

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

Meeting of October 28, 2015

**Agricultural Center Conference Room  
1428 Abbott Street  
Salinas, California  
9:00 AM**

**WIFI INFO:**

**Network: ABBOTT CONF-GUEST  
Password (all caps): 1428AGGUEST**

*(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 & 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**

**1.1 ADDITIONS or CORRECTIONS** to the agenda.

**1.2 CLOSED SESSION**

Public Employee Performance Evaluation pursuant to Government Code section §54957-Position: Executive Director and Legal Counsel.

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

*(No Enclosures- provided only to Board members)*

**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 3.1.1 - 3.7.1 by majority vote with one motion. Any member may pull an item off the Consent Agenda to be considered for discussion and action after the Consent Agenda.

**4. PRESENTATION** of Transportation Agency Employees of the Quarters to Ariana Green and Maria Montiel. – Hale

*Ariana Green has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for April-June 2015. Maria Montiel has been selected as the Employee of the Quarter for July-September 2015.*

- 5.** **REVIEW** and **PROVIDE INPUT** on proposed project list for the 2016 State Transportation Improvement Program funding allocations. - Muck

*Every two years, the Agency submits a five-year program of projects to be funded by the State Transportation Improvement Program (STIP). Due to a shortfall in gas tax revenues, the program cannot fund new projects. Agency staff has developed a draft list of priority projects in the development of the Regional Transportation Improvement Program. The proposed program shifts funding between some projects to align with schedules without raising the overall budget.*

- 6.** **RECEIVE** update on the Transportation Improvement Measure Outreach Plan and the development of the Transportation Expenditure Plan. - Wright

*No Enclosures*

*Based upon TAMC analysis, safety priorities, and public input from the Agency's outreach efforts, a list of safety and improvement categories have been identified to assist with the development of a draft Transportation Expenditure Plan was presented to the Agency's Board of Directors on September 23, 2015. This report provides an update on public outreach efforts and projects identified by the Board and community stakeholders for the draft Transportation Expenditure Plan.*

- 7.** **RECEIVE** update on the Holman Highway 68 Roundabout project - Green

*The Holman Highway 68 Roundabout will be the first state highway roundabout in Monterey County and improve access to the Community Hospital, Pacific Grove and Pebble Beach. Construction of the roundabout will begin in spring 2016 and finish in spring 2017.*

8. Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law.
9. Reports from transportation providers:
  - [Caltrans Director's Report – Project Update –Gubbins](#)
  - Monterey Peninsula Airport District - Sabo
  - Monterey-Salinas Transit - Sedoryk
10. Executive Director's report
11. Announcements and/or comments from Transportation Agency members on matters that they wish to put on future Transportation Agency agendas.
12. **ADJOURN**

**Please send any items for the December 2, 2015 Transportation Agency agenda to Senior Administrative Assistant Elouise Rodriguez by 12 noon, Thursday, November 19, 2015.**

The Transportation Agency Agenda will be prepared by Transportation Agency staff and will close at noon Thursday, November 19, 2015 nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

*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.*

## **ANNOUNCEMENTS**

Next Transportation Agency for Monterey County meeting will be on

**December 2, 2015**

**Agricultural Center Conference Room**

**1428 Abbott Street**

**Salinas, California**

**9:00 A.M.**

Transportation Agency Board members will receive automatic mileage reimbursement payments not to exceed current IRS rates, (or reimbursed for the cost of transit). Payments will be made quarterly based on attendance records. Board members must submit a mileage declaration form with their declared mileage to and from the transportation agency meetings. Please call Transportation Agency office at 831-775-0903 if you need a mileage declaration form.

For Transportation Agency related travel reimbursement other than the monthly Transportation Agency meetings, please call Transportation Agency office at 831-775-0903 to request a travel reimbursement form.

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>

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.

**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**

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**BEGINNING OF CONSENT AGENDA:** Approve the staff recommendations for items 3.1.1 - 3.7.1 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) Service Authority for Freeways and Expressways and Monterey County Regional Development Impact Fee Joint Powers Agency of September 23, 2015. – Rodriguez

**3.1.2 ACCEPT** the list of checks written for October 2015 and credit card statements for the month of September 2015. – Delfino

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

**3.1.3 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** **ADOPT** Resolution 2015-17 amending the prior unmet transit needs finding to find that within Monterey County there are no unmet transit needs that are reasonable to meet. - Murillo

*The Agency annually conducts public hearings on unmet transit needs. In June, the Board adopted the unmet transit needs finding for 2015; however, upon further staff analysis, the Social Services Transportation Advisory Council determined that there are no unmet transit needs that are reasonable to meet in fiscal year 2015/2016.*

**3.2.2** **APPROVE** the City of Greenfield's Local Transportation Fund application for \$531,115 for their citywide street maintenance project. - Murillo

*The Agency adopted Resolution 2008-14 allocating Local Transportation Funds to the City of Greenfield for streets and roads projects. The City of Greenfield submitted an application for an eligible citywide street maintenance project to use the remaining balance of their Local Transportation Funds.*

## PLANNING

### 3.3.1 State Legislative Analyst/Advocate Contract - Watson

1. **AUTHORIZE** the Executive Director to renew and amend the contract with JEA & Associates, (subject to approval by Agency Counsel) in an amount not to exceed \$25,000 per year, to provide state legislative analyst/advocate services, for the period ending June 30, 2017;
2. **APPROVE** the use of local funds budgeted to this purpose; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

*The Executive Committee discussed the state legislative analyst/advocate services contract on October 7, 2015 and recommended renewing and extending the contract with JEA & Associates at \$25,000 per year, until June 30, 2017, due to the firm's longevity with the Agency and local government expertise. It was also recommended that \$10,000 per year in the budget be reserved for additional assistance, should the Agency choose to pursue special legislation.*

**3.3.2 Application for Caltrans Sustainable Communities Planning Grant – Leonard**

1. **AUTHORIZE** staff to submit an application for a Caltrans Sustainable Transportation Planning Grant to prepare a Monterey County Park and Ride Plan;
2. **AUTHORIZE** the Executive Director to accept grant funds if offered.

*Caltrans' Sustainable Communities planning grant program is accepting grant applications for fiscal year 2016-2017. Transportation Agency staff is seeking Board authorization to pursue a Sustainable Communities planning grant for a Monterey County Park and Ride Plan.*

**3.3.3 RECEIVE** state legislative update. - Watson

*On October 7, 2015, the Governor signed Senate Bill 705 (Hill), which enables TAMC to pursue a 3/8% transportation sales tax. This report summarizes the status of regular session transportation legislation.*

**3.3.4 RECEIVE** federal legislative update. - Watson

*The transportation authorization is currently set to expire on October 29, 2015. The Senate has passed a six-year authorization bill with provisions for funding for three of those six bills. The House is expected to pass another extension to the existing authorization in the near future.*

**3.3.5 RECEIVE** an update on the Pacific Grove Highway 68 Corridor Study. - Green

*The Pacific Grove Highway 68 Corridor Study is a joint effort of the Transportation Agency for Monterey County, City of Pacific Grove and Caltrans. The project team is now seeking input from the community on ways to make the corridor safer for bicyclists and pedestrians.*

## PROJECT DELIVERY and PROGRAMMING

*No items this month.*

### RAIL PROGRAM

#### 3.5.1 Salinas-San Jose Coast Rail Line Environmental Review - Watson

1. **AUTHORIZE** the Executive Director to execute contract with HDR, (subject to approval by Agency Counsel) in an amount not to exceed \$452,975 to complete the federal environmental review of the Salinas-San Jose Coast Rail Line, for the period ending June 30, 2017;
2. **APPROVE** the use of State Transportation Improvement Program and Regional Surface Transportation Program funds budgeted to this purpose; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

*Staff recommends contracting with HDR to perform the federal environmental review of the Salinas-San Jose segment of the coast mainline rail corridor to support the Coast Daylight project and the next phases of work on the extension of Capitol Corridor service to Salinas. In June, TAMC published a Request for Proposals for this work and received four proposals by the deadline. The review panel ranked the proposals and HDR is recommended based on proven experience in the preparation of National Environmental Policy Act (NEPA) documents and previous experience with NEPA analysis of rail line projects.*

**3.5.2 Capitol Corridor Reimbursement Agreement Renewal & Amendment -  
Watson**

1. **AUTHORIZE** the Executive Director to renew and amend a reimbursement agreement with the Capitol Corridor Joint Powers Authority to review designs and assist with planning for the Salinas Rail Extension Project, for no additional funding, until December 31, 2016;
2. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

*In October 2013, the Transportation Agency and the Capitol Corridor Joint Powers Authority (CCJPA) entered into a reimbursement agreement to cover actual costs incurred for Capitol Corridor staff work related to this project. That agreement expired on September 30, 2015 with funds still unexpended, and work still remains to be done on the planning of this project. Therefore, staff recommends a renewal and extension of this agreement to December 31, 2016 with no new funding.*

**REGIONAL DEVELOPMENT IMPACT FEE**

*No items this month.*

## COMMITTEE MINUTES

### 3.7.1 ACCEPT minutes from Transportation Agency committees

- Executive Committee – Draft October 7, 2015
- Bicycle & Pedestrian Facilities Advisory Committee October 7, 2015– Draft (online at [www.tamcmonterey.org](http://www.tamcmonterey.org))
- Rail Policy Committee – No Meeting
- Technical Advisory Committee – No Meeting (online at [www.tamcmonterey.org](http://www.tamcmonterey.org))

## END OF CONSENT AGENDA

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### CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS

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

- C1 September 9, 2015 letter from Suzanne St John, Sand City resident, to Todd Muck, Deputy Executive Director, re: Petition Sponsor: Residents of Sand City for Landscaping for Highway One at Sand City.
- C2 September 18, 2015 letter from Senator Dianne Feinstein to USDOT Secretary Anthony Foxx supporting TAMC’s application for federal grant funds for the Pajaro/Watsonville multimodal station.
- C3 Letters to Governor Edmund G. Brown, Jr., in support of Senate Bill 705, from: Carmel-By-The-Sea, Del Rey Oaks, Gonzales, Greenfield, Marina, Monterey County, MST, Salinas, Sand City, Soledad, and TAMC.
- C4 October 9, 2015, response letter from Caltrans regarding Jesus Esparza resident off of US 101 Dunbarton Road.

- [C5](#) October 14, 2015 letter to Debra L. Hale, Executive Director, from Timothy Gubbins, Caltrans District 5 Director, re: Response to questions at the Transportation Agency Board of Directors' Meeting on September 23, 2015.
  
- [C6](#) October 2, 2015 letter to Melissa Streder, Caltrans District 5, from Debra L. Hale, Executive Director, re: Support letter for Highway 1 grant application.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** October 28, 2015  
**Subject:** **Employee of the quarters**

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### **RECOMMENDED ACTION:**

**PRESENTATION** of Transportation Agency Employees of the Quarters Ariana Green and Maria Montiel.

### **SUMMARY:**

*Ariana Green, Associate Transportation Planner has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for April 1st – June 30, 2015 and Maria Montiel, Administrative Assistant has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for July 1st – September 30, 2015.*

### **FINANCIAL IMPACT:**

None.

### **DISCUSSION:**

The Agency employees recognize Ariana Green for her positive attitude, professionalism and diligence, and her hard work on the Multi-Modal Corridor Plan, the Highway 68 - Roundabout Outreach and Bicycle/Pedestrian Coordination activities. The Agency employees recognize Maria Montiel for her efficiency, agenda preparation skills and ability to keep the office running. They appreciate her patience, cheerful manner and most notably her helpfulness.

Approved by:   
Debra L. Hale, Executive Director

Date signed October 16, 2015

Regular Agenda

Attachment: Certificate of recognition for Ariana Green and Maria Montiel

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# EMPLOYEE OF THE QUARTER

PRESENTED TO  
*Ariana Green*

*It is hereby certified that Ariana Green, Associate Transportation Planner, has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for April 1<sup>st</sup> – June 30, 2015.*

*The Agency employees recognize Ariana Green for her positive attitude, professionalism and diligence, and her hard work on the Multi-Modal Corridor Plan, the Highway 68 - Roundabout Outreach and Bicycle/Pedestrian Coordination activities.*

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

*The term of recognition is: April 1, 2015 – June 30, 2015.*

*Recognized By*

*Acknowledged By*

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*TAMC Chair  
Kimbley Craig*

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*Executive Director  
Debra L. Hale*

*Date: October 28, 2015*

# EMPLOYEE OF THE QUARTER

PRESENTED TO  
*Maria Montiel*

*It is hereby certified that Maria Montiel, Administrative Assistant, has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for July 1<sup>st</sup> – September 30, 2015.*

*The Agency employees recognize Maria Montiel for her efficiency, agenda preparation skills and ability to keep the office running. They appreciate her patience, cheerful manner and most notably her helpfulness. On behalf of the Board of Directors of the Transportation Agency for Monterey County, it is our great pleasure to recognize Maria Montiel for her exemplary service.*

*The term of recognition is: July 1<sup>st</sup> 2015 – September 30, 2015.*

*Recognized By*

*Acknowledged By*

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*TAMC Chair  
Kimbley Craig*

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*Executive Director  
Debra L. Hale*

*Date: October 28, 2015*



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Senior Transportation Planner  
**Meeting Date:** October 28, 2015  
**Subject:** **2016 State Transportation Improvement Program Strategies**

### **RECOMMENDED ACTION:**

**REVIEW** and **PROVIDE INPUT** on proposed project list for the 2016 State Transportation Improvement Program funding allocations.

### **SUMMARY:**

Every two years, the Agency submits a five-year program of projects to be funded by the State Transportation Improvement Program (STIP). Due to a shortfall in gas tax revenues, the program cannot fund new projects. Agency staff has developed a draft list of priority projects in the development of the Regional Transportation Improvement Program. The proposed program shifts funding between some projects to align with schedules without raising the overall budget.

### **FINANCIAL IMPACT:**

The Transportation Agency's current Regional Improvement Program includes \$72.8 million for nine regionally-significant projects and "Planning, Programming & Monitoring". The 2016 State Transportation Improvement Program includes no new funding for the next five-year cycle. The effect is that no new projects can be programmed and some existing projects will be delayed.

### **DISCUSSION:**

The State Transportation Improvement Program (STIP) is a statewide five-year program of state highway and local transportation projects, funded with revenues from state and federal funding sources for capital improvements. These funds can be used for a wide variety of transportation projects, including local road rehabilitation, road widening/capacity, intersection improvements, bicycle and pedestrian facilities, public transit, passenger rail, and other projects that enhance the region's transportation infrastructure.

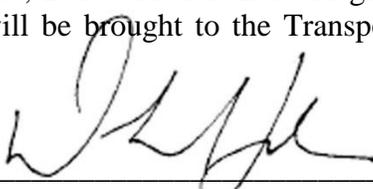
Seventy-five percent of State Transportation Improvement Program funds are allocated to regional agencies, by county, per State law. The remaining twenty-five percent of State Transportation Improvement Program funding is allocated to interregional projects. Caltrans proposes projects through the STIP process to be programmed with the interregional share of the State Transportation Improvement Program funds, while the Transportation Agency prepares a Regional Transportation Improvement Program with project funding proposals for the county share. The Regional Transportation Improvement Program is a 5-year list of transportation projects adopted by the Transportation Agency every two years for inclusion in the statewide program.

The 2016 State Transportation Improvement Program will cover the period from fiscal year 2016/17 through 2020/21. At its August 27, 2015 meeting, the California Transportation Commission adopted a Fund Estimate for the 2016 State Transportation Improvement Program that has no funding capacity for programming new projects. Instead, many projects already programmed will be delayed. The shortfall in funds is the result of the reduction of the state excise tax on gasoline that went into effect on July 1, 2015, pursuant to the so-called “gas tax swap” in the 2010 state budget. Under the swap, transportation bond debt service is repaid off the top from the excise tax on gasoline.

Projects that are currently programmed in the State Transportation Improvement Program are shown as an **Attachment**. To address the lack of new funding while maintaining project schedules, Agency staff has consulted with project sponsors and developed the following programming strategies:

- State Route 1 Operational Improvements: Currently programmed with \$3 million in STIP funds for fiscal year 2016/17. Staff proposes to reduce the STIP amount to \$2 million to better qualify for state-only funding, which relieves the project of federal requirements, and backfill the cost with \$1 million in Regional Surface Transportation Program funds. A portion of the de-programmed funds would be shifted to the State Route 156 project.
- Route 68 Corral de Tierra Intersection: Currently programmed with \$1.7 million in STIP funds for fiscal year 2016/17. As part of the Regional Roundabout Study, the ultimate improvements at this location were determined to operate more efficiently as a roundabout. Staff has been in discussions with Caltrans and County staff to determine the steps, costs, and timeline necessary to potentially re-scope the project. Caltrans estimates that converting the project to a roundabout at this point would delay needed improvements for at least five years. This would result in most of the environmental and design work needing to be redone, and would not result in a significant cost savings. Staff is proposing to continue with the current project and funding plan.
- State Route 156 Improvements: Currently programmed with STIP funds of \$4.5 million in fiscal year 2015/16 and \$28 million in 2017/18. With the project needing to complete a supplemental environmental review as part of the tolling discussion, staff proposes to use \$700,000 of de-programmed State Route 1 STIP funds in fiscal year 2016/17 for this task, move the current funding schedule out two years, and add the remaining \$300,000 of de-programmed State Route 1 funds to the right-of-way phase.

California Transportation Commission guidelines require Regional Transportation Planning Agencies to submit proposed programming as part of a Regional Transportation Improvement Program by December 15, 2015. A draft 2016 Regional Transportation Improvement Program for Monterey County will be brought to the Transportation Agency Board at the December 2 meeting for adoption.

Approved by:   
Debra L. Hale, Executive Director

Date signed: October 14, 2015

Regular Agenda

Counsel Approval: N/A  
Admin/Finance Approval: N/A

Attachment: 2016 Draft Summary of Monterey County STIP Programming

## 2016 State Transportation Improvement Program

### Funding Strategies for Current and Proposed Project Programming

Regional Improvement Program										
Lead Agency	Project	Total RIP Funds	Prior	15/16	16/17	17/18	18/19	19/20	20/21	State Only?
<b>Highway and Road Projects</b>										
Caltrans	US-101 South County Freeway Conversion									
	<i>Current</i>	\$5,000			\$5,000					
	<i>Proposed</i>	\$5,000				\$5,000				
Caltrans	SR 156 Improvement Project									
	<i>Current</i>	\$32,500		\$4,500		\$28,000				
	<i>Proposed</i>	\$33,500			\$700	\$4,500		\$28,300		
City of Marina	Imjin Road Widening		\$1,650							
	<i>Current</i>	\$1,650			\$1,650					
	<i>Proposed</i>	\$1,650			\$1,650					
Monterey Co.	SR1 Operational Improvements									X
	<i>Current</i>	\$3,000			\$3,000					
	<i>Proposed</i>	\$2,000			\$2,000					x
Monterey Co.	SR 68 - Corral de Tierra									X
	<i>Current</i>	\$1,700			\$1,700					x
	<i>Proposed</i>	\$1,700			\$1,700					x
<b>Rail, Transit, and Bike Projects</b>										
TAMC	Coast Daylight Track Improvements		\$200							
	<i>Current</i>	\$300				\$300				
	<i>Proposed</i>	\$300				\$300				
TAMC	Capitol Corridor Extension to Monterey County									X
	<i>Current</i>	\$18,856				\$18,856				x
	<i>Proposed</i>	\$18,856				\$18,856				x
Monterey Co.	Castroville Bike / Ped Overcrossing									
	<i>Current</i>	\$6,637		\$6,637						
	<i>Proposed</i>	\$6,637		\$6,637						
MST	Monterey-Salinas Transit Buses									
	<i>Current</i>	\$2,000			\$2,000					
	<i>Proposed</i>	\$2,000			\$2,000					
<b>Administrative</b>										
TAMC	Planning, Programming, and Monitoring		\$518							
	<i>Current</i>	\$1,140		\$213	\$309	\$309	\$309			
	<i>Proposed</i>	\$1,140		\$213	\$232	\$232	\$232	\$232		
<b>Totals, Current RIP Projects</b>		\$72,783		\$11,350	\$13,659	\$47,465	\$309	\$0	\$0	
<b>Totals, Proposed RIP Projects</b>		\$72,783		\$6,850	\$8,282	\$28,888	\$232	\$28,532	\$0	



## Memorandum

**To:** Board of Directors  
**From:** Ariana Green, Associate Transportation Planner  
**Meeting Date:** October 28, 2015  
**Subject:** Holman Highway 68 Roundabout Update

### RECOMMENDED ACTION

**RECEIVE** update on the Holman Highway 68 Roundabout project.

### SUMMARY:

The Holman Highway 68 Roundabout will be the first state highway roundabout in Monterey County and improve access to the Community Hospital, Pacific Grove and Pebble Beach. Construction of the roundabout will begin in spring 2016 and finish in spring 2017.

### FINANCIAL IMPACT:

The total cost of the Holman Highway 68 Roundabout is \$8.2 Million. The Transportation Agency has contributed \$3.3 Million in Regional Surface Transportation Program funds toward the project. The Transportation Agency received funds from the City of Monterey and Air District to fund pre-construction community outreach.

### DISCUSSION:

The Holman Highway 68/State Route 1 Roundabout will be the first state highway roundabout in Monterey County. The intersection is a gateway to the Peninsula and provides access to the Community Hospital, Pebble Beach Company and City of Pacific Grove. The project will begin construction in spring 2016 after the 2016 AT&T Pro Am golf tournament, and will finish just before the 2017 AT&T Pro Am. To minimize congestion during construction, work will primarily be done at night and during off-peak hours. The project team is coordinating with business and hospitality groups to minimize impacts during the busiest tourist season.

The City of Monterey is the lead agency tasked with design and construction of the roundabout, and contracted with the Transportation Agency to conduct public outreach and education for the project. The City of Monterey will go out to bid in November 2015 for a Construction Manager and Contractor for the project.

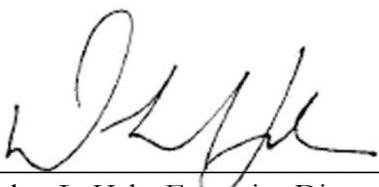
An Interagency Task Force has been formed for the Holman Highway 68 Roundabout project that will meet monthly throughout construction. The Interagency Task Force is made up of key project stakeholders who will problem-solve and provide direct input to the project team throughout construction. The Construction Manager will give the task force regular construction updates and a six-week “look ahead” report, which the task force will help disseminate to the community.

In addition to the Interagency Task Force, an Emergency Responders Working Group and a Travel Demand Management Working Group have been formed. The Emergency Responders Working Group will discuss and develop appropriate protocol for the construction team in case of emergency and establish a direct line of communication between the project team and emergency responders. The Travel Demand Management Working Group will identify and implement strategies to mitigate congestion during road closures. Congestion mitigation strategies being considered include:

- **Park & Ride** - encourage employees and visitors to park in Monterey and ride the trolley or bus to Cannery Row and Lighthouse Avenue.
- **Discounted Bus Pass** – during construction, Monterey-Salinas Transit will sell monthly bus passes at a heavy discount of \$13/month (an 86% discount off a regular 31-day Basic Pass).
- **Restripe Lighthouse Avenue** – provide three lanes toward downtown Monterey and one lane toward Pacific Grove. One of the three lanes toward downtown may be used as a transit/carpool-only lane.
- **Traveler Information Website** – provide traveler information online including road closures, detours and how to get around without a car.

Transportation Agency staff will continue to meet with stakeholder groups and provide updates on the project website (<http://www.tamcmonterey.org/programs/roundabouts/hwy68rndabt.html>), in newsletters, news releases and via email. In January/February 2016, the Transportation Agency will hold several community meetings to provide information about the final construction schedule, detours and transportation alternatives. Staff will alert TAMC Board members to the dates of these public information meetings.

Approved by:

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

Date Signed: October 13, 2015

Regular Agenda

Counsel Approval: N/A  
Finance Approval: N/A



ROUTE 46 CORRIDOR IMPROVEMENT  
5-3-13



Looking east on Highway 46 in San Luis Obispo County

FALL 2015

## District Director's Report

A quarterly publication for our transportation partners

### Highway 46 Project Awarded Excellence

The second five-mile segment of the Highway 46 widening in San Luis Obispo County, also known as Whitley 1, was recently recognized with a Caltrans Excellence in Transportation Award in the rural category.

Over the years, several high-profile injury and fatal collisions occurred along Highway 46. To address safety, the route is being converted from a two-lane conventional highway to a four-lane divided expressway. In all, nearly 63 miles will be widened from US 101 near Paso Robles to Interstate 5 in Kern County with two lanes in each direction, separated by a wide, unpaved median.

A unique and innovative feature of Whitley 1 is the use of landform grading allowing the roadway to blend with the natural rolling topography and rural setting. A network of frontage and connector roads in the Whitley Gardens community was also constructed, eliminating conflicts with traffic crossing the highway. Caltrans' partners on the project include San Luis

Obispo Council of Governments, Fix 46 Committee and Papich Construction Inc.



Sara von Schwind

### New Maintenance & Operations Leader

Sara von Schwind is now the Deputy District 5 Director of Maintenance and Traffic Operations. She has acted in this position since January 2015. Before that, she served as Deputy District Director of Program Project Management since 2012.

Von Schwind is a licensed civil engineer and has served 23 years in various Caltrans positions, including Project Management.

## Caltrans District 5



District Director  
Timothy Gubbins

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

She holds a Bachelor's degree in civil engineering and a Master's in the same field with coastal and geotechnical emphases. She previously worked in the

Geotechnical Division and is experienced in bridge foundations, retaining walls, slope stabilization, rock scaling and storm damage repairs.

### \$25K for Innovative Ideas



Caltrans is one of three state agencies offering \$25,000 each for the most innovative ideas addressing the following:

- Improving the state's transportation system (Caltrans).
- Improving sustainable government practices to address climate change (Department of General Services).
- Helping to prevent underage drinking (Department of Alcoholic Beverage Control).

All California residents are encouraged to apply. State employees and their immediate families are ineligible to

compete. Applications are available online until **5 p.m. Tuesday, Oct. 13, 2015.**

<http://www.dot.ca.gov/hq/paffairs/news/pressrel/15pro80.htm>.

## Connected Vehicles Pilot Program



Caltrans and its partners are working to improve transportation safety and mobility, and reduce environmental impacts using connected vehicle technology. This state-of-the-art system has the potential to transform the way Americans travel through a safe, interoperable wireless communication network connecting cars, buses, trucks, trains, traffic signals, smart phones and other devices. These vehicles would feature safety warnings alerting motorists of upcoming road hazards such as collisions, icy conditions and sharp curves. This technology has the potential to address crashes caused by non-impaired drivers, but more research is needed to determine effectiveness, according to the National Highway Traffic Safety Administration.

Caltrans, the Metropolitan Transportation Commission (MTC) of the San Francisco Bay Area, the Los Angeles County Metropolitan Transportation Authority (METRO), and the San Diego Association of Governments (SANDAG) together are proposing a robust connected vehicle pilot program in San Francisco, Los Angeles and San Diego. The program, titled, *One California*, focuses on safety,

mobility, the environment, and agency efficiency. It also furthers

## Proposition 1B – Good Investment Return

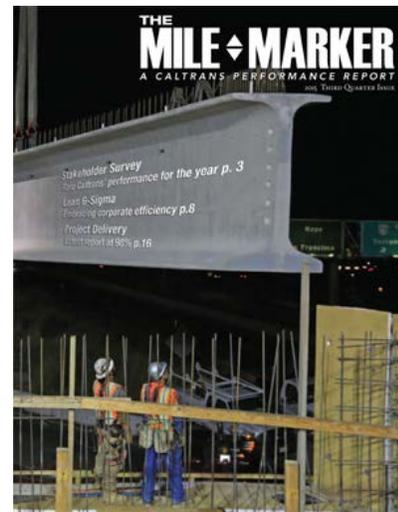
Since voters passed Proposition 1B in 2006, more than 2,000 projects statewide have improved California’s transportation infrastructure, including roads, bridges, and rail and transit systems.

Proposition 1B, totaling nearly \$20 billion, represents the state’s largest expenditures on transportation since the 1950s. These include:

- \$4.5 billion – 90 corridor projects to reduce congestion.

- \$2.5 billion – 87 projects improving freight movement on state highways, rail systems and ports. the *California Transportation Plan 2040* goals by creating a sustainable, interconnected transportation system encouraging economic vitality, protecting natural resources, and promoting the health and well-being of all Californians. More information is available at: [http://www.dot.ca.gov/research/operations/one\\_california/](http://www.dot.ca.gov/research/operations/one_california/).

## Mile Marker Fall Edition Released



*The Mile Marker: A Caltrans Performance Report* edition is now available online. The plain language report addresses how well Caltrans is protecting and improving California’s transportation system.

The latest issue discusses Caltrans’ project delivery at 98 percent, greenhouse gas reductions, using greener pavements, daily hours of vehicle delay and incident clearance. It also features corporate efficiency efforts, high-technology pavement monitoring, and travel

behavior and options. More information is available at: <http://www.dot.ca.gov/MileMarker/2015-3/files/1.html>

- \$3.6 billion – Nearly 1,200 transit and rail system improvements, including upgraded transit services, modernized transit stations and cleaner-running buses.
- \$1 billion – 23 projects to improve SR 99 in the state’s Central Valley.

In District 5, Proposition 1B provided \$96 million for widening 13 miles of Highway 46 East in San Luis Obispo County, and \$28 million for constructing the US 101/San Juan Road interchange in Monterey County. To date, this funding has provided more than \$18 billion to

improve transportation statewide. More information is available at:  
<http://www.dot.ca.gov/hq/paffairs/news/pressrel/15pro88.htm>.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR OCTOBER 28, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

## CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>Highway 1 Elephant Trunk Slide Permanent Restoration (1A7004)</b>	On Highway 1 in northern San Luis Obispo County and southern Monterey County about 3 miles north of San Carpoforo Creek Bridge to Limekiln Creek (PM 73.7-74.0)	Construct a 1,000-foot-long retaining wall for permanent restoration and to stabilize settlement	Spring 2015 – Winter 2016/17	\$9.5 million	SHOPP	Caltrans	Lisa Lowerison (RS)	John Madonna Construction of San Luis Obispo, CA.	Full overnight closures Sunday night through Friday morning from 10 pm until 7 am. One-way reversing traffic control during the daytime.
2.	<b>Highway 1 Cow Cliffs Viaduct (1F8904)</b>	In Monterey County Near Lucia from 0.1 Mile South of Big Creek Bridge to 2.8 Miles South of Dolan Creek Bridge (PM 28.0-28.4)	Construct Viaduct	Summer 2015- Fall 2016	\$3.9 million	SHOPP	Caltrans	Ken Dostalek (TL)	RGW Construction Inc. Livermore, CA	Signal controlled one-way traffic control. 10-minute traffic holds for movement of equipment. A few full overnight closures starting in December.
3.	<b>Route 68 East Hitchcock Road Signal (0T2704)</b>	Along SR 68 near Salinas at Hitchcock Road (PM 19.2)	Install traffic signal	Summer 2015- Winter 2016	\$904,000	SHOPP	Caltrans	David Rasmussen (TL)	Granite Rock Construction, Watsonville	Project was awarded May 18, 2015 and approved on June 11. Work on utility relocation has begun.
4.	<b>Hwy. 101 Greenfield CAPM (1A7304)</b>	In Monterey Co. in and near Greenfield from Lagomarsino Ave. to south of Hudson Rd. (PM 49.8-55.3)	Pavement Preservation (CAP M)	Dec. 1, 2014— Fall 2015	\$4.7 million	SHOPP	Caltrans	David Rasmussen (FK)	Papich Construction Co. Inc, Pismo Beach	Work consists primarily of night work Monday – Thursday (Fri am)-Work currently suspended due to temp. Scheduled to complete by September 2015



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR OCTOBER 28, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

## CONSTRUCTION PROJECTS (Cont’d.)

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
5.	<b>Hwy. 101 Monterey to Marina CAPM (1A7604)</b>	In Monterey County, from Sloat Avenue Undercrossing to South Marina Overhead (PM R77.56/R85.3)	Pavement Preservation (CAP M)	Fall 2015- Winter 2015	\$9.2 million	SHOPP	Caltrans	Richard Rosales (TL)	Granite Construction Co. Watsonville, CA	Contract was awarded on Aug. 12 and approved Sept. 3, 2015
6.	<b>US 101 Airport Blvd. IC East Landscaping Project (349514)</b>	Near Salinas just south to just north of Airport Boulevard Overcrossing (PM 85.0-85.8)	Highway Planting and Irrigation	June 11, 2012- Oct. 4, 2012 (In Plant Establishment until December 2015)	\$687,000	STIP	Caltrans	David Silberberger (AN)	Bortolussi & Watkin, Inc., San Rafael	The project is in the plant establishment phase where plants are monitored for successful growth.
7.	<b>Hwy. 101/San Juan Road Interchange (31580_)</b>	On Route 101 near Prunedale.4 mile south of Dunbarton Road in Mon. Co. (PM 100.0-101.3)	Construct new interchange at San Juan Road and US 101	Dec. 3, 2012- Summer 2016 (Timeframe includes Plant Establishment Work)	\$46.2 Million	STIP/CMI A/ARRA	Caltrans	David Silberberger (JW)	GCC/MCM A JV, Watsonville	The new interchange and related improvements were fully open to traffic on July 17, 2015. However, the project remains active due to a 1 year plant establishment process which is targeted to be completed by the Summer of 2016.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR OCTOBER 28, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

## PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Comments
8.	<b>Highway 1 Paul’s Slide Repair (0T850)</b>	On SR 1 near Lucia from 0.5 miles North of Limkiln Creek bridge to 1 mile South of Lucia (PM 21.6-22.1)	Widen Highway, Install Catchment	Fall 2018	\$16.1 million	SHOPP	Caltrans	Ken Dostalek (PM)	Project is currently in PA&ED.
9.	<b>Highway 1 Hurricane Pt. to Rocky Creek Viaduct (1A000)</b>	In Monterey County North of Big Sur from 1 mile South of the Bixby Creek Bridge to 0.25 miles South of the Rock Creek Bridge (58.3-59.8)	Shoulder Widening, Guardrail Upgrades, Potential Retaining Wall	Summer 2018	\$5 million	SHOPP	Caltrans	Ken Dostalek (PM)	Project is currently in PA&ED.
10.	<b>Highway 1 Climbing Lane (0L570)</b>	On Route 1 near Carmel between the Carmel River Bridge and Carmel Valley Road (PM 72.3/72.9)	Operational Improvements	Fall 2016	\$2,639 million	STIP	Caltrans	David Rasmussen (PM)	Project is currently in PS&E. Target RTL is mid-2016.
11.	<b>Highway 68 Pacific Grove Shoulder Widening (1C250)</b>	In Monterey County, Pacific Grove to Scenic Drive (PM 1.6/L4.0)	Shoulder Widening, Rumble Strips, Guardrail	Spring 2021	\$2.510 Million	SHOPP	Caltrans	David Rasmussen (PM)	Project is currently in PA&ED and expected to move to PS&E in 2016.
12.	<b>Highway 68 Pacific Grove Centerline Rumble Strip (1G450)</b>	In Monterey County. Just East of Piedmont Avenue to West of the JCT RTE 1/68 (PM1.6/L4.1)	Centerline Rumble Strip & OGAC	Summer 2018	\$1,748 Million	SHOPP	Caltrans	David Rasmussen (PM)	Project is currently in PA&ED and expected to move to PS&E in 2016.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR OCTOBER 28, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

## PROJECTS IN DEVELOPMENT (Cont’d.)

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Comments
13.	<b>Highway 68 Salinas River Bridge Widening (0F700)</b>	In Monterey County on Route 68 near Salinas from 0.2 mile East of Reservation Rd. undercrossing to Spreckels Blvd. undercrossing (PM R17.4/R18.0)	Bridge Widening	Spring 2016	\$9,868 Million	SHOPP	Caltrans	David Rasmussen (PM)	Project will be out to bid this month. Expected start of construction, Spring 2016.
14.	<b>Highway 101 CURE Safety Improvements near King City (0T990)</b>	On Route 101 in Monterey County from 0.2 miles south of Canal St. undercrossing in King City to 0.2 miles North of Greenfield (PM R41.0/49.8)	Tree and MBGR Removal	Spring 2016	\$2,488 Million	SHOPP	Caltrans	David Rasmussen (PM)	Project is currently in PS&E. Target RTL is mid-2016.
15.	<b>Highway 101 South Greenfield Median Barrier (1E060)</b>	In and near Greenfield from Teague Avenue to Walnut Avenue OC (47.7-53.9)	Concrete median barrier, inside shoulder widening and rumble strip	Fall 2015	\$4,830 Million	SHOPP	Caltrans	Aaron Henkel (PM)	Bids opened on September 2, 2015. Waiting to be awarded.
16.	<b>Highway 101 North Greenfield Median Barrier (1G380)</b>	In Monterey County from just North of Walnut Avenue (53.9-57.1)	Median barrier and inside shoulder rumble strip with shoulder widening	Fall 2018	\$4,190 Million	SHOPP	Caltrans	Aaron Henkel (PM)	Project is in PS&E Phase with ready to list by 3/1/2017.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR OCTOBER 28, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

## PROJECTS IN DEVELOPMENT (Cont’d.)

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Comments
17.	<b>Highway 101 N. Soledad OH Deck Replacement (0F970)</b>	On Route 101 in Monterey County near Soledad at the North Soledad OH Bridge (62.1-63.2)	Bridge Deck Replacement and Widening at North Soledad OH	Winter 2018	\$6.6 million	SHOPP	Caltrans	Ken Dostalek (PM)	Project is currently in the draft PS&E and R/W acquisition phase. Negotiations with Union Pacific RR over construction easements expected to take about 2 ½ years to complete.
18.	<b>Hwy. 101 Soledad CAPM (1F69U4)</b>	In Monterey County from 0.4 Miles North of North Greenfield Overcrossing to 1.2 Miles North of North Gonzales Overcrossing (PM 55.2-73.8)	Pavement Preservation	Fall 2015- Winter 2015	\$22.9 million	SHOPP	Caltrans	Aaron Henkel (PM)	Project was awarded on 10/12/2015.
19.	<b>Route 156 West Corridor (316000)</b>	On SR 156 btwn 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	Caltrans	David Silberberger (PM)	The project team is now focusing their attention on delivering a Supplemental Environmental Impact Report (EIR) through a standard process, with Caltrans and TAMC partnering to produce the final document. This Supplemental EIR will provide important information regarding the feasibility of moving ahead with tolling as a source of revenue for this project.

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

**Draft Minutes of September 23, 2015 TAMC Board Meeting**

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

TAMC BOARD MEMBERS	SEP 14	OCT 14	DEC 14	JAN 15	FEB 15	MAR 15	APR 15	MAY 15	JUN 15	AUG 15	SEP 15
F. Armenta, Supr. Dist. 1- <b>1<sup>st</sup> Vice Chair</b> (J. Martinez)	P	P	P	P	P(A)	P	P	P(A)	P	P	P
J. Phillips, Supr. Dist. 2 (J. Stratton; C. Link)	P(A)	P(A)	P	P	P	P	P	P	P	P(A)	P
S. Salinas, Supr. Dist. 3- (C. Lopez)	P	P	P	P	P(A)	P	P	P(A)	P	P	P
J. Parker, Supr. Dist. 4- <b>Past Chair</b> (K. Markey)	P	P	P	P	P	P(A)	P(A)	P	P(A)	P(A)	P
D. Potter, Supr. Dist 5 ( <del>K. Lee</del> ; J. Mohammadi)	P	P	P(A)	P	P(A)	P	P	P(A)	P(A)	P(A)	P
J. Burnett, Carmel-by-the-Sea (V. Beach)	E	P	E	P	P(A)	P	P	P(A)	P	P(A)	P(A)
J. Edelen, Del Rey Oaks- (K. Clark)	P	P	E	P	P	P	P	P	P	E	P
M. Orozco, Gonzales (J. Lopez)	P	P	P	P	P	-	P	P	P(A)	P	P
J. Huerta, Greenfield (A. Moreno)	P	-	-	P	P	P	P	P	P	P	-
B. Hendrickson, King City (M. Lebrarre)	P	-	E	P	P	-	P	P	E	P	P
B. Delgado, Marina (F. O'Connell)	-	P	P	P	P(A)	P(A)	P	P	-	P	P
E. Smith, Monterey (R. Deal)	P	P	P	P	P(A)	P	P	-	P	P	E
R. Huitt, Pacific Grove (C. Lucius)	P	P	P	P	P	P	P	P	P	P	P
K. Craig, Salinas- <b>Chair</b> (R. Russell, J. Serrano)	P	P	P(A)	P	P	P	P	P	P	E	P
T. Bodem, Sand City (L. Gomez)	P	P	P	-	E	P	P	P	P	P	-
R. Rubio, Seaside (I. Oglesby)	P	P	P	P	P	P	P	P	P	P	P
A. Chavez, Soledad,- <b>2nd Vice Chair</b> (F. Ledesma)	P	P	P	E	P	P	P	P	P	P	P
M. Twomey, AMBAG (H. Adamson)	P	P	P	P	P(A)	P(A)	P	P	P	P(A)	P(A)
T. Gubbins, Caltrans, Dist. 5 ( <del>A. Loe, C. Jones, J. Olenik</del> , Rider)	P(A)	P(A)	P	P(A)	P(A)	P	P	P	P(A)	P(A)	P(A)
R. Stedman, Monterey Bay Unified Air Pollution Control District (A. Clymo, <del>A. Romero</del> )	P(A)	-	-	P(A)	P(A)	P(A)	P(A)	P	-	-	P(A)
B. Sabo, Monterey Regional Airport	-	P	P	P	P	P	-	P	P	P	-
C. Sedoryk, MST ( <del>M. Hernandez, H. Harvath,</del> L. Rheinheimer)	P(A)	P	P(A)	P	P	P	P	P	P	P(A)	P
E. Montesino, Watsonville (D. Dodge)	-	-	-	-	-	-	-	-	-	-	-

TAMC STAFF	SEP 14	OCT 14	DEC 14	JAN 15	FE B 15	MAR 15	APR 15	MAY 15	JUN 15	AUG 15	SEP 15
	P	P	P	P	P	P	P	P	P	P	P
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	P	P	P	P	P
R. Goel, Dir. Finance & Administration	P	P	P	P	P	P	P	P	P	P	P
A. Green, Transportation Planner	P	P	P	P	P	P	P	P	P	P	P
G. Leonard, Transportation Planner	P	P	P	P	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	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
H. Myers, Sr. Trans. Planning Engineer	P	P	P	P	P	P	P	P	P	P	P
K. Reimann, Legal Counsel	P	P	P	P	P	P	P	P	P	P	P
E. Rodriguez, Senior Admin. Assistant	P	P	P	P	P	E	P	P	P	P	P
L. Terry, Accountant Assistant	E	E	P	E	E	E	E	E	E	E	E
C. Watson, Principal Trans. Planner	P	P	P	P	P	E	P	P	E	E	P
M. Zeller, Senior Trans. Planner	P	P	P	P	P	E	P	P	P	P	P
T. Wright, Community Outreach	P	P	P	P	P	P	P	P	P	P	P

**OTHERS PRESENT**

Dell Matt	101 Bypass Committee	Pat Grant	Public
Tim O'Halloran	City of Seaside	Eric Petersen	Salinas resident
Alex Vasquez	Access Monterey Peninsula	Mark McCumsey	Caltrans District 5
Mario Romo	Access Monterey Peninsula	Sharon Friedrichsen	City of Carmel-by-the Sea
Sam Teel	Monterey Co Hospitality Assn.	Paul Tran	CHISPA
MacGregor Eddy	Media		

- 1. **CALL TO ORDER**  
Chair Craig called the meeting to order at 9:00 a.m., and led the pledge of allegiance.

- 1.1 **ADDITIONS OR CORRECTIONS TO THE AGENDA**  
None.

- 2. **PUBLIC COMMENTS**  
None.

- 
- 3. **CONSENT AGENDA**  
M/S/C Delgado/Orozco/unanimous

The Board approved the consent agenda excluding item 3.4.1, pulled for discussion by Board member Phillips.

***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 August 26 2015.
- 3.1.2** Accepted the list of checks written for August 2015 and credit card statements for the month of July 2015.
- 3.1.3** Received report on conferences attended by agency staff.
- 3.1.4** Adopted the proposed Equal Employment Opportunity Plan as recommended by the Executive Committee.
- 3.1.5** Regarding video recording and broadcasting of Board meetings.
  - 1. Authorized the Executive Director to execute contract Amendment No. 2 with Access Monterey Peninsula, to extend and amend the contract from the current expiration date, September 30, 2015 to June 30, 2016;
  - 2. Authorized the Executive Director to execute contract Amendment No. 2 with Monterey County Superintendent of Schools to televise Board meetings on Charter and South County Channels to extend and amend the contract from the current expiration date, September 30, 2015 to June 30, 2016;
  - 3. Authorized the Executive Director to make administrative changes to the contracts if such changes do not increase the Agency's net cost, subject to approval by Agency counsel;
  - 4. Authorized the use of \$45,150 from Agency reserves budgeted for these purposes; and
  - 5. Approved sole source procurement finding.

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

No items this month.

***PLANNING***

- 3.3.1** Regarding Regional Transportation Plan Environmental Impact Report Agreement:
  - 1. Authorized the Executive Director to execute an agreement not to exceed \$60,000 with Metropolitan Transportation Plan/ Sustainable Communities Strategy/ Regional Transportation Plan Environmental Impact Report;
  - 2. Approved the use of \$60,000 in funds budgeted to this project; and
  - 3. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

***PROJECT DELIVERY and PROGRAMMING***

- 3.4.1** The Board received the fiscal year 2014-2015 Call Box Annual Report.  
**M/S/C** Phillip/Armenta/unanimous

Board member Phillips requested that staff look at reallocating program resources, noting some call boxes are not being used. Director Hale commented that over the coming months staff has plans to do a thorough analysis to determine where the call boxes are needed and not needed.

***RAIL PROGRAM***

- 3.5.1** Received contract renewal and amendment with the National Railroad Passenger Corporation (Amtrak) to perform a feasibility study for the Coast Daylight Project, extending the contract period to June 30, 2016.
- 3.5.2** Authorized the Executive Director to execute contract amendment #1 with Overland, Pacific & Cutler, Inc. to increase the not-to-exceed amount of the contract by \$81,700 to allow seven additional parcels to be covered by the current appraisal and acquisition services contract using Traffic Congestion Relief Program funds.

***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 September 2, 2015
  - Bicycle & Pedestrian Facilities Advisory Committee – Draft September 2, 2015
  - Rail Policy Committee – September 14, 2015 Agenda
  - Technical Advisory Committee –Draft September 3, 2015

**4. STATE LEGISLATIVE UPDATE**

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

The Board received a state legislative update.

Executive Director Hale reported that the Agency is working with various parties to develop a transportation expenditure plan for consideration by the voters. Due to the 2% local option sales tax cap and a proposed increase by the City of Greenfield on the November 2015 ballot, the Agency needed legislation to exceed the cap. Last month, the Board authorized staff to work to introduce SB 705, the bill that will allow TAMC along with the City of San Mateo to move forward with the proposed 3/8% sales tax for voter consideration. She noted that the bill is sitting on the Governor's desk for signature, and that the Governor has until October 11<sup>th</sup> to sign all the bills. Director Hale asked the Board members to write letters to the Governor asking for him to sign SB 705.

**5. STATE TRANSPORTATION IMPROVEMENT PROGRAM UPDATE**

The Board received an update on the 2016 State Transportation Improvement Program.

Mike Zeller, Senior Transportation Planner, reported that every two years the Agency submits a five-year program of projects to be funded by the State Transportation Improvement Program (STIP). Due to a shortfall in gas tax revenues, the 2016 State Transportation Improvement Program fund estimate includes no new funding for the next five year cycle. The effect is that no new projects can be programmed this cycle and some existing projects will need to be delayed. California Transportation Commission guidelines require Regional Transportation Planning Agencies to submit to them a proposed programming as part of a Regional Transportation Improvement Program by December 15, 2015. Agency staff will meet with sponsors of the projects currently programmed in the State Transportation Improvement Program to develop a strategy on which projects to postpone to later years as required to meet the State Transportation Improvement Program fund estimates for the next five year cycle.

**6. TRANSPORTATION IMPROVEMENT MEASURE OUTREACH PLAN**

The Board received an update on the Transportation Improvement Measure Outreach Plan; received a presentation on the development of a Transportation Expenditure Plan; and brainstormed on potential projects for a draft Transportation Expenditure Plan.

Theresa Wright, Community Outreach Coordinator/Associate Transportation Planner, reported that the goal is to build an investment plan that inspires broad support across Monterey County's diverse communities. She highlight the previous tax measure results, noting in November 1989, there was a 50.1% yes vote, and in November 2008 63% yes vote. She also revealed the lessons learned from TAMC's previous sales tax measure attempts which include the following:

- We need to get as close to consensus as possible.
- Key constituencies/stakeholders must not be left out.
- Elected official support is critical.
- Active support from across the county will be required for a win.
- Nobody will see everything they want in this investment plan.
- We only win when everyone compromises and sees Yes as better than No.

Terry Feinberg, reported that the primary focus is to get over the 2/3rds vote threshold, or 66.7% vote. He highlighted the process, noting we are building an investment plan and ballot measure slowly, intentionally and with significant community input.

The building of the investment plan includes input from:

- Regional Transportation Plan for Monterey County
- Voter Research
- Focus Groups
- Dozens of Stakeholder Outreach Meetings
- Meetings with City Managers/Public Works Directors

In conclusion, Ms. Wright asked the Board to suggest projects that could be included in an expenditure plan, list five names of individual or organizations that the Agency should be contacted in their outreach efforts; and to indicate whether they could help with the outreach efforts by facilitating a meeting with any of their recommendations.

Boardmembers had several comments that were captured on a separate spreadsheet under four project categories: local roads; safety and traffic reduction; transit for seniors, youth and commuters; and, walkability/bikeability and the environment.

Public comment:

Sam Teel, MCHA, reported that the Hospitality Association has been discussing this plan and are very sensitive to the fact that local residents are concerned with the impacts of tourism on congestion. He would like to see something in the measure to address this concern.

Dell Matt, Prunedale resident, expressed concern that county roads are too narrow to walk on or ride a bike on, and that people are exceeding the speed limits on those roads.

**7. SR 156 WEST CORRIDOR PROJECT LEVEL 2 TRAFFIC & REVENUE STUDY**

**M/S/C** Phillips/Armenta/unanimous

The Board authorized the Executive Director to negotiate scope of work and execute an agreement with Kimley-Horn and Associates, Inc. for the SR 156 West Corridor Project Level 2 Traffic & Revenue Study in an amount not to exceed \$414,000 to provide professional services for the period ending December 31, 2016 subject to approval by Agency Counsel; approved the use of federal and local funds budgeted to this project; and, authorized the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel.

Todd Muck, Deputy Executive Director, reported The Transportation Agency released a Request for Proposals for qualified consultants to conduct a detailed Traffic & Revenue Study for the SR 156 corridor. The study will provide traffic forecasts and toll revenue estimates to provide the public and elected officials high quality information for policy decisions. The review committee found Kimley-Horn to be the most qualified firm for the project. The Level 2 Traffic and Revenue Study will be significantly more detailed than the "Sketch Level" Traffic and Revenue Study previously completed for the SR 156 Corridor Project.

Boardmember Parker inquired as to the length of time it would take to complete the study. Mr. Muck responded that it would take 9 to 12 months.

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

Board member Potter reported that he attended the Capitol Corridor Joint Powers Authority Board of Directors meeting in Oakland on June 17, 2015, where they discussed next steps of the Extension to Salinas. The Coast Rail Coordinating Council met on July 31<sup>st</sup> in Santa Barbara to discuss the extension of Pacific Surfliner trains, known as the Coast Daylight project.

Chair Craig reported that she also attended the CCJPA meeting on June 17<sup>th</sup>, where there was tremendous amount of support for the Rail Extension to the Salinas project. She also attended the APTA Rail Conference in Salt Lake City June 21-23, noting the training was positive and time was very well spent.

9. **REPORTS FROM TRANSPORTATION PROVIDERS**

**Caltrans** – Brandy Rider, Caltrans, reported that the California Transportation Commission recently issued a report summarizing the benefits of Proposition 1B transportation bonds. She noted that \$78 million was allocated to Monterey County for the following projects: San Juan Road interchange, Salinas Road interchange at Highway 1, and Monterey-Salinas Transit. Caltrans announced the FY 2016-17 Sustainable Transportation Planning Grant Application Guide and workshop on September 1, 2015 at the Caltrans office. Applications are due October 30, 2015 by 5 PM.

Board member Rubio expressed concern that at the northbound on ramp at Highway 1 in Seaside there is a lot of vegetation that needs trimming and the pavement is very distressed and needs to be replaced. Board Chair Craig expressed concern regarding eucalyptus trees at the US 101 Boronda Road exit and asked what the timing was for trimming these trees. She also noted that the sign at US 101 at Russell Road is covered with duct tape and needs to be removed.

Staff was asked to work with the County staff to narrow the lanes on Cross Road to reduce speeding. Staff was also asked to work with the County to look into why there is a 35 mph sign on San Miguel Canyon Road just before the turnoff at Moro Road, after which the speed limit sign says 25 mph.

**Monterey Regional Airport District** – No report this month.

**Monterey-Salinas Transit District** – Carl Sedoryk, MST General Manager, announced Prop 1B bonds funded \$226,000 for bus stops and additional shelters at various places throughout the county. He also announced that the City of Monterey has agreed to continue the trolley service for another year. He reported that the Monterey County Regional Taxi Authority is looking at all taxis to accept credit card payments, and announced that the City of Marina has joined the Regional Taxi Authority.

**Monterey Bay Unified Air Pollution Control District** – Amy Clymo reported that on September 16, 2015, the District Board approved \$1.3 Million AB 2766 grants for direct emissions reduction project grants, including funding for the Monterey-Salinas Transit Line 10 extension, Monterey-Salinas Transit SR 218/Fremont Street BRT and City of Monterey North Fremont Street/Del Monte Avenue Corridors.

**11. EXECUTIVE DIRECTOR'S REPORT**

Director Hale announced that there are upcoming bicycle safety workshops in the month of October. She said farewell to Mark McCumsey of Caltrans District 5, noting that he has been participating in TAMC meetings for over 14 years. He is moving on to a position with the Caltrans District 11 office in San Diego. She announced that the Ciclovía Salinas will take place on Sunday, October 25, 2015 10 a.m. to 2:00 p.m.

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

Board members Potter and Beach thanked the County of Monterey for and the City of Carmel for collaborating on the repaving of Rio Road, which was finished just in time for the celebration of the canonization of Father Serra at the Carmel Mission. They thanked TAMC for providing the money for striping the new bike lanes, which has also helped slow down traffic.

Vice Chair Armenta thanked Executive Director Hale for moving forward with the special legislation SB 705 and he also thanked staff Ms. Watson, Chair Craig and Board member Potter for all their efforts.

**13. ADJOURNMENT**

Chair Craig adjourned the meeting at 10:38 a.m.



# Memorandum

**To:** Board of Directors  
**From:** David Delfino, Finance Officer / Analyst  
**Meeting Date:** October 28, 2015  
**Subject:** TAMC payments for the month of September 2015

---

## RECOMMENDED ACTION

**ACCEPT** the list of checks written for September 2015 and credit card statements for the month of August 2015.

## SUMMARY

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

## FINANCIAL IMPACT

The checks processed this period total \$ 643,327.70, which included checks written for September 2015 and payments of the August 2015 Platinum Plus Credit Card statements.

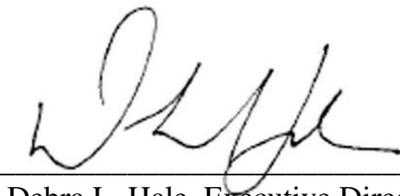
## DISCUSSION

During the month of September 2015 normal operating checks were written, as well as:

- A check for \$339,585.52 to Kittleson & Associates for feasibility studies for roundabouts in Monterey County;
- A check for \$33,788.58 to HDR Engineering Inc. for engineering services for Salinas Rail Extension Kick-Start Project;
- Two checks totaling \$31,465.00 to Overland, Pacific & Culter, Inc., for right-of-way work for the Salinas Rail Extension Kick-Start Project;

- A check for \$3,680.00 to TJKM Transportation Consultants for traffic counts for Highway 156 Analysis;
- A check for \$219.30 to Eisen / Letunic for planning services for Highway 68 Pacific Grove Corridor;
- A check for \$16,000.00 to EMC Research Inc. for conducting focus groups for the Regional Transportation Plan;
- A check for \$4,967.25 to Alta Planning + Design for services for the Wayfinding Plan for Monterey County;
- Two checks totaling \$7,400.00 to Hansen & Co. Inc. for right-of-way work for the Salinas Rail Extension Kick-Start Project;
- Two checks totaling \$3,607.50 Meyers, Nave, Riback, Silver & Wilson for right-of-way legal services for the Salinas Rail Extension Kick-Start Project;
- A check for \$4,175.20 to PMC – Pacific Municipal Consultants for websites development services;
- A check for \$7,500.00 to IBEW Local #234 for installation of electric vehicle stations;
- A check for \$9,950.00 to Khouri Consultants for special legislative services and
- A check for \$3,000.00 to The Action Council for sponsorship of Ciclovía.

Approved by: \_\_\_\_\_



Debra L. Hale, Executive Director

Date signed: October 12, 2015

Consent Agenda

Counsel Review: N/A

Attachments: 1. List of checks written during the month of September 2015  
2. Platinum Plus credit card statements for August 2015.

Transportation Agency for Monterey County (TAMC)  
 Union Bank Operating Account  
 September 2015

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
09/03/2015	EFT State of California		700.70	PTA Funds - Reimbursement for Coast Daylight Expenses
09/03/2015	DEP Marina Concrete		450.00	Railroad Right Way Rent
09/03/2015	DEP Graniterock, P&S R/E, Newton Bros. and Haedrich		9,382.33	Railroad Right Way Rent
09/03/2015	DEP State Of California		347.59	Sales Taxes Settlement
09/03/2015	DEP SDRMA - Workers Comp Program		3,354.23	Refund for Workers Compensation
09/03/2015	DEP City of Monterey		2,299.47	HWY 68 Roundabout Public Outreach Reimbursement
09/04/2015	16347 Alta Planning + Design	4,967.25		Services for Wayfinding Plan for Monterey County
09/04/2015	16348 Alvarez Technology Group, Inc.	1,481.24		Computer Support
09/04/2015	16349 De Lage Landen Financial Services	280.91		Office Copier Lease
09/04/2015	16350 Eisen / Letunic	219.30		Planning Services for Highway 68 Pacific Grove Corridor
09/04/2015	16351 EMC Research Inc.	16,000.00		Services for Regional Transportation Plan Focus Groups
09/04/2015	16352 Enterprise Rent-a-Car	58.08		Auto Rental
09/04/2015	16353 Hansen & Co., Inc.	3,800.00		Right of Way Services for Salinas Rail Extension Kick-Start Project
09/04/2015	16354 Meyers, Nave, Riback, Silver & Wilson	617.50		Right of Way Services for Salinas Rail Extension Kick-Start Project
09/04/2015	16355 Overland, Pacific & Cutler, Inc.	2,865.00		Right of Way Services for Salinas Rail Extension Kick-Start Project
09/04/2015	16356 PMC - Pacific Municipal Consultants	4,175.20		Website Services
09/04/2015	16357 The Action Council	3,000.00		Sponsorship of Ciclovía
09/04/2015	16358 Verizon Wireless	144.82		Call Box - Phone Service
09/04/2015	EFT CalPers Health Benefits	7,809.36		Employee Benefit
09/09/2015	DEP State of California		163,253.07	Traffic Congestion Relief Funds for Salinas Rail
09/10/2015	16360 AT & T (Carol Stream, Il.)	377.26		Telecommunications, Call Box - Phone Service and Rideshare
09/10/2015	16361 Void	-		Void
09/10/2015	16362 Delta Dental	849.43		Employee Benefits
09/10/2015	16363 JEA & Associates	2,500.00		Legislative Consultants
09/10/2015	16364 Peninsula Messenger LLC	250.00		Courier Service
09/10/2015	16365 Pure Water	64.20		Water
09/11/2015	16359 United Way of Monterey County	65.00		Employee Deduction - Charitable
09/11/2015	EFT Payroll	34,160.18		Payroll
09/11/2015	EFT Form 941	8,656.38		Payroll Taxes & Withholding
09/11/2015	EFT EDD	2,871.27		Payroll Taxes & Withholding
09/11/2015	EFT Pers Retirement	6,221.94		Employee Benefits
09/11/2015	EFT Pers Retirement PEPRA	844.03		Employee Benefits
09/11/2015	EFT CalPERS	5,680.40		Employee Benefits
09/11/2015	EFT Mike Zeller	120.15		Reimbursement for Travel to CTC Meeting
09/15/2015	DEP State of California		62,349.16	Rural Planning Funds - 4th Quarter 14/15
09/17/2015	DEP State of California		56,255.14	Prop 116 Funds for Commuter Rail
09/17/2015	DEP All US Credit Union and Portola Leasing		5,332.00	Railroad Right Way Rent
09/17/2015	DEP Lithia, Jaguar, Saroyan and Wilson		7,397.62	Railroad Right Way Rent
09/17/2015	DEP State Farm Insurance		101.20	Insurance Claim
09/17/2015	DEP Association of Monterey Bay Governments		9,453.60	FHWA 4th Quarter FY 14/15
09/18/2015	16366 AT & T (Carol Stream, Il.)	9.55		SAFE Call Box - Phone Service
09/18/2015	16367 Business Card	2,512.80		Supplies, Staff Travel & Professional
09/18/2015	16368 Ca. Assoc. of Councils of Government	25.00		Meetings
09/18/2015	16369 California Towing and Transport	17,383.69		Freeway Service Patrol
09/18/2015	16370 Case Systems Inc.	6,700.05		SAFE Call Box - Maintenance
09/18/2015	16371 Comcast	132.54		Telecommunications
09/18/2015	16372 Dave Potter	383.36		Board Member Travel to Coast Rail Coordinating Council
09/18/2015	16373 Fedex (Postage)	33.68		Delivery Service
09/18/2015	16374 Kittelson & Associates, Inc.	339,585.52		Feasibility Studies for Roundabouts in Monterey County
09/18/2015	16375 Red Shift Internet Services	109.90		Internet Services
09/18/2015	16376 TJKM Transportation Consultants	3,680.00		Traffic Counts for Highway 156 Analysis
09/18/2015	16377 WTS	750.00		Memberships
09/18/2015	16378 Monterey Peninsula Chamber of Commerce	50.00		Meetings

Transportation Agency for Monterey County (TAMC)  
 Union Bank Operating Account  
 September 2015

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
09/21/2015	EFT TAMC Monterey County Acct. 691		300,000.00	Funds Transfer from TAMC County Acct. 691
09/22/2015	EFT State of California		130,796.01	Planning, Programming and Monitoring (PPM) 4th Quarter 14/15
09/22/2015	EFT State of California		23,327.34	SR Highway 156 Grant
09/22/2015	EFT Debbie Hale	595.20		Reimbursement for Travel to APWA Congress
09/22/2015	EFT Christina Watson	98.37		Reimbursement for Travel to CALSTA Workshop
09/25/2015	16379 Calcog	2,850.00		Annual Dues
09/25/2015	16380 Californian	144.23		Advertising for RFP for Coast Rail Environmental Services
09/25/2015	16381 CDS Net, LLC	231.24		Safe Call Boxes
09/25/2015	16382 Fedex (Postage)	58.30		Delivery Service
09/25/2015	16383 FedEx (Printing)	373.05		Agenda Printing
09/25/2015	16384 Hansen & Co., Inc.	3,600.00		Right of Way Services for Salinas Rail Extension Kick-Start Project
09/25/2015	16385 HDR Engineering Inc.	33,788.58		Engineering Services Salinas Rail Extension Kick-Start Project
09/25/2015	16386 IBEW LOCAL #234	7,500.00		Installation of Electric Vehicle Charging Stations
09/25/2015	16387 Khouri Consultants	9,950.00		Legislative Consultants
09/25/2015	16388 Lincoln National Life Insurance Co.	588.28		Employee Benefits
09/25/2015	16389 Meyers, Nave, Riback, Silver & Wilson	2,990.00		Right of Way Services for Salinas Rail Extension Kick-Start Project
09/25/2015	16390 Office Depot	605.99		Office Supplies
09/25/2015	16391 Oppidea, LLC	2,335.00		Accounting Services
09/25/2015	16392 Plaza Circle, Ltd	7,793.80		Office Rent
09/25/2015	16393 PMC - Pacific Municipal Consultants	2,570.40		Website Services
09/25/2015	16394 Sentry Alarm Systems	283.50		Office Security
09/25/2015	16395 Shell	18.76		Auto Expense - Gasoline
09/25/2015	16396 Overland, Pacific & Cutler, Inc.	28,600.00		Right of Way Services for Salinas Rail Extension Kick-Start Project
09/25/2015	16397 United Way of Monterey County	65.00		Employee Deduction - Charitable
09/25/2015	EFT Payroll	34,411.09		Payroll
09/25/2015	EFT Form 941	8,710.02		Payroll Taxes & Withholding
09/25/2015	EFT EDD	2,904.04		Payroll Taxes & Withholding
09/25/2015	EFT Pers Retirement	6,233.71		Employee Benefits
09/25/2015	EFT Pers Retirement PEPRA	857.70		Employee Benefits
09/25/2015	EFT CalPERS	5,680.40		Employee Benefits
09/25/2015	EFT Union Bank	56.05		Bank Service Charges
<b>TOTAL</b>		<b>643,327.70</b>	<b>774,799.46</b>	



ELOUISE RODRIGUEZ

Platinum Plus® for Business

August 05, 2015 - September 04, 2015

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 .....	\$2,391.37
Minimum Payment Due .....	<b>\$23.91</b>
Payment Due Date .....	10/01/15
<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: \$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 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 .....	\$836.13
Payments and Other Credits .....	-\$836.13
Balance Transfer Activity .....	\$0.00
Cash Advance Activity .....	\$0.00
Purchases and Other Charges .....	\$2,391.37
<b>Fees Charged .....</b>	<b>\$0.00</b>
<b>Finance Charge .....</b>	<b>\$0.00</b>
New Balance Total .....	\$2,391.37
Credit Limit .....	\$5,000
Credit Available .....	\$2,608.63
Statement Closing Date .....	09/04/15
Days in Billing Cycle .....	31

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
<b>Payments and Other Credits</b>				
08/24	08/22	PAYMENT - THANK YOU	--	- 836.13
<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>				<b>-\$836.13</b>
<b>Purchases and Other Charges</b>				
08/06	08/05	NOB HILL #607 SALINAS CA		114.93
08/07	08/05	THE BAGEL CORNER SALINAS CA		19.30
08/10	08/06	DEVICE MAGIC INC DURHAM NC		30.00
08/11	08/10	CALPERS CVENT 09167957757 CA		399.00

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  
August 05, 2015 - September 04, 2015

New Balance Total ..... \$2,391.37  
Minimum Payment Due ..... **\$23.91**  
Payment Due Date ..... 10/01/15

Enter payment amount

\$

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or make your payment online at  
www.bankofamerica.com



ELOUISE RODRIGUEZ

August 05, 2015 - September 04, 2015

Page 3 of 4

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
08/17	08/13	SOUTHWES 5262134720599 800-435-9792 TX ZELLER/MICHAEL 5262134720599 Departure Date: 08/27/15 Airport Code: SJC WN T SAN Departure Date: 08/27/15 Airport Code: SAN WN O SJC		223.00
08/17	08/16	MSFT * E020018NLF 800-642-7676 NV		68.00
08/20	08/18	UNITED 01624609040375 800-932-2732 TX WATSON/CHRISTINAMS 01624609040375 Departure Date: 09/01/15 Airport Code: MRY UA SA LAX Departure Date: 09/01/15 Airport Code: LAX UA SA MRY		240.20
08/20	08/18	EL CHARRITO SALINAS CA		26.92
08/20	08/19	CAPIO 05309245444 CA		225.00
08/21	08/20	LEAGUE OF AMERICAN WHE 02028221333 DC		485.00
08/21	08/20	LEAGUE OF AMERICAN WHE 02028221333 DC		485.00
08/26	08/25	STARBUCKS #06629 SALIN Salinas CA		44.85
09/02	08/31	THE BAGEL CORNER SALINAS CA		11.72
09/04	09/02	THE BAGEL CORNER SALINAS CA		18.45
<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>				<b>\$2,391.37</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	24.24% 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).

Double-check the balance as well as the transaction history on your accounts right before you take your sales team to lunch, set off on an emergency supply run, or when you're making a transfer or paying bills. Your account information is there when you want it.

Go to [www.bankofamerica.com/online-banking/mobile.go](http://www.bankofamerica.com/online-banking/mobile.go) to download the Mobile Banking app.

\*The Mobile Banking app is available on iPad, iPhone, and Android devices.



DEBRA L HALE

Platinum Plus® for Business

August 05, 2015 - September 04, 2015

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:  
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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		Account Summary	
New Balance Total .....	\$121.43	Previous Balance .....	\$0.00
Minimum Payment Due .....	\$10.00	Payments and Other Credits .....	\$0.00
Payment Due Date .....	10/01/15	Balance Transfer Activity .....	\$0.00
<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: \$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 greater than \$5,000.01		Cash Advance Activity .....	\$0.00
<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.		Purchases and Other Charges .....	\$121.43
		<b>Fees Charged .....</b>	<b>\$0.00</b>
		<b>Finance Charge .....</b>	<b>\$0.00</b>
		New Balance Total .....	\$121.43
		Credit Limit .....	\$5,000
		Credit Available .....	\$4,878.57
		Statement Closing Date .....	09/04/15
		Days in Billing Cycle .....	31

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
09/03	09/02	<b>Purchases and Other Charges</b> NOB HILL #607 SALINAS CA		121.43
<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>				<b>\$121.43</b>

Account Number -  
August 05, 2015 - September 04, 2015

New Balance Total ..... \$121.43  
 Minimum Payment Due ..... \$10.00  
 Payment Due Date ..... 10/01/15

Enter payment amount

\$

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 or make your payment online at  
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 PO BOX 15796  
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DEBRA L HALE  
 TAMC  
 ATTN DAVE DELFINO  
 55 PLAZA CIR STE B  
 SALINAS, CA 93901-295274



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

# Memorandum

**To:** Board of Directors  
**From:** Todd Muck, AICP, Deputy Executive Director  
**Meeting Date:** October 28, 2015  
**Subject:** Conferences Attended by Agency Staff

## RECOMMENDED ACTION:

RECEIVE report on conferences or trainings attended by agency staff.

## SUMMARY:

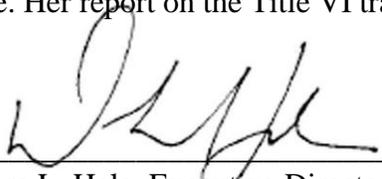
Agency staff occasionally attends conferences or trainings at Agency expense that are pertinent to their roles in pursuing the Agency’s mission. These events allow the staff to stay current and participate in the development of transportation practices and policies related to their roles.

## FINANCIAL IMPACT:

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

## DISCUSSION:

On October 2, Virginia Murillo attended the Federal Transit Administration Region IX Title VI Workshop at the Metropolitan Transportation Commission Auditorium in Oakland. Title VI of the Civil Rights Act 1964 is a federal law that requires that no person in the United States, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Her report on the Title VI training is attached.

Approved by:   
 Debra L. Hale, Executive Director

Date signed: October 12, 2015

Consent Agenda

Counsel Approval: N/A  
Finance Approval: N/A

C:\Users\Public\Documents\AgendaPal\7991c257-4ded-4090-a27a-d3d845c84496\ITEM-Attachment-001-bbe69d92a79b4284a18c23e4fa81b37a.doc

Attachment: Summary Report for the Title VI training



## Memorandum

**To:** Todd Muck, Deputy Executive Director

**From:** Virginia Murillo, Assistant Transportation Planner

**Meeting Date:** October 28, 2015

**Subject:** **Federal Transit Administration Region IX Title VI Workshop**

On October 2, I attended the Federal Transit Administration Region IX Title VI Workshop at the Metropolitan Transportation Commission Auditorium in Oakland. The workshop was hosted by the Region IX Title VI Working Group, which is comprised of Title VI compliance professionals from public agencies and private consulting firms.

Title VI of the Civil Rights Act 1964 is a federal law that requires that no person in the United States, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Federal assistance recipients are also required to take reasonable steps to ensure meaningful access for Limited English Proficiency persons, since different treatment based on a person's inability to speak, read, write or understand English may be a type of national origin discrimination. Title VI applies to recipients and sub-recipients of federal financial assistance.

As a recipient and sub-recipient, the Transportation Agency recently adopted its first Title VI Program and Language Assistance Plan. Staff from the Federal Transit Administration (FTA), Caltrans, the Metropolitan Transportation Commission (MTC), transportation planning agencies and transit operators from around the state attended the Title VI Workshop. Key speakers and workshop topics included:

- Linda Ford, Director, FTA Office of Civil Rights, provided an overview of lessons learned and problem areas in Title VI compliance for transit and transportation planning agencies following the implementation of the FTA Circular 4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients.

The FTA will be conducting Title VI compliance audits, and Ms. Ford noted that the audits will focus on public notice of Title VI rights and internal staff training protocols. Ms. Ford reported that the biggest compliance issue for agencies is that they do not follow the protocols in their own Title VI plans. This session provided a reminder of the Agency's Title VI responsibilities, and lessons learned that Agency staff could use in the implementation of its recent Title VI Program.

- Lea Simpson, Compliance Branch Chief, Caltrans, discussed the requirements for Caltrans sub-recipient Title VI compliance. After an FTA Title VI audit, Caltrans set a timeline for sub-recipient agencies to submit their own Title VI and Language

Assistance Plans. Ms. Simpson stressed the importance of creative outreach efforts and cultural sensitivity to engage minority and Limited English Proficiency (LEP) populations in the transportation decision-making process. Agency staff can use some of the outreach methods suggested to strengthen the community input process.

- **Language Assistance and Public Participation Plans:** Representatives from the Los Angeles County Metropolitan Transportation Authority, the San Francisco Municipal Transportation Agency, and NWC Partners, a Civil Rights compliance consulting firm, shared their best practices for implementing Language Assistance and Public Participation plans. Speakers noted that agencies must proactively reach out to emerging LEP populations to understand how best to engage these groups. Additionally, representatives discussed how having maps of LEP populations helps staff prepare outreach materials that better engage the community in which they are working. Speakers mentioned that having Language Line on-call services are a cost-effective way of assisting LEP people.

Speakers also emphasized the value of partnering with community-based organizations to assist in public participation. Agency staff will look into the Language Line services in order to better implement the Agency's Language Assistance Plan and establish better internal protocols.

- **Internal Staff Training:** Representatives from MTC and the Bay Area Rapid Transit (BART) provided an overview of their internal staff training programs, and noted that every staff person and contractor at their organization is trained on Title VI and Language Assistance. Speakers mentioned that all staff and contractors share in the responsibility of ensuring LEP persons meaningful access and participation in transportation programs.

Speakers also mentioned that their agencies have translated boiler plate text that staff can use when developing public outreach material. This workshop provided a template for strengthening the Agency's current Title VI and Language Assistance Plan training program. Agency staff will work on developing translated boiler plate text for use in outreach material.

- **The Advocacy Perspective:** Representatives from TransForm and Youth Uprising, two advocacy organizations, discussed the work that their organizations do to engage LEP and minority populations in the transportation planning process. Connecting with advocacy organizations can help Agency staff with public outreach.

Overall, this workshop was a good way to network with Title VI compliance professionals and to learn best practices in Title VI and Language Assistance Plan implementation. The Region IX Title VI Working Group will be a good resource for Agency staff as the Agency begins implementation, and updates the Title VI Program in the future.



# Memorandum

**To:** Board of Directors  
**From:** Virginia Murillo, Assistant Transportation Planner  
**Meeting Date:** October 28, 2015  
**Subject:** Amendment of the Prior Unmet Transit Needs Finding

## RECOMMENDED ACTION:

**ADOPT** Resolution 2015-17 amending the prior unmet transit needs finding to find that within Monterey County there are no unmet transit needs that are reasonable to meet.

## SUMMARY:

The Agency annually conducts public hearings on unmet transit needs. In June, the Board adopted the unmet transit needs finding for 2015; however, upon further staff analysis, the Social Services Transportation Advisory Council determined that there are no unmet transit needs that are reasonable to meet in fiscal year 2015/2016.

## FINANCIAL IMPACT:

There is no financial impact to the Transportation Agency budget associated with this action. The Transportation Agency allocates all available Local Transportation Funding to Monterey-Salinas Transit for public transit service. Local Transportation Funds totaling \$13,809,685 were allocated to MST in Fiscal Year 2015-16.

## DISCUSSION:

One funding source for transit needs is generated through the Local Transportation Fund, which is funded by a quarter percent of the retail sales tax collected in Monterey County. The Transportation Agency allocates these funds to Monterey-Salinas Transit prior to the fiscal year beginning July 1, based on state law and past Transportation Agency Board actions.

Prior to allocating Local Transportation Funds, the Agency held two public hearings and conducted outreach to identify unmet transit needs. Public hearings to identify unmet transit needs were held at the Mobility Advisory Committee's November 19, 2014 meeting and at the Transportation Agency Board of Director's December 3, 2014 meeting. In addition, written comments were accepted until January 31, 2015.

Staff reviewed comments submitted to the Agency and evaluated them according to the adopted Unmet Transit Needs Definition and criteria (**Attachment 1**) to determine if any unmet transit needs are "reasonable to meet." In general, an unmet transit need is reasonable to meet if there are sufficient Local Transportation Funds available, if MST is capable of

expanding its services without negatively impacting its current services, and if the proposed service is projected to generate the required farebox recovery ratio of 15%, which was set by the Transportation Agency's resolution 2004-19.

In the spring, the unmet transit need identified by staff as being reasonable to meet was service to San Juan Grade Road and Russell Road in Salinas. At the June 24, 2015 meeting, the Transportation Agency Board adopted Resolution 2015-11 finding that within Monterey County there are unmet transit needs, including an unmet transit need for service to San Juan Grade Road and Russell Road that is reasonable to meet (**Attachment 2**).

However, upon further analysis, staff found that meeting this need would negatively impact the existing Line 49 service. Additionally, the Local Transportation Funds available would not cover the cost of adding the additional bus necessary to meet the need without negatively impacting the existing Line 49 service. At the July 29, 2015 Social Services Transportation Advisory Council meeting, MST staff reported that the service to San Juan Grade Road and Russell Road is not reasonable to meet.

At their October 14, 2015 meeting, the Social Services Transportation Advisory Council recommended that the Transportation Agency Board of Directors amend its prior unmet transit needs finding to find that **within Monterey County there are no unmet transit needs that are reasonable to meet**. Staff recommends that the Board adopt Resolution 2015-17 amending the prior unmet transit needs finding to find that within Monterey County there are no unmet transit needs that are reasonable to meet (**Attachment 3**).

Approved by:   
Debra L. Hale, Executive Director

Date signed: 10/6/2015

Consent Agenda

Counsel Approval: N/A  
Finance Approval: N/A

Attachments:

1. Unmet Transit Needs Definition and Evaluation
2. Resolution 2015-11: Unmet Transit Needs
3. Resolution 2015-17: Unmet Transit Needs

# Transportation Agency for Monterey County Unmet Needs Definitions

## DEFINITIONS OF "UNMET TRANSIT NEED" AND "REASONABLE TO MEET"

Approved by the Technical Advisory Committee (TAC) on Nov 6, 2000

Approved by the Social Services Transportation Advisory Council (SSTAC) January 11, 2001

Approved by the Transportation Agency for Monterey County (TAMC) on March 23, 2001

### CRITERIA FOR DETERMINING IF REQUEST IS AN UNMET TRANSIT NEED:

#### **Request: Transit service to San Juan Grade Road and Russell Road in Salinas**

An "unmet transit need" is a transportation request that is not being met by the current public transit system, and meets criteria numbered 1 through 3 listed below.

1. The request has been identified as a deficiency at a public hearing, or at a meeting of the Social Services Transportation Advisory Council (SSTAC). **YES X** NO
2. Community support expressed through the public hearing process. **YES X** NO
3. Request represents a trip demand and proposed transit services do not duplicate transit services currently provided either publicly or privately. **YES X** NO

### CRITERIA FOR DETERMINING

#### IF AN UNMET TRANSIT NEED IS REASONABLE TO MEET:

An unmet transit need is "reasonable to meet" if it meets criteria numbered 4 through 9 listed below.

4. The proposed service shall be feasible to fund within the existing and projected limits of TDA funds available to the affected jurisdiction(s). YES      **NO X**

#### **The Local Transportation Funds available would not cover the cost of adding the additional bus necessary to meet this need without negatively impacting the existing Line 49 service.**

5. An analysis has been made of the existing public transportation services and specialized transportation services, including privately and publicly provided services, and it has been determined that existing services do not meet this need. **YES X** NO

6. An analysis has been made of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of this request. **YES X** NO

#### **This service extension could be met through an extension of Line 49.**

7. Funding of this transportation request would not result in Local Transportation Funds (LTF) replacing federal and/or state revenues that presently fund this transportation request. YES      **NO X**

8. The proposed service is projected to generate the farebox recovery ratio as required of the operator by the Transportation Development Act (TDA) in the urbanized areas of Monterey Peninsula and Salinas, 10% or more in the County unincorporated and South County Cities. **YES X** NO

9. Existing transit operators are capable of expanding their services; or establishment of a new service is logistically feasible without negatively impacting the current transit system. YES      **NO X**

## Transportation Agency for Monterey County Unmet Needs Definitions

**In 2012, MST served the Russell Road portion of the Santa Rita Park subdivision. With this route configuration, this MST's monthly passengers were 11, 165 the 11th highest route, passengers/hour was 24.8 – the 11th highest; and on time performance was a dismal 69.6% rating it 51 out of our 52 routes. Due to the extremely poor on-time performance and lack of ridership in the area, MST discontinued this service to its current configuration. Currently on the route, monthly passenger boardings has increased 10% to 12,294 and the route is now MST's 7th busiest; passengers per hour has increased 14.5% to 28.4 making the route MST's 4th most productive; and, on time performance has increased a whopping 23% to 85.1% ranking it 21st out of 52 routes. This reconfiguration would decrease the service on-time performance, resulting in reduced ridership and ultimately degrading service to the majority of customers using this route.**



**RESOLUTION NO. 2015-11  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
ADOPTING A FINDING ON UNMET TRANSIT NEEDS IN MONTEREY COUNTY**

**WHEREAS**, the Transportation Agency for Monterey County, in accordance with the requirements of Section 99401.5 of the Public Utilities Code, has consulted with and considered transit needs identified by the Social Services Transportation Advisory Council, considered the size and location of identifiable groups likely to be transit dependent, considered the adequacy of existing private and public transportation services to meet all or part of the transit demand, identified unmet transit needs including those that are reasonable to meet, and considered public comments received at public hearings held by the Transportation Agency Board of Directors;

**WHEREAS**, on October 24, 2001, the Transportation Agency for Monterey County adopted definitions of “unmet transit needs” and “unmet transit needs that are reasonable to meet” as determined pursuant to subdivision (c) of Section 99401.5 of the Public Utilities Code;

**WHEREAS**, the Transportation Agency Board of Directors held a public hearing on December 3, 2014, at 9:00 a.m., after publishing a notice of hearing and notifying by mail interested citizens and organizations pursuant to Section 99238.5 of the Public Utilities Code; and

**WHEREAS**, the Transportation Agency for Monterey County has determined that there are unmet transit needs, including unmet transit needs that meet the nine criteria approved by the Transportation Agency Board and the State of California for Unmet Transit Needs that are Reasonable to Meet;

**NOW, THEREFORE, BE IT RESOLVED THAT:** after consideration of all available information compiled pursuant to Section 99401.5 of the Public Utilities Code and in accordance with the definitions of “unmet transit needs” and “unmet transit needs that are reasonable to meet” which were adopted by the Transportation Agency on October 24, 2001 pursuant to subdivision (c) of Section 99401.5 of the Public Utilities Code, the Transportation Agency for Monterey County hereby finds that within Monterey County there are unmet transit needs, including the following unmet transit need that is reasonable to meet:

- **Public transit service expansion to San Juan Grade Road and Russell Road in Salinas.**

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 24th day of June 2015, by the following vote:

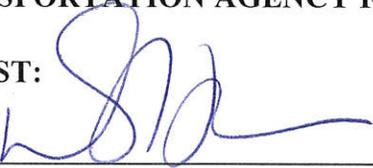
**AYES:** F. Armenta, J. Burnett, T. Bodem, A. Chavez, K. Craig, J. Edelen,  
J. Huerta, R. Huitt, J. Mohammadi, M. Orozco, K. Markey,  
J. Phillips, R. Rubio and S. Salinas

**NOES:**

**ABSENT:** B. Delgado, E. Smith, and B. Hendrickson

  
\_\_\_\_\_

**KIMBLEY CRAIG, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**   
\_\_\_\_\_

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

**RESOLUTION NO. 2015-17**  
**OF THE**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**  
***ADOPTING AN AMENDED FINDING ON UNMET TRANSIT NEEDS IN***  
***MONTEREY COUNTY***

**WHEREAS**, the Transportation Agency for Monterey County, in accordance with the requirements of Section 99401.5 of the Public Utilities Code, has consulted with and considered transit needs identified by the Social Services Transportation Advisory Council, considered the size and location of identifiable groups likely to be transit dependent, considered the adequacy of existing private and public transportation services to meet all or part of the transit demand, identified unmet transit needs including those that are reasonable to meet, and considered public comments received at public hearings held by the Transportation Agency Board of Directors;

**WHEREAS**, on October 24, 2001, the Transportation Agency for Monterey County adopted definitions of “unmet transit needs” and “unmet transit needs that are reasonable to meet” as determined pursuant to subdivision (c) of Section 99401.5 of the Public Utilities Code;

**WHEREAS**, on June 24, 2015, following the adopted unmet transit needs process pursuant to Section 99238.5 of the Public Utilities Code the Transportation Agency Board of Directors adopted Resolution 2015-11 finding that within Monterey County there are unmet transit needs that is reasonable to meet, specifically an unmet transit need for service to San Juan Grade Road and Russell Road;; and

**WHEREAS**, after further Transportation Agency and Monterey-Salinas Transit staff analysis and consideration by the Social Services Transportation Advisory Council, and after consideration of all available information compiled pursuant to Section 99401.5 of the Public Utilities Code and in accordance with the definitions of “unmet transit needs” and “unmet transit needs that are reasonable to meet” which were adopted by the Transportation Agency on October 24, 2001 pursuant to subdivision (c) of Section 99401.5 of the Public Utilities Code:

**NOW, THEREFORE, BE IT RESOLVED THAT:** the Transportation Agency for Monterey County hereby amends its prior determination made with the adoption of Resolution 2015-11 to find that within Monterey County there are no unmet transit needs that are reasonable to meet for fiscal year 2014/15.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California, this 28<sup>th</sup> day of October 2015, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

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**KIMBLEY CRAIG, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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



# Memorandum

**To:** Board of Directors  
**From:** Virginia Murillo, Assistant Transportation Planner  
**Meeting Date:** October 28, 2015  
**Subject:** Greenfield Local Transportation Funds for Street Maintenance

## **RECOMMENDED ACTION:**

**APPROVE** the City of Greenfield's Local Transportation Fund application for \$531,115 for their citywide street maintenance project.

## **SUMMARY:**

The Agency adopted Resolution 2008-14 allocating Local Transportation Funds to the City of Greenfield for streets and roads projects. The City of Greenfield submitted an application for an eligible citywide street maintenance project to use the remaining balance of their Local Transportation Funds.

## **FINANCIAL IMPACT:**

There is no financial impact to the Transportation Agency budget associated with this action. In the 2008/2009 fiscal year, the Transportation Agency allocated \$818,525 from the Local Transportation Fund to the City of Greenfield for streets and roads. The City of Greenfield will now expend the remaining \$513,115 balance of its 2008/2009 fiscal year allocation on its street maintenance project.

## **DISCUSSION:**

The California Legislature enacted the Transportation Development Act of 1971 to improve existing public transportation services and encourage regional transportation coordination. Caltrans administers the Act through each county's regional transportation planning agency. The Local Transportation Fund, one of the two major funding sources of the Act, is derived from a ¼ cent of the general sales tax collected statewide that is returned to each county in accordance with amount of sales tax collected in that county. The Transportation Agency administers these funds in accordance with the State of California Transportation Development Act.

Each February, the Agency prepares an estimate of the funds it expects to be available in the coming fiscal year and apportions funds to eligible priority uses pursuant to state law in the following order:

1) Transportation Agency Administration and Planning; 2) Bicycle & pedestrian projects through the Transportation Development Act 2% program, 3) Public transit by jurisdiction,

based on population as reported by the Department of Finance; and, 4) for the construction and maintenance of local streets and roads. In order to use these funds for local streets and roads projects, jurisdictions must hold a public hearing to certify that there are no unmet transit needs that are reasonable to meet.

For the 2008/2009 fiscal year, the Transportation Agency adopted a finding that there were unmet transit needs that were reasonable to meet. Funds remained for local streets and roads projects, and the City of Greenfield completed an application to use \$818,525 of Local Transportation Funds for street maintenance projects. The Transportation Agency adopted Resolution 2008-14 approving Greenfield's application (**Web Attachment 1**). In 2010, the Transportation Agency adopted an unmet transit needs finding that authorized Monterey-Salinas Transit to claim all Monterey County Local Transportation Funds remaining after the first two priorities (planning and bicycle & pedestrian projects) are funded. Greenfield's fiscal year 2008/2009 allocation was grandfathered and remained available for the City to use.

Greenfield has a remaining balance of \$511,115 of this original 2008/2009 fiscal year allocation. The City of Greenfield has filed a claim to expend these remaining funds on its citywide street maintenance project. As detailed in the City of Greenfield's claim (**Web Attachment 2**), this street rejuvenation project will fund maintenance and improvements for some of the City's most heavily traveled streets including: Apple Avenue, Oak Avenue, Elm Avenue, El Camino Real, and 9<sup>th</sup> Street between Maple Avenue and Palm Avenue. In addition, local streets in the Vineyard Green, St. Charles Place, Mariposa, Los Manzanitas, La Vina, Second Street, and Terra Verde subdivisions, which are part of a street and drainage assessment district, will receive preventative maintenance treatments that will extend the useful life of those streets before major repairs are required.

Staff recommends approval of the City of Greenfield's claim to use all of its available Local Transportation Funds allocated for their citywide reconstruction and maintenance of local streets.

Approved by:   
Debra L. Hale, Executive Director

Date signed: 10/06/2015

Consent Agenda

Counsel Approval: N/A  
Finance Approval: Yes

Web Attachments:

1. Resolution 2008-14: Local Transportation Fund Allocation for Streets and Roads
2. City of Greenfield Local Transportation Fund Application



Regional Transportation Planning Agency • Congestion Management Planning  
Local Transportation Commission • Monterey County Service Authority for Freeways & Expressways

**RESOLUTION NO. 2008-14  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

***FOR ARTICLE 8 STREETS AND ROADS AND LOCAL TRANSPORTATION PLANNING  
ALLOCATIONS IN FISCAL YEAR 2008-09***

**WHEREAS**, the Fiscal Year 2008-09 Transportation Development Act Local Transportation Fund applications to support streets and highways construction, maintenance, and local transportation planning have been received and are summarized as follows:

	<b>Article 8 Streets &amp; Roads 99400 (a)</b>	<b>Article 8 Pedestrian and Bicycles 99400(a)</b>	<b>Article 8 Planning Contributions 99402</b>	<b>Article 8 Local Planning 99402</b>	<b>Total</b>
<b>County of Monterey</b>	\$1,514,607	\$10,000	\$127,744	\$0	\$1,652,351
<b>City of Greenfield</b>	\$818,525	\$10,000	\$5,321	\$20,000	\$853,846
<b>City of Soledad</b>	\$400,000	\$50,000	\$9,679	\$100,000	\$559,679
<b>Total</b>	<b>\$2,733,132</b>	<b>\$70,000</b>	<b>\$142,744</b>	<b>\$120,000</b>	<b>\$3,065,876</b>

**WHEREAS**, Article 8, Section 99402 of the Public Utilities Code states that claims for streets and roads may include those purposes necessary and convenient to the development, construction, and maintenance of the city or county's streets and highways network, including planning and contributions to the transportation planning process, acquisition of real property, and construction of facilities and buildings;

**WHEREAS**, the Transportation Agency for Monterey County (TAMC) on May 28, 2008, passed Resolution 2008-08, adopting the following finding:

**Within Monterey County and cities therein, there are unmet transit needs that are reasonable to meet:**

- **Demand Responsive Transit service in the City of Gonzales; and**
- **Additional Soledad Taxi service to coordinate with Monterey-Salinas Transit's Line 23 schedule.**

Resolution 2008-14, LTF Streets and Roads  
TAMC Board of Directors

June 25, 2008  
Page 2

**WHEREAS**, the following documents have been submitted to the State Department of Transportation:

- (a) A copy of the notice of hearing and proof of publication and a description of the actions taken to solicit citizen participation;
- (b) A copy of the Transportation Agency for Monterey County definition of "unmet transit needs" and "reasonable to meet";
- (c) A copy of the Transportation Agency for Monterey County Resolution 2008-08, adopting the unmet needs findings.

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

- (a) The Article 8 Local Transportation Fund Applications for the County of Monterey, City of Greenfield, and City of Soledad are in conformity with the Regional Transportation Plan; and
- (b) The Transportation Agency Executive Director is instructed to pay Article 8 claims to the County of Monterey, not to exceed the amounts shown on page 1 of this Resolution and not to exceed the cash on hand in the jurisdiction's account.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 25<sup>th</sup> day of June, 2008 by the following vote:

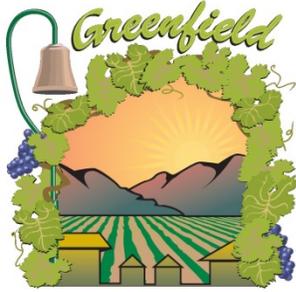
**AYES:** L. Calcagno, A. Chavez, D. Dunham, J. Edelen, G. Gerbrandt, J. Huerta, D. Ingersoll, S. Kleber, I. Mettee McCutchon, S. Miller, M. Orozco, K. Sharp, F. Sollecito, S. Villegas, G. Wilmot

**NOES:**

**ABSENT:** S. Matarazzo, D. Potter

  
 \_\_\_\_\_  
**FRANK SOLLECITO, VICE CHAIRMAN**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**   
 \_\_\_\_\_  
**DEBRA L. HALE, EXECUTIVE DIRECTOR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**



## City of Greenfield

599 El Camino Real Greenfield CA 93937 831-674-5591  
www.ci.greenfield.ca.us

September 22, 2015

Transportation Agency for Monterey County  
55-B Plaza Circle  
Salinas, CA 93901-2902

RE: LTF Application for Street Maintenance

The City of Greenfield previously made application to the Transportation Agency for Monterey County (TAMC) to use available Local Transportation Funds for street maintenance projects. The City Council of the City of Greenfield originally approved this application on May 27, 2008. The City Council had held previous public hearing on this matter on November 13, 2014. In its authorizing resolution, Resolution 2008-51, the City Council made finding that there “will be no areas within the jurisdiction of the City of Greenfield with unmet public transportation needs which can reasonably be met by establishing new systems or contracting for services.” TAMC by Resolution 2008-14 approved the use by the City of Greenfield of available Local Transportation Funds for local street maintenance and improvement projects. The available funds have not yet been expended by the City.

On September 8, 2015, the City Council authorized the City Manager to proceed with preparing design, specification, and bid documents for a local street improvement and maintenance project. The City Council authorized funding this project with available funds from the street and drainage district funds, the gas tax fund, the RSTP program, and the local transportation fund. The City Council further authorized the City Manager to make application as necessary to TAMC for the use of available local transportation funds for this local street improvement and maintenance project.

Attached is the original authorizing City Council resolution from 2008 and summary of the earlier public hearing on unmet transportation needs. The most recent September 8, 2015, resolution is also attached, along with the supporting staff memorandum and street map identifying the areas of street maintenance and improvement that will be included in this project. This application is to use all available Local Transportation Funds, as previously approved by TAMC, for this current street maintenance and improvement project. It is anticipated this project will be completed during the current 2015-2016 fiscal year.

Sincerely,

A handwritten signature in black ink that reads "Mic Steinmann".

Mic Steinmann  
Community Services Director

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
55-B Plaza Circle, Salinas, CA 93901-2902  
Tel. 831-775-4411; FAX 831-775-0897; email: andy@tamcmonterey.org**

Application for  
**FISCAL YEAR 2015-16  
LOCAL TRANSPORTATION FUNDS (LTF)  
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 8**

Please use this form when applying for Transportation Development Act Local Transportation Funds for street construction, street maintenance, bicycle/pedestrian projects, contribution to Congestion Management Agency, and local transportation planning.

Name and address of applicant: City of Greenfield  
559 El Camino Real  
P.O. Box 127  
Greenfield, CA 93927

Contact Person: Mic Steinmann, Community Services Dir. Tel.: (831) 674-5591

1. LOCAL TRANSPORTATION PLANNING:  
Eligible expenditures include staff cost to prepare the Regional Transportation Plan, to attend TAMC Technical Advisory Committee meetings, local contributions to the Congestion Management Agency (CMA), local bicycle and pedestrian projects.

Local planning: \$ \_\_\_\_\_

Contribution to CMA: \$ \_\_\_\_\_

Local bicycle/pedestrian: \$ \_\_\_\_\_

2. STREET CONSTRUCTION: \$ \_\_\_\_\_  
Please complete an Exhibit A (attached) for each street construction project.

3. STREET MAINTENANCE: \$ 531,115.80

4. Total amount of this application: \$ 531,115.80

Mic Steinmann Community Services Dir. Sept. 22, 2015  
Signature and title of authorized official Date

Date of Approval by Authorizing Body: May 27, 2008 and September 8, 2015

*(All LTF contributions to public transit and special transportation services should be shown on separate public transit applications.)*

**REQUIRED ATTACHMENTS:**

- *If claiming LTF for streets and roads, a Resolution authorizing this application, describing public hearing on unmet transit needs, and the applicant's finding on unmet transit needs.*
- *Minutes and comments from public hearing held by the applicant in calendar year 2008 must be included with the approved application.*

**EXHIBIT A CONSTRUCTION PROJECT DETAIL**  
 (Please submit a separate Exhibit A for each construction project.)

Project name and limits, description:

Tentative Date of Construction:

**PROJECT FINANCE PLAN**

	Local Transportation Fund (LTF)	Gas Tax Funds	Other Funds	TOTAL ALL FUNDS
Contract	\$ 482,832.00	\$ 32,455.00	\$ 747,406.00	\$ 1,262,693.00
Construction Engineering	\$ 48,283.80	\$ 3,245.00	\$ 48,704.20	\$ 100,233.00
Design Engineering	\$	\$	\$	\$
Right-of-way	\$	\$	\$	\$
<b>TOTALS</b>	<b>\$ 531,115.80</b>	<b>\$ 35,700.00</b>	<b>\$ 796,110.20</b>	<b>\$ 1,362,926.00</b>

Amount of LTF estimated to be claimed on this project as of June 30, 2016:

\$ 531,115.80

Amount of LTF to be claimed on this project during fiscal year 2016-17:

\$ 0.00

*Please note that Transportation Development Act Local Transportation Funds may be claimed only to cover actual expenditures during the fiscal year of the application. Applications will be not approved in an amount greater than the amount estimated to be available for fiscal year 2009-10. Claims will not be paid beyond the actual cash balance in the account.*

**RESOLUTION NO 2008-51**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GREENFIELD  
AUTHORIZING THE CITY MANAGER TO MAKE AN APPLICATION FOR  
ARTICLE 8 LOCAL TRANSPORTATION FUNDS,  
ARTICLE 4 LOCAL TRANSPORTATION FUNDS AND STATE TRANSIT  
ASSISTANCE FUNDS FOR 2008 - 2009 FISCAL YEAR**

WHEREAS, funds are available from the Transportation Development Act of 1971 (SB 325) for public transportation under Article 4 and Highway Construction under Article 8; and,

WHEREAS, funds are available under Section 18 of the Urban Mass Transportation Act for public transportation projects in non-urban areas; and,

WHEREAS, the City desires to finance road construction and intercity transportation with funds made available through these Acts; and,

WHEREAS, said projects are in conformance with the Monterey County Transportation Plan as required by Rule 6651, Title 21 of the Administrative Code of said Act; and,

WHEREAS, this Council in open public session following an advertised Public Hearing held on November 27<sup>th</sup>, at 6:00 p.m. has found as required by Rule 6658 that with the implementation of the programs requested in the City's Transportation Development Act application, there will be no areas within the jurisdiction of the City of Greenfield with unmet public transportation needs which can reasonably be met by establishing new systems or contracting for services from common carriers, transit services claimant and other pursuant to Article 8 or Article 4,

**NOW THEREFORE BE IT RESOLVED** by the City Council as follows:

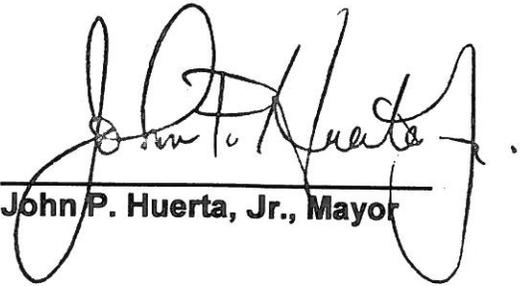
- (1) The application for \$ 848,525 to finance Article 8 Road Construction, Street Maintenance, local Bicycle/Pedestrian projects, City Transportation Planning, \$ 5,321 for Congestion Management Agency and \$ 88,930 for operating Auto Lift and the amount of FTA Section 5311 to be determined after the audits and based on 50% of net operating costs and share of available federal funds and \$ 4,125 for capitol outlay for a new transit equipment, is hereby approved and the City Manager is authorized to sign same.

**PASSED AND ADOPTED**, by the City Council of the City of Greenfield at a regular meeting duly held on the 27<sup>th</sup> day of May 2008, by the following vote:

**AYES, and in favor thereof, Councilmembers: Mayor Huerta, Mayor Pro-tem Teneyuque, Councilmember Moreno and Councilmember Vazquez**

**NOES, Councilmembers: None**

**ABSENT, Councilmembers: Councilmember Gonzalez**



**John P. Huerta, Jr., Mayor**



**Ann F. Rathbun, City Clerk**

## **MAYOR'S PRESENTATIONS, COMMUNICATIONS, PROCLAMATION / RESOLUTIONS**

### **PRESENTATIONS**

#### **PRESENTATION ON THE LATINO TRAFFIC SAFETY PROJECT BY THE GREENFIELD PREVENTION AND HEALTH COALITION**

Jill Cooper, UC Berkley Traffic Safety Center, stated that a grant of \$106,500.00 had been awarded to the Greenfield Prevention and Health Coalition for the Latino Traffic Safety Project. She acknowledged everyone who was involved in getting the grant and those who would implement it.

Jesus Armenta, Vice Executive Director, thanked UC Berkley members and he stated that he was looking forward to working with the community on this project.

Mayor Pro-tem Teneyuque expressed her appreciation for everyone who took the initiative to get the grant and she thanked those who gave the Greenfield Prevention and Health Coalition the opportunity to receive the grant.

#### **PRESENTATION OF POST INTERMEDIATE CERTIFICATE TO OFFICER FRANCISCO CEJA**

Staff report was given by Chief Grebmeier. He briefly reviewed Officer Francisco Ceja's background. He presented Officer Ceja with the POST Intermediate Certificate.

Officer Ceja thanked the City Council for the support that was given to the officers.

### **PUBLIC HEARINGS**

#### **CONSIDERATION OF UNMET TRANSPORTATION NEEDS**

Staff report was given by Public Works Superintendent Rudy.

Mayor Huerta opened the public hearing at 6:20 p.m.

No comments were received.

Mayor Huerta closed the public hearing at 6:21 p.m.

Councilmember Vazquez expressed his appreciation since the City had provided transportation services to 13<sup>th</sup> Street and the fact that citizens could rely on the City for transportation. He thanked transit drivers, Ginger Palmer and Fabian Alonso for a job well done.

Mayor Huerta stated that he would like to see the ag labor transportation program for the City of Greenfield.

**CITY OF GREENFIELD CITY COUNCIL  
RESOLUTION NO. 2015-60**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
GREENFIELD APPROVING THE STREET PAVEMENT  
MAINTENANCE AND IMPROVEMENT PROJECT**

**WHEREAS**, the current FY 2015-2016 City budget, adopted by the City of Greenfield City Council on June 9, 2015, Resolution No. 2015-36, appropriated \$1,305,800 for local street improvement and maintenance projects, the funding for which included funds from the street and drainage district funds, the gas tax fund, the local transportation fund, and the RSTP program;

**WHEREAS**, the City Engineer has identified a street improvement and maintenance project that will provide the highest benefits to the community and can be completed in accordance with budget authorizations and available funds; and

**WHEREAS**, the City Council has reviewed the recommended street improvement and maintenance project at a public meeting;

**NOW, THEREFORE, BE IT HEREBY RESOLVED** by the City Council of the City of Greenfield:

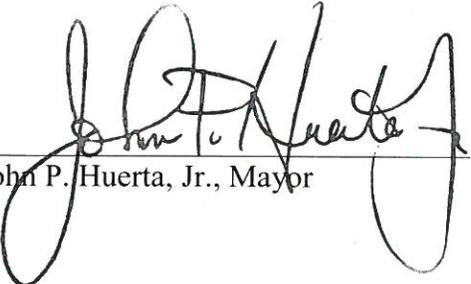
1. That the City Manager is directed to proceed with preparing design, specification, and bid documents for the proposed local street improvement and maintenance project; and
2. That as authorized by the current FY 2015-2016 budget for the City of Greenfield, this local street improvement and maintenance project be funded through use of funds from the street and drainage district funds, the gas tax fund, the local transportation fund, and available funds through the RSTP program; and
3. That the City Manager is authorized to make application as necessary to the Transportation Agency for Monterey County for the use of available LTF funds for this local street improvement and maintenance project.

**PASSED AND ADOPTED** by the City Council of the City of Greenfield, at a regularly scheduled meeting of the City Council held on the 8<sup>th</sup> day of September 2015, by the following vote:

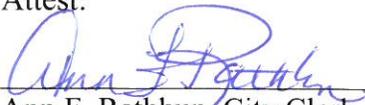
**AYES**, and all in favor, therefore, Councilmembers: Mayor Huerta, Mayor Pro-tem Rodriguez, Councilmembers Walker, Torres and Santibanez

**NOES**, Councilmembers: None

**ABSENT**, Councilmembers: None

  
\_\_\_\_\_  
John P. Huerta, Jr., Mayor

Attest:

  
\_\_\_\_\_  
Ann F. Rathbun, City Clerk



## *City Council Memorandum*

599 El Camino Real Greenfield CA 93937 831-674-5591  
www.ci.greenfield.ca.us

**MEMORANDUM:** September 3, 2015

**AGENDA DATE:** September 8, 2015

**TO:** Mayor and City Council

**PREPARED BY:** Mic Steinmann, Community Services Director

**TITLE:** **STREET REJUVENATION PROJECT UPDATE**

---

### **BACKGROUND**

The City's FY 2015-2016 budget includes \$1.3 million for local street pavement maintenance and improvement projects. Working with the City Engineer, MNS Engineers, a number of high priority streets were identified whose maintenance and improvement would provide the highest benefits to the community. Those include portions of the major east-west collector streets (Apple, Oak and Elm), El Camino Real, and 9<sup>th</sup> Street between Maple and Palm. These are some of the most heavily traveled streets in the community, and portions of each of those streets are in a significant need of maintenance and improvement. Local streets in the subdivisions for which there is a street and drainage district could also benefit from a preventative maintenance program to extend the useful life of those streets before major repairs are required. Those subdivisions include Vineyard Green, St. Charles Place, Mariposa, Los Manzanitas, La Vina, Second Street, and Terra Verde. The attached map identifies the streets and areas that have been identified for various levels of maintenance and improvement.

Within the street and drainage district subdivisions, the roadway improvements include sealing noticeable cracks in the pavement and then providing a sand slurry seal over the entire roadway. The slurry seal is a thin coating that will protect the existing pavement and provide a seal over the entire roadway surface.

The areas identified along El Camino Real, Apple, Oak, Elm, and 9<sup>th</sup> will receive a more durable fiber slurry seal with some leveling and digout repair in those areas where the pavement is beginning to fail. The area along Oak immediately east of the U.S. Highway 101 overcrossing requires a more extensive grind and overlay repair.

**FINANCIAL AND BUDGET IMPACT**

The cost of this roadway maintenance and improvement project is estimated at \$1,362,926. The attached budget summary identifies the streets and subdivisions included in this project, the type of maintenance to be provided, and the estimated cost for each street and subdivision. The funds for this project will be from the gas tax fund, local transportation fund, RSTP funds, and the street and drainage district funds. No general fund dollars will be used for these pavement maintenance and improvement projects.

**RECOMMENDATION**

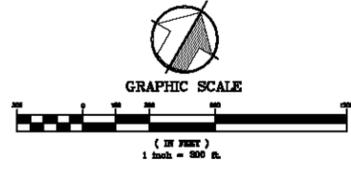
Before the City Engineer prepares final design, specification, and bid documents for this project, the City Council is being asked to review the included streets and subdivisions and concur that the proposed roadway maintenance and improvements are appropriate. The Council is asked to identify any other streets, or portions of streets, it believes should also be included in this project. To include other streets in this project, however, will require substitution for one or more of the street projects identified in the attached map and budget summary. Additional funds from the gas tax fund, local transportation fund, and RSTP funds are not available to increase the scope or cost of this project. General fund dollars are also not available to fund an expanded street maintenance and improvement project. It is recommended the City Council adopt the attached resolution approving the proposed street maintenance and improvement project and authorizing the City Manager to proceed with the preparation of design, specification, and bid documents for this project.

**PROPOSED MOTIONS**

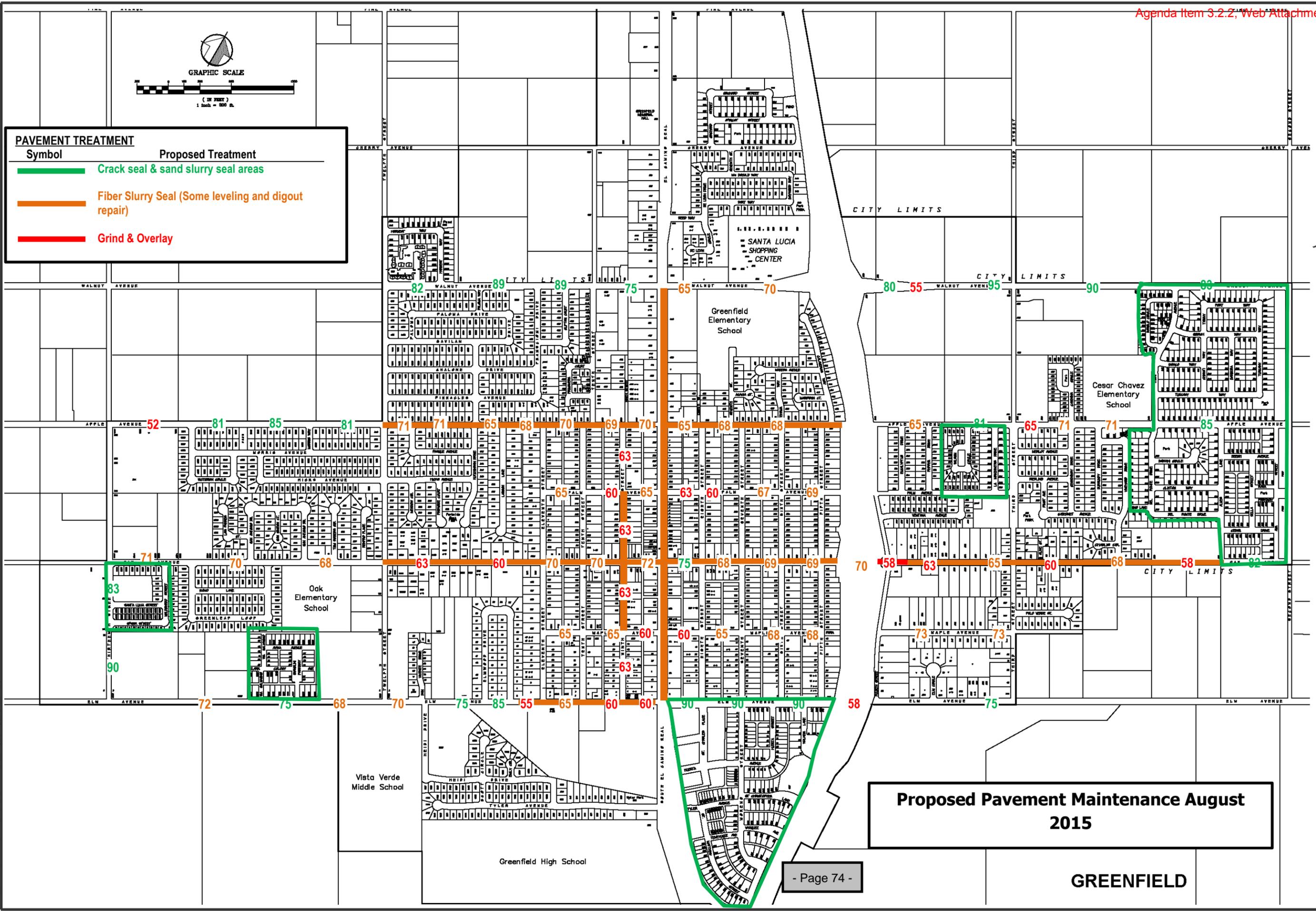
**OPTION 1: I MOVE TO ADOPT RESOLUTION NO. 2015-60 APPROVING THE STREET PAVEMENT MAINTENANCE AND IMPROVEMENT PROJECT AS PRESENTED BY STAFF.**

**OR**

**OPTION 2: I MOVE TO ADOPT RESOLUTION NO. 2015-60 APPROVING THE STREET PAVEMENT MAINTENANCE AND IMPROVEMENT PROJECT AS PRESENTED BY STAFF WITH THE FOLLOWING MODIFICATIONS: \_\_\_\_\_**  
\_\_\_\_\_.



PAVEMENT TREATMENT	
Symbol	Proposed Treatment
	Crack seal & sand slurry seal areas
	Fiber Slurry Seal (Some leveling and digout repair)
	Grind & Overlay



**Proposed Pavement Maintenance August 2015**

**GREENFIELD**

ENGINEERING SURVEYING CONSTRUCTION MANAGEMENT



DATE: XX-XX-2012  
 SCALE: 1"=40'  
 DRAWN BY: XXX  
 APPROVED BY: XXX  
 DRAWING NO:  
 Alfred L. Cadena, Jr.  
 R.C.E. 056372, EXP. 12-31-12

NOT FOR CONSTRUCTION

**CITY OF GREENFIELD  
 2012 STREET REHABILITATION PROJECT  
 INDEX MAP**

**Proposed Pavement Maintenance Budget Summary**

**8/19/2015**

Special Division	Subdivision Name	Length (ft)	Budget	Type of Treatment
1	Vinyard Green		\$21,531	Pass-QB or Sand Slurry & Restripe
3	St Charles Place		\$66,194	
4	Mariposa		\$28,772	
	Los Manzanitas			
5	La Vina		\$57,904	
6	Tradiions		\$54,994	
7	Terra Verde		\$55,000	
Special District Share of Mobilization, Bonds, Insurance			\$7,000	
<b>Sub Total Paid By Special District Funds</b>			<b>\$291,395</b>	
	Lexington Square		\$24,409	Pass-QB or Sand Slurry & Restripe
	P&S Signage & Striping		\$25,000	Remove/Replace Stripe, Legends, new signs
		0	\$0	Grind & Overlay
		0	\$0	
	Oak	100	\$27,720	
	Mostly on Elm & a few other places (12,000sf @2.00/sf)		\$24,000	Grind & Replace (Prep for Slurry)
	Apple	4200	\$168,000	Fiber Seal T-II Slurry
	ECR	3900	\$253,500	
	Ninth	1300	\$52,000	
	Elm	1300	\$52,000	
	Oak	7200	\$288,000	
		0	\$0	
Street Funds Share of Mobilization, Bonds, Insurance			\$33,000	
<b>Sub Total Paid By RSTP, LTF, Gas Tax</b>			<b>\$947,629</b>	
<b>Total Construction Estimate</b>			<b>\$1,239,024</b>	
Testing, Construction Management & Inspection (10%)			<b>\$123,902</b>	
<b>PROJECT TOTAL</b>			<b>\$1,362,926</b>	

<b>AVAILABLE BUDGET</b>	<b>\$958,100</b>	<b>RSTP, LTF SPECIAL DISTRICTS FUNDS</b>
	<b>\$291,395</b>	
	<b>\$1,249,495</b>	
	<b>\$121,900</b>	<b>Consider Available Gas Tax Funds for difference</b>



## Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 28, 2015  
**Subject:** State Legislative Analyst/Advocate Contract

### RECOMMENDED ACTION

1. **AUTHORIZE** the Executive Director to renew and amend the contract with JEA & Associates, (subject to approval by Agency Counsel) in an amount not to exceed \$25,000 per year, to provide state legislative analyst/advocate services, for the period ending June 30, 2017;
2. **APPROVE** the use of local funds budgeted to this purpose; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

### SUMMARY

The Executive Committee discussed the state legislative analyst/advocate services contract on October 7, 2015 and recommended renewing and extending the contract with JEA & Associates at \$25,000 per year, until June 30, 2017, due to the firm's longevity with the Agency and local government expertise. It was also recommended that \$10,000 per year in the budget be reserved for additional assistance, should the Agency choose to pursue special legislation.

### FINANCIAL IMPACT

The Transportation Agency has currently budgeted \$35,000 for legislative contract expenses, of which the Executive Committee recommends dedicating \$25,000 is to the state advocate's contract. As the contract expired on October 22, 2015, the total financial impact of renewing and extending this contract 20 months from October 22, 2015 to June 30, 2017 is \$41,666, bringing the total not-to-exceed amount under this Agreement to \$71,666.

An additional \$10,000 is recommended to be set aside in the budget should a need for special assistance arise, such as arose this year with the need to pass special legislation at the end of the session to allow the TAMC transportation measure to move forward. Depending upon the nature of the assistance needed, the Scope of Services for this Agreement could be amended, or a different consultant could be used.

Legislative advocacy expenses are not allowed to be paid out of state or federal monies, only local monies, which are an extremely limited share of the agency’s total budget. Utilizing legislative assistance may result in the protection or allocation of transportation funds for transportation projects in the region.

**DISCUSSION**

On October 22, 2014, the Board approved the contract with JEA & Associates for “Professional services in the areas of legislative and regulatory advocacy and governmental affairs” and a protocol for evaluating the consultant. That contract expired on October 22, 2015. On October 7, 2015, the Executive Committee received the second contract evaluation and provided direction on next steps for state legislative work.

The Committee recommends extending the current consultant contract to June 2017 (**Attachment 1**), recognizing that the current consultant has a strong relationship with TAMC Board members, is frequently in town, and has a long-term relationship with the Agency. The current consultant represents the County of Monterey, the Fort Ord Reuse Authority, and certain cities in the county, allowing for interagency coordination. The Committee recommends reducing the current contract amount from \$30,000 per year to \$25,000 per year based on consultant’s reviews, the limited budget for such expenses and the potential need for special assistance as occurred in the current year.

The Committee also recommends setting aside \$10,000 for assistance with special transportation-related legislation that the Agency may need to pursue. Allocation of this reserve would be brought to the Executive Committee for consideration and appropriate documents will be prepared.

Approved by:   
Debra L. Hale, Executive Director

Date signed: October 12, 2015

Consent Agenda

Counsel Approval: Yes

Finance Approval: Yes

Attachment:

- 1. Renewal and Amendment #1 to JEA & Associates Agreement

**RENEWAL AND AMENDMENT #1 TO AGREEMENT BETWEEN  
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND  
JEA & ASSOCIATES FOR PROFESSIONAL SERVICES  
CONTRACT #: 1122.2015.02**

THIS RENEWAL AND AMENDMENT NO. 1 to the agreement (hereinafter, "AGREEMENT") dated October 22, 2014, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and JEA & Associates, hereinafter referred to as "Consultant," is hereby entered into between TAMC and Consultant.

**RECITALS:**

- A. **WHEREAS**, the parties had previously entered into an agreement on October 22, 2014; and
- B. **WHEREAS**, the original AGREEMENT had a twelve month term and a total AGREEMENT amount that was not to exceed Thirty Thousand Dollars (\$30,000); and
- C. **WHEREAS**, that AGREEMENT expired on October 22, 2015; and
- D. **WHEREAS**, the parties wish to renew, extend and modify the AGREEMENT as described below;

**NOW, THEREFORE**, the parties agree as follows:

- 1. The AGREEMENT is renewed and amended retroactively to October 22, 2015, and all of its provisions shall be deemed to have been in effect continuously since that time.
- 2. Paragraph 2 of the AGREEMENT (Term of Agreement) shall be amended to replace the date "October 22, 2015" with the date "June 30, 2017."
- 3. Exhibit B: Budget shall be replaced with "Exhibit B-1: Revised Budget" which is attached hereto.
- 4. Paragraph 3 of the AGREEMENT (Payments to Consultant; maximum liability) shall be amended so that the third sentence of that Paragraph reads as follows:  
  
"The maximum amount payment to the consultant is set forth in Exhibit B-1: Revised Budget, and shall not exceed the amount of Seventy-One Thousand, Six Hundred and Sixty-Six Dollars (\$71,666)."
- 5. Except as provided herein, all other terms and conditions of the original AGREEMENT shall remain in full force and effect.
- 6. A copy of this Renewal and Amendment No. 1 shall be attached to the original AGREEMENT.

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment to the Agreement with JEA & Associates.

TAMC :

JEA & Associates:

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

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

Approved as to form:

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

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

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

## **EXHIBIT B-1: BUDGET**

### **Payment for monthly services.**

TAMC shall pay Consultant Two Thousand Five Hundred Dollars (\$2,500) at the end of each month until November 1, 2015, for the performance of all things necessary for, or incidental to, the performance of work as set forth in the Scope of Work, including any expenses or other costs.

Beginning November 1, 2015 and extending to June 30, 2017. TAMC shall pay Consultant Two Thousand Eighty-three Dollars and Thirty-three cents (\$2,083.33) (\$25,000 per year) at the end of each month, for the performance of all things necessary for, or incidental to, the performance of work as set forth in the Scope of Work, including any expenses or other costs.

Consultant's compensation under this Exhibit B-1 is based on the performance of approximately twenty (20) hours of work each month for TAMC.



## Memorandum

**To:** Board of Directors  
**From:** Grant Leonard, Assistant Transportation Planner  
**Meeting Date:** October 28, 2015  
**Subject:** Application for Caltrans Sustainable Communities Planning Grant

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### RECOMMENDED ACTIONS:

1. **AUTHORIZE** staff to submit an application for a Caltrans Sustainable Transportation Planning Grant to prepare a Monterey County Park and Ride Plan;
2. **AUTHORIZE** the Executive Director to accept grant funds if offered.

### SUMMARY:

Caltrans' Sustainable Communities planning grant program is accepting grant applications for fiscal year 2016-2017. Transportation Agency staff is seeking Board authorization to pursue a Sustainable Communities planning grant for a Monterey County Park and Ride Plan.

### FINANCIAL IMPACT:

The maximum funding available from the Caltrans Sustainable Communities planning grant program is \$500,000 per grant. Statewide, a total of \$8.3 million is available for Sustainable Communities grants. The Sustainable Communities grants require a local match of 11.47%. Agency staff estimates the grant request will be approximately \$100,000.

### DISCUSSION:

Caltrans is accepting grant applications for the fiscal year 2016-2017 Sustainable Communities planning grant program. These grants promote a balanced, comprehensive multi-modal transportation system. The funding is eligible for a wide range of transportation planning purposes addressing local and regional needs and issues. Specially, the Sustainable Communities grants fund transportation planning projects that identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, and involve active public engagement.

The recommended action authorizes Agency staff to pursue and accept grant funding to complete a Monterey County Park and Ride Plan. One of the barriers to ridesharing is the lack of a secure, convenient and accommodating place to park in order to meet a carpool or vanpool. Park and ride lots provide a location for individuals to park their vehicles to join carpools and to access bus services or bike paths, thereby taking vehicles off local streets, roads, and highways, resulting in a more efficient use of the existing road network and reducing greenhouse gas emissions. By supporting carpooling, transit usage, and biking, park and ride lots help lead to reduced congestion and improved performance of the entire transportation system.

Monterey County currently only has four designated park and ride lots, and the Transportation Agency regularly receives inquiries about adding more park and ride lots. Development of a Monterey County Park and Ride Plan will give communities the opportunity to provide input, and allow Agency staff to gather information and receive TAMC Board policy direction to plan for a network of well-placed park and ride lots to better serve the traveling public of Monterey County.

Funding for the Caltrans Sustainable Transportation Planning grant program is available on a statewide, competitive basis. Grant applications must be submitted to Caltrans by 5 p.m. on October 30, 2015.

Approved by:  \_\_\_\_\_

Date Signed: October 13, 2015

Debra L. Hale, Executive Director

Consent Agenda

Counsel Approval: N/A  
Admin/Finance Approval: N/A



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 28, 2015  
**Subject:** State Legislative Update

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### RECOMMENDED ACTION

**RECEIVE** state legislative update.

### SUMMARY

On October 7, 2015, the Governor signed Senate Bill 705 (Hill), which enables TAMC to pursue a 3/8% transportation sales tax. This report summarizes the status of this and other regular session transportation legislation.

### FINANCIAL IMPACT

Senate Bill 705 will enable TAMC to pursue a sales tax effort in 2016 that could bring in \$20 million per year, or a total of \$600 million over 30 years (plus matching funds), for transportation infrastructure.

### DISCUSSION

The Governor signed Senator Jerry Hill's Senate Bill 705, providing an exemption from the statewide 2% cap on local sales taxes. This bill allows TAMC to pursue a local sales tax measure, subject to voter approval, for a 3/8% transportation ballot measure (SB 705 also includes similar provisions for San Mateo County). Assemblymember Mark Stone was a principal co-author. The Monterey County Board of Supervisors and every City in Monterey County sent support letters for this bill, along with Monterey-Salinas Transit District and the Santa Cruz County Regional Transportation Commission. **Attachment 1** is a summary of the effort undertaken to get this bill through the legislature in the final weeks of the regular legislative session.

The regular legislative session ended on September 11, and the Governor had until October 11 to sign or veto bills passed by the legislature.

Bills of particular interest to the Agency that were signed into law (aside from SB 705):

- AB 2 (Alejo): Community Revitalization Investment Authority – will assist communities in developing blighted areas, including infrastructure projects and supportive transportation projects.

- AB 323 (Olsen): California Environmental Quality Act: exemption: roadway improvement – extends existing exemptions for minor roadway projects under specific conditions.
- AB 1250 (Bloom): Vehicles: buses: axle weight – MST requested TAMC support.
- SB 9 (Beall): Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program – allows for multi-year programming of the cap and trade funding for transit and intercity rail projects, among other changes to the grant program.
- SB 413 (Wieckowski): Public transit - prohibited conduct – MST requested TAMC support.
- SB 508 (Beall): Transit funding rule adjustments – MST requested TAMC support.
- SB 516 (Fuller): Motorist aid services – expands Service Authorities for Freeway Emergencies (SAFE) program to include other elements of a traveler aid system.

**Attachment 2** is a summary table of bills, organized by TAMC priority, showing the status of just the bills that the Agency supported during the regular legislative session.

**Web Attachment 1** is a final full bill list showing which bills are now law, which were vetoed, and which are now two-year bills.

The First Extraordinary Session on Transportation was called in June and many transportation-related bills were introduced, but there have been no changes to those bills since the last report to this Board in August. The Special Session is expected to reconvene in January, and staff will continue to monitor activities and report back to this Board when there is any news.

Approved by:



Debra L. Hale, Executive Director

Date signed: October 12, 2015

Consent Agenda

Counsel Approval: N/A

Finance Approval: N/A

Attachments:

1. Memo from Gus Khouri, Khouri Consulting, re: SB 705 (Hill)
2. Final bill summary table, as of October 12, 2015

Web Attachment:

1. Final bill list, updated as of October 12, 2015



Meeting Date: October 28, 2015

TO: Transportation Agency for Monterey County Board of Directors

FROM: Gus Khouri, Principal  
Khouri Consulting

**RE: SB 705 (Hill) LEGISLATIVE UPDATE**

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On August 17, Governor Brown vetoed AB 464 (Mullin), which would have increased the local sales tax cap statewide from 2% to 3%, which would have allowed TAMC the capacity to pursue a local sales tax measure for transportation. In his veto message, Governor Brown stated: *“Although I have approved raising the limit for individual counties, I am reluctant to approve this measure in view of all the taxes being discussed and proposed for the 2016 ballot.”*

As a result, our firm was engaged in hopes of identifying another vehicle to pursue legislation specific to Monterey County, prior to the last day of Session on September 11, that would allow a .375% exemption to the existing 2% cap to place a local transportation sales tax measure on the ballot. TAMC retained Khouri Consulting on August 26, which provided only two weeks (11 business days) to find a bill and seek passage through both houses of the legislature. Your advocacy team worked diligently with TAMC’s legislative delegation (Assembly Members Luis Alejo and Mark Stone, Senators Anthony Cannella and Bill Monning) to identify a vehicle but there were no viable solutions given the status of their bills.

Due to house rules and where we were in the legislative Session, deadlines dictated that only a Senate bill on the Assembly Floor could be amended and progress through the process in an expeditious manner to reach the Governor’s desk by September 11. We had to perform what is referred to as a “gut and amend”, which means that the previous contents of a bill are deleted and non-germane language for a separate purpose is inserted. The significance of having a bill signed this year is that it would take effect on January 1, 2016, providing TAMC with the ability to place something on the November 2016 ballot.

Given the lack of available bills within the Monterey delegation, your advocacy team worked diligently with San Mateo County’s delegation, Senator Jerry Hill in particular, (as well as Assembly Members Mullin, Gordon) to quickly amend SB 705 (Hill) in order to allow TAMC and the San Mateo County Transportation Authority the exemption from

the 2% local sales tax cap. Senator Hill would not have agreed to engage had we not convinced San Mateo of the need for the bill. Fortunately, San Mateo had two cities that were near the cap: the City of San Mateo and Half Moon Bay.

Once a vehicle was identified, we needed to acquire the blessing of legislative leadership in each house (Assembly Speaker Toni Atkins and Senate President pro Tempore Kevin de León), policy committee chairs and staff and the Governor's office. Leadership does not typically grant permission for gut and amends, especially during the end of Session, so this was a rare opportunity.

Without the Governor's blessing however, all of our effort would have been futile. After debriefing with Governor Brown's staff to discuss the AB 464 veto message, we assessed past precedent established for other jurisdictions, and were encouraged to proceed forward with the legislation. While Governor Brown ultimately reserves the right to sign or veto items, the Governor's staff was compelled by the need and amount of support that was originally generated for AB 464, and our commitment to do the same for SB 705. Initially, it was a bit of "chicken and egg" since we needed to have a legislator commit a vehicle in order to proceed but could not do so without the Governor's blessing.

On September 3, SB 705 was amended after receiving a positive response from the Governor's office, permission from legislative leadership, and the support of the Monterey and San Mateo delegations. The bill however did not go into print until Friday, September 4<sup>th</sup> providing us with only 5 business days to move the bill through policy committee hearings and floor votes in both houses.

Working with TAMC staff, we acquired letters from Monterey County, Monterey-Salinas Transit, and every city in the county to demonstrate the overwhelming support for our effort. The same was done in San Mateo County. Our firm also acquired support from the California Alliance for Jobs and State Building Trades.

Thankfully, the measure was a majority vote item since it was not a direct tax increase and we were simply asking for permission to place an item on the ballot that was subject to the current 2/3-voter approval threshold. That made it easier to move the bill through the process.

On October 7, Governor Brown signed SB 705.

**TAMC Bill List – Supported Bills in Regular Legislative Session  
Monday, October 12, 2015**

<b>Bill No (Author)</b>	<b>Topic</b>	<b>TAMC Board adopted position</b>	<b>Status</b>
<b>TAMC priority 3S</b> - Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.			
ACA 4 (Frazier)	Local government transportation projects: special taxes: voter approval	SUPPORT (Letter sent 4/27)	2-year bill
SB 705 (Hill)	Transactions and use taxes: County of San Mateo: Transportation Agency for Monterey County	SPONSOR	Chaptered
<b>TAMC Priority 5S</b> - Support efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects			
AB 1265 (Perea)	Transportation projects: comprehensive development lease agreements	SUPPORT (Letter sent 4/17)	2-year bill
<b>TAMC priority 6S</b> - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.			
SB 9 (Beall)	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program	SUPPORT (Letters sent 6/16 & 9/10)	Chaptered
<b>TAMC priority 7S</b> - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.			
AB 4 (Linder)	Vehicle weight fees: transportation bond debt service	SUPPORT (Letter sent 4/17)	2-year bill
SB 321 (Beall)	Motor vehicle fuel taxes: rates: adjustments	SUPPORT (Letter sent 4/17)	2-year bill
SB 516 (Fuller)	Motorist Aid legislation	SUPPORT (Letter sent 4/17 & 9/23)	Chaptered
<b>TAMC priority 9S</b> - California Environmental Quality Act (CEQA) reform...			
AB 323 (Olsen)	California Environmental Quality Act: exemption: roadway improvement	SUPPORT (Letter sent 6/16)	Chaptered
<b>TAMC priority 12S</b> - Seek funding for transit-oriented development, complete streets, and active transportation projects.			
AB 2 (Alejo)	Community Revitalization Investment Authority	SUPPORT (Letters sent 4/27 & 9/23)	Chaptered
<b>TAMC priority 14S</b> - Support member agencies' requests ...			
AB 1250 (Bloom)	Vehicles: buses: gross axle weight	SUPPORT (Letters sent 4/27 & 9/23)	Chaptered
SB 413 (Wieckowski)	Public transit: prohibited conduct	SUPPORT (Letters sent 4/27 & 9/23)	Chaptered
SB 508 (Beall)	Transit operations: financial requirements	SUPPORT (Letters sent 4/27 & 9/23)	Chaptered

**TAMC Bill List**  
**Monday, October 12, 2015**

**AB 2 (Alejo): Community Revitalization Investment Authority****Introduced:** 12/1/14**Status:** 9/22/15-Chaptered by Secretary of State - Chapter 31

**Summary:** Would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area to carry out provisions of the Community Redevelopment Law in that area for purposes related to infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by the issuance of bonds serviced by tax increment revenues. This bill would assist communities in developing blighted areas, including infrastructure projects and supportive transportation projects.

**Priority:** 12S -Seek funding for transit-oriented development, complete streets, and active transportation projects.

**Position:** SUPPORT (Letters sent 4/27 & 9/23)

**AB 4 (Linder): Vehicle weight fees: transportation bond debt service****Introduced:** 12/1/14**Status:** 2-year bill

**Summary:** Would, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to any fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.

**Priority:** 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position:** SUPPORT (Letter sent 4/17)

**AB 6 (Wilk): Bonds: transportation: school facilities****Introduced:** 12/1/14**Status:** 2-year bill

**Summary:** Would provide that no further bonds shall be sold for high-speed rail purposes, except as specifically provided with respect to an existing appropriation for early improvement projects in the Phase 1 blended system. Would require redirection of the unspent high-speed rail bond proceeds for use in retiring the debt incurred from the issuance and sale of those bonds and for school construction projects. These provisions would become effective only upon approval by voters.

**Priority:** 11S - Support and seek funding for Monterey County rail connections to the California High-Speed Rail project.

**Position:** Watch

**AB 79 (Mathis): State highway routes: route numbers****Introduced:** 1/5/15**Status:** 2-year bill

**Summary:** Spot bill related to state highway system route numbers.

**Priority:** NA – pending more information on purpose of bill.

**Position:** Watch

**AB 102 (Rodriguez): Railroad and surface transportation safety and emergency planning and response: hazardous materials**

**Introduced:** 1/8/15

**Status:** 2-year bill

**Summary:** Creates the Regional Railroad and Surface Transportation Accident Preparedness and Immediate Response Force in the Office of Emergency Services (OES) and designates this force as responsible for providing regional and onsite response capabilities in the event of a release of hazardous materials from a rail car or a railroad accident involving a rail car or from a truck accident. Requires the OES to develop a state regional railroad and surface transportation accident preparedness and immediate response plan and requires that plan to become an annex to the state emergency plan. Requires the director to establish a schedule of fees for the transport of hazardous materials. Fee revenues would be deposited into an emergency response fund.

**Priority:** 13S - Support transparency and access to information on rail transport of hazardous materials.

**Position:** Watch

**AB 156 (Perea): California Global Warming Solutions Act of 2006: disadvantaged communities**

**Introduced:** 1/20/15

**Status:** 2-year bill

**Summary:** Current law requires the California Environmental Protection Agency (CalEPA) to identify disadvantaged communities and requires the Department of Finance (DOF) to develop a 3-year investment plan for the Greenhouse Gas Reduction Fund (GGRF), allocating a minimum of 25% of the funds to benefit disadvantaged communities. This bill would require the State Air Resources Board (ARB) to prepare and post on its website a report on the projects funded to benefit disadvantaged communities. Requires the ARB to establish a comprehensive technical assistance program for disadvantaged communities.

**Priority:** 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., "cap and trade") grant program guidelines, and seek regional transportation funding from the program.

**Position:** Watch

**AB 208 (Bigelow): Vehicles: highway: lane use**

**Introduced:** 1/29/15

**Status:** 9/4/15-Chapered by Secretary of State - Chapter 265, Statutes of 2015.

**Summary:** Would require, on a 2-lane highway where passing is unsafe due to specified reasons, any vehicle proceeding upon the highway at a speed less than the normal speed of traffic moving in the same direction at that time, behind which 5 or more vehicles are formed in line, to turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists.

**Priority:** NA – Bicycle Safety Bill.

**Position:** Watch

**AB 238 (Stone): Telecommunications: California Advanced Services Fund**

**Introduced:** 2/5/15

**Last Amended:** 4/6/15

**Status:** 2-year bill

**Summary:** Current law requires the PUC to develop, implement, and administer the California Advanced Services Fund (CASF) to encourage deployment of high-quality advanced communications services to all Californians that will promote economic growth, job creation, and substantial social benefits of advanced information and communications technologies, as provided in specified decisions of the commission and in the CASF statute. This bill would define "broadband" for purposes of these provisions as advanced telecommunication services with specified advertised speeds.

**Priority: NA** – The Monterey County Business Council (MCBC) is requesting TAMC support. While this bill does not contain a requirement for a “dig once” ordinance, it does expand the eligibility for broadband funding. Repeated utility digging destroys our roads and drastically shortens their useful life.

**Position: Watch; ask author to consider adding “dig once” policy**

**AB 323 (Olsen): California Environmental Quality Act: exemption: roadway improvement**

**Introduced:** 2/13/15

**Status:** 7/6/15-Chaptered by Secretary of State - Chapter 52, Statutes of 2015.

**Summary:** Extends the January 1, 2016, sunset date, until January 1, 2020, on an exemption from the California Environmental Quality Act (CEQA) for projects to repair, maintain, and make minor alterations to existing roadways, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements.

**Priority: 9S** - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

**Position: SUPPORT (Letter sent 6/16)**

**AB 464 (Mullin): Transactions and use taxes: maximum combined rate**

**Introduced:** 2/23/15

**Status:** 8/17/15-Vetoed by the Governor

**Summary:** Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%. This section applies only to taxes and rates authorized to be imposed in accordance with this part in any county before January 1, 2016.

**Governor’s Message:** To the Members of the California State Assembly: I am returning Assembly Bill 464 without my signature. This bill would raise, on a blanket basis, the limit on local transactions and use tax for all counties and cities from two percent to three percent. Although I have approved raising the limit for individual counties, I am reluctant to approve this measure in view of all the taxes being discussed and proposed for the 2016 ballot. Sincerely, Governor Edmund G. Brown Jr.

**Priority: 3S** - Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.

**Position: Watch**

**AB 604 (Olsen): Electrically motorized skateboards**

**Introduced:** 2/24/15

**Status:** 10/11/15-Signed by the Governor

**Summary:** Defines "electrically motorized skateboard" and authorizes cities and counties to regulate their use. The boards could help with the first-mile, last-mile dilemma of public transit, getting people to and from transit stations.

**Priority: NA** – transportation implications for bike routes and transit access modes.

**Position: Watch**

**AB 828 (Low): Vehicles: transportation services**

**Introduced:** 2/26/15

**Status:** 2-year bill

**Summary:** Would require the PUC to investigate whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market. Existing law defines “commercial vehicle” as a motor vehicle that is used or maintained for the transportation of persons for hire, compensation, or profit or designed, used, or maintained primarily for the transportation of property. Existing law defines a “transportation network company” to mean an organization that provides prearranged transportation services for compensation using an online-enabled application. This bill, until January 1, 2018, would exclude from the definition of “commercial vehicle” any motor vehicle operated in connection with a transportation network company.

**Priority:** NA – could help with first-mile/last-mile transit accessibility

**Position:** Watch

**AB 1098 (Bloom): Transportation: congestion management**

**Introduced:** 2/27/15

**Last Amended:** 3/26/15

**Status:** 2-year bill

**Summary:** Would delete the traffic level of service (LOS) standards as an element of a congestion management program (CMP) and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. The bill would revise and recast the requirements for other elements of a CMP by requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share and requiring the designated agency, for roadway capacity expansion projects, to include in the 7-year capital improvement program an analysis of the potential for induced vehicle travel. The bill would require the regional agency to evaluate how the congestion management program contributes to achieving a specified greenhouse gas reduction target for the region established by the State Air Resources Board.

**Priority:** NA – Congestion Management Plan.

**Position:** Watch

**AB 1115 (Salas): State highways: litter cleanup and abatement**

**Introduced:** 2/27/15

**Last Amended:** 3/26/15

**Status:** 2-year bill

**Summary:** Existing law requires Caltrans to maintain the state highways and, within its maintenance programs relating to litter cleanup and abatement, to assign a high priority to litter deposited along state highway segments adjoining storm drains, streams, rivers, waterways, beaches, the ocean, and other environmentally sensitive areas. This bill would require the department to use litter traps in drains and any other effective technology in carrying out these responsibilities.

**Priority:** NA – Highway Litter Abatement.

**Position:** Watch

**AB 1250 (Bloom): Vehicles: buses: axle weight**

**Status:** 10/4/15-Chaptered by Secretary of State - Chapter 484

**Summary:** Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. Would exempt from the 20,500 pound weight limitation buses procured from a solicitation issued prior to January 1, 2016.

Establishes a declining maximum unladen weight per axle beginning at 25,000 pounds per axle for buses procured through a solicitation issued prior to January 1, 2018, and ending at 22,000 pounds for buses procured through a solicitation issued on or after January 1, 2022.

**Priority: 14S** - Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.

**Position: SUPPORT (Letters sent 4/27 & 9/23)**

**AB 1265 (Perea): Transportation projects: comprehensive development lease agreements**

**Introduced:** 2/27/15

**Last Amended:** 4/29/15

**Status:** 2-year bill

**Summary:** Extends to 2020 the 2017 expiration date on authorization for Caltrans and regional transportation agencies 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.

**Priority: 5S** - Support efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects.

**Position: SUPPORT (Letter sent 4/17)**

**AB 1288 (Atkins): Air Resources**

**Introduced:** 2/27/15

**Status:** 10/8/15-Chaptered by Secretary of State - Chapter 586

**Summary:** Add two appointments to the Air Resources Board (ARB) to represent environmental justice communities. The Senate amendments delete the Assembly version of this bill, and instead require the Senate Rules Committee and the Speaker of the Assembly to each appoint one member to the ARB. The appointees must work directly with communities in the state that are most significantly burdened by, and vulnerable to, high levels of pollution, including communities with diverse racial and ethnic populations and low-income populations.

**Priority: 6S** - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., "cap and trade") grant program guidelines, and seek regional transportation funding from the program.

**Position: Watch**

**AB 1315 (Alejo): Public contracts: water pollution prevention plans: delegation**

**Introduced:** 2/27/15

**Status:** 2-year bill

**Summary:** Prohibits a public entity, charter city, or charter county from delegating to a contractor the development of a plan used to prevent or reduce water pollution or runoff on a public works contract. Prohibits a public entity, charter city, or charter county from requiring a contractor on a public works contract that includes compliance with a plan to assume responsibility for the completeness and accuracy of a plan developed by that entity. Would shift the responsibility and liability for the design and implementation of the state-mandated water pollution control plan to the public entity.

**Priority: 14S** - Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.

**Position: OPPOSE unless amended (2-year bill – no letter sent)**

**AB 1347 (Chiu): Public contracts: claims**

**Introduced:** 2/27/15

**Status:** 10/11/15-Vetoed by the Governor

**Summary:** Establishes a claim resolution process applicable to all public works contracts. Requires a public entity, excluding certain state entities, upon receipt of a claim sent by registered or certified mail, to review it and, within 45 days, provide a written statement identifying the disputed and undisputed portions of the claim. Requires any payment due on an undisputed portion of the claim to be processed within 60 days. Provides an alternative procedure if the public entity fails to issue the written statement and would require that the claim be deemed approved in its entirety. Requires disputed parts of the claim to be subject to nonbinding mediation.

**Priority:** NA – contracting law

**Position:** Watch

**AB 1360 (Ting): Charter-party carriers of passengers: individual fare exemption**

**Introduced:** 2/27/15

**Status:** 2-year bill

**Summary:** This bill allows charter-party carriers of passengers, including transportation network companies, to charge individual fares, rather than a single group fare when providing carpool services.

**Priority:** NA – could help with first-mile/last-mile transit accessibility

**Position:** Watch

**ASSEMBLY SPECIAL SESSION BILLS**

**ABX1-1 (Alejo): Transportation funding**

**Introduced:** 6/23/15

**Status:** 6/24/15-From printer

**Summary:** *Reintroduction of AB 227 in special session:* Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.

**Priority:** 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position:** SUPPORT (Letter sent 6/25)

**ABX1-2 (Perea): Transportation projects: comprehensive development lease agreements**

**Introduced:** 6/25/15

**Status:** 6/26/15 – From printer

**Summary:** *Reintroduction of AB 1265 in special session:* Would extend Caltrans authorization to enter into Public-Private Partnerships indefinitely and would include within the definition of “regional transportation agency” the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.

**Priority:** 5S - Support efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects.

**Position:** SUPPORT (Letter sent 7/17)

**ABX1-3 (Frazier): Transportation funding**

**Introduced:** 7/9/15

**Last Amended:** 9/3/15

**Status:** 9/24/15:- Hearing scheduled for 10/16

**Summary:** Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure

**Priority:** 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position:** Watch (spot bill)

**ABX1-4 (Frazier): Transportation funding**

**Introduced:** 7/9/15

**Status:** 9/3/15-Referred to Com. on RLS.

**Summary:** Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

**Priority:** 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position:** Watch (spot bill)

**ABX1-6 (Hernández, Roger) Affordable Housing and Sustainable Communities Program**

**Introduced:** 7/16/15

**Status:** 7/17/15-From printer.

**Summary:** Requires 20% of moneys available for allocation under the Affordable Housing and Sustainable Communities Cap and Trade Program to be allocated to eligible projects in rural areas. This bill would help allow rural areas, including Monterey County, to be better able to receive cap and trade funds for bike/pedestrian/transit and affordable housing projects. In the first cycle, no project in the Monterey Bay Area received funding.

**Priority:** 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position:** SUPPORT

**ABX1-7 (Nazarian) Public transit: funding**

**Introduced:** 7/16/15

**Status:** 7/17/15-From printer.

**Summary:** Appropriates 20% of Greenhouse Gas Reduction Fund (Cap and Trade) annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program. This represents a doubling of the current funding level for bus and rail transit from current levels, and comes from the currently "unallocated" share. (Similar to SBX1-8 (Hill))

**Priority:** 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position:** SUPPORT

**ABX1 8 (Chiu) Diesel sales and use tax.**

**Introduced:** 7/16/15

**Status:** 7/17/15-From printer.

**Summary:** Increases the sales and use tax on diesel fuel from 1.75% to 5.25% and allocates the money by formula to public transit agencies, such as Monterey-Salinas Transit. (Similar to SBX1-7 (Allen))

**Priority:** 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position:** SUPPORT

**ABX1-19 (Linder): California Transportation Commission**

**Introduced:** 9/1/15

**Status:** From printer

**Summary:** This bill excludes the California Transportation Commission (CTC) from the Transportation Agency (CalSTA) and establishes it as an entity in the state government.

**Priority:** NA – CTC

**Position:** Watch

**ACA 4 (Frazier): Local government transportation projects: special taxes: voter approval**

**Introduced:** 2/27/15

**Last Amended:** 8/17/15

**Status:** 2-year bill

**Summary:** Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. Would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.

**Priority:** 3S - Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.

**Position:** SUPPORT (Letter sent 4/27)

**SB 9 (Beall): Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program**

**Introduced:** 12/1/14

**Last Amended:** 9/1/15

**Status:** 10/9/15-Chaptered by Secretary of State - Chapter 710

**Summary:** Modifies the Transit and Intercity Rail Capital Program (TIRCP) to delete references to operational investments and instead provide for the funding of transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems. Modifies the information required to be included in applications for grants under the program and authorizes an eligible applicant to submit multiple applications. Requires CalSTA, in selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, adds additional factors to be considered in evaluating applications for funding, and expands certain factors considered to include bus and ferry transit service. Directs CalSTA to approve a five-year program of projects by July 1, 2018 and biennially thereafter. Establishes a process whereby an agency applying for a multi-year project funding can obtain a letter of no prejudice from CalSTA to allow the agency to advance its own funds and be eligible for future reimbursement.

**Priority:** 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., "cap and trade") grant program guidelines, and seek regional transportation funding from the program.

**Position:** SUPPORT (Letters sent 6/16 & 9/10)

**SB 32 (Pavley): California Global Warming Solutions Act of 2006: emissions limit**

**Introduced:** 12/1/14

**Status:** 2-year bill

**Summary:** Requires the California Air Resources Board (ARB) to approve a statewide greenhouse gas (GHG) emissions limits of 40% below the 1990 level of GHG emissions, to be achieved by 2030, and 80% below the 1990 level, to be achieved by 2050.

**Priority:** 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.

**Position:** Watch

**SB 55 (Knight): Department of Transportation: administration**

**Introduced:** 12/19/14

**Status:** 2-year bill

**Summary:** Spot bill related to the construction, improvement, maintenance, or use of all highways that are under Caltrans jurisdiction, possession, or control.

**Priority:** NA – pending more information on purpose of bill.

**Position:** Watch

**SB 64 (Liu): California Transportation Plan**

**Introduced:** 1/5/15

**Last Amended:** 6/24/15

**Status:** 10/9/15-Chaptered by Secretary of State - Chapter 711

**Summary:** Requires the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific, action-oriented, and pragmatic recommendations for transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.

**Priority:** NA – California Transportation Plan

**Position:** Watch

**SB 122 (Jackson): California Environmental Quality Act: record of proceedings**

**Introduced:** 1/15/15

**Status:** 2-year bill

**Summary:** Requires the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects.

**Priority:** 9S - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

**Position:** Watch

**SB 154 (Huff): California Environmental Quality Act**

**Introduced:** 2/2/15

**Status:** 2-year bill

**Summary:** Spot bill related to California Environmental Quality Act (CEQA).

**Priority:** 9S - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

**Position:** Watch

**SB 158 (Huff): Transportation projects: comprehensive development lease agreements**

**Introduced:** 2/3/15

**Last Amended:** 3/26/15

**Status:** 2-year bill

**Summary:** Authorizes the department or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment.

**Priority:** 5S - Support efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects.

**Position:** Watch

**SB 254 (Allen): State highways: relinquishment**

**Introduced:** 2/18/15

**Status:** 2-year bill

**Summary:** Authorizes the California Transportation Commission (CTC) to relinquish portions of the state highway system to a county or city without legislative action.

**Priority:** NA – highway relinquishment

**Position:** Watch

**SB 321 (Beall): Motor vehicle fuel taxes: rates: adjustments**

**Introduced:** 2/23/15

**Status:** 2-year bill

**Summary:** Requires the State Board of Equalization to adjust the excise tax rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the sales and use tax exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill aims to resolve the problem of wide fluctuations in gas tax adjustments required by the Fuel Tax Swap, and would average revenue over a five year period to reduce year-to-year volatility. Would facilitate better planning and programming by making the actual amount of funding in any given year more predictable.

**Priority:** 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position:** SUPPORT (Letter sent 4/17)

**SB 413 (Wieckowski): Public transit: prohibited conduct**

**Introduced:** 2/25/15

**Status:** 10/10/15-Signed by the Governor

**Summary:** Specifies that local jurisdictions may pass ordinances that permit the issuance of infraction tickets for failing to yield a seat to an elderly or disabled person, or for playing sound equipment in an unreasonably loud manner, and allows transit operators to levy administrative penalties against minors for specified transit violations.

**Priority:** 14S - Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.

**Position:** SUPPORT (Letters sent 4/27 & 9/23)

**SB 508 (Beall): Transportation funds: transit operators: pedestrian safety**

**Introduced:** 2/26/15

**Status:** 10/9/15-Chaptered by Secretary of State - Chapter 716

**Summary:** Would delete the requirement for transit operators to maintain higher farebox recovery ratios based on the 1978-79 fiscal year; create parity in the list of exclusions from the definition of operating costs for both the farebox recovery ratio requirement and the STA program qualifying criteria; create new exemptions for health and pension costs, and standard facilities financing costs; and, eliminate the “pass/fail” nature of the STA program qualifying criteria in favor of a sliding scale or proportional approach to penalizing operators.

**Priority:** 14S - Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.

**Position:** SUPPORT (Letters sent 4/27 & 9/23)

**SB 516 (Fuller): Transportation: motorist aid services**

**Introduced:** 2/26/15

**Status:** 10/4/15-Chaptered by Secretary of State - Chapter 491

**Summary:** Provides discretion to Service Authorities for Freeway Emergencies (SAFEs) for use of revenue from the \$1 vehicle registration surcharge to fund other elements of a motorist aid system, in addition to call boxes, including traveler information services, intelligent transportation systems, transportation demand management services, and safety-related hazard and obstruction removal.

**Priority:** 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position:** SUPPORT (Letter sent 4/17 & 9/23)

**SB 705 (Hill): Transactions and use taxes: County of San Mateo: Transportation Agency for Monterey County**

**Introduced:** 2/27/15

**Status:** 10/7/15-Chaptered by Secretary of State - Chapter 579

**Summary:** This bill authorizes Monterey and San Mateo counties to impose a countywide sales tax for transportation purposes that would, in combination with all other locally-imposed sales tax, exceed the 2% tax rate cap if certain requirements are met.

**Priority:** 3S - Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.

**Position:** SPONSOR

**SB 782 (Allen): State highways: relinquishment**

**Status:** 2-year bill

**Summary:** Spot bill related to state highway relinquishment.

**Priority:** NA –highway relinquishment

**Position:** Watch

## **SENATE SPECIAL SESSION BILLS**

### **SBX1-1 (Beall): Transportation funding**

**Introduced:** 6/22/15

**Last Amended:** 9/1/15

**Status:** 9/1/15- Read second time and amended. Re-referred to Com. on APPR.

**Summary: Reintroduction of SB 16 in special session:** Creates the Road Maintenance and Rehabilitation Program, which increases several taxes and fees to raise roughly \$4.3 billion in new transportation revenues annually, with the funding used to address deferred maintenance on the state highways and local streets and roads and to improve the state's trade corridors. Requires the CTC to adopt performance criteria to ensure efficient use of the funds available for the program. Includes a 5% set-aside for counties that approve a transactions and use tax on or after July 1, 2015. Eliminates the current requirement of the State Board of Equalization to annually modify the gas and diesel taxes, instead requiring the Board to recompute the tax rates based on the California Consumer Price Index.

**Priority: 7S** - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position: SUPPORT (Letter sent 6/29)**

### **SBX1-2 (Huff): Greenhouse Gas Reduction Fund**

**Introduced:** 6/30/15

**Status:** 9/1/15-Senate Transportation and Infrastructure Development Vote - Do pass, but re-refer to the Committee on Appropriations.

**Summary:** Excludes from Greenhouse Gas Reduction Fund allocation the annual proceeds of the fund generated from the transportation fuels sector. Provides instead that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.

**Priority: 6S** - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., "cap and trade") grant program guidelines, and seek regional transportation funding from the program.

**Position: Watch**

### **SBX1-3 (Vidak): Transportation bonds: highway, street, and road projects**

**Introduced:** 7/1/15

**Last Amended:** 8/17/15

**Status:** 9/14/15-Returned to Secretary of Senate

**Summary:** This bill redirects high-speed rail bond proceeds to state freeways and highways, and local streets and roads, upon voter approval.

**Priority: 11S** - Support and seek funding for Monterey County rail connections to the California High-Speed Rail project.

**Position: Watch**

### **SBX1-4 (Beall): Transportation funding**

**Introduced:** 7/7/15

**Last Amended:** 9/4/15

**Status:** 9/24/15: Hearing scheduled for 10/16

**Summary:** Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.

**Priority: 7S** - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position: Watch** (spot bill)

**SBX1-5 (Beall): Transportation funding**

**Introduced:** 7/7/15

**Status:** 9/1/15-In Assembly. Read first time. Held at Desk.

**Summary:** Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

**Priority: 7S** - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position: Watch** (spot bill)

**SBX1 7 (Allen) Diesel sales and use tax.**

**Introduced:** 7/16/15

**Last Amended:** 9/3/15

**Status:** 9/3/15- Re-referred to Com. on APPR.

**Summary:** Increases the sales and use tax on diesel fuel from 1.75% to 5.25% and allocates the money by formula to public transit agencies, such as Monterey-Salinas Transit. (Amendment: The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements and This bill would provide that the increase in the additional sales and use tax on diesel fuel imposed by the bill shall not be considered by the board in its annual modification of the diesel excise tax rate).(Similar to ABX1-8 (Chiu))

**Priority: 7S** - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position: SUPPORT**

**SBX1 8 (Hill) Public transit: funding.**

**Introduced:** 7/16/15

**Status:** 9/2/15- Re-referred to Com. on APPR.

**Summary:** Appropriates 20% of Greenhouse Gas Reduction Fund (Cap and Trade) annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program. This represents a doubling of the current funding level for bus and rail transit from current levels, and comes from the currently "unallocated" share. (Similar to SBX1-7 (Nazarian))

**Priority: 7S** - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position: SUPPORT**

**SBX1 11 (Berryhill) Environmental quality: transportation infrastructure.**

**Introduced:** 7/16/15

**Last Amended:** 9/4/15

**Status:** 9/4/15- Read second time and amended. Re-referred to Com. on T. & I.D.

**Summary:** Amended-The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to

adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA.

**Priority: 9S** - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

**Position: SUPPORT**

**SBX1 12 (Runner) California Transportation Commission.**

**Introduced:** 7/16/15

**Last Amended:** 8/20/15

**Status:** 8/20/15-Read second time and amended. Re-referred to Com. on APPR.

**Summary:** Removes the California Transportation Commission from the State Transportation Agency, reestablishes it as an independent entity in state government, and allows it to again act in an independent oversight role. TAMC has had effective relationships in the past with the CTC as an independent entity; this measure would return it to that status, as opposed to now when the agency reports to the Governor's Administration.

**Priority: NA** – CTC

**Position: SUPPORT**

**SBX1 14 (Cannella) Transportation projects: comprehensive development lease agreements.**

**Introduced:** 7/16/15

**Status:** 8/17/15-August 19 set for first hearing canceled at the request of author.

**Summary:** Extends Caltrans' authorization to enter into Public-Private Partnerships by removing the January, 2017 expiration date. This measure would increase financing options for improvements to the Highway 156 corridor and allow time to address local issues prior to the expiration of the current P3 authority. (Similar to ABX1-2 (Perea).)

**Priority: 5S** - Support efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects.

**Position: SUPPORT**

**SCAX 1-1 (Huff): Motor vehicle fees and taxes: restriction on expenditures**

**Introduced:** 6/19/15

**Status:** 9/9/15-From committee: Be adopted and re-refer to Com. on APPR.

**Summary:** *Reintroduction of SCA 7 in special session:* Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles and water-borne vessels or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.

**Priority: 7S** - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

**Position: SUPPORT (Letter sent 6/29)**



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 28, 2015  
**Subject:** Federal Legislative Update

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### RECOMMENDED ACTION

**RECEIVE** federal legislative update.

### SUMMARY

The transportation authorization is currently set to expire on October 29, 2015. The Senate has passed a six-year authorization bill with provisions for funding for three of those six bills. The House is expected to pass another extension to the existing authorization in the near future.

### FINANCIAL IMPACT

If Congress approves more short-term extensions, rather than a long-term bill, federal transportation dollars will be frozen at prior year levels and revenues will fall increasingly short of growing transportation needs.

### DISCUSSION

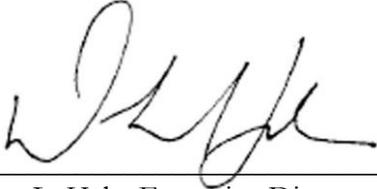
#### **Authorizations**

The current authorization bill continues funding at fiscal year 2014 levels through October 29, 2015. In July, the Senate approved the “Developing a Reliable and Innovative Vision for the Economy Act” (the DRIVE Act, S. 1647), which would spend \$278 billion over the next six years on highway programs, with a three-year funding title that uses funds from: interest rate changes, sales of reserved oil, customs fees, TSA fees, extended guarantees on mortgage-backed securities, and tax compliance measures.

The DRIVE Act includes a safety reform bill, the “Comprehensive Transportation and Consumer Protection Act of 2015” (S. 1732), which extends the December 2015 deadline for Positive Train Control (PTC) implementation to 2018. PTC is a train control system designed to prevent collisions and over-speed derailments. Recently, a Government Accountability Office (GAO) study on the issue confirmed that railroads have faced a number of challenges in implementing the complex technology, and most will not be able to meet the December 2015 deadline. Anticipating another short-term extension of the larger transportation authorization bill, the House Committee on Transportation and Infrastructure introduced “The Positive Train Control Enforcement and Implementation Act of 2015” (HR 3651) that would extend the PTC deadline until 2018, with extensions beyond that under certain circumstances.

**Appropriations**

The long-term “authorization” bill authorizes the expenditure of funds from the federal budget. It may specify how much money, from what sources, should be spent on a program, but it does not actually set aside the money. The “appropriations” bill states the amount of money that will be spent during the next fiscal year. The annual transportation appropriations bill for the fiscal year (FY) that ends September 30, 2016, the “Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016” (H.R. 2577), is pending action on the Senate floor. In the meantime, Congress passed and the President signed the “Continuing Appropriations Act, 2016” (H.R.719), the vehicle for FY2016 continuing appropriations through December 11, 2015. H.R.719 defers action on the transportation appropriations bill to that date.

Approved by:   
Debra L. Hale, Executive Director

Date signed: October 12, 2015

Consent Agenda

Counsel Approval: N/A

Finance Approval: N/A



# Memorandum

**To:** Board of Directors  
**From:** Ariana Green, Associate Transportation Planner  
**Meeting Date:** October 28, 2015  
**Subject:** Pacific Grove Highway 68 Corridor Study Update

**RECOMMENDED ACTION:**

**RECEIVE** an update on the Pacific Grove Highway 68 Corridor Study.

**SUMMARY:**

The Pacific Grove Highway 68 Corridor Study is a joint effort of the Transportation Agency for Monterey County, City of Pacific Grove and Caltrans. The project team is now seeking input from the community on ways to make the corridor safer for bicyclists and pedestrians.

**FINANCIAL IMPACT:**

The project budget is \$150,000, utilizing a \$120,000 Caltrans Partnership Planning for Sustainable Transportation grant and budgeted state and local planning funds allocated to the Transportation Agency. In June 2015, the TAMC Board approved a contract with consulting firm Eisen | Letunic to assist with the study.

**DISCUSSION:**

The purpose of the State Route 68 Corridor Study through Pacific Grove is to identify projects to improve pedestrian and bicycle safety in this corridor, developed to a level of detail sufficient for the City of Pacific Grove to pursue funding opportunities to further develop and construct improvements. As a link in the State Highway system, this study also presents an opportunity to partner with Caltrans to implement “complete streets” projects and advance regional sustainable transportation initiatives.

The study area includes State Route 68 between the Pacific Grove city limits and Asilomar Boulevard, and is divided into three distinct segments:

- 1) Forest Avenue between the City limits and Sunset Drive;
- 2) Sunset Drive to the end of State Route 68 at 17 Mile Drive; and
- 3) Sunset Drive from 17 Mile Drive to Asilomar Boulevard.

Each segment has different land uses, features and needs.

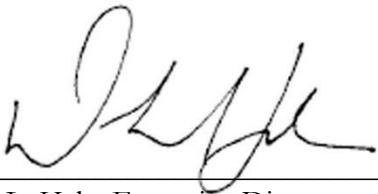
The study is expected to take 12 months to complete, concluding in June 2016 with adoption or acceptance of the final project report by the Pacific Grove City Council and the Transportation Agency Board of Directors.

The initial outreach phase (July-August) of the study included presentations to the Transportation Agency Board, TAMC Bicycle & Pedestrian Facilities Advisory Committee, Pacific Grove City Council, and Pacific Grove Planning Commission. On September 9, the project team met with the Pacific Grove High School Leadership class and conducted a walking survey with key stakeholders to take inventory of existing conditions along the corridor.

The next stage of the Pacific Grove SR 68 Corridor Study is to complete a needs assessment with input from the community. A community workshop is planned for Thursday, November 19, 2015, from 6:30-8:00 pm at the Butterfly Church on Sunset Avenue, Pacific Grove. The project team will also meet with business owners and other project stakeholders on November 19. In addition to attending a meeting in-person, community members may also provide input in the following ways:

- **Online Survey** (open through Sunday Nov.22, 2015): [www.surveymonkey.com/r/PGhighway68](http://www.surveymonkey.com/r/PGhighway68)
- **Online Map** (open through Sunday Nov. 22, 2015): <http://j.mp/1KoZlAi>
- **Email or Phone:** Contact Ariana Green at [ariana@tamcmonterey.org](mailto:ariana@tamcmonterey.org) or at (831) 775-4403.

Once the needs assessment is complete, the project team will develop a list of potential improvements, conceptual designs and an implementation strategy.

Approved by:   
Debra L. Hale, Executive Director

Date signed: October 13, 2015

Consent Agenda

Counsel Approval: N/A  
Admin/Finance Approval: N/A



**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

## ***Memorandum***

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 28, 2015  
**Subject:** Salinas-San Jose Coast Rail Line Environmental Review

### **RECOMMENDED ACTION**

1. **AUTHORIZE** the Executive Director to execute contract with HDR, (subject to approval by Agency Counsel) in an amount not to exceed \$452,975 to complete the federal environmental review of the Salinas-San Jose Coast Rail Line, for the period ending June 30, 2017;
2. **APPROVE** the use of State Transportation Improvement Program and Regional Surface Transportation Program funds budgeted to this purpose; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

### **SUMMARY**

Staff recommends contracting with HDR to perform the federal environmental review of the Salinas-San Jose segment of the coast mainline rail corridor to support the Coast Daylight project and the next phases of work on the extension of Capitol Corridor service to Salinas. In June, TAMC published a Request for Proposals for this work and received four proposals by the deadline. The review panel ranked the proposals and HDR is recommended based on proven experience in the preparation of National Environmental Policy Act (NEPA) documents and previous experience with NEPA analysis of rail line projects.

### **FINANCIAL IMPACT**

The cost of this contract is not to exceed \$452,975, funded through State Transportation Improvement Program (STIP) and Regional Surface Transportation Program (RSTP) funds budgeted to this project and this phase of work. This project has \$190,000 in STIP funds available and the remainder, \$262,975, would be funded through the available RSTP funds, for the optional task orders, as needed.

HDR has described a reasonable approach to accomplishing the work on schedule in the scope of work (**Attachment 1**) and budget (**Attachment 2**). The Scope of Work explains the Base Project (tasks 1-5), at a cost of \$189,905, to accomplish the minimum of what is needed to get the NEPA document through the review and approval process. This budget is comparable to the independent cost estimate that TAMC developed for the base project.

The Additional Services section (tasks 6-8) describes possible optional task orders that may be required by the Federal Railroad Administration (FRA) or other agencies above and beyond the minimum. The optional task orders include an updated traffic study and updated air quality analysis. The total for these optional tasks is \$263,069, but it is likely not all optional tasks will be authorized, and staff will have the ability to authorize each task individually, as needed. Nonetheless, staff is requesting the Board approve the total budget now, to facilitate meeting the funding deadline for this work. The deadline for expenditure of the funds for this work is February 28, 2017.

**DISCUSSION**

The 68-mile rail corridor between Salinas and San Jose will be reviewed for potential improvements to support two passenger rail projects, the Coast Daylight (Pacific Surfliner trains) and future phases of the Rail Extension to Monterey County (Capitol Corridor trains). The San Luis Obispo Council of Governments (SLOCOG) is slated to adopt the final programmatic-level state and federal environmental review for the Coast Rail Line between San Luis Obispo and Salinas on December 16, 2015.

For the next segment of the coast rail line, Salinas to San Jose, TAMC has completed the state environmental review for proposed new passenger rail service. In 2006, TAMC completed a Final Environmental Impact Report (EIR) on the “Caltrain Extension to Monterey County project”. In August 2013, TAMC adopted an EIR Addendum on the “Commuter Rail Extension to Monterey County” project. In April 2013, TAMC decided to pursue the first phase of the project, called the “Salinas Rail Extension Kick-Start project”, with state-only funding. Future implementation phases of the Rail Extension to Monterey County project will consist of the Pajaro/Watsonville Station, the six-train layover facility at the Salinas Station, and the Castroville Station.

For the federal environmental review, TAMC developed several versions of an administrative draft Environmental Assessment (2007-2012), but, unfortunately, the Federal Transit Administration never approved it for release as a public review draft. HDR will be able to pick up the last version of the administrative draft Environmental Assessment (2012), along with the final adopted state environmental document, in order to complete the federal environmental review with the oversight of the Federal Railroad Administration (FRA). FRA staff has indicated their support with moving forward with this work, in light of possible federal grants for the two passenger rail projects.

TAMC received four submittals by the due date of noon on September 17, 2015. A review panel was formed with the following members:

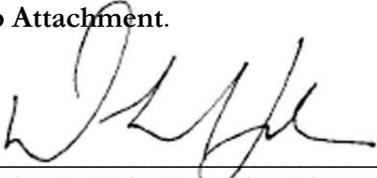
- Joe Valdez, Caltrans Division of Rail and Mass Transportation
- Pete Rodgers, San Luis Obispo Council of Governments
- Christina Watson, TAMC

The review panel scored the written submittals according to selection criteria listed in the RFP:

- 1) Experience in the preparation of NEPA documents
- 2) Previous experience with NEPA analysis of rail line projects
- 3) Knowledge of Monterey County transportation and related issues
- 4) References

The review panel recommends hiring HDR based on their strong experience with NEPA review of rail projects and dealing with the FRA, as well as Union Pacific Railroad and the Capitol Corridor Joint Powers Authority, important partners for this work.

The draft scope of work is **Attachment 1** and the proposed budget is **Attachment 2**. The draft contract is online as a **Web Attachment**.

Approved by:   
Debra L. Hale, Executive Director

Date signed: October 12, 2015

Consent Agenda

Reviewed by Counsel: Yes  
Admin/Finance Approval: Yes

Attachments: 1. Exhibit A, Scope of Work  
2. Exhibit B, Budget

Web Attachment: HDR Contract

**EXHIBIT A**  
**Scope of Work**

**Salinas-San Jose Coast Rail Line Environmental Review**  
**HDR Engineering, Inc.**  
**October 7, 2015**

HDR will prepare a legally-defensible Environmental Assessment (EA) to comply with the requirements of the National Environmental Policy Act (NEPA) for the Salinas-San Jose Coast Rail Line project for the Transportation Agency for Monterey County (TAMC). Based on our review of the project elements, the 2013 Administrative Draft EA, the 2013 Environmental Impact Report (EIR) Addendum, and original 2006 Final EIR, HDR concurs with TAMC that the appropriate NEPA class of action would be an EA. The project includes the increase in Capitol Corridor passenger rail service from San Jose to Salinas from two round trips per day to six round trips per day and the restoration of the Coast Daylight (one round trip per day), as well as Phases II, III, and IV of the infrastructure improvements required to support the proposed passenger rail services. The NEPA clearance will support federal grant applications for these two passenger rail projects to operate as planned in the 68-mile Salinas-San Jose corridor, also known as the Coast Rail Line.

In addition to the environmental documents previously prepared for TAMC and noted above, background project information is available from other sources as well. The Coast Corridor Service Development Plan (SDP) prepared by Caltrans Division of Rail in May 2013 describes the proposed Coast Daylight service and identifies the rationale for the operational improvements both for the Daylight service independently and within the context of a larger program of improvements. The Coast Corridor Draft Program EIS/EIR prepared by San Luis Obispo Council of Governments (SLOCOG) in November 2014 presents both the purpose and need and an environmental analysis for the segment of the Salinas to San Luis Obispo segment of the Coast Corridor proposed for improved passenger rail service. These documents, and others as appropriate, form the basis for the environmental analysis to be prepared for TAMC's Salinas-San Jose Coast Rail Line project.

The Scope of Work that follows is divided into two components – the Base Project and Additional Services. HDR will perform all tasks associated with the Base Project; depending on the needs of the project after consultation with Caltrans and the project's federal lead agency, the Federal Railroad Administration (FRA), one or more of the Additional Services may be necessary to adequately complete the project and obtain a Finding of No Significant Impact (FONSI) prior to TAMC's funding deadline of February 2017.



## **Base Project**

### **Task 1 Project Management and Coordination**

HDR will maintain continuous and effective internal and external communication and coordination and will manage the progress of the project to ensure the project is successful, all deliverables are of superior quality, and the project is delivered on time and within budget. This task is described more fully below.

#### **1.1 General Project Management**

HDR will manage the project team and provide oversight for all technical staff. All NEPA requirements will be met and all deliverables will undergo review following HDR's established quality control review process. HDR will manage the project scope, schedule, and budget, and will prepare all invoices and progress reports as per TAMC's requirements.

HDR will also develop a detailed schedule to track the progress of the project.

#### **1.2 Project Team Meetings**

HDR will conduct bi-weekly internal team coordination meetings with core staff during the preparation of the revised Administrative Draft EA and meetings as needed through the completion of the project. HDR will participate in regular project status calls with TAMC to provide updates on project progress and to discuss issues and concerns as they arise.

#### **1.3 Agency Coordination**

Within one week of Notice to Proceed (NTP), HDR will organize and participate in an initial meeting with TAMC staff to review the project, status of previous environmental documentation and consultations, and to develop a refined schedule and strategy to complete the EA and obtain a FONSI. During this meeting, HDR and TAMC will plan the project kick-off meeting with the project partners.

Within two weeks of NTP, and after the initial meeting with TAMC, HDR will organize and participate in an in-person project kick-off meeting with project partners. The kick-off meeting will be a full day broken into three components: (1.) round-trip travel by the HDR team on the Coast Starlight between San Jose and Salinas to view and discuss the project corridor; (2.) a meeting at TAMC offices with project partners; and, (3.) site visits to the proposed Pajaro/Watsonville and Castroville Station locations.

The meeting at the TAMC office will be attended by staff from HDR, TAMC, Caltrans (Division of Rail and District 5), and FRA. Possible attendance by SLOCOG and CCJPA will be discussed with TAMC during the initial meeting. It is anticipated that FRA (and possibly others) will participate in the meeting by phone. During the meeting, we will discuss FRA's expectations for the EA, i.e., technical areas to be covered, EA organization, public review process, related resource consultations required, etc. The identification of other potential Cooperating Agencies will be done in coordination with project partners during this meeting.



HDR will coordinate TAMC, Caltrans, and FRA reviews for efficiency. After TAMC and Caltrans review of the Administrative Draft EA, we will participate in a comment review session, if necessary, to go over comments and expedite resolution. We will participate in up to two follow-up coordination calls with FRA after submittal of the Administrative Draft EA to discuss FRA comments, scheduling, and other potential concerns.

Through project duration, HDR will meet with TAMC, Caltrans, UPRR, CCJPA, SLOCOG, and/or regulatory agencies, as needed (up to 10 in-person meetings), to ensure the project moves forward according to schedule.

*Task 1 Deliverables: Project Schedule; Minutes from Initial Meeting; Minutes from Project Kick-off Meeting with Project Partners*

## **Task 2 Administrative Draft Environmental Assessment**

### **2.1 Develop NEPA Strategy**

HDR will perform a detailed review of the previously completed environmental documentation and, with TAMC and under advisement from the FRA, develop a strategy for the content and organization of the EA. The EA will include the evaluation of impacts from the following project elements:

- Increase in *Capitol Corridor* service between San Jose and Salinas from two round trips per day in the No-Build condition to up to six round trips per day in the Build condition.
- One new daily round-trip for *Coast Daylight* service provided by extending the operation of an existing *Pacific Surfliner* train from the current northern terminus at San Luis Obispo to San Jose/San Francisco.
- Infrastructure improvements to support the additional passenger rail service:
  - o New stations at Pajaro/Watsonville and Castroville
  - o Expanded station and layover facility at Salinas
  - o Minor track improvements along Coast Mainline within UPRR right-of-way

HDR will review previous FTA comments on the 2013 Administrative Draft EA and work with TAMC on their resolution. It is assumed that all previously completed technical studies and analyses will remain valid, and FRA will expect that FTA's comments are addressed in the revised EA.

### **2.2 Prepare Administrative Draft Environmental Assessment Sections**

HDR will perform the following activities to update all sections of the 2013 Administrative Draft EA and prepare a revised Administrative Draft EA, as described below:

#### *Chapter 1 Purpose and Need for Transportation Improvements*

HDR assumes that the underlying purpose and need for the project has not changed. HDR will revise the Purpose and Need chapter, in coordination with TAMC, to include the following:



- Updated population, employment, transit ridership, and income data
- Updated existing and projected traffic volumes and levels of service along project corridor based on traffic studies completed by others
- Updated roadway and transit facilities and services as necessary
- Funding details, as requested by FTA
- Updated project implementation schedule
- Updated list of permits and approvals, if necessary

HDR will coordinate with Caltrans on information from the US 101 Transportation Concept Report and incorporate this information into document. We will also coordinate with CCJPA on their service plans south of San Jose, as described in the Vision Plan and refined through project development.

### *Chapter 2 Project Alternatives*

HDR will update the description of the No-Action Alternative to include all related projects in the 2014 RTP. The projects included in the No-Action Alternative will form the baseline upon which cumulative impacts will be assessed for each resource area.

HDR will include updates to the description of the Proposed Action. We will coordinate with the design teams to obtain and include relevant drawings and exhibits from the Salinas Rail Kick-Start project, previous drawings for the proposed new stations, and any new station planning information. HDR will incorporate any minor changes to design features that result from coordination with UPRR and CCJPA, with the assumption that none of these changes would change the conclusions of the impact evaluations from those previously reported in the 2013 Administrative Draft EA.

The most recent operating plans for the additional passenger rail service by CCJPA and AMTRAK will be incorporated. HDR will review the aforementioned 2013 Coast Corridor Service Development Plan and the 2013 Operating and Maintenance Plan for the Capitol Corridor Extension to Monterey County Project, and we will consult with TAMC, SLOCOG, Caltrans, and CCJPA on any potential changes to the operating plans. In addition, HDR will review the 2013 Principles of Agreement for Cooperative Development and Planning by the CCJPA and TAMC to provide additional information about the roles of each agency in the Project Description.

HDR will update construction and operating costs, as necessary, and incorporate the funding plan for the project. The RTP, MTP, and RTIP/FTIP information will be updated to include the most recently approved plans. Any other changes to the project description, e.g., fleet and layover yard requirements, would be incorporated into the revised section.

### *Chapter 3 Affected Environment, Environmental Consequences, and Mitigation Measures*

HDR will update the Impacts chapter from the 2013 Administrative Draft EA as described in detail below. We will review the regulatory information in each section and update as needed with the most recent data and guidance. In addition to analysis previously prepared



for the project, HDR will also review the 2014 Coast Corridor Improvements Draft EIS/EIR prepared by SLOCOG, and we will incorporate any additional information into the revised Administrative Draft EA as necessary and applicable.

For each section, HDR will update the cumulative impacts sub-section to include any additional analysis required associated with project design changes and any new projects along the corridor not previously considered. We will also conduct any necessary analyses to identify any growth inducing, indirect effects of the project. We will prepare revised figures and graphics, as necessary, to reflect changes to project and/or environmental setting and conditions, and we will perform quality reviews for all revisions.

It is assumed that no revised or new technical studies will be prepared and all additional analyses will be incorporated directly into the EA, unless specific technical studies are requested as Additional Services (see Tasks 6 and 7). The following specific tasks will be performed for each resource area in the EA:

- Aesthetics/Visual Resources
  - Confirm that visual setting has not changed
- Air Quality
  - Update construction trips/equipment numbers to reflect any project description changes, and incorporate into section
  - Complete emissions analyses based on opening year
- Biological Resources
  - Confirm that biological resource study area has not changed or if any project areas have not yet been surveyed
  - Obtain updated species lists from USFWS, CNDDDB, and CNPS and verify that status of species is unchanged
  - Confirm with FRA no requirement for informal Section 7 Consultation for concurrence on findings
- Cultural Resources
  - Confirm that cultural resource APE has not changed or if any project areas have not yet been surveyed
  - Verify that Finding of Effect and SHPO concurrence remain valid
- Geology, Soils, and Seismicity
  - Review section for consistency with any project changes and available updated data
- Hazardous Materials and Wastes
  - Confirm that hazardous site assessment areas have not changed, or if any project areas have not yet been surveyed
  - Perform updated environmental (hazmat) database search
- Hydrology and Water Quality
  - Review section for consistency with any project changes and available updated data
- Land Use and Planning
  - Update land use plans, zoning, and other related planning activity along the project corridor, as needed



- Socioeconomics, Acquisitions, and Displacements
  - Update population and employment statistics for most recent data and apply any changes to the impact assessment
  - Update information on acquisitions and displacements based on any project changes and most recent land conditions/ownership
- Noise and Vibration
  - Update construction trips/equipment numbers to reflect any project description changes, and incorporate into section
  - Revise noise and vibration analyses to include additional analysis for the remaining 30-mile segment of the entire 68 miles between San Jose and Salina
    - Determine the existing noise conditions by identifying grade crossings, sensitive receptors, population densities, and other noise generators.
    - Determine the existing traffic conditions by examining traffic volumes (prepared by others), speeds, and degrees of fluctuation.
    - Perform noise and vibration analysis using FTA's *Transit Noise and Vibration Impact Assessment Manual*
  - Review project area for any additional noise-sensitive receptor locations within areas previously evaluated
- Traffic and Circulation
  - Update traffic volumes for most recent data
  - Confirm if construction routes or access have changed
  - Update construction trips/equipment numbers to reflect any project description changes, and incorporate into section
  - Update status of all development and reasonably foreseeable projects in the No-Build condition
- Environmental Justice
  - Update all census data to include most recent available data
  - Utilize analysis methodology approved by FRA, anticipated to be aligned with FTA Circular 4703.1
  - Update with all public and stakeholder outreach efforts, including Public Participation/Outreach Plan prepared for the project, particularly those related to engagement of EJ communities
  - Prepare an EPA-quality and legally-sufficient EJ evaluation

#### *Chapter 4 Section 4(f) Evaluation*

HDR will revise the Section 4(f) chapter, as necessary, with updates from previous sections. We will include any coordination efforts that occurred since 2013.

#### *Chapter 5 Financial Analysis*

HDR will coordinate with TAMC to obtain the information to be included in this chapter, and we will revise text and tables, as necessary, based on current status of funding.



## *Chapter 6 Coordination and Consultation*

HDR will update the lists of agencies and stakeholders contacted and project coordination meetings with any additional contacts and coordination efforts since 2013. We will update the chapter with all public and stakeholder outreach efforts, including Public Participation/Outreach Plan prepared for the project.

### *Appendices*

HDR will obtain the most recent versions of all documents to be included in appendices.

### *Summary*

Upon completion of the revised Administrative Draft EA, HDR will update the Summary chapter included at the beginning of the EA.

## **2.3 Prepare Administrative Draft Environmental Assessment for Review**

HDR will compile all revised sections, finalize graphics, and prepare the Administrative Draft EA for review by TAMC, Caltrans, and any other Cooperating Agencies. The document will be edited to read with one voice, all figures will have a consistent template, the document will be formatted, and a final QC review will be performed before submittal to the reviewing agencies.

*Task 2 Deliverables: 1<sup>st</sup> Draft of the Administrative Draft Environmental Assessment (for TAMC review)*

## **Task 3 Agency Review and Draft Environmental Assessment**

### **3.1 Respond to Agency Review Comments**

HDR will review all comments provided by TAMC, Caltrans, and any other Cooperating Agencies on the Administrative Draft EA, and prepare a response matrix to organize comments and HDR responses/revisions. HDR will discuss agency comments to develop resolutions together, if necessary. HDR will prepare a revised Administrative Draft EA for FRA review that addresses all agency comments received on the first draft.

### **3.2 Respond to FRA Review Comments**

HDR will review all comments provided by FRA on the Administrative Draft EA during their review, and prepare a response matrix to organize comments and HDR responses/revisions. With TAMC, HDR shall participate in a phone conference with FRA to discuss any comments of concern or to request clarification. It is assumed that FRA's legal-sufficiency review will be incorporated into this review. HDR will prepare a second revised Administrative Draft EA for FRA review that incorporates FRA's comments. Upon revision, the Administrative Draft EA will be submitted to FRA for their screen-check review and HDR will make all necessary changes.



### **3.3 Prepare Draft Environmental Assessment for Public Review**

HDR will perform an additional QC review and format and finalize the Draft EA. HDR will produce a PDF version for use on TAMC's project website for a 30- to 45-day public review. HDR will also arrange for printing and assembly of up to 20 hard copies, as necessary, and distribute to local libraries and municipalities if such hard copies are requested. HDR will coordinate with TAMC and FRA on the appropriate level and type of EA distribution to incorporate into the public review process. HDR will prepare a notice of availability for TAMC and FRA to be used in the advertisement of the availability of the Draft EA for public review and for notification to the State Clearinghouse.

*Task 3 Deliverables: 2<sup>nd</sup> Draft of the Administrative Draft Environmental Assessment (for FRA review); TAMC/Caltrans Review Comments Matrix; 3<sup>rd</sup> Draft of the Administrative Draft Environmental Assessment (for FRA screen-check review); FRA Review Comments Matrix; Public Review Draft Environmental Assessment*

## **Task 4 Response to Comments and Finding of No Significant Impact**

### **4.1 Prepare Responses to Comments**

HDR will draft responses to all agency and public comments on the Draft EA for review and input by TAMC. If necessary, HDR and TAMC will meet to review comments and develop a consensus on responses. HDR will produce a matrix to document the comments received at the public meetings and through other means (see Task 5). The matrix will also include the responses to comments and information on where in the Final EA any changes will be made, if applicable.

### **4.2 Prepare Final Environmental Assessment Document**

HDR will make the necessary changes in the Environmental Assessment as a result of comments made on the Draft EA. HDR will update any minor EA analyses (without the need for revised technical reports) as needed and evaluate the impact conclusions accordingly. HDR will prepare a Final EA for TAMC, Caltrans, FRA, and other Cooperating Agencies, and available to interested agencies and commenters on the Draft EA.

The Final Environmental Assessment will also include the comments received on the Draft EA and the official responses to each comment, as well as a detailed Mitigation Action Plan for TAMC's use during permitting and contractor procurement.

### **4.3 Prepare Finding of No Significant Impact**

HDR will draft the project's FONSI to conclude the NEPA process and document the decision that the project will not result in a significant impact to the environment. The FONSI document will include TAMC's recommendation to proceed with the Build Alternative. Upon TAMC and FRA review, HDR will finalize the FONSI for resubmittal. No formal public circulation of the FONSI is required; however HDR will prepare a notice of availability of the FONSI for submittal to the state clearinghouse and for public notification, as determined through coordination with TAMC and FRA.



*Task 4 Deliverables: Draft EA Response to Comments Matrix; Final Environmental Assessment; Draft and Final FONSI*

## **Task 5 Public Outreach**

### **5.1 Public Review and Notice**

HDR will support TAMC during the 30- to 45-day public review period for the Draft EA in providing adequate notice to the public and opportunities to provide comments on the Draft EA. It is anticipated that one or more standing board, committee, or council meeting will occur within the public review period, and HDR will assist TAMC in timing release of the Draft EA and coordinating with these entities to ensure our project is on the agendas of the targeted events. HDR will assist TAMC in the noticing of these meetings to various businesses, community groups, and agencies of the availability of the Draft EA and the opportunity to provide comments at these events. HDR will prepare a flyer in both English and Spanish for distribution in local communities, with a focus on the environmental justice neighborhoods in the corridor. For the targeted board, committee, or council meetings, HDR will work with TAMC on the preparation of materials and presentations, and the HDR Project Manager will attend up to two meetings on behalf of the consultant team.

### **5.2 Stakeholder Outreach Support**

HDR will support TAMC with additional stakeholder outreach to community groups, businesses, local jurisdictions, etc. These meetings may also include presentations at standing meetings for the following entities:

- TAMC Board of Directors
- TAMC Rail Policy Committee
- Coast Rail Coordinating Council
- SLOCOG Board of Directors
- LOSSAN Board of Directors
- SCCRTC Board of Directors
- Monterey County Board of Supervisors
- City of Salinas
- City of Gilroy
- City of Morgan Hill
- City of San Jose

We will assist in the preparation of materials and presentations; however, it is not anticipated that HDR will need to attend these stakeholder meetings.

*Task 4 Deliverables: Stakeholder database for DEIS notices; written advertisement materials for public comment opportunities*



## **Assumptions**

- *For each of the following submittals, HDR will provide one hard copy and one CD-ROM of the documentation in PDF and Word formats (clean and tracked-changes versions):*
  - *Administrative Draft Environmental Assessment (three drafts)*
  - *Draft Environmental Assessment*
  - *Final Environmental Assessment*
  - *Finding of No Significant Impact*
- *If necessary, HDR will prepare up to 20 hard copies of the Public Review version of the Draft EA for distribution.*
- *All costs associated with the public meetings, including facility fees, newspaper advertisements, and hiring of a court reporter to document comments are not part of the cost proposal associated with this scope of work.*
- *HDR assumes that all previously completed technical studies will be available for use and will be valid for the preparation of the revised EA. The Base project does not include the preparation of any additional technical studies. If during our initial reviews and consultation with FRA it is determined that one or more other previously completed technical studies needs to be revised or completely re-done, these exceptions are addressed in the Additional Services section below.*
- *The 2013 Administrative Draft EA notes that there is the potential for protected species to occur near the project, but adverse effects are not likely to result from the proposed project. It is possible that FRA will request informal Section 7 consultation with USFWS to obtain a Letter of Concurrence on this finding. If this is the case, the preparation of a separate Biological Assessment to comply with Section 7 will be required. This is addressed in the Additional Services section below.*
- *The Base Project assumes that TAMC and Caltrans will each provide one round of consolidated comments on the Administrative Draft EA. FRA will provide two rounds of comments on the Administrative Draft EA – one initial set of review comments that will include their legal sufficiency review, and one set from their screen check review. If additional reviews are necessary, this is addressed in the Additional Services section below.*
- *Scope and fee estimate assume an average number of public and agency comments on the Draft EA (roughly 20 to 40). If the Draft EA results in a large number of comments that require substantially more time for coordination of responses or additional analysis for the Final EA, this is addressed in the Additional Services section below.*
- *HDR will attend up to two board, committee, or council meetings with TAMC during the public review period for the Draft EA. If attendance at additional stakeholder meetings is required, this is addressed in the Additional Services section below.*



## **Additional Services**

### **Task 6 Revised Technical Reports / Analysis**

#### **6.1 Phase I Environmental Site Assessments**

According to the 2013 Administrative Draft EA, Phase I Environmental Site Assessments (ESAs) were completed for all station areas in 2002 and 2005. A Phase I ESA was recently prepared for the Salinas Station area as part of the Kick-Start project; however, the project footprint for the Phase III improvements at Salinas Station may be different and may require new documentation. In consultation with Caltrans and FRA, it may be required that revised Phase I ESAs be completed. If requested by TAMC, HDR will prepare a Phase I ESA for each station area (Salinas, Pajaro/Watsonville, and Castroville) in general conformance with American Society for Testing and Materials (ASTM) E-1527-13. Each resultant Phase I ESA will conform to ASTM investigative and reporting requirements, and will include the following elements:

- Research into the environmental regulatory history of the site, using a records search firm, Environmental Data Resources (EDR). *[Note that this task element is included in the Base Project and is priced accordingly.]*
- Performance of a site reconnaissance by a qualified Environmental Professional (as defined by ASTM and U.S. Environmental Protection Agency), including photographic documentation of current site conditions. HDR will coordinate with the client for site access, and assumes that access will be complete and unfettered.
- Review of local and historical information sources as required by ASTM.
- Performance of interviews with persons familiar with the area.
- Preparation of a report of findings.

*Task 6.1 Deliverables: Phase 1 Environmental Site Assessment for Salinas Station Phase III Improvements (Draft and Final); Phase 1 Environmental Site Assessment for Pajaro/Watsonville Station (Draft and Final); Phase 1 Environmental Site Assessment for Castroville Station (Draft and Final)*

#### **6.2 Section 4(f) Evaluation**

A Section 4(f) Evaluation was prepared for the 2013 Administrative Draft EA which concluded that the proposed action would not require a permanent use, temporary use, or result in indirect impacts to any of the Section 4(f) resources. If this finding changes and one or more Section 4(f) resources may potentially be impacted by the project, HDR will prepare a revised Section 4(f) Evaluation and work with TAMC to obtain the necessary approvals from the jurisdictional entities: State Historic Preservation Office (for historic properties), National Oceanic and Atmospheric Administration/ California Department of Fish and Wildlife (for Elkhorn Slough National Estuarine Research Sanctuary), Moss Landing Harbor District (for Kirby Park), and the City of Salinas (for Rossi Rico Parkway and Central Park). We will also identify any additional Section 4(f) resources that may be used by the project if any



project features change or impact analysis reveals a direct, constructive (indirect), or temporary use.

*Task 6.2 Deliverables: Section 4(f) Evaluation (Draft and Final)*

### **6.3 Traffic Analysis Technical Report**

HDR has included staff hours to review the previous traffic circulation analysis and supporting traffic data as part of the Base Project. Through this review, and in coordination with TAMC, Caltrans, and FRA, HDR will identify any potential gaps in the previous analysis to determine any need to collect new data and update the traffic circulation analysis. HDR will prepare an updated Traffic Analysis Technical Report to ensure that the traffic data and circulation analyses are representative of 2015 conditions. The tasks to complete the Traffic Analysis Technical Report include:

**6.3.1 Collect and Analyze New Baseline Traffic Data.** Traffic counts collected in 2002, 2003, and 2006 (for a subset of analyzed intersections) were used to support the 2013 Administrative Draft EA. The justification at the time was that traffic volumes were fairly consistent from 2002 through preparation of the 2013 Administrative Draft EA. Therefore, it was determined that no new traffic data were needed to support the traffic circulation analysis. If it is determined that current base year travel patterns and/or traffic volumes may be substantially different than in 2011, HDR will collect and analyze new baseline traffic data to represent 2015 conditions. HDR will collect intersection turning movements for the 13 intersections and for 14 segments of US 101, for 2 morning peak hours and 2 afternoon peak hours, consistent with the 2013 Administrative Draft EA. HDR assumes that US 101 traffic counts will be provided by Caltrans through their count program.

**6.3.2 Update the Traffic Analysis.** Once the data is collected, processed, and formatted for use, HDR will review the data and compare it to the previous information used to support the traffic circulation analysis presented in the 2013 Administrative Draft EA. We will work with TAMC to determine the magnitude of updates to the traffic circulation analysis that will be required based on this comparison.

Both tasks could be refined to include multiple options, depending on the need determined by TAMC and our agency partners.

*Task 6.3 Deliverables: Traffic Analysis Technical Report (Draft and Final)*

## **Task 7 New Documents and Consultations**

### **7.1 Air Quality and Greenhouse Gas Technical Report**

Although the 2013 Administrative Draft EA included estimated construction and operation emissions resulting from the project, a separate Air Quality Technical Report was not prepared for the project. If Caltrans and/or FRA requires an Air Quality and Greenhouse Gas Technical Report, if any of the analysis is understood to be inadequate, or if the traffic



analysis would need to be updated triggering a new air quality analysis, HDR will prepare a separate Air Quality and Greenhouse Gas Technical Report for the project. The technical report will discuss the current environmental and regulatory air quality conditions, and will provide an analysis of potential air quality and climate change impacts related to the project, in terms of both short-term construction and long-term operational impacts. As part of the Air Quality and Greenhouse Gas Technical Report, HDR will complete the following:

- Estimate air quality emissions associated with the construction and operation phases of the project, utilizing default model values along with project-specific parameters.
- Evaluate the significance of the construction and operational emissions based on significance thresholds established by the Monterey Bay Unified Air Pollution Control District (MBUAPCD) and Bay Area Air Quality Management District (BAAQMD).
- Develop mitigation measures, as necessary, to reduce potential impacts to less than significant, where feasible.
- Estimate the project's construction- and operation-related greenhouse gas (GHG) emissions, and using MBUAPCD and BAAQMD guidance, qualitatively analyze the modeled GHG emissions associated with construction and operation of the project.

*Task 7.1 Deliverables: Air Quality and Greenhouse Gas Technical Report (Draft and Final*

## **7.2 Section 7 Consultation / Biological Assessment**

The 2013 Administrative Draft EA notes that there is the potential for several protected species under U.S. Fish and Wildlife Service (USFWS) jurisdiction to occur near the project. All but one of these species are unlikely to be present due to a lack of suitable habitat within the previously established area of potential effects (Action Area) of the UPRR right-of-way and station areas. The 2013 Administrative Draft EA concluded that adverse effects are not likely to result from the proposed project. In addition, the 2013 Administrative Draft EA does not note any potential for federally-listed fish species to occur, even though the project alignment traverses several water bodies with the potential to support protected fish species under the jurisdiction of the National Marine Fisheries Service (NMFS). HDR's scope for the Base Project includes an updated species list, coordination with project partners (Caltrans and FRA) on the 2013 finding, and any revisions to the environmental document based on the same conclusion. However, it is possible that FRA will request informal Section 7 consultation with the USFWS to obtain a Letter of Concurrence on the 2013 finding. It is also possible that FRA may request consultation with NMFS and/or disagree with the Action Area being so narrowly defined. If this is the case, the preparation of a separate Biological Assessment (BA) to comply with Section 7 of the Endangered Species Act will be required. In support of this effort, HDR will complete the following tasks:

**7.2.1 Preparation of Biological Assessment for USFWS.** HDR will define an FRA-approved Action Area (Biological Study Area [BSA]), and complete a field reconnaissance to the extent practicable, given constraints of the active UPRR corridor, to identify the potential for protected species to be present within the BSA. We will define any potential impacts as direct, indirect, permanent, and temporary based on USFWS criteria, and we will update findings based on the implementation



of best management practices as avoidance measures, and recommend minimization and mitigation measures (conservation measures) if necessary. We will prepare a BA that includes all recommended elements identified at 50 CFR §402.12(f).

**7.2.2 Section 7 Consultation.** HDR will prepare a cover letter for FRA to submit the FRA-approved BA to the USFWS to initiate consultation. If the findings in the BA are that the project is not likely to adversely affect any species under USFWS jurisdiction, then we would request informal consultation and a Letter of Concurrence from the USFWS. If one or more findings reveal that the project is likely to adversely affect protected species, then we would request formal consultation and a Biological Opinion (BO). Although there may be a need to complete Section 7 consultation, HDR assumes that the project will not require formal consultation and a BO from USFWS. HDR will prepare a cover letter for FRA's use in initiating consultation with USFWS. HDR will participate in one field visit with regulatory agencies and up to three conference calls, as required.

*Task 7.2 Deliverables: Biological Assessment (Draft and Final); USFWS Consultation Cover Letter (Draft and Final)*

### **7.3 Preliminary Jurisdictional Delineation of Waters of the U.S.**

The 2013 Administrative Draft EA states that the project traverses a number of locations where wetlands and Waters of the U.S. are located, specifically local creeks (e.g., Uvas Creek), rivers (Pajaro River), and sloughs (Elkhorn and Moro Cojo). Although there are no project elements proposed at these locations, Caltrans or FRA may request a jurisdictional delineation of Waters of the U.S. to document these locations. If a delineation is requested, HDR will prepare base maps, conduct a field survey of the project area, prepare a Preliminary Jurisdictional Delineation report, and attend a field verification with the U.S. Army Corps of Engineers (USACE). It is anticipated that the USACE would issue a preliminary jurisdictional determination which would be sufficient for the NEPA analysis and to initiate permitting.

*Task 7.3 Deliverables: Preliminary Jurisdictional Delineation of Waters of the U.S. (Draft and Final)*

## **Task 8 Additional Level of Effort**

### **8.1 Agency Coordination**

The scope of work for the Base Project includes HDR's participation in up to 10 meetings with project partners and other involved entities (i.e., TAMC, FRA, Caltrans, CCJPA, SLOCOG, UPRR, etc.). Project coordination may be more extensive, requiring HDR participation in additional meetings. As part of the additional services, HDR will participate in up to 10 additional meetings to ensure progress of the project within the tight NEPA schedule. It is reasonable to assume that no more than a total of 20 meetings would be required given the project schedule.



## **8.2 Agency Review of Administrative Draft EA**

The Base Project includes one draft of the Administrative Draft EA for TAMC and Caltrans review, followed by two drafts for FRA review. If additional drafts are requested, as part of the additional services, HDR will prepare and revise up to two more drafts of the document before publishing the Draft EA.

*Task 8.1 Deliverables: 4<sup>th</sup> and 5<sup>th</sup> Drafts of the Administrative Draft Environmental Assessment*

## **8.3 Additional Responses to Comments**

The Base Project includes a task to prepare responses to comments on the Draft EA. The scope of work notes an assumption that an average number of public and agency comments on the Draft EA (roughly 20 to 40) would be received. If the Draft EA results in a larger number of comments or those which require substantially more time for coordination of responses, HDR will perform the necessary services under this task. This task includes responses to approximately 50 additional comments on the Draft EA.

*Task 8.2 Deliverables: Responses to Additional Comments on Draft Environmental Assessment*

## **8.4 Additional Public and Stakeholder Outreach**

The Base Project includes participation in two events providing opportunities for public comment, as well as support to TAMC for other stakeholder coordination. If HDR attendance is requested at additional stakeholder meetings or events, this additional outreach would be included in this task. As part of this task, HDR will attend up to four additional stakeholder meetings.

In addition, if FRA requests one or two separate Public Meetings for this project, HDR will assist TAMC in the preparation and staffing for up to two stand-alone public meetings during the public review period for the Draft EA.

# Salinas-San Jose Coast Rail Line Environmental Review

HDR, Inc.

Cost Proposal

October 7, 2015

*** Section A - Cost Breakdown by Task																			
	Project Manager	QA/QC	Senior Planner	Planner	Sr. Biologist	Biologist	Noise Specialist	Sr. Traffic Analyst	Traffic Analyst	Air Quality Specialist	Railroad Coordination	GIS	Graphics	Outreach	Controller	Total Hours by Task	Direct Labor Cost by Task	Expenses	
	LaFata	Adams	Price	Goodrich	Williams	Arsenijevic	Dick	Decker	Petree	Lay	Beritzhoff	Jones, B	Moore	Galvan	Koh			Travel	Printing / Other
<b>Direct Labor Rate</b>	\$62.50	\$87.31	\$43.42	\$31.75	\$51.92	\$40.15	\$40.10	\$90.73	\$28.70	\$69.72	\$79.47	\$37.86	\$31.86	\$46.35	\$45.26				
<b>Base Project Tasks</b>																			
<b>1 Project Management and Coordination</b>																			
1.1 General Project Management	20			8											36	64	\$3,133		
1.2 Project Team Meetings	16		8	8		4	4							4		44	\$2,108		
1.3 Agency Coordination	72		10	8		12										102	\$5,670	\$1,040	
<b>2 Administrative Draft EA</b>																			
2.1 Develop NEPA Strategy	16	4	8	12		4	4									48	\$2,399	\$120	
2.2 Prepare Admin Draft EA Sections	60	16	130	90		40	54					54	4	8		456	\$19,963		\$500
2.3 Prepare Admin Draft EA for Agency Review	4	8	4	18									6			40	\$1,885		
<b>3 Agency Review and Draft EA</b>																			
3.1 Respond to TAMC Review Comments	32	2	24	18		6	6					4				92	\$4,421	\$120	
3.2 Respond to FRA Review Comments	36	2	24	18		6	6					4	4			100	\$4,799		
3.3 Prepare Draft EA for Public Review	6	8	2	24									8	6		54	\$2,455		\$3,000
<b>4 Response to Comments and FONSI</b>																			
4.1 Prepare Responses to Comments	54	8	32	8		6	6									114	\$6,198		
4.2 Prepare Final EA	30	8	32	36								12	4			122	\$5,688		
4.3 Prepare FONSI	20	4	12													36	\$2,120		
<b>5 Public Outreach</b>																			
5.1 Public Meetings	16		8													36	\$1,788	\$360	\$250
5.2 Stakeholder Outreach Support	16															20	\$1,127		
<b>Additional Services (Optional Tasks)</b>																			
<b>6 Revised Technical Reports / Analysis</b>																			
6.1 Phase 1 Environmental Site Assessments	6	12	80	20								12			1	131	\$6,031	\$300	\$100
6.2 Section 4(f) Evaluation	32	6	40	32								16			1	127	\$5,928	\$120	
6.3 Traffic Analysis Technical Report	24	8		110				92	330			32	18		4	618	\$25,475	\$240	\$4,600
<b>7 New Documents and Consultations</b>																			
7.1 Air Quality Technical Report	12	4	80	32						72					2	202	\$10,699		
7.2 Section 7 Consultation / Biological Assessment	40	6		4	40	120						32			3	245	\$11,393	\$480	
7.3 Jurisdictional Delineation of Waters of U.S.	12	6		4	64	40						40			2	168	\$7,935	\$600	
<b>8 Additional Level of Effort</b>																			
8.1 Agency Coordination	54														36	91	\$6,281	\$600	
8.2 Agency Review of Administrative Draft EA	16	4	16	20												57	\$2,724		
8.3 Additional Responses to Comments	60	6	26		2	6	6	6		6				4	1	123	\$7,181	\$120	
8.4 Additional Public and Stakeholder Outreach	36												20	24	1	81	\$4,045	\$600	\$160
<b>Total Base Hours</b>																			
	398	60	294	248		78	80					74	38	22	36	1328			
<b>Total Base Direct Labor Cost by Staff</b>																			
	\$24,875	\$5,239	\$12,765	\$7,874		\$3,132	\$3,208					\$2,802	\$1,211	\$1,020	\$1,629		\$63,754	\$1,640	\$3,750
<b>Total Hours (Base plus all Options)</b>																			
	674	108	520	450	106	244	86	98	330	78	36	206	76	50	52	3171			
<b>Total Direct Labor by Staff (Base plus all Options)</b>																			
	\$42,125	\$9,429	\$22,578	\$14,288	\$5,504	\$9,797	\$3,449	\$8,892	\$9,471	\$5,438	\$2,861	\$7,799	\$2,421	\$2,318	\$2,354		\$151,446	\$4,700	\$8,610

**\*\*\* Section B - Base Project**

Escalation Calculation	Year	Direct Labor	Total Hours	Average hourly rate	Proposed escalation	Escalated hourly rate	percent of hours	Total hours per year	Total Labor
		Subtotal							
Year 1	2015	\$63,754	1328	\$48.01	n/a	\$48.01	20%	266	\$12,751
Year 2	2016			\$48.01	3.50%	\$49.69	75%	996	\$49,489
Year 3	2017			\$49.69	3.50%	\$51.43	5%	66	\$3,415

Direct Labor with Escalation	\$65,655	<b>Total Direct Labor</b>	\$63,754
Direct Labor before Escalation	\$63,754	<b>Escalation</b>	\$1,901
Escalation	\$1,901	<b>Subtotal</b>	\$65,655
		<b>Overhead (155.49%)</b>	\$102,087
		<b>Fixed Fee (10%)</b>	\$16,774
		<b>Direct Costs</b>	\$5,390
		<b>Total</b>	<b>\$189,905</b>

**\*\*\* Section C - Additional Services**

Total per Additional Service	Escalation Calculation									Subtotal - Direct Labor with Escalation				Direct Costs	Grand Total
	Total Direct Labor	Total Hours	Average Hourly Rate	Year 1 - 2015 Percentage Total Labor	Year 2 - 2016 Percentage Total Labor	Year 3 - 2017 Percentage Total Labor	Escalation	Escalation	Overhead	Fixed Fee					
<b>6 Revised Technical Reports / Analysis</b>															
6.1 Phase 1 Environmental Site Assessments	\$6,031	131	\$46.04	5%	\$302	95%	\$5,930	0%	\$0	\$201	\$6,231	\$9,689	\$1,592	\$400	<b>\$17,913</b>
6.2 Section 4(f) Evaluation	\$5,928	127	\$46.67	0%	\$0	90%	\$5,522	10%	\$635	\$229	\$6,157	\$9,573	\$1,573	\$120	<b>\$17,423</b>
6.3 Traffic Analysis Technical Report	\$25,475	618	\$41.22	5%	\$1,274	95%	\$25,048	0%	\$0	\$847	\$26,322	\$40,928	\$6,725	\$4,840	<b>\$78,816</b>
<b>7 New Documents and Consultations</b>															
7.1 Air Quality Technical Report	\$10,699	202	\$52.97	5%	\$535	95%	\$10,520	0%	\$0	\$356	\$11,055	\$17,189	\$2,824	\$0	<b>\$31,069</b>
7.2 Section 7 Consultation / Biological Assessment	\$11,393	245	\$46.50	0%	\$0	90%	\$10,613	10%	\$1,220	\$440	\$11,833	\$18,399	\$3,023	\$480	<b>\$33,735</b>
7.3 Jurisdictional Delineation of Waters of U.S.	\$7,935	168	\$47.23	0%	\$0	100%	\$8,212	0%	\$0	\$278	\$8,212	\$12,769	\$2,098	\$600	<b>\$23,680</b>
<b>8 Additional Level of Effort</b>															
8.1 Agency Coordination	\$6,281	91	\$69.02	0%	\$0	90%	\$5,851	10%	\$673	\$243	\$6,524	\$10,144	\$1,667	\$600	<b>\$18,934</b>
8.2 Agency Review of Administrative Draft EA	\$2,724	57	\$47.79	0%	\$0	100%	\$2,820	0%	\$0	\$95	\$2,820	\$4,384	\$720	\$0	<b>\$7,924</b>
8.3 Additional Responses to Comments	\$7,181	123	\$58.39	0%	\$0	100%	\$7,433	0%	\$0	\$251	\$7,433	\$11,557	\$1,899	\$120	<b>\$21,009</b>
8.4 Additional Public and Stakeholder Outreach	\$4,045	81	\$49.94	0%	\$0	90%	\$3,768	10%	\$433	\$156	\$4,201	\$6,532	\$1,073	\$760	<b>\$12,567</b>
<b>Total for All Additional Services</b>	<b>\$87,692</b>	<b>\$1,843</b>			<b>\$2,110</b>		<b>\$85,716</b>		<b>\$2,962</b>	<b>\$3,096</b>	<b>\$90,788</b>	<b>\$141,166</b>	<b>\$23,195</b>	<b>\$7,920</b>	<b>\$263,069</b>

**\*\*\* Section D - Base Project Plus Additional Services**

Base Project	\$189,905
Additional Services	\$263,069
<b>Grand Total</b>	<b>\$452,975</b>

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND HDR ENGINEERING, INC.**  
**AGREEMENT FOR PROFESSIONAL SERVICES**  
**APPROVED BY THE TAMC BOARD ON: October 28, 2015**  
**Contract #: 6808.1-01**

This is an agreement between the Transportation Agency for Monterey County, hereinafter called "TAMC," and HDR Engineering, Inc., a Nebraska corporation, 100 Pringle Avenue, Suite 400, Walnut Creek, CA 94596-7326, hereinafter called "Consultant."

The parties agree as follows:

1. Employment of Consultant. TAMC hereby engages Consultant and Consultant hereby agrees to perform the services set forth in Exhibit A, in conformity with the terms of this Agreement. Consultant will complete all work in accordance with the work schedule set forth in Exhibit A.

- (a) The work is generally described as follows:

**Salinas-San Jose Coast Rail Line Environmental Review**

This environmental review will consist of a project level environmental document in keeping with the requirements of the National Environmental Policy Act (NEPA). The 68-mile rail corridor between Salinas and San Jose will be reviewed for potential improvements to support two passenger rail projects, the Coast Daylight project (Pacific Surfliner trains) and phases 2-4 of the Rail Extension to Monterey County project (Capitol Corridor trains).

- (b) Consultant represents that Consultant and its agents, subcontractors and employees performing work hereunder are specially trained, experienced, competent, and appropriately licensed to perform the work and deliver the services required by this Agreement.
    - (c) Consultant, its agents, subcontractors, and employees, shall perform all work in a safe, skillful, and professional manner and in compliance with all applicable laws and regulations. All work performed under this Agreement that is required by law to be performed or supervised by licensed personnel shall be performed in accordance with such licensing requirements. Consultant shall ensure for itself and for any subcontractors under this Agreement that the applicable requirements of Labor Code section 1725.5, concerning the registration of contractors for public works, shall be in force and maintained for the term of this Agreement.
    - (d) Consultant shall furnish, at its own expense, all materials and equipment necessary to carry out the terms of this Agreement, except as otherwise provided herein. Consultant shall not use TAMC premises, property (including equipment,

instruments, or supplies) or personnel for any purpose other than in the performance of its obligations hereunder.

- (e) Consultant's project manager shall be the person specified in Exhibit A. If Consultant desires to change the project manager, Consultant shall get written approval from TAMC of the new project manager.
  - (f) Consultant shall submit progress reports at least once a month. The report should be sufficiently detailed for the Contract Administrator to determine, if Consultant is performing to expectations, or is on schedule; to provide communication of interim findings, and to sufficiently address any difficulties or special problems encountered, so remedies can be developed.
  - (g) Consultant's Project Manager shall meet with TAMC's Contract Administrator, as needed, to discuss progress on the contract.
2. Term of Agreement. The term of this Agreement shall begin upon October 28, 2015, contingent upon approval by the TAMC Board, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC's Project Manager specified in Paragraph 35. Unless earlier terminated as provided herein, this Agreement shall remain in force until June 30, 2017. Consultant acknowledges that this Agreement is not binding until it is fully executed and approved by TAMC.
3. Payments to Consultant; maximum liability. Subject to the limitations set forth herein, TAMC shall pay to Consultant the amounts provided in Exhibit B: Budget, upon receipt and acceptance of deliverables listed therein. Each payment by TAMC shall be for a specific deliverable outlined in Exhibit A: Scope of Work and Schedule. The maximum amount payable to the Consultant under this Agreement is set forth in Exhibit B: Budget and shall not exceed the amount of Four Hundred Fifty-Two Thousand, Nine Hundred and Seventy-Five Dollars (\$452,975.00). If there is any conflict between the terms of this Agreement and the terms of either Exhibit A (Scope of Work) or Exhibit B (Budget), the terms of this Agreement shall prevail. TAMC does not guarantee any minimum amount of dollars to be spent under this Agreement.
4. Method of Payment. The method of payment for this Agreement will be based on actual cost plus a fixed fee.
- (a) TAMC will reimburse Consultant for actual costs (including labor costs, employee benefits, travel, equipment rental costs, overhead and other direct costs) incurred by Consultant in performance of the work. Consultant will not be reimbursed for actual costs that exceed the estimated wage rates, employee benefits, travel, equipment rental, overhead, and other estimated costs set forth in the approved Consultant's Cost Proposal, unless additional reimbursement is provided for by Agreement amendment. In no event, will Consultant be reimbursed for overhead costs at a rate that exceeds TAMC's approved overhead rate set forth in the Cost Proposal. In the event, that TAMC determines that a

change to the work from that specified in the Cost Proposal and Agreement is required, the Agreement time or actual costs reimbursable by TAMC shall be adjusted by Agreement amendment to accommodate the changed work. The maximum total cost as specified in Paragraph “H” shall not be exceeded, unless authorized by Agreement amendment.

- (b) In addition to the allowable incurred costs, TAMC will pay Consultant a fixed fee of Sixteen Thousand, Seven Hundred and Seventy-Four Dollars (\$16,774.00) for the work described as “Base Project Tasks.” TAMC also will pay Consultant the fixed fee amounts delineated in Exhibit B, “Section C – Additional Services” for each Additional Service that may be required by TAMC. In no event shall the total fixed fee amount exceed Thirty-Nine Thousand, Nine Hundred and Sixty-Nine Dollars (\$39,969.00), inclusive of the “Base Project Tasks.” The fixed fee is nonadjustable for the term of the Agreement, except in the event of a significant change in the scope of work and such adjustment is made by Agreement amendment.
- (c) Reimbursement for transportation and subsistence costs shall not exceed the rates specified in the approved Cost Proposal.
- (d) When milestone cost estimates are included in the approved Cost Proposal, Consultant shall obtain prior written approval for a revised milestone cost estimate from the Contract Administrator before exceeding such cost estimate.
- (e) Progress payments will be made monthly in arrears based on services provided and allowable incurred costs. A pro rata portion of Consultant’s fixed fee will be included in the monthly progress payments. If Consultant fails to submit the required deliverable items according to the schedule set forth in the Statement of Work, TAMC shall have the right to delay payment or terminate this Agreement in accordance with the provisions of Article VI Termination.
- (f) No payment will be made prior to approval of any work, nor for any work performed prior to approval of this Agreement.
- (g) Consultant will be reimbursed, as promptly as fiscal procedures will permit upon receipt by TAMC’s Contract Administrator of itemized invoices in triplicate. Invoices shall be submitted no later than 45 calendar days after the performance of work for which Consultant is billing. Invoices shall detail the work performed on each milestone and each project as applicable. Invoices shall follow the format stipulated for the approved Cost Proposal and shall reference this Agreement number and project title. Final invoice must contain the final cost and all credits due TAMC including any equipment purchased under the provisions of Paragraph 27 (Equipment Purchase) of this Agreement. The final invoice should be submitted within 60 calendar days after completion of Consultant’s work. Invoices shall be mailed to TAMC’s Contract Administrator at the address contained in Paragraph 36 (Notices).

- (h) The total amount payable by TAMC including the fixed fee shall not exceed Four Hundred Fifty-Two Thousand, Nine Hundred and Seventy-Five Dollars (\$452,975.00).
- (i) Salary increases will be reimbursable if the new salary is within the salary range identified in the approved Cost Proposal and is approved by TAMC's Contract Administrator.
- (j) For personnel subject to prevailing wage rates as described in the California Labor Code, all salary increases, which are the direct result of changes in the prevailing wage rates are reimbursable.
- (k) All subcontracts in excess of \$25,000 shall contain the above provisions.

5. Retention of Funds.

- (a) Any subcontract entered into as a result of this Agreement shall contain all of the provisions of this section.
- (b) No retainage will be withheld by TAMC from progress payments due the prime consultant. Retainage by the prime consultant or subconsultants is prohibited, and no retainage will be held by the prime consultant from progress due subconsultants. Any violation of this provision shall subject the violating prime consultant or subconsultants to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the prime consultant or subconsultant in the event of a dispute involving late payment or nonpayment by the prime consultant or deficient subconsultant performance, or noncompliance by a subconsultant. This provision applies to both DBE and non-DBE prime consultants and subconsultants.

6. Cost Principles.

- (a) Consultant agrees that the contract Cost Principles and Procedures, 48 Code of Federal Regulations (CFR), Chapter 1, Part 31.000 *et seq.*, Federal Acquisition Regulations System, shall be used to determine the cost allowability of individual items.
- (b) Consultant also agrees to comply with federal procedures in accordance with 49 CFR, Part 1201, Uniform System of Accounts, List of Instructions and Accounts, Regulations Prescribed.

- (c) Any costs for which payment has been made to Consultant under this Agreement that are determined by subsequent audit to be unallowable under 49 CFR Part 1201 and 48 CFR Part 31, are subject to repayment by Consultant to TAMC.
7. Indemnification. To the fullest extent permitted by law, including California Civil Code sections 2782 and 2782.6 Consultant shall defend (with legal counsel reasonably acceptable to TAMC), indemnify and hold harmless TAMC, its officers, agents, and employees, from and against any and all claims, losses, costs, damages, injuries (including injury to or death of an employee of Consultant or its subcontractors), expenses and liabilities of every kind, nature and description (including, court costs, reasonable attorneys' fees, litigation expenses and fees of expert consultants or expert witnesses incurred in connection therewith and costs of investigation) that arise out of, pertain to, or relate to, directly or indirectly, in whole or in part, the negligence, recklessness, or willful misconduct of Consultant, any subcontractor, anyone directly or indirectly employed by them, or anyone that they control (collectively "Liabilities"). Such obligations to defend, hold harmless and indemnify TAMC, its officers, agents, and employees, shall not apply to the extent that such Liabilities are caused in part by the sole negligence, active negligence, or willful misconduct of TAMC, its officers, agents, and employees. To the extent there is an obligation to indemnify under this Paragraph, Consultant shall be responsible for damages resulting directly or indirectly, in whole or in part, from Consultant's negligence, recklessness, or willful misconduct. Notwithstanding any other provision of this Agreement, Consultant's obligation to defend, indemnify and hold harmless TAMC shall survive the termination or expiration of the Agreement for a term to include the applicable statute of limitations related to the Consultant's performance pursuant to the Agreement.
8. Insurance.
- (a) Without limiting Consultant's duty to indemnify as set forth in this Agreement, Consultant shall maintain, at no additional cost to TAMC, throughout the term of this Agreement a policy or policies of insurance with the following coverage and minimum limits of liability (check if applicable):
- Commercial general liability insurance, including but not limited to premises, personal injury, products, and completed operations, with a combined single limit of One Million Dollars (\$1,000,000) per occurrence.
  - Professional liability insurance in the amount of not less than One Million Dollars (\$1,000,000) per claim and Three Million Dollars (\$3,000,000) in the aggregate, to cover liability for malpractice or errors or omissions made in the course of rendering professional services. If professional liability insurance is written on a "claims made" basis rather than an "occurrence" basis, Consultant shall, upon the expiration or termination of this Agreement, obtain extended reporting coverage ("tail coverage") with the same liability limits. Any such tail coverage shall continue for at least three years following the surviving term of Consultant's obligation to defend, indemnify and hold harmless TAMC as set for in Paragraph 7.

- ✓ Comprehensive automobile insurance covering all motor vehicles, including owned, leased, hired and non-owned vehicles used in providing services under this Agreement, with a combined single limit of not less than One Million Dollars (\$1,000,000) per occurrence.
  - (b) All insurance required under this Agreement shall be with a company acceptable to TAMC and authorized by law to transact insurance business in the State of California. Unless otherwise provided in this Agreement, all such insurance shall be written on an occurrence basis; or, if any policy cannot be written on an occurrence basis, such policy shall continue in effect for a period of two years following the date of Consultant's completion of performance hereunder.
  - (c) Each policy of insurance required under this Agreement shall provide that TAMC shall be given written notice at least thirty days in advance of any cancellation or non-renewal thereof. Consultant shall give TAMC written notice of any other change to its policy of insurance within 90 days of such change. Each policy shall provide identical coverage for each subcontractor performing work under this Agreement, or be accompanied by a certificate of insurance for each subcontractor showing identical insurance coverage.
  - (d) Commercial general liability and automobile liability policies shall provide an endorsement naming TAMC, its officers, agents, and employees, as additional insureds and shall further provide that such insurance is primary to any insurance or self-insurance maintained by TAMC, and that no insurance of any additional insured shall be called upon to contribute to a loss covered by Consultant's insurance.
9. Workers' Compensation Insurance. If during the performance of this Agreement, Consultant employs one or more employees, then Consultant shall maintain a workers' compensation plan covering all of its employees as required by Labor Code Sec. 3700, either (a) through workers' compensation insurance issued by an insurance company, with coverage meeting the statutory limits and with a minimum of One Million Dollars (\$1,000,000) per occurrence for employer's liability, or (b) through a plan of self-insurance certified by the State Director of Industrial Relations, with equivalent coverage. If Consultant elects to be self-insured, the certificate of insurance otherwise required by this Agreement shall be replaced with consent to self-insure issued by the State Director of Industrial Relations. The provisions of this paragraph apply to any subcontractor employing one or more employees, and Consultant shall be responsible for all subcontractors' compliance herewith.

10. Safety Provisions.

- (a) Consultant shall comply with Division of Occupational Safety and Health (CAL-OSHA) regulations applicable to Consultant regarding necessary safety equipment or procedures. Consultant shall comply with safety instructions issued by TAMC Safety Officer and other TAMC representatives. Consultant personnel

shall wear hard hats and safety vests at all times while working on a construction project site.

- (b) If applicable to work to be performed by Consultant identified in the Scope of Work (Exhibit A), and pursuant to the authority contained in Section 591 of the Vehicle Code, TAMC has determined that such areas are within the limits of the project and are open to public traffic. Consultant shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. Consultant shall take all reasonably necessary precautions for safe operation of its vehicles and the protection of the traveling public from injury and damage from such vehicles.
- (c) Any subcontract entered into as a result of this Agreement, shall contain all of the provisions of this Section.
- (d) Consultant must have a CAL-OSHA permit(s), as outlined in California Labor Code Sections 6500 and 6705, prior to the initiation of any practices, work, method, operation, or process related to the construction or excavation of trenches which are five feet or deeper.

11. Certificate of Insurance and Taxpayer Identification. Prior to the execution of this Agreement by TAMC, Consultant shall submit a completed federal W-9 form, Request for Taxpayer Identification Number and Certification, and file certificates of insurance with TAMC's contract administrator evidencing that Consultant has in effect the insurance required by this Agreement. Consultant shall file a new or amended certificate promptly after any change is made in any insurance policy, which would alter the information on the certificate then on file. Acceptance or approval of insurance shall in no way modify any indemnification provision of this Agreement.

12. Retention of Records/Audit. For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of the Agreement pursuant to Government Code 8546.7; Consultant, subconsultants, and TAMC shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of the Agreement, including but not limited to, the costs of administering the Agreement. All parties shall make such materials available at their respective offices at all reasonable times during the Agreement period and for three years from the date of final payment under the Agreement. The state, State Auditor, TAMC, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of Consultant and its certified public accountants (CPA) work papers that are pertinent to the Agreement and indirect cost rates (ICR) for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested. Subcontracts in excess of \$25,000 shall contain this provision.

13. Audit Review Procedures.

- (a) Any dispute concerning a question of fact arising under an interim or post audit of this Agreement that is not disposed of by agreement, shall be reviewed by TAMC'S Chief Financial Officer.
- (b) Not later than 30 days after issuance of the final audit report, Consultant may request a review by TAMC'S Chief Financial Officer of unresolved audit issues. The request for review will be submitted in writing.
- (c) Neither the pendency of a dispute nor its consideration by TAMC will excuse Consultant from full and timely performance, in accordance with the terms of this Agreement.
- (d) Consultant and subconsultant contracts, including cost proposals and ICR, are subject to audits or reviews such as, but not limited to, a contract audit, an incurred cost audit, an ICR Audit, or a CPA ICR audit work paper review. If selected for audit or review, the contract, cost proposal and ICR and related work papers, if applicable, will be reviewed to verify compliance with 48 CFR, Part 31 and other related laws and regulations. In the instances of a CPA ICR audit work paper review it is Consultant's responsibility to ensure federal, state, or local government officials are allowed full access to the CPA's work papers including making copies as necessary. The contract, cost proposal, and ICR shall be adjusted by Consultant and approved by TAMC contract manager to conform to the audit or review recommendations. Consultant agrees that individual terms of costs identified in the audit report shall be incorporated into the Agreement by this reference if directed by TAMC at its sole discretion. Refusal by Consultant to incorporate audit or review recommendations, or to ensure that the federal, state or local governments have access to CPA work papers, will be considered a breach of contract terms and cause for termination of the Agreement and disallowance of prior reimbursed costs.

14. Inspection of Work. Consultant and any subconsultant shall permit TAMC, the state, and the FHWA if federal participating funds are used in this Agreement; to review and inspect the project activities and files at all reasonable times during the performance period of this Agreement including review and inspection on a daily basis.

15. Confidentiality; Return of Records. Consultant and its officers, employees, agents, and subcontractors shall comply with all federal, State and local laws providing for the confidentiality of records and other information. Consultant shall not disclose any confidential information received from TAMC or prepared in connection with the performance of this Agreement without the express permission of TAMC. Consultant shall promptly transmit to TAMC all requests for disclosure of any such confidential information. Consultant shall not use any confidential information gained through the performance of this Agreement except for the purpose of carrying out Consultant's obligations hereunder. When

this Agreement expires or terminates, Consultant shall return to TAMC all records, which Consultant utilized or received from TAMC to perform services under this Agreement.

16. Termination.

- (a) TAMC reserves the right to terminate this Agreement upon thirty (30) calendar days' written notice to Consultant with the reasons for termination stated in the notice.
- (b) TAMC may also terminate this Agreement at any time for good cause effective immediately upon written notice to Consultant. "Good cause" includes, without limitation, the failure of Consultant to perform the required services at the time and in the manner provided herein, as well as failure to comply with the provisions of Paragraphs 12 and 13, relating to audits, above. Notwithstanding TAMC's right to terminate for good cause effective immediately upon written notice thereof, TAMC shall provide prior notice to Consultant of any ground for termination then being considered, and also provide Consultant with a good faith opportunity to avoid termination, as reasonably determined by TAMC in its absolute discretion. If TAMC terminates this Agreement for good cause, TAMC may be relieved of the payment of any consideration to Consultant, and TAMC may proceed with the work in any manner, which it deems proper. Costs incurred by TAMC thereby shall be deducted from any sum otherwise due Consultant.
- (c) The maximum amount for which TAMC shall be liable if this Agreement is terminated is Zero Dollars (\$0).
- (d) It is also mutually understood between TAMC and Consultant that this Agreement may have been written before ascertaining the availability of funds, or appropriation of funds, for the mutual benefit of both parties, in order to avoid program and fiscal delays that would occur if the Agreement were executed after that determination was made. This Agreement is valid and enforceable only if sufficient funds are made available to TAMC for the purpose of this Agreement. It is mutually agreed that if sufficient funds are not appropriated, this Agreement may be amended to reflect any reduction in funds. TAMC retains the right to direct Consultant immediately to stop work and to terminate this Agreement for convenience, pursuant to Paragraph 16(a) above, in order to address any reduction of funds.
- (e) Termination of this Agreement shall not terminate Consultant's duty to defend, indemnify and hold harmless TAMC, as provided in Paragraph 7.

17. Amendments and Modifications. No modification or amendment of this Agreement shall be valid unless it is set forth in writing and executed by the parties hereto.

18. Statement of Compliance.

- (a) Consultant's signature affixed herein, and dated, shall constitute a certification under penalty of perjury under the laws of the State of California that Consultant has, unless exempt, complied with, the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.
- (b) During the performance of this Agreement, Consultant and its subconsultants shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. Consultant and subconsultants shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Consultant and subconsultants shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 (a-f) et seq.) and the applicable regulations promulgated there under (California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by reference and made a part hereof as if set forth in full. Consultant and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement.
- (c) Consultant shall comply with regulations relative to Title VI (nondiscrimination in federally-assisted programs of the Department of Transportation – Title 49 Code of Federal Regulations, Part 21 - Effectuation of Title VI of the 1964 Civil Rights Act). Title VI provides that the recipients of federal assistance will implement and maintain a policy of nondiscrimination in which no person in the state of California shall, on the basis of race, color, national origin, religion, sex, age, disability, be excluded from participation in, denied the benefits of or subject to discrimination under any program or activity by the recipients of federal assistance or their assignees and successors in interest.
- (d) Consultant, with regard to the work performed by it during the Agreement shall act in accordance with Title VI. Specifically, the Consultant shall not discriminate on the basis of race, color, national origin, religion, sex, age, or disability in the selection and retention of Subconsultants, including procurement of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the U.S. DOT's Regulations, including employment practices when the Agreement covers a program whose goal is employment.

19. Non-discrimination. Throughout the performance of this Agreement, Consultant will not unlawfully discriminate, harass or allow harassment, against any person because of sex, race, color, religious creed, sex, national origin, ancestry, physical disability (including HIV and AIDS), mental disability, medical condition, marital status, age (over 40), denial of family and medical care leave, denial of pregnancy disability leave, or sexual orientation, either in Consultant's employment practices or in the furnishing of services to recipients. Consultant shall ensure that the evaluation and treatment of its employees and applicants for employment and all persons receiving and requesting services are free of such discrimination. Consultant shall comply fully with all federal, State and local laws and regulations which prohibit discrimination. The provision of services primarily or exclusively to any target population designated herein shall not be deemed prohibited discrimination.
20. Harassment. TAMC maintains a strict policy prohibiting unlawful harassment, including sexual harassment, in any form, including verbal, physical and visual harassment by any employee, supervisor, manager, officer or Board member, or agent of the employer. Vendors, contractors, and consultants shall not engage in conduct that has an effect of unreasonably interfering with a TAMC employee's work performance or creates an intimidating, hostile or offensive work environment.
21. Independent Contractor. In its performance under this Agreement, Consultant is at all times acting and performing as an independent contractor and not as an employee of TAMC or any of its member jurisdictions. No offer or obligation of employment is intended in any manner, and Consultant shall not become entitled by virtue of this Agreement to receive any form of benefits accorded to employees including without limitation leave time, health insurance, workers' compensation coverage, disability benefits, and retirement contributions. Consultant shall be solely liable for and obligated to pay directly all applicable taxes, including without limitation federal and State income taxes and social security arising out of Consultant's performance of this Agreement. In connection therewith, Consultant shall defend, indemnify, and hold harmless TAMC from any and all liability, which TAMC may incur because of Consultant's failure to make such payments.
22. Delegation of Duties; Subcontracting.
- (a) Nothing contained in this Agreement or otherwise, shall create any contractual relation between TAMC and any subconsultant(s), and no subcontract shall relieve Consultant of its responsibilities and obligations hereunder. Consultant agrees to be as fully responsible to TAMC for the acts and omissions of its subconsultant(s) and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by Consultant. Consultant's obligation to pay its subconsultant(s) is an independent obligation from TAMC'S obligation to make payments to the Consultant.
  - (b) Consultant shall perform the work contemplated with resources available within its own organization and no portion of the work pertinent to this Agreement shall be subcontracted without written authorization by TAMC's Contract

Administrator, except that, which is expressly identified in the approved Cost Proposal.

- (c) Consultant shall pay its subconsultants within ten (10) calendar days from receipt of each payment made to Consultant by TAMC.
- (d) Any subcontract in excess of \$25,000 entered into as a result of this Agreement shall contain all the provisions stipulated in this Agreement to be applicable to subconsultants.
- (e) Any substitution of subconsultant(s) must be approved in writing by TAMC's Contract Administrator prior to the start of work by the subconsultant(s).

### 23. Ownership of Data.

- (a) Upon completion of all work under this Agreement, ownership and title to all reports, documents, plans, specifications, and estimates produce as part of this Agreement will automatically be vested in TAMC; and no further agreement will be necessary to transfer ownership to TAMC. Consultant shall furnish TAMC all necessary copies of data needed to complete the review and approval process.
- (b) It is understood and agreed that all calculations, drawings and specifications, whether in hard copy or machine-readable form, are intended for one-time use in the construction of the project for which this Agreement has been entered into.
- (c) Consultant is not liable for claims, liabilities, or losses arising out of, or connected with the modification, or misuse by TAMC of the machine-readable information and data provided by Consultant under this Agreement; further, Consultant is not liable for claims, liabilities, or losses arising out of, or connected with any use by TAMC of the project documentation on other projects for additions to this project, or for the completion of this project by others, except only such use as many be authorized in writing by Consultant.
- (d) Applicable patent rights provisions regarding rights to inventions shall be included in the Agreements as appropriate (48 CFR 27, Subpart 27.3 - Patent Rights under Government Contracts for federal-aid contracts).
- (e) TAMC may permit copywriting reports or other agreement products. If copyrights are permitted, FHWA shall have the royalty-free nonexclusive and irrevocable right to reproduce, publish or otherwise use the data, and may authorize others to use the work for government purposes.
- (f) Any subcontract in excess of \$25,000 entered into as a result of this Agreement, shall contain all of the provisions of this Article.

24. Confidentiality of Data.

- (a) All financial, statistical, personal, technical, or other data and information relative to TAMC's operations, which are designated confidential by TAMC and made available to Consultant in order to carry out this Agreement, shall be protected by Consultant from unauthorized use and disclosure.
- (b) Permission to disclose information on one occasion, or public hearing held by TAMC relating to the Agreement, shall not authorize Consultant to further disclose such information, or disseminate the same on any other occasion.
- (c) Consultant shall not comment publicly to the press or any other media regarding the Agreement or TAMC's actions on the same, except to TAMC's staff, Consultant's own personnel involved in the performance of this Agreement, at public hearings or in response to questions from a Legislative committee.
- (d) Consultant shall not issue any news release or public relations item of any nature, whatsoever, regarding work performed or to be performed under this Agreement without prior review of the contents thereof by TAMC, and receipt of TAMC'S written permission.
- (e) Any subcontract entered into as a result of this Agreement shall contain all of the provisions of this Article.

25. Compliance with Terms of Federal or State Grant. If any part of this Agreement has been or will be funded pursuant to a grant from the federal or State government in which TAMC is the grantee, Consultant shall comply with all provisions of such grant applicable to Consultant's work hereunder, and said provisions shall be deemed a part of this Agreement as though fully set forth herein.

26. Prevailing Wages. Consultant shall comply with the all prevailing wage requirements, including California Labor Code section 1770, et seq., and any Federal or local laws or ordinances, that may be applicable to the work to be performed pursuant to this Agreement.

27. Equipment, Supplies or Consultant Services Purchases.

- (a) Prior authorization in writing by TAMC's Contract Administrator shall be required before Consultant enters into any unbudgeted purchase order, or subcontract exceeding Five Thousand Dollars (\$5,000) for supplies, equipment, or unbudgeted Consultant services. Consultant shall provide an evaluation of desirability of incurring such costs.
- (b) For purchase of any items, service or consulting work not covered in Consultant's Cost Proposal and exceeding Five Thousand Dollars (\$5,000), prior authorization is required by TAMC's Contract Administrator; three competitive quotations

must be submitted with the request, or the absence of bidding must be adequately justified.

- (c) Any equipment purchased as a result of this Agreement is subject to the following:
  - i. Consultant shall maintain an inventory of all nonexpendable property. Nonexpendable property is defined as having a useful life of at least two years and an acquisition cost of Five Thousand Dollars (\$5,000) or more. If the purchased equipment needs replacement and is sold or traded in, TAMC shall receive a proper refund or credit for such equipment at the conclusion of the Agreement, or if the Agreement is terminated, Consultant may either keep the equipment and credit TAMC in an amount equal to its fair market value, or sell such equipment at the best price obtainable at a public or private sale, in accordance with established TAMC procedures for such sales and then credit TAMC in an amount equal to that sales price. If Consultant elects to keep the equipment, fair market value shall be determined at Consultant's expense, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from and appraiser mutually acceptable to TAMC and Consultant; if it is determined to sell the equipment, the terms and conditions of such sale must be approved in advance by TAMC.
  - ii. Consultant acknowledges that, if federal funds are used in this Agreement, 49 CFR, Part 1201 requires a credit to Federal funds when participating equipment with a fair market value greater than Five Thousand Dollars (\$5,000) is credited to the project for which this Agreement was entered into.
- (d) Consultant shall include these provisions into any subcontract in excess of Twenty-Five Thousand Dollars (\$25,000).

## 28. Conflict of Interest.

- (a) Consultant shall disclose any financial, business, or other relationship with TAMC that may have an impact upon the outcome of this Agreement, or any ensuing TAMC construction project. Consultant shall also list current clients who may have a financial interest in the outcome of this Agreement, or any ensuing TAMC construction project, which will follow.
- (b) Consultant hereby certifies that it does not now have, nor shall it acquire any financial or business interest that would conflict with the performance of services under this Agreement.
- (c) Any subcontract in excess of \$25,000 entered into as a result of this Agreement, shall contain all of the provisions of this Article.

29. Governing Laws. This Agreement shall be construed and enforced according to the laws of the State of California, and the parties hereby agree that the County of Monterey shall be the proper venue for any dispute arising hereunder.
30. Construction of Agreement. The parties agree that each party has fully participated in the review and revision of this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any exhibit or amendment. To that end, it is understood and agreed that this Agreement has been arrived at through negotiation, and that neither party is to be deemed the party which prepared this Agreement within the meaning of Civil Code Section 1654. Section and paragraph headings appearing herein are for convenience only and shall not be used to interpret the terms of this Agreement.
31. Waiver. Any waiver of any term or condition hereof must be in writing. No such waiver shall be construed as a waiver of any other term or condition herein.
32. Successors and Assigns. This Agreement and all rights, privileges, duties and obligations hereunder, to the extent assignable or delegable, shall be binding upon and inure to the benefit of the parties and their respective successors, permitted assigns and heirs.
33. Time is of the Essence. The parties mutually acknowledge and agree that time is of the essence with respect to every provision hereof in which time is an element. No extension of time for performance of any obligation or act shall be deemed an extension of time for performance of any other obligation or act, nor shall any such extension create a precedent for any further or future extension.
34. Contract Administrators. Consultant's designated principal responsible for administering Consultant's work under this Agreement shall be Cathy LaFata, Project Manager; TAMC's designated administrator of this Agreement shall be Debra L. Hale, Executive Director. TAMC's Project Manager under this Agreement shall be Christina Watson, Principal Transportation Planner.
35. Notices. Notices required under this Agreement shall be delivered personally or by electronic facsimile, or by first class or certified mail with postage prepaid. Notice shall be deemed effective upon personal delivery or facsimile transmission, or on the third day after deposit with the U.S. Postal Service. Consultant shall give TAMC prompt notice of any change of address. Unless otherwise changed according to these notice provisions, notices shall be addressed as follows:

To TAMC: Debra L. Hale  
Executive Director  
55-B Plaza Circle  
Salinas, CA 93901  
Tel: 831-775-0903  
Fax: 831-775-0897  
Email: [debbie@tamcmonterey.org](mailto:debbie@tamcmonterey.org)

To Consultant: Cathy LaFata  
Project Manager  
100 Pringle Avenue, Suite 400  
Walnut Creek, CA 94596  
Tel: 925-974-2536  
Fax: 925-974-2533  
Email: [cathy.lafata@hdrinc.com](mailto:cathy.lafata@hdrinc.com)

36. Non-exclusive Agreement. This Agreement is non-exclusive and both parties reserve the right to contract with other entities for the same or similar services.
37. Execution of Agreement. Any individual executing this Agreement on behalf of an entity represents and warrants that he or she has the requisite authority to enter into this Agreement on behalf of such entity and to bind the entity to the terms and conditions hereof. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.
38. Debarment and Suspension Certification. Consultant's signature affixed below shall constitute a certification under penalty of perjury under the laws of the State of California that the Consultant has complied with CFR Title 49, Part 29, Debarment and Suspension Certificate which certifies that Consultant or any person associated with Consultant in the capacity of owner, partner, director, officer, or manager is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by an federal agency within the past three (3) years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years. Any exceptions to this certification must be disclosed to the TAMC.
39. Rebates, Kickbacks or Other Unlawful Consideration Prohibited. Consultant warrants that this Agreement was not obtained or secured through rebates, kickbacks or other unlawful consideration, either promised or paid to any TAMC employee. TAMC shall have the right, in its sole and absolute discretion to do any of the following for breach or violation of this warranty: terminate the Agreement without liability; pay for the value of the work actually performed; or to deduct from the compensation to be paid under this Agreement (or otherwise recover) the full amount of any such rebate, kickback or unlawful consideration.
40. Prohibition of Expending Local Agency, State or Federal Funds for Lobbying.
- (a) Consultant certifies to the best of his, her or its knowledge and belief that:
- i. No State, Federal or local agency appropriated funds have been paid, or will be paid, by or on behalf of Consultant to any person for influencing or attempting to influence an officer or employee of any state or federal agency; a member of the State Legislature or United States Congress; an officer or employee of the State Legislature or United States Congress; or any employee of a Member of the Legislature or Congress, in connection with the awarding of any State or Federal contract; in connection with the making of any State or Federal grant; in connection with the making of any State or Federal loan; in connection with the entering into of any cooperative agreement, and in connection with the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan or cooperative agreement.

- ii. If any funds other than Federal appropriated funds have been paid, or will be paid, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress; or an employee of a Member of Congress, in connection with this contract, grant, loan or cooperative agreement, then Consultant shall complete and submit a Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (b) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Consultant acknowledges that any person who fails to file the required certification shall be subject to a civil penalty of not less than Ten Thousand Dollars (\$10,000) and not more than One Hundred Thousand Dollars (\$100,000) for such failure.
  - (c) By signing this Agreement, Consultant also agrees that Consultant will require that the language of this certification will be included in all lower-tier subcontracts which exceed One Hundred Thousand Dollars (\$100,000), and that all recipients of such subcontracts shall certify and disclose accordingly.
41. Exhibits. The following Exhibits are attached hereto and incorporated by reference:  
Exhibit A – Scope of Work and Work Schedule  
Exhibit B – Budget
42. Entire Agreement. This document, including all exhibits hereto, constitutes the entire agreement between the parties, and supersedes any and all prior written or oral negotiations and representations between the parties concerning all matters relating to the subject of this Agreement.

IN WITNESS WHEREOF, TAMC and Consultant execute this agreement as follows:

TAMC

HDR ENGINEERING, INC.

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

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

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

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

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

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

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

\*\*\*\*\*

Approved as to form:

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

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

For TAMC internal use:

Work Element number to be used for the contract: \_\_\_\_\_



## ***Memorandum***

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 28, 2015  
**Subject:** Capitol Corridor Reimbursement Agreement Renewal & Amendment

### **RECOMMENDED ACTION**

1. **AUTHORIZE** the Executive Director to renew and amend a reimbursement agreement with the Capitol Corridor Joint Powers Authority to review designs and assist with planning for the Salinas Rail Extension Project, for no additional funding, until December 31, 2016;
2. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

### **SUMMARY**

In October 2013, the Transportation Agency and the Capitol Corridor Joint Powers Authority (CCJPA) entered into a reimbursement agreement to cover actual costs incurred for Capitol Corridor staff work related to this project. That agreement expired on September 30, 2015 with funds still unexpended, and work still remains to be done on the planning of this project. Therefore, staff recommends a renewal and extension of this agreement to December 31, 2016 with no new funding.

### **FINANCIAL IMPACT**

The source of funding for this agreement is state funding allocated to the Salinas Rail Extension project, for costs billed for hours of service rendered, not to exceed \$45,000. The actual cost will be dependent on the level of effort Capitol Corridor staff expends to conduct the tasks in the scope of services. Approximately \$19,000 remains unexpended of this original agreement amount.

### **DISCUSSION**

The project to extend Capitol Corridor passenger rail service from Santa Clara County south to Salinas will start with two daily round trips between Salinas and Sacramento, expanding to up to six round trips as demand warrants. Revenue service is targeted for 2018. The project provides an alternative to the highly congested US 101 corridor to access to jobs, education, and health care, and improves interregional transportation and air quality. It also promotes mixed-use, transit-oriented development, affordable housing, livable communities and economic growth around stations.

On October 23, 2013, the Transportation Agency approved a reimbursement agreement with the Capitol Corridors Joint Powers Authority to review designs and assist with planning for the Rail Extension to Monterey County project. **Attached** is the renewal and amendment #1 to the agreement, effective as of September 30, 2015, until December 31, 2016.

Approved by:   
Debra L. Hale, Executive Director

Date signed: October 15, 2015

Consent Agenda

Counsel Review: Yes  
Finance Approval: Yes

Attachment: Renewal & Amendment #1 to TAMC- CCJPA Reimbursement Agreement

**RENEWAL AND AMENDMENT #1 TO AGREEMENT BETWEEN  
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND  
THE CAPITOL CORRIDOR JOINT POWERS AUTHORITY FOR THE  
PLANNING EFFORTS RELATED TO THE  
EXTENSION OF CAPITOL CORRIDOR RAIL SERVICE TO CITY OF SALINAS**

THIS RENEWAL and AMENDMENT NO. 1 (“Amendment”) to the Agreement dated October 1, 2013 (hereinafter, “AGREEMENT”), between the Transportation Agency for Monterey County, hereinafter referred to as “TAMC,” and the Capitol Corridor Joint Powers Authority, hereinafter referred to as “CCJPA,” is hereby entered into between TAMC and CCJPA.

**RECITALS :**

- A. **WHEREAS**, the parties had previously entered into the Agreement on October 1, 2013; and
- B. **WHEREAS**, the original AGREEMENT had a two year term, to expire on September 30, 2015, and a total AGREEMENT amount that was not to exceed Forty-Five Thousand Dollars (\$45,000); and
- C. **WHEREAS**, the AGREEMENT expired on September 30, 2015, but planning efforts had not yet been completed; and
- D. **WHEREAS**, the Parties reaffirm their commitment to jointly sharing costs and planning efforts and wish to continue to work together to reach mutually acceptable goals;

**NOW, THEREFORE**, the parties desire to amend the AGREEMENT as follows:

- 1. The AGREEMENT is renewed and amended retroactively to September 30, 2015, and all of its provisions shall be deemed to have been in effect continuously since that time.
- 2. The term of the AGREEMENT shall be amended to extend to December 31, 2016.
- 3. Except as provided herein, all other terms and conditions of the original AGREEMENT shall remain in full force and effect.
- 4. A copy of this Renewal and Amendment No. 1 shall be attached to the original AGREEMENT.

[signatures on next page]

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment to the Agreement between TAMC and CCJPA.

**TAMC:**

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

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

Approved as to form:

\_\_\_\_\_  
Kathryn Reimann  
TAMC Counsel

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

**CCJPA:**

\_\_\_\_\_  
David B. Kutrosky  
Managing Director

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

Approved as to form:

\_\_\_\_\_  
Matthew Burrows  
CCJPA Counsel

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

**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: Kimbley Craig (Chair),  
Fernando Armenta (1<sup>st</sup> Vice Chair), Alejandro Chavez (2<sup>nd</sup> Vice Chair),  
Jane Parker (Past Chair),  
Dave Potter (County representative), Robert Huitt (City representative)*

**Wednesday, October 7, 2015**

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

Transportation Agency Conference Room  
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Craig called the meeting to order at 9:00 a.m. Committee members present: Armenta, Chavez, Craig, Huitt, Parker and Potter (arrived during closed session). Staff present: Goel, Hale, Muck, Rodriguez, and Watson. Others present: Agency Counsel Reimann.
  2. **PUBLIC COMMENTS:** None.
- 
3. **CONSENT AGENDA:**  
On a motion by Committee Member Armenta and seconded by Committee Member Huitt the committee voted 5– 0 to approve the consent agenda, with Supervisor Potter absent.
  - 3.1 **APPROVED** minutes from the Executive Committee meeting of September 2, 2015.

**END OF CONSENT**

---

**4. CLOSED SESSION:**

The Committee held a closed session regarding the Public Employee Performance Evaluation pursuant to Government Code Section §54957 – Positions: Executive Director & Legal Counsel.

The Committee reconvened in open session: Chair Craig reported that the committee reviewed the Executive Director & Legal Counsel evaluations and there is nothing to report. Chair Craig will meet with the Executive Director and Legal Counsel to discuss their evaluations.

**5. The Committee received a verbal update on state and federal legislative activities.**

Christina Watson, Principal Transportation Planner, reported on state bills of interest to the Agency. She reported that the bill (Senate Bill 705) that would allow us to bring a 3/8-cent sales tax increase for transportation to Monterey County voters in November 2016 has been through both houses and waiting on signature from the Governor by October 11, 2015. She noted that a final bill list and year-end report would be on the October Board agenda.

Ms. Watson reported that the federal transportation authorization bill expires on October 29, and the appropriations bill was extended to December 11. Executive Director Hale reported she would be in Washington, DC at the invitation of Congressman Sam Farr for a Travel and Transportation Caucus meeting with Transportation Secretary Anthony Foxx on October 21, and would attend meetings on the need for a transportation authorization measure after that.

**6. The Committee received the second evaluation of the legislative analyst/advocate; and provided direction on the next steps for state legislative assistance.**

Executive Director Hale reported that, per direction from the Board of Directors, a second evaluation was done for the state legislative analyst/advocate contract. She reported that, based on the evaluation, staff presents two options for the Executive Committee's consideration: Option 1, to extend the current consultant contract to January 30, 2016, release the legislative advocate contract for bid, and select a consultant at the January 2016 Board meeting. Option 2 is to extend the current consultant contract to June 30, 2017.

After discussing the evaluation and options suggested by staff, the Committee recommended extending the current consultant contract to June 2017, recognizing that the current consultant has a strong relationship with TAMC Board members, is frequently in town, and has a long-term relationship with the Agency. The Committee recommended reducing the current contract amount from \$30,000 per year to \$25,000 per year, based on consultant's reviews, the limited budget for such expenses and the potential need for special assistance as occurred in the current year.

The Committee also recommended setting aside \$10,000 for assistance with special transportation-related legislation that the Agency may need to pursue. Allocation of this reserve would be brought to the Executive Committee for consideration and appropriate documents would be prepared. The Committee also requested a follow-up meeting with JEA & Associates and a City and County representative from the Executive Committee.

7. The Committee received oral report from counsel on Transportation Agency for Monterey County's Employee Incentive Program.

Kay Reimann, Agency counsel, reported that TAMC's current incentive program is legal and she will provide the Board of Directors more detail in a written memo.

8. The Committee received a report on the draft agenda for TAMC Board meeting of October 28, 2015:

Executive Director Hale highlighted the draft TAMC Board agenda, she noted that a closed session will be held regarding the Public Employee Performance Evaluation pursuant to Government Code Section §54957 – Position: Executive Director and Legal Counsel. The Board will also receive an update on the Transportation Improvement Measure Outreach Plan and the development of the Transportation Expenditure Plan, and an update on upcoming construction of the Holman Highway 68 Roundabout. On the consent agenda the Board will be asked to adopt Resolution 2015-17 amending the unmet transit needs finding for the 2015/2016 fiscal year. In addition, the Board will receive the state and federal legislative update.

9. **ADJOURNMENT**

Chair Craig adjourned the meeting at 10:33 a.m.

  
\_\_\_\_\_  
Elouise Rodriguez, Senior Administrative Assistant

Fax

TO: TAMC

ci



Fax Number:

Date: Wednesday, September 9, 2015

From: Suzanne St John 831 899-5200

1884 Ocean View Avenue, Sand City CA. 93955

Number of pages including cover: 4

*To dd,*

Thank you for your prompt attention to our request and petition.

A handwritten signature in cursive, appearing to read 'Suzanne St John'.

Suzanne St John

## LANDSCAPING FOR HIGHWAY ONE AT SAND CITY

### **PETITION SPONSOR: RESIDENTS OF SAND CITY, CA. 93955**

**TO:** -Cal Trans State of California  
-Transportation Agency of Monterey County  
-Monterey Bay Unified Air Pollution control District  
-Sand City Planning Department

### **WE THE UNDERSIGNED REQUEST THAT CAL TRANS ALLOCATE FUNDS FOR LANDSCAPING HIGHWAY 1 BETWEEN TIOGA OVERPASS AND SEASIDE EXIT 403.**

We, the citizens of the town of Sand City, are without benefit of protective landscape materials to mitigate the flow of pollutants whose continuous oily black airborne particulates create respiratory health risks to the citizens of Sand City.

While California has successfully reduced risks from airborne toxic pollutants since 1990, these health hazards have increased significantly in the area of Sand City due to increased traffic on Highway 1 in Monterey County. This is exacerbated by the absence of landscape materials which serve to block pollutants created by shredded waste tires used as a lightweight fill material for road sub grades and the colorless and odorless and poisonous gas formed by combustion of fossil fuels such as gasoline emitted primarily from cars and trucks.

The addition of landscape materials such as trees and shrubs will produce a 'wind shadow' distance of 15 to 20 times the height of the landscape material. This would greatly reduce the airborne pollutants in this area.

### **PUBLIC HEALTH BENEFITS AND RISKS**

While Monterey Bay Unified County in general has low degrees of air pollutants, the area of Sand City may be the exception due to lack of landscape materials. As you know, this unhealthy air quality has serious health repercussions for the residents of Sand City, particularly for respiratory and cardiovascular systems including increased risk of heart attacks and other ailments.

We request that Cal Trans fully fund installment of landscape materials as a adequate barrier to reduce noise and unhealthy airborne particulates.

PETITION FOR SAND CITY HIGHWAY 1 LANDSCAPE

NAME	ADDRESS	PHONE	SIGNATURE
Clyde - Mary Clabo	1881 Ocean View	Sand City	Mary + Clabo
Paula Galesso	1884 Ocean View Ave	Sand City 93955	Paula Galesso
Suzanne St John	1884 Ocean View	93955	Suzanne St John
Julie Esslinger	1883 Ocean View	93955	Julie Esslinger
Michael Esslinger	1883 Ocean View	93955	Michael Esslinger
Michelle Hayward	1873 Park Ave	93955	Michelle Hayward
A. Rozenfeld	1885 Ocean View	93955	A. Rozenfeld
LARRY GRAHAM	1882 Ocean View	93955	Larry Graham
Kim GRAHAM	1882 Ocean View	93955	Kim Graham
Megan Dole	1877 Ocean View	93955	Megan Dole
Patrick Casey	1875 " "	93955	Patrick Casey
Mary Gates-Casey	1875 Ocean View Ave.	93955	Mary Gates-Casey
Catherine Boswell	604 Scott St	93955	Catherine Boswell
Ken Boswell	" "	" "	Ken Boswell
	606 SCOTT ST	" "	
KADRIA CATALANO	608 SCOTT ST	" "	Kadria Catalano
Donna Nunley	1870A Park Ave Sand City, CA		Donna Nunley
Jeff Rodriguez	1870A Park Ave Sand City		Jeff Rodriguez
THOR CARSON	1895 Park Ave	93955	Thor Carson
Laura Wright	1898 Park Ave	93955	Laura Wright
DAVID K. PENDERGROSS	1870 B PARK AVE	93955	David K. Pendergross
Jeanette Pendergross	1870 B Park Ave	93955	Jeanette Pendergross

NAME ADDRESS PHONE # SIGNATURE VOTER REG.#

Richard Dole	1877 Ocean View Av	831 402 7694	<i>Richard Dole</i>	
Margra Ball	1879 Ocean View	603-765 7759	<i>Margra Ball</i>	
KAREN ALATRISTE	504 BAYVIEW	601.0335	<i>Karen Alatryste</i>	
Jim Warriner	506 Bayview	87205600	<i>Jim Warriner</i>	
James R. Waters	672 Dias # B	831-521-9958	<i>J.R. Waters</i>	
Brian Gingerser	684 Dias	831-402-0094	<i>Brian Gingerser</i>	
Luis A Jimenez	700 Dias	(831) 613 4195	<i>Luis A Jimenez</i>	
Armel Garcia	724 DIAS	831-781-9214	<i>Armel Garcia</i>	
<i>Armel Garcia</i>	724 DIAS	831 232-1675	<i>Armel Garcia</i>	
Donna Cull	637 BORTIZ	831-393-8241	<i>Donna Cull</i>	
Charles Pector	488 Cascade way	831-442-9689	<i>Charles Pector</i>	
Connie Herca	183-13 Paddon Place	831-394-3054	<i>Connie Herca</i>	
Nancy Fletcher	1 Sylvan Park	831 394 11451	<i>Nancy Fletcher</i>	
FERRY BLACKWELDE	450 ORTIZ AVE	831 612 1816	<i>Ferry Blackweld</i>	
DEBRA BLACKWELDE	450 ORTIZ AVE	831 612 1816	<i>Debra Blackweld</i>	
Teresa Kimpfer	637 ORTIZ RD	831-812-7161	<i>Teresa Kimpfer</i>	
Craig Hubler	1738 B. Hickory St.	831-917-6226	<i>Craig Hubler</i>	



## United States Senate

WASHINGTON, DC 20510-0504

<http://feinstein.senate.gov>

September 18, 2015

The Honorable Anthony Foxx  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20490

Dear Secretary Foxx:

I am writing in support of the Transportation Agency for Monterey County's (TAMC) application for a FY15 Transportation Investment Generating Economic Recovery (TIGER) VII Discretionary Grant to complete the Rail Extension to Monterey County Pajaro/Watsonville Multimodal Station.

The TAMC is requesting \$23 million to fund the design and construction of a new multimodal transit station in the unincorporated community of Pajaro, adjacent to the City of Watsonville in Santa Cruz County. The Pajaro/Watsonville Multimodal Station Project will be served by new bus and intercity rail service connecting Monterey County and Santa Cruz County residents to employment, education, and healthcare centers in Silicon Valley, San Jose, the greater San Francisco Bay Area, and Sacramento.

If completed, the project will provide an affordable alternative to the highly congested US 101, Highway 1, Highway 156, and Highway 17 corridors. Since the project is multimodal and multijurisdictional, it will improve regional connectivity to other transit and rail systems in the greater San Francisco Bay Area and Sacramento region. The project is a catalyst for new development in Pajaro and Watsonville and promotes ladders of opportunities for local residents and businesses. The project will also reduce greenhouse gas emissions, improve safety, increase ridership on regional rail and bus transit services, and provide multimodal options to and from Monterey and Santa Cruz Counties.

Thank you in advance for your consideration of this project. If you have any questions regarding this grant application, please do not hesitate to contact my office.

Sincerely,

A handwritten signature in blue ink that reads "Dianne Feinstein".

Dianne Feinstein  
United States Senator

DF/mg

# City of Carmel-by-the-Sea

POST OFFICE BOX CC  
CARMEL-BY-THE-SEA, CA 93921  
(831) 620-2000

September 14, 2015

Governor Jerry Brown  
c/o State Capitol, Suite 1173  
Sacramento, CA 95814

Via Fax: (916) 558-3160

**Re: SB 705 (Hill) – Request for Signature – Monterey County sales tax limit measure**

Dear Governor Brown:

On behalf of the City Council of the City of Carmel-by-the-Sea, I am writing to encourage you to sign Senate Bill 705 (Hill), which provides an exemption from the current two percent cap for San Mateo and Monterey County to pursue a local sales tax measure for transportation, if approved by the local voters.

The reliability of federal and state funding for transportation needs has become tenuous and challenging. There is a significant transportation funding shortfall, making it difficult to maintain existing roads, or to make needed safety and mobility improvements. Many counties have opted to become “self-help” counties with voter approved transportation measures dedicated to meet their local needs. An important component of becoming a “self-help” county is that the community controls the funds and determines how the funds are spent.

The Transportation Agency for Monterey County is considering a 3/8% (0.375%) countywide transportation investment measure, aiming for the November 2016 ballot. However, with other non-transportation tax measures proposed by Monterey County jurisdictions, there may not be sufficient capacity under the 2% local option sales tax cap countywide. SB 705 would provide a narrow, time-limited exemption to the 2% local option cap to allow TAMC to proceed with its proposed 3/8% sales tax measure. If successful, the 3/8% sales tax measure would bring in approximately \$20 million per year, or a total of \$600 million over 30 years, to provide critically needed investments into Monterey County’s transportation system.

I strongly urge you to sign SB 705 so that Monterey County voters have the opportunity to decide whether or not to become a “self-help” county to fund transportation infrastructure. Thank you for supporting local efforts to improve transportation in California.

Sincerely,



Jason Burnett  
Mayor, City of Carmel-by-the-Sea

cc: Hon. Jerry Hill, 13<sup>th</sup> Senate District  
Hon. Anthony Cannella, 12<sup>th</sup> Senate District  
Hon. Bill Monning, 17<sup>th</sup> Senate District  
Hon. Luis Alejo, 30<sup>th</sup> Assembly District  
Hon. Mark Stone, 29<sup>th</sup> Assembly District



# CITY OF DEL REY OAKS

650 CANYON DEL REY RD. • DEL REY OAKS, CALIFORNIA 93940  
PHONE (831) 394-8511 • FAX (831) 394-6421

September 21, 2015

The Honorable Edmund G. Brown, Jr.,  
Governor of California  
State Capitol  
Sacramento, CA 95814

**Via Fax:** (916) 558-3160

**Re: SB 705 (Hill) Monterey County Sales Tax Cap Limit- REQUEST FOR SIGNATURE**

Dear Governor Brown:

On behalf of The City of Del Rey Oaks, I am writing to respectfully request a signature on Senate Bill (SB) 705 (Hill), legislation that would provide an exemption from the current two percent cap for San Mateo and Monterey County to pursue a local sales tax measure for transportation, subject to voter approval.

TAMC is considering a 3/8% (0.375%) countywide transportation investment measure, aiming for the November 2016 ballot. However, with other non-transportation tax measures proposed by Monterey County jurisdictions, there may not be sufficient capacity under the 2% local option sales tax cap countywide. SB 705 would provide an exemption to the 2% local option cap to allow TAMC to proceed with its proposed 3/8% sales tax measure. If successful, the 3/8% sales tax measure would bring in approximately \$20 million per year, or a total of \$600 million over 30 years, to provide critically needed investments into Monterey County's transportation system.

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. The reliability of federal and state funding for transportation needs has become tenuous and challenging. There is a significant funding shortfall, making it difficult to maintain existing roads, or to make needed safety and mobility improvements. Many counties have opted to become "self-help" counties with voter approved transportation measures dedicated to meet their local needs. An important component of becoming a "self-help" county is that the community controls the funds and determines how the funds are spent.

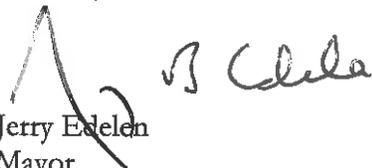
As of September 8, support letters for SB 705 have been received from:

- Monterey County Board of Supervisors and all 12 cities in Monterey County
- Monterey-Salinas Transit District
- California State Association of Counties
- Santa Cruz County Regional Transportation Commission
- City/County Association of Governments of San Mateo County
- San Mateo County Economic Development Association
- Friends of Caltrain

Date September 21, 2015

I strongly urge you to sign SB 705 giving Monterey County the opportunity to become a "self-help" county to fund transportation infrastructure. Thank you for supporting local efforts to improve transportation in California.

Sincerely,

  
Jerry Edelen  
Mayor

- cc: Hon. Jerry Hill, 13<sup>th</sup> Senate District  
Hon. Anthony Cannella, 12<sup>th</sup> Senate District  
Hon. Bill Monning, 17<sup>th</sup> Senate District  
Hon. Luis Alejo, 30<sup>th</sup> Assembly District  
Hon. Mark Stone, 29<sup>th</sup> Assembly District



# City of Gonzales

P.O. BOX 647  
PHONE: (831) 675-5000

147 FOURTH ST.  
FAX: (831) 675-2644

GONZALES, CALIFORNIA 93926  
[www.ci.gonzales.ca.us](http://www.ci.gonzales.ca.us)

September 14, 2015

Governor Jerry Brown  
c/o State Capitol, Suite 1173  
Sacramento, CA 95814

**Via Fax:** (916) 558-3160

Maria Orozco  
Mayor

**RE: SB 705 (Hill) – Request for Signature - Monterey County Sales Tax Limit Measure**

Liz Silva  
Mayor Pro Tem

Dear Governor Brown:

On behalf of the City of Gonzales, I am writing to encourage you to sign Senate Bill 705 (Hill), which provides an exemption from the current two percent cap for San Mateo and Monterey County to pursue a local sales tax measure for transportation, if approved by the local voters.

Scott Funk  
Councilmember

The reliability of federal and state funding for transportation needs has become tenuous and challenging. There is a significant transportation funding shortfall, making it difficult to maintain existing roads, or to make needed safety and mobility improvements. Many counties have opted to become “self-help” counties with voter approved transportation measures dedicated to meet their local needs. An important component of becoming a “self-help” county is that the community controls the funds and determines how the funds are spent.

Jose G. Lopez  
Councilmember

Robert Bonincontri  
Councilmember

The Transportation Agency for Monterey County is considering a 3/8% (0.375%) countywide transportation investment measure, aiming for the November 2016 ballot. However, with other non-transportation tax measures proposed by Monterey County jurisdictions, there may not be sufficient capacity under the 2% local option sales tax cap countywide. SB 705 would provide a narrow, time-limited exemption to the 2% local option cap to allow TAMC to proceed with its proposed 3/8% sales tax measure. If successful, the 3/8% sales tax measure would bring in approximately \$20 million per year, or a total of \$600 million over 30 years, to provide critically needed investments into Monterey County’s transportation system.

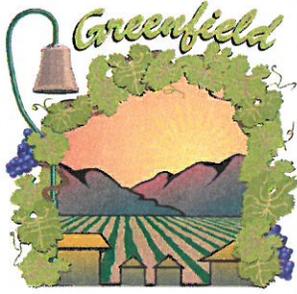
René L. Mendez  
City Manager

I strongly urge you to sign SB 705 so that Monterey County voters have the opportunity to decide whether or not to become a “self-help” county to fund transportation infrastructure. Thank you for supporting local efforts to improve transportation in California.

Sincerely,

Maria Orozco  
Mayor

cc: Hon. Jerry Hill, 13<sup>th</sup> Senate District  
Hon. Anthony Cannella, 12<sup>th</sup> Senate District  
Hon. Bill Monning, 17<sup>th</sup> Senate District  
Hon. Luis Alejo, 30<sup>th</sup> Assembly District  
Hon. Mark Stone, 29<sup>th</sup> Assembly District



## City of Greenfield

599 El Camino Real Greenfield CA 93937 831-674-5591  
www.ci.greenfield.ca.us

September 14, 2015

Governor Jerry Brown  
State Capitol  
Suite 1173  
Sacramento, CA 95814

**Via Fax:** (916) 558-3160

**Re: Support for SB 705 (Hill): Monterey County Sales Tax Limit Measure**

Dear Governor Brown:

On behalf of the City of Greenfield, I am writing to encourage you to sign Senate Bill 705 (Hill), which provides an exemption from the current two percent cap for San Mateo and Monterey County to pursue a local sales tax measure for transportation, if approved by the local voters.

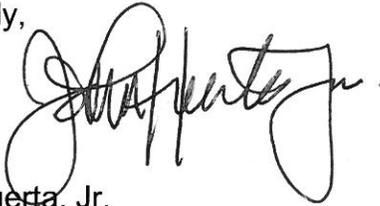
The reliability of federal and state funding for transportation needs has become tenuous and challenging. There is a significant transportation funding shortfall, making it difficult to maintain existing roads, or to make needed safety and mobility improvements. Many counties have opted to become "self-help" counties with voter approved transportation measures dedicated to meet their local needs. An important component of becoming a "self-help" county is that the community controls the funds and determines how the funds are spent.

The Transportation Agency for Monterey County is considering a 3/8% (0.375%) countywide transportation investment measure, aiming for the November 2016 ballot. However, with other non-transportation tax measures proposed by Monterey County jurisdictions, there may not be sufficient capacity under the 2% local option sales tax cap countywide. SB 705 would provide a narrow, time-limited exemption to the 2% local option cap to allow TAMC to proceed with its proposed 3/8% sales tax measure. If successful, the 3/8% sales tax measure would bring in approximately \$20 million per year, or a total of \$600 million over 30 years, to provide critically needed investments into Monterey County's transportation system.

Governor Brown Letter  
Support SB 705  
Page Two

I strongly urge you to sign SB 705 so that Monterey County voters have the opportunity to decide whether or not to become a "self-help" county to fund transportation infrastructure. Thank you for supporting local efforts to improve transportation in California.

Sincerely,

A handwritten signature in black ink, appearing to read "John Huerta, Jr.", written in a cursive style.

John Huerta, Jr.  
Mayor  
City of Greenfield

cc: Hon. Jerry Hill, 13<sup>th</sup> Senate District  
Hon. Anthony Cannella, 12<sup>th</sup> Senate District  
Hon. Bill Monning, 17<sup>th</sup> Senate District  
Hon. Luis Alejo, 30<sup>th</sup> Assembly District  
Hon. Mark Stone, 29<sup>th</sup> Assembly District



CITY OF MARINA  
211 Hillcrest Avenue  
Marina, CA 93933  
(531) 884-1275  
Marina@ci.Marina.ca.us  
www.CITYofMARINA.org

September 22, 2015

Governor Jerry Brown  
c/o State Capitol, Suite 1173  
Sacramento, CA 95814

**Via Fax: (916) 558-3160**

**Re: SB 705(Hill) – Request for Signature - Monterey County sales tax limit Measure**

Dear Governor Brown:

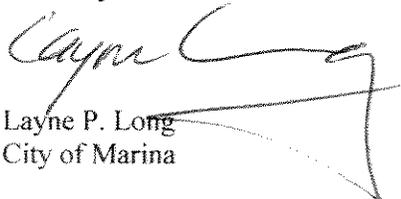
On behalf of the City of Marina, I am writing to encourage you to sign Senate Bill 705 (Hill), which provides an exemption from the current two percent cap for San Mateo and Monterey County to pursue a local sales tax measure for transportation, if approved by the local voters.

The reliability of federal and state funding for transportation needs has become tenuous and challenging. There is a significant transportation funding shortfall, making it difficult to maintain existing roads, or to make needed safety and mobility improvements. Many counties have opted to become “self-help” counties with voter approved transportation measures dedicated to meet their local needs. An important component of becoming a “self-help” county is that the community controls the funds and determines how the funds are spent.

The Transportation Agency for Monterey County is considering a 3/8% (0.375%) countywide transportation investment measure, aiming for the November 2016 ballot. However, with other non-transportation tax measures proposed by Monterey County jurisdictions, there may not be sufficient capacity under the 2% local option sales tax cap countywide. SB 705 would provide a narrow, time-limited exemption to the 2% local option cap to allow TAMC to proceed with its proposed 3/8% sales tax measure. If successful, the 3/8% sales tax measure would bring in approximately \$20 million per year, or a total of \$600 million over 30 years, to provide critically needed investments into Monterey County's transportation system.

I strongly urge you to sign SB 705 so that Monterey County voters have the opportunity to decide whether or not to become a “self-help” county to fund transportation infrastructure. Thank you for supporting local efforts to improve transportation in California.

Sincerely,



Layne P. Long  
City of Marina

# MONTEREY COUNTY



## BOARD OF SUPERVISORS

FERNANDO ARMENTA, *District 1*  
JOHN M. PHILLIPS, *District 2*  
SIMÓN SALINAS, *Chair, District 3*  
JANE PARKER, *Vice Chair, District 4*  
DAVE POTTER, *District 5*

September 14, 2015

The Honorable Edmund G. Brown Jr.  
Governor, State of California  
State Capitol, Suite 1173  
Sacramento, CA 95814

Via Fax: (916) 558-3160

### REQUEST FOR SIGNATURE - SB 705 (Hill) Monterey County sales tax limit measure

Dear Governor Brown:

On behalf of the Monterey County Board of Supervisors, I am writing to encourage you to sign Senate Bill 705 (Hill), which provides an exemption from the current two percent cap for San Mateo and Monterey County to pursue a local sales tax measure for transportation, if approved by the local voters.

The reliability of federal and state funding for transportation needs has become tenuous and challenging. There is a significant transportation funding shortfall, making it difficult to maintain existing roads, or to make needed safety and mobility improvements. Many counties have opted to become "self-help" counties with voter approved transportation measures dedicated to meet their local needs. An important component of becoming a "self-help" county is that the community controls the funds and determines how the funds are spent.

The Transportation Agency for Monterey County (TAMC) is considering a 3/8% (0.375%) countywide transportation investment measure, aimed at the November 2016 ballot. However, with other non-transportation tax measures proposed by Monterey County jurisdictions, there may not be sufficient capacity under the 2% local option sales tax cap countywide. SB 705 would provide a narrow, time-limited exemption to the 2% local option cap to allow TAMC to proceed with its proposed 3/8% sales tax measure. If successful, the 3/8% sales tax measure would bring in approximately \$20 million per year, or a total of \$600 million over 30 years, to provide critically needed investments into Monterey County's transportation system.

I strongly urge you to sign SB 705 so that Monterey County voters have the opportunity to decide whether or not to become a "self-help" county to fund transportation infrastructure. Thank you for supporting local efforts to improve transportation in California.

Sincerely,

  
Simón Salinas  
Chair, Board of Supervisors

cc: Hon. Jerry Hill, 13<sup>th</sup> Senate District  
Hon. Anthony Cannella, 12<sup>th</sup> Senate District  
Hon. Bill Monning, 17<sup>th</sup> Senate District  
Hon. Luis Alejo, 30<sup>th</sup> Assembly District  
Hon. Mark Stone, 29<sup>th</sup> Assembly District  
Debbie Hale, Executive Director, Transportation Agency for Monterey County (TAMC)  
Dorothy Holzem, Legislative Representative, California State Association of Counties (CSAC)  
Monterey County Board of Supervisors  
Lew C. Bauman, CAO, Monterey County  
Nicholas E. Chiulos, Assistant CAO, Monterey County  
Carl Holm, Director Resource Management Agency, Monterey County  
Robert Murdoch, Public Works Director, Monterey County  
Charles J. McKee, County Counsel, Monterey County  
Clerk of the Board, Monterey County  
John E. Arriaga, JEA & Associates  
Brent R. Heberlee, Nossaman LLP

# MST

MONTEREY-SALINAS TRANSIT

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**TRANSIT DISTRICT MEMBERS:**

*City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Gonzales • City of Greenfield  
City of King • City of Marina • City of Monterey • City of Pacific Grove • City of Salinas  
City of Sand City • City of Seaside • City of Soledad • County of Monterey*

September 25, 2015

Hon. Jerry Brown  
Governor – State of California  
c/o State Capitol, Suite 1173  
Sacramento, CA 95814  
Via fax (916) 558-3160

**Re: Support for SB 705 (Hill): Monterey  
County sales tax limit measure**

Dear Governor Brown:

Monterey-Salinas Transit would like to encourage you to sign Senate Bill 705 (Hill), which provides an exemption from the current two percent cap for San Mateo and Monterey County to pursue a local sales tax measure for transportation, if approved by local voters.

The reliability of federal and state funding for transportation needs has become tenuous and challenging. There is a significant transportation funding shortfall, making it difficult to maintain existing roads or to make needed safety and mobility improvements. Many counties have opted to become “self-help” counties with voter-approved transportation measures dedicated to meet their local needs. An important component of becoming a “self-help” county is that the community controls the funds and determines how the funds are spent.

The Transportation Agency for Monterey County is considering a 3/8% (0.375%) countywide transportation investment measure, aiming for the November 2016 ballot. However, with other non-transportation tax measures proposed by Monterey County jurisdictions, there may not be sufficient capacity under the 2% local-option sales tax cap countywide. SB 705 would provide a narrow, time-limited exemption to the 2% local option cap to allow TAMC to proceed with its proposed 3/8% sales tax measure. If successful, the 3/8% sales tax measure

would bring in approximately \$20 million per year, or a total of \$600 million over 30 years, to provide critically needed investments into Monterey County's transportation system.

I strongly urge you to sign SB 705 so that Monterey County voters have the opportunity to decide whether or not to become a "self-help" county to fund transportation infrastructure. Thank you for supporting local efforts to improve transportation in California.

Sincerely,

A handwritten signature in black ink, appearing to read 'Hunter Harvath', is written over a horizontal line. The signature is stylized and extends to the right.

Hunter Harvath, AICP  
Assistant General Manager  
Finance & Administration

cc: Hon. Jerry Hill, 13<sup>th</sup> Senate District  
Hon. Anthony Cannella, 12<sup>th</sup> Senate District  
Hon. Bill Monning, 17<sup>th</sup> Senate District  
Hon. Luis Alejo, 30<sup>th</sup> Assembly District  
Hon. Mark Stone, 29<sup>th</sup> Assembly District



## City of Salinas

OFFICE OF THE MAYOR • 200 Lincoln Ave • Salinas, California 93901

(831) 758-7201 • (831) 758-7368 (Fax) • www.ci.salinas.ca.us

September 15, 2015

The Honorable Jerry Brown  
State Capitol, Suite 1173  
Sacramento, CA 95814  
VIA FAX: (916) 558-3160

**Re: SB 705 (Hill) – Request for Signature - Monterey County Sales Tax Limit Measure**

Dear Governor Brown:

On behalf of the City of Salinas, I am writing to encourage you to sign Senate Bill 705 (Hill), which provides an exemption from the current two percent cap for San Mateo and Monterey County to pursue a local sales tax measure for transportation, if approved by the local voters.

The reliability of federal and state funding for transportation needs has become tenuous and challenging. There is a significant transportation funding shortfall, making it difficult to maintain existing roads, or to make needed safety and mobility improvements. Many counties have opted to become “self-help” counties with voter approved transportation measures dedicated to meet their local needs. An important component of becoming a “self-help” county is that the community controls the funds and determines how the funds are spent.

The Transportation Agency for Monterey County (“TAMC”) is considering a 3/8% (0.375%) countywide transportation investment measure, aiming for the November 2016 ballot. However, with other non-transportation tax measures proposed by Monterey County jurisdictions, there may not be sufficient capacity under the 2% local option sales tax cap countywide. SB 705 would provide a narrow, time-limited exemption to the 2% local option cap to allow TAMC to proceed with its proposed 3/8% sales tax measure. If successful, the 3/8% sales tax measure would bring in approximately \$20 million per year, or a total of \$600 million over 30 years, to provide critically needed investments into Monterey County’s transportation system.

I strongly urge you to sign SB 705 so that Monterey County voters have the opportunity to decide whether or not to become a “self-help” county to fund transportation infrastructure. Thank you for supporting local efforts to improve transportation in California.

Sincerely,

Joe Gunter, Mayor  
City of Salinas

The Honorable Jerry Brown

September 15, 2015

Page 2 of 2

cc: The Honorable Jerry Hill, 13<sup>th</sup> Senate District  
The Honorable Anthony Cannella, 12<sup>th</sup> Senate District  
The Honorable Bill Morring, 17<sup>th</sup> Senate District  
The Honorable Luis Alejo, 30<sup>th</sup> Assembly District  
The Honorable Mark Stone, 29<sup>th</sup> Assembly District  
Ray Corpuz, City Manager  
Salinas City Council  
Gary Petersen, Public Works Director



September 28, 2015

The Honorable Edmund G. Brown, Jr.,  
Governor of California  
State Capitol  
Sacramento, CA 95814

Via Fax: (916) 558-3160

**Re: SB 705 (Hill) Monterey County Sales Tax Cap Limit- REQUEST FOR SIGNATURE**

Dear Governor Brown:

On behalf of The City of Sand City, I am writing to respectfully request a signature on Senate Bill (SB) 705 (Hill), legislation that would provide an exemption from the current two percent cap for San Mateo and Monterey County to pursue a local sales tax measure for transportation, subject to voter approval.

The Transportation Agency for Monterey County is considering a 3/8% (0.375%) countywide transportation investment measure, aiming for the November 2016 ballot. However, with other non-transportation tax measures proposed by Monterey County jurisdictions, there may not be sufficient capacity under the 2% local option sales tax cap countywide. SB 705 would provide an exemption to the 2% local option cap to allow TAMC to proceed with its proposed 3/8% sales tax measure. If successful, the 3/8% sales tax measure would bring in approximately \$20 million per year, or a total of \$600 million over 30 years, to provide critically needed investments into Monterey County's transportation system.

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. The reliability of federal and state funding for transportation needs has become tenuous and challenging. There is a significant funding shortfall, making it difficult to maintain existing roads, or to make needed safety and mobility improvements. Many counties have opted to become "self-help" counties with voter approved transportation measures dedicated to meet their local needs. An important component of becoming a "self-help" county is that the community controls the funds and determines how the funds are spent.

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



I strongly urge you to sign SB 705 giving Monterey County the opportunity to become a "self-help" county to fund transportation infrastructure. Thank you for supporting local efforts to improve transportation in California.

Sincerely,

David K. Pendergrass  
Mayor

cc: Hon. Jerry Hill, 13<sup>th</sup> Senate District  
Hon. Anthony Cannella, 12<sup>th</sup> Senate District  
Hon. Bill Monning, 17<sup>th</sup> Senate District  
Hon. Luis Alejo, 30<sup>th</sup> Assembly District  
Hon. Mark Stone, 29<sup>th</sup> Assembly District

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

September 14, 2015

Governor Jerry Brown  
c/o State Capitol, Suite 1173  
Sacramento, CA 95814

**Via Fax:** (916) 558-3160

**Re: SB 705(Hill) – Request for Signature - Monterey County sales tax limit Measure**

Dear Governor Brown:

On behalf of the City of Soledad, I am writing to encourage you to sign Senate Bill 705 (Hill), which provides an exemption from the current two percent cap for San Mateo and Monterey County to pursue a local sales tax measure for transportation, if approved by the local voters.

The reliability of federal and state funding for transportation needs has become tenuous and challenging. There is a significant transportation funding shortfall, making it difficult to maintain existing roads, or to make needed safety and mobility improvements. Many counties have opted to become “self-help” counties with voter approved transportation measures dedicated to meet their local needs. An important component of becoming a “self-help” county is that the community controls the funds and determines how the funds are spent.

The Transportation Agency for Monterey County is considering a 3/8% (0.375%) countywide transportation investment measure, aiming for the November 2016 ballot. However, with other non-transportation tax measures proposed by Monterey County jurisdictions, there may not be sufficient capacity under the 2% local option sales tax cap countywide. SB 705 would provide a narrow, time-limited exemption to the 2% local option cap to allow TAMC to proceed with its proposed 3/8% sales tax measure. If successful, the 3/8% sales tax measure would bring in approximately \$20 million per year, or a total of \$600 million over 30 years, to provide critically needed investments into Monterey County’s transportation system.

I strongly urge you to sign SB 705 so that Monterey County voters have the opportunity to decide whether or not to become a “self-help” county to fund transportation infrastructure. Thank you for supporting local efforts to improve transportation in California.

Sincerely,



Fred J. Ledesma, Mayor  
City of Soledad



September 21, 2015

The Honorable Edmund G. Brown, Jr.,  
Governor of California  
State Capitol  
Sacramento, CA 95814

Via Fax: (916) 558-3160

**Re: SB 705 (Hill) Monterey County Sales Tax Cap Limit- REQUEST FOR SIGNATURE**

Dear Governor Brown:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing to respectfully request a signature on Senate Bill (SB) 705 (Hill), legislation that would provide an exemption from the current two percent cap for San Mateo and Monterey County to pursue a local sales tax measure for transportation, subject to voter approval.

TAMC is considering a 3/8% (0.375%) countywide transportation investment measure, aiming for the November 2016 ballot. However, with other non-transportation tax measures proposed by Monterey County jurisdictions, there may not be sufficient capacity under the 2% local option sales tax cap countywide. SB 705 would provide an exemption to the 2% local option cap to allow TAMC to proceed with its proposed 3/8% sales tax measure. If successful, the 3/8% sales tax measure would bring in approximately \$20 million per year, or a total of \$600 million over 30 years, to provide critically needed investments into Monterey County's transportation system.

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. The reliability of federal and state funding for transportation needs has become tenuous and challenging. There is a significant funding shortfall, making it difficult to maintain existing roads, or to make needed safety and mobility improvements. Many counties have opted to become "self-help" counties with voter approved transportation measures dedicated to meet their local needs. An important component of becoming a "self-help" county is that the community controls the funds and determines how the funds are spent.

As of September 8, support letters for SB 705 have been received from:

- Monterey County Board of Supervisors and all 12 cities in Monterey County
- Monterey-Salinas Transit District
- California State Association of Counties
- Santa Cruz County Regional Transportation Commission
- City/County Association of Governments of San Mateo County
- San Mateo County Economic Development Association
- Friends of Caltrain

Date September 21, 2015

I strongly urge you to sign SB 705 giving Monterey County the opportunity to become a “self-help” county to fund transportation infrastructure. Thank you for supporting local efforts to improve transportation in California.

Sincerely,



*DLH* Debra L. Hale  
Executive Director

cc: Hon. Jerry Hill, 13<sup>th</sup> Senate District  
Hon. Anthony Cannella, 12<sup>th</sup> Senate District  
Hon. Bill Monning, 17<sup>th</sup> Senate District  
Hon. Luis Alejo, 30<sup>th</sup> Assembly District  
Hon. Mark Stone, 29<sup>th</sup> Assembly District

## DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401  
PHONE (805) 549-3111  
TTY 711  
www.dot.ca.gov



October 9, 2015

Debbie Hale  
Executive Director  
Transportation Agency for Monterey County (TAMC)  
55-B Plaza Circle  
Salinas, CA 93901-2902

Dear Ms. Hale:

This letter is in response to a comment from the public at the June, 2015 meeting of the TAMC Board. Jesus Esparza (1280 El Camino Real, Aromas) gave an account of his experience with ingress and egress from his driveway that has direct access onto US 101 near Dunbarton Road. I gave a verbal review of this information during the Caltrans District Director's report at the August, 2015 meeting of the TAMC Board. This letter is provided for further consideration.

The long-term concept for US 101 is to achieve a full access controlled freeway. The principle behind access control is to minimize conflicts with vehicles coming onto and off of a multi-lane highway. The recent completion of two major capital improvements along a 10-mile stretch of US 101 in Monterey and San Benito Counties have made important progress toward this goal. The Prunedale Improvement Project (PIP) and the San Juan Road interchange together have eliminated all left-turn movements across US 101 with a continuous median barrier and also eliminated 43 intersections (at 14 public roads and 29 private driveways) with a combination of interchanges, overcrossings and undercrossings. While these projects have reduced the potential for conflicts in the corridor, they have resulted in a *partial* access controlled facility.

Today there are 50 intersections remaining with direct access to US 101 between Sala Road and the San Benito County line. These locations consist of 35 private driveways and 15 local road intersections as depicted on the attached map. Achieving access control within the corridor will require a concerted multi-agency partnership effort to develop and implement a comprehensive strategy.

Continuing our successful partnership with TAMC and Monterey County is critical for achieving this objective. We ask that you consider corridor-wide access control as a priority for future

Ms. Debbie Hale  
October 9, 2015  
Page 2

planning and capital investments in the US 101 corridor. We appreciate and value our partnership to plan for the transportation system needs into the future.

Sincerely,



AILEEN K. LOE  
Deputy District Director  
Transportation Planning & Local Assistance

Enclosure

c: Carl Holm, Director, Monterey County Resource Management Agency  
John Phillips, Monterey County 2<sup>nd</sup> District Supervisor

Ms. Debbie Hale  
October 9, 2015  
Page 3

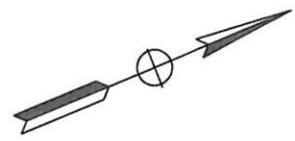
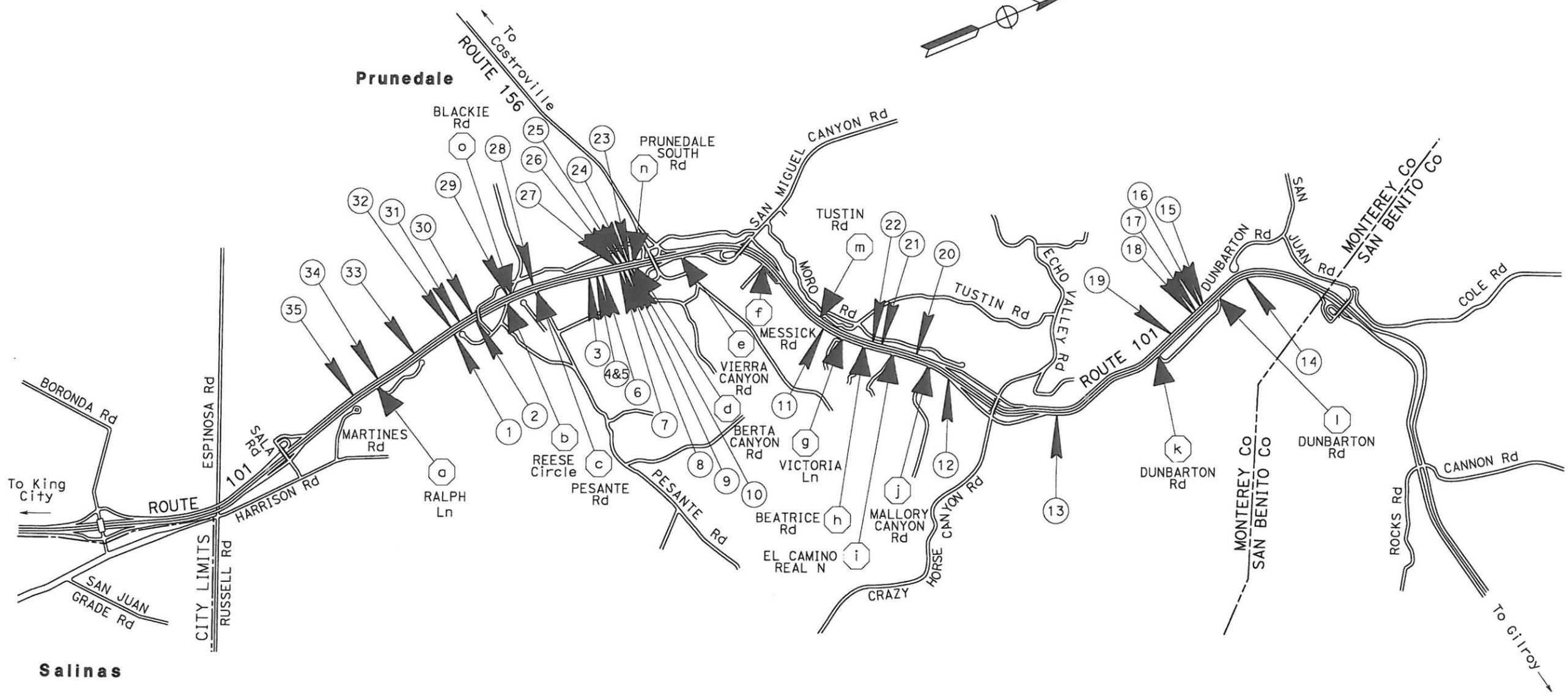
bc. Richard Rosales  
David Silberberger  
Sara von Schwind  
Paul McClintic  
Brandy Rider

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



**LEGEND**

- ← (1) Private Driveway
- ← (a) Public Road



DESCRIPTION / LOCATION	NUMBER OF PRIVATE DRIVEWAYS	NUMBER OF PUBLIC ROADS
North Side of State Route 101	21	3
South Side of State Route 101	14	12

**INTERSECTIONS  
ROUTE 101 MONTEREY COUNTY  
SALA ROAD TO MONTEREY/SAN BENITO  
COUNTY LINE**

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 Functional Supervisor  
 Calculated-Designed By  
 Checked By  
 Revised By  
 Date Revised  
 DATE PLOTTED => 20-AUG-2015  
 TIME PLOTTED => 13:03

**DEPARTMENT OF TRANSPORTATION**

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3329  
FAX (805) 549-3259  
TTY 711  
<http://www.dot.ca.gov/dist05/>



*Serious drought  
Help save water!*

October 14, 2015

Ms. Debbie Hale  
Executive Director  
Transportation Agency for Monterey County  
55-B Plaza Circle  
Salinas, CA 93901

Dear Ms. Hale:

This is in response to questions raised to California Department of Transportation (Caltrans) at the September 23, 2015, Transportation Agency for Monterey County (TAMC) Board meeting.

1. Chairperson Kimberly Craig requested an update on the eucalyptus trees at the Boronda Road exit in Salinas within the State's right of way and next to the shopping center. The adjacent property owner believes that the trees need to be trimmed.

**Response:** Caltrans tree supervisor and arborist will review the site and schedule any needed pruning work.

2. Chairperson Kimberly Craig requested removal of a directional sign for Russell Road located on the US 101 southbound Boronda Road off ramp. The sign is no longer needed in light of completion of the Prunedale Improvement Project.

**Response:** Caltrans Sign Crew removed the sign as of October 9, 2015.

3. Board member Ralph Rubio requested Caltrans address the rough pavement at the on/off ramps at SR 1/Fremont Street. While acknowledging recent maintenance work, he asked when longer-term improvements will be made. He also expressed concerns with overgrown vegetation at this location.

**Response:** Construction will soon be underway here as part of a \$7 million contract awarded to Granite Construction Company to preserve the pavement along 10-miles of Highway 1, paring the on/off-ramps is expected to occur next summer as part of this project between the junction with Highway 68 in Monterey to Del Monte Boulevard in Marina.

Caltrans maintenance has been made aware of the request to address the weeds. Maintenance service requests can also be submitted anytime via our website at <http://www.dot.ca.gov/hq/maint/msrsubmit/>.

Debbie Hale  
October 14, 2015  
Page 2

Please do not hesitate to contact me with any additional questions.

Sincerely,

  
TIMOTHY M. GUBBINS  
District Director



October 2, 2015

Melissa Streder  
Associate Transportation Planner  
Caltrans District 5  
50 Higuera Street  
San Luis Obispo, CA 93401

**RE: Support for the Santa Cruz Metropolitan Transit District's Monterey Bay State Route 1 Corridor Study Application for Sustainable Communities Grant Funds**

Dear Ms. Streder:

I am writing on behalf of the Transportation Agency for Monterey County to express my strong support for the Santa Cruz Metropolitan Transit District's Monterey Bay State Route 1 Corridor Study application for Caltrans' Sustainable Transportation Planning for Sustainable Communities grant funds. This project will assist in our region's goal of maintaining a multimodal transportation system that enhances mobility, economic activities and environmental quality.

As travelers know, the State Route 1 corridor is congested several hours a day creating unpredictable travel times, emergency response delays and spill-over effects on local streets and neighborhoods. Using Sustainable Transportation Planning for Sustainable Communities grant funding, Santa Cruz Metro plans to lead the Corridor Study to assess multimodal improvements for State Route 1 with a focus on studying the feasibility of operating buses on roadway shoulders, furthering the efforts of AB 946 (Stone) that authorized Monterey-Salinas Transit and Santa Cruz Metro to operate public transit buses on road shoulders in Monterey and Santa Cruz Counties. In partnership with Monterey-Salinas Transit, Caltrans, the California Highway Patrol, the Association of Monterey Bay Area Governments, the study will result in multimodal transportation network improvements and lead to the implementation of an innovative transit operating strategy.

The Transportation Agency supports this important corridor study project and asks that you approve the project's grant request. Thank you for your consideration of this project.

Sincerely,

Debra L. Hale  
Executive Director

CC: Alex Clifford, CEO, Santa Cruz County Metropolitan Transit District  
Carl Sedoryk, General Manager/CEO, Monterey-Salinas Transit