Debra L. Hale, TAMC Executive Director (*via e-mail only*)

# Thank you, Legislators, for supporting traveling public

DEBBIE HALE and CARL SEDORYK 12:02 a.m. PT April 12, 2017



Buy Photo 

*"Our transportation infrastructure is critical to California's economy. ... Every day, California drivers spend too many hours in choking traffic on deteriorating roads, while businesses face increased costs and falling productivity from congested highways."*

—Allen Zarembeg, California Chambers of Commerce

Our roads and bridges are crumbling, and it's time to do something about it. We need better transportation for our seniors, disabled and veterans. Sound familiar? These were the rallying cries for the Measure X and Measure Q local transportation funding measures that Monterey County voters approved to start chipping away at our \$2 billion backlog of road repairs and help run more bus service to our most vulnerable citizens.

As providers of transportation in Monterey County, we are pleased that the voters recognized that the state wouldn't help us out unless we helped ourselves. But until the Legislature acted last week, the state was not holding up its end of this funding bargain. California hasn't raised the gas tax in 23 years. You can't support a 21st century transportation system with 1990's revenues – our funding system doesn't even recognize that electric vehicles are on the road. It is no wonder that our streets are in failing condition, and we can't run our buses as many places, or as often, as they are needed.

But late last Thursday, two-thirds of the State Legislature voted to approve Senate Bill 1, by Sen. Jim Beall, to provide \$52.5 billion in guaranteed funding for transportation. We are proud to say that our Monterey Bay delegation – Sens. Bill Monning and Anthony Cannella, and Assembly members Mark Stone and Anna Caballero – unanimously voted to repair our local roads and streets, increase bus service, and improve state highway safety and road conditions.

The program focuses on "fixing it first," or ongoing maintenance, but there is also strong support for making it safer to walk or bike in your neighborhood. It will cost most drivers less than \$10 a month – significantly less than the estimated \$700 per year drivers spend on vehicle repairs caused by our rough roads. And, electric vehicles will now pay for their wear and tear on the roads with a new \$100/year fee.

With local transportation sales tax measures Q and X now in place, the estimated \$213 million in state transportation revenues generated by SB 1 completes a comprehensive transportation funding package for Monterey County for the next 10 years. Even those who do not drive will benefit as thousands of daily passengers of MST will benefit from new buses and expanded services.

The County of Monterey, whose roads average 40 points out of 100 in pavement condition, will receive nearly \$100 million to repave, repair and redesign safer county thoroughfares, and our cities will be able to fill potholes, build sidewalks and improve intersections.

State highway repairs will get a significant boost as well, an expense that our local measures rightfully left to Caltrans. Whether you are a local resident traveling to work, school, shopping, medical appointments or a visitor traveling to experience all that Monterey County has to offer the revenues from SB1 will help make your commute safer and more enjoyable.

Voting for taxes is a tough call – you know that because you made that decision last November. Let's thank our state legislators for investing in the Monterey Bay regional economy and voting for SB 1.

*Debbie Hale is executive director of the Transportation Agency for Monterey County and Carl Sedoryk is CEO and general manager, Monterey-Salinas Transit*

Read or Share this story: <http://bit.ly/2orwNBA>



# CRCC

coast rail coordinating council

April 12, 2017

The Honorable Anthony Cannella  
12<sup>th</sup> Senate District  
State Capitol, Room 5082  
Sacramento, CA 95814

Via email to: [Tyler.Munzing@sen.ca.gov](mailto:Tyler.Munzing@sen.ca.gov)

**Re: Support for SB 477 (Cannella): Intercity rail corridors: extensions**

Dear Senator Cannella:

On behalf of the Coast Rail Coordinating Council, I am writing to express our strong support of Senate Bill (SB) 477: Intercity rail corridors: extensions (as amended, March 27, 2017). Our planning coalition includes policy members of the transportation agencies along the coast rail corridor and technical staff from each of the agencies.

This bill is critical for our efforts to improve passenger rail on the "Coast Corridor". It would authorize the extension of intercity passenger rail service beyond the currently defined boundaries of the corridor, subject to inclusion in and approval of the relevant joint powers board's business plan.

Since 1992, the Coast Rail Coordinating Council, a coalition of coastal county transportation and planning agencies, has advocated for increased passenger rail service on the coast line, possibly as an extension of passenger rail service north of San Luis Obispo to San Jose/San Francisco. SB 477 would allow the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor to extend north of San Luis Obispo, to close a gap in passenger rail service along the California coast.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California. If you have any questions, please feel free to contact Peter Rodgers at (805) 781-5712, or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jea@jeaandassociates.com](mailto:jea@jeaandassociates.com).

Sincerely,

Dave Potter  
CRCC Policy Committee Chair

cc: Hon. Bill Monning, 17th Senate District, Hon. Anna Caballero, 30th Assembly District  
Hon. Mark Stone, 29th Assembly District