

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

Meeting of Wednesday, February 27, 2013

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

*(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**

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.*

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. **Pages 12 - 67**

4. **PRESENT** Transportation Agency Employee of the Quarter Award to Mike Zeller. – Hale **Pages 68 - 69**

*Mike Zeller, Senior Transportation Planner, has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for October through December 2012.*

5. **APPROVE** request from the City of Marina to extend its Transportation for Livable Communities grant by 14 months to April 2014. – Watson **Pages 70 - 79**

*The Transportation Agency enacted the Transportation for Livable Communities program in 2003 to incentivize the creation of affordable housing in existing communities close to transit, which reduces the demand on regional road networks and increases transit ridership. The City of Marina was awarded a \$300,000 grant for the Marina Transit Village project. The City has requested a building permit deadline extension from February 27, 2013 to April 2014. The Executive Committee recommended the Board approve this request.*

6. **Overall Work Program FY 13/14 and Three-Year Budget (FY 13/14 - 15/16) – Muck/Goel** **Pages 80 - 98**

1. **AUTHORIZE** the Executive Director to submit the draft fiscal year 13/14 budget and work program to federal and state funding agencies for initial review;
2. **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 13/14 through 15/16, and work program for fiscal year 13/14; and
3. **DIRECT** the Executive Director to bring the final three-year budget and one-year work program back to the Board on May 22, 2013 for approval.

*The Executive Committee reviewed the budget and work program tasks on February 6, 2013 and recommends approval. This initial February Board approval of the draft three-year budget and one-year work program is required in order to meet federal and state review deadlines. Staff will respond to Board comments on the budget and incorporate any changes on the budget and work program suggested by federal and state funding agencies as part of their review process in time for final approval by the Board on May 22, 2013. The Agency continues to control expenditures to stay within its current year budget, and maintains a prudent cash reserve.*

7. **REVIEW and ADOPT** Resolution 2013-02 approving the principles of agreement with the Capitol Corridor Joint Powers Authority for the purpose of extending Capitol Corridor passenger rail service between San Jose and Salinas. – Watson **Pages 99 - 113**

*For Board consideration is Resolution 2013-02, approving Principles of Agreement for cooperative development and planning to establish passenger rail service between San Jose and Salinas. The intent of the Principles of Agreement is to establish the parties' responsibilities, both individual and jointly, to set the framework to advance the proposed Capitol Corridor train extension to Salinas.*

8. Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law. **No Enclosure**

9. Reports from transportation providers: **Pages 114 - 117**
  - Caltrans Director's Report – Project Update –Gubbins
  - Monterey Peninsula Airport District– Nelson
  - Monterey-Salinas Transit– Sedoryk
10. Executive Director's Report **No Enclosure**
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 March 27, 2013 Transportation Agency agenda to Senior Administrative Assistant Elouise Rodriguez by 12 noon, Thursday, March 14, 2013.**

The Transportation Agency Agenda will be prepared by Transportation Agency staff and will close at noon Thursday, March 14, 2013, 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  
Wednesday, March 27, 2013

**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 January 23, 2013. – Rodriguez **Pages 12 - 20**

3.1.2 **ACCEPT** the list of checks written for January 2013 and credit card statements for the month of December 2012. – Delfino **Pages 21 - 26**

*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 **Pages 27 - 31**

*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. In January staff attended a tax seminar in Salinas and the California Transportation Foundation's transportation forum in Sacramento.*

- 3.1.4 **APPROVE** Resolution No. 2013-01, to add new Board Chair Jerry Edelen, Executive Director Debra Hale, Deputy Executive Director Todd Muck and Director of Finance & Administration Rita Goel, to list of authorized signatures for banking services in support of agency financial operations. – Goel **Pages 32 - 34**

*This action is necessary to update the names of persons authorized to sign the Transportation Agency for Monterey County checks, due to election of new officers in January 2013. The local bank used by the Agency is Santa Barbara Bank & Trust (Union Bank).*

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

- 3.2.1 **APPROVE** Resolution 2013-03 apportioning Local Transportation Funds (LTF) for Fiscal Year 2013-14 in the amount of \$13, 300,000. – Cook **Pages 35 - 38**

*The Transportation Agency is responsible for allocating Local Transportation Funds to eligible jurisdictions in Monterey County pursuant to the Transportation Development Act. The Local Transportation Fund is generated through a quarter percent of the retail sales tax. Each February, the Agency adopts an estimate of the funds that can be allocated in the next fiscal year for eligible uses, which include public transit, reasonable unmet transit needs identified by the Agency, and other various transportation improvements.*

**3.2.2 Monterey County Bike Week – Cook** **Pages 39 - 41**

1. **RECEIVE** information on the Monterey County Bike Week campaign;
2. **APPROVE** contract, pending approval by Counsel, with Ecology Action in an amount not to exceed \$7,500, to hold bicycle safety rodeos at schools through December 31, 2013; and
3. **AUTHORIZE** the Executive Director to execute the contract and any changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Counsel.

*The Transportation Agency has undertaken a Bike Week campaign in Monterey County since 1996, which is a national campaign held annually in May to promote bicycling. The recommended action would fund school-based bicycle safety training in lieu of the events and promotional activities that the Agency has organized on its own in the past.*

**3.2.3 Federal Transit Administration Section 5311 Program of Projects – Cook** **Pages 42 - 46**

1. **APPROVE** the Section 5311 Program of Projects in the amount of \$715,993 for Monterey-Salinas Transit service on rural transit routes;
2. **ADOPT** Resolution 2013-04 authorizing federal funding under the Federal Transit Administration Section 5311 program; and
3. **AUTHORIZE** the Executive Director to sign Regional Agency Certifications and Assurances as part of the project application.

*The Federal Transit Administration provides operating support for rural transit services through the Section 5311 non-urbanized formula funding program. This action is necessary to fund Monterey-Salinas Transit Line 23 operations.*



## PLANNING

- 3.3.1 **ADOPT** a “support” position on Assembly Bill 60 (Alejo) re: “Drivers' licenses: eligibility: required documentation”. – Cheung

**Pages 47 - 54**

*Assembly Bill (AB) 60 (Alejo) will allow anyone with a taxpayer identification number to apply for a driver license. The goal of this bill is to improve traffic safety as it will ensure that drivers are properly trained, pass the driving test, and are insured.*

- 3.3.2 **APPROVE** the list of regionally significant transportation improvement projects for submission to the Association of Monterey Bay Area Governments for their update to the regional travel demand forecast model. – Zeller

**Pages 55 - 56**

*The Transportation Agency is updating the Regional Transportation Plan as well as the regional fee program, which is a funding source for the Regional Transportation Plan. With input from jurisdictions, staff is developing a list of transportation projects for the updates; AMBAG has requested a subset of regionally significant projects to include in the travel demand model.*

**3.3.3 Metropolitan Transportation Plan/Sustainable Communities Strategy  
Priorities and Preferences Survey Request for Qualifications – Hale  
Pages 57 - 60**

1. **APPROVE** the draft survey consultant request for qualifications description of services requested; and
2. **AUTHORIZE** staff to release the request for qualifications, evaluate the received statements of qualifications, conduct interviews as necessary and return to the Board of Directors with a recommendation for approval of a consultant contract, including the final scope of work.

*The survey will be developed in concert with the regional transportation planning agencies and the Association of Monterey Bay Area Governments as a tool for engaging the public in developing scenarios for long-range transportation investments that support the regional Sustainable Communities Strategy.*

**PROJECT DELIVERY and PROGRAMMING**

3.4.1 *None this month.*

**RAIL PROGRAM**

3.5.1 *None this month.*

**REGIONAL DEVELOPMENT IMPACT FEE**

3.6.1 *None this month.*

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

**Pages 61 - 67**

- Executive Committee – Draft February 6, 2013
- Bicycle & Pedestrian Facilities Advisory Committee – Draft February 6, 2013 (online at [www.tamcmonterey.org](http://www.tamcmonterey.org))
- Rail Policy Committee – Draft February 4, 2013
- Technical Advisory Committee – Draft February 7, 2013 (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 January 24, 2013, Letter from Debra L. Hale, Executive Director to the Honorable Ellen Corbett RE: Support for SCA 8 (Corbett): Transportation Projects: Special Taxes: Voter Approval
- C2 January 24, 2013, Letter from Debra L. Hale, Executive Director to the Honorable Carol Liu RE: Support for SCA 4 (Liu): Local Government Transportation Projects: Special Taxes: Voter Approval



TAMC STAFF	DEC 11	JAN 12	FEB 12	MAR 12	APR 12	MAY 12	JUN 12	AUG 12	SEP 12	DEC 12	JAN 13
D. Hale, Executive Director	P	P	P	P	P	E	P	P	P	P	P
K. Cheung, Transportation Planner	P	P	E	P	E	E	E	P	E	P	P
A. Cook, Associate Trans. Planner	P	P	P	P	P	P	P	P	P	P	P
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	P	P	P	P	P
S. Gavin, Community Outreach Coord.	P	P	P	P	P	P	P	P	P	P	P
R. Goel, Dir. Finance & Administration	P	P	P	P	P	P	P	P	E	E	P
A. Green, Transportation Planner											P
M. Montiel, Administrative Assistant	P	P	P	P	E	E	P	P	P	P	E
T. Muck, Deputy Executive Director	P	P	P	E	P	P	P	P	P	P	P
H. Myers, Associate Engineer	P	P	P	P	P	P	P	P	P	P	P
K. Reimann, Legal Counsel	P	P	-	P	P	P	P	P	P	P	P
E. Rodriguez, Senior Admin. Assistant	P	P	P	P	P	P	P	E	E	P	P
L. Terry, Accountant Assistant	E	P	P	P	P	P	E	P	P	P	E
C. Watson, Principal Trans. Planner	P	P	P	P	P	E	P	P	P	P	P
M. Zeller, Senior Trans. Planner	P	P	P	P	P	E	P	P	P	P	P

**OTHERS PRESENT**

Alex Vasquez	Access Monterey Peninsula	Jeanette Pantoja	CRLA
Lindsey Bishop	Access Monterey Peninsula	Abel Moran	Local 297
Sasha Tepedelenova	AMBAG	Richard Stedman	MBUAPCD
Lee Otter	California Coastal Commission	Henry Gowin	MCO District 2
David Silberberger	Caltrans District 5	Sidney Reade	MCO Emergency Services
Dennis Degrood	Caltrans District 5	Sam Teel	Monterey County Hospitality Association
Richard Rosales	Caltrans District 5	Chris Orman	North Monterey County Fire
David Ewing	Caltrans District 6	Joe Pastore	North Monterey County Fire
Wendy Waldron	Caltrans	Laura Cabrera	Office of Assembly Member Luis Alejo
Mike Parker	Caltrans	Ken Walker	Salinas Road Design Committee
Steve Phillips	Caltrans	Grant Leonard	TAMC Intern
Kristen Helton	Caltrans	Dell Matt	101 Bypass Committee
Rich Deal	City of Monterey		

**1. CALL TO ORDER**

Staff confirmed that a quorum was present and Chair Salinas called the meeting to order. Board member Rubio led the pledge of allegiance.

**2. PUBLIC COMMENTS**

Laura Cabrera, office of Assembly Member Alejo, reported that Assembly Member Alejo will continue to keep an open ear on transportation issues.

## **2.1 ELECTION OF 2013 OFFICERS**

**M/S/C** Potter/Rubio/unanimous

1. Received report from Nominating Committee and **ELECTED** Jerry Edelen, Chair; Jane Parker, 1<sup>st</sup> Vice Chair; and Kimbley Craig, 2<sup>nd</sup> Vice Chair of the Board, for the term beginning upon their election through the next election of officers at the beginning of the January 22, 2014 Board meeting; and
2. Received report from Nominating Committee and **ELECTED** Jerry Edelen, Chair; Jane Parker, 1<sup>st</sup> Vice Chair; Kimbley Craig, 2<sup>nd</sup> Vice Chair; Simon Salinas, Past Chair; Fernando Armenta, County Representative; and Alejandro Chavez, City Representative as members of the Executive Committee for the term beginning upon their election through the next election of officers at the beginning of the January 22, 2014 Board meeting.

Newly elected Chair Edelen thanked the Board for its support and noted that he looks forward to moving the Agency forward.

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## **3. CONSENT AGENDA**

**M/S/C** Rubio/Parker/unanimous

Board member Burnett pulled item 3.1.5 for comment.

### ***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 December 5, 2012.
- 3.1.2** Accepted the list of checks written for November and December 2012 and credit card statements for the month of October and November 2012.
- 3.1.3** Received report on conferences or trainings attended by agency staff.
- 3.1.4** Approved appointments of Agency staff Debbie Hale, Executive Director, as ex-officio member and Todd Muck, Deputy Executive Director, and Hank Myers, Associate Transportation Planning Engineer, as ex-officio alternates to the Fort Ord Reuse Authority Board and Administrative Committee for 2013.
- 3.1.5** Approved the basic concept and format of the 2012 Transportation Agency for Monterey County Annual Report.

Board member Burnett requested information on the cost of the annual report. Mr. Cook reported that the Agency budget is \$100,000, noting that the actual cost for printing and distribution to all Monterey County households will most likely be approximately \$50,000. Director Hale added that this includes the design costs, Spanish translation and printing costs, and mailing. Board member Craig noted that the Executive Committee preferred that the Agency continue to distribute the report by mail after also considering positive feedback about the 2011 report, and that as a public agency it is our responsibility to provide simple, easy to read information about the Agency's projects and actions.

Board member Parker requested that, in addition to safety, the report also highlight the health benefits of planning activities related to active transportation options, such as bicycling and walking. Agency staff agreed to address health issues in the report.

**3.1.6** Regarding Electric Vehicle Charging Station:

1. Authorized the Executive Director to execute an agreement with Ecology Action and Clean Fuel Connection Inc to install an electric vehicle charging station at the Agency's office located at 55B Plaza Circle, Salinas, California 93901, with a not to exceed amount of \$4,278;
2. Authorized the Executive Director to execute lease addendum #3 with Plaza Circle LTD;
3. Approved the use of \$4,278 in budgeted capital replacement asset funds; and
4. Authorized 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.

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

**3.2.1** No items this month.

***PLANNING***

**3.3.1** Adopted the final 2013 Legislative Program.

**3.3.2** Ratified the Executive Director's approval of Amendment 1 to the contract with RBF Consulting, A Baker Company, to provide necessary travel time and diversion information at the US 101/SR 156 Interchange for the SR 156 Tolling Traffic and Revenue Study in the amount of \$4,950, subject to approval as to form by legal counsel.

***PROJECT DELIVERY and PROGRAMMING***

**3.4.1** Regarding Freeway Service Patrol Program Request for Proposals:

1. Approved the Scope of Work in the Freeway Service Patrol Request for Proposals; and
2. Directed staff to release the request for qualifications for proposals to potential tow operators, subject to Agency Counsel's approval.

***RAIL PROGRAM***

***No items this month.***

## **REGIONAL DEVELOPMENT IMPACT FEE**

- 3.6.1** Accepted the Regional Development Impact Fee Joint Powers Agency's audit report for fiscal year ending June 30, 2012.

### **COMMITTEE MINUTES**

- 3.7.1** Accepted minutes from Transportation Agency committees:
- Executive Committee – Draft January 9, 2013
  - Bicycle & Pedestrian Facilities Advisory Committee – Draft January 9, 2013  
(Online at [www.tamcmonterey.org](http://www.tamcmonterey.org))
  - Technical Advisory Committee – Draft January 10, 2013  
(Online at [www.tamcmonterey.org](http://www.tamcmonterey.org))
  - Rail Policy Committee – Draft January 7, 2013

### **END OF CONSENT**

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## **4. 2014 REGIONAL TRANSPORTATION PLAN UPDATE**

**M/S/C** Sollecito/Orozco/unanimous

The Board approved Draft Policy Element for the 2014 Regional Transportation Plan.

Andy Cook, Associate Transportation Planner, provided an overview of the draft goals, objectives and performance measures being proposed by staff for the Policy Element of the Agency's next Regional Transportation Plan for Monterey County, and provided information on next steps to be considered by the Board of Directors as part of the Agency's long-range planning process. Mr. Cook reported that an important consideration in adopting policies and identifying projects for the next would involve responding to Senate Bill 375, which requires that transportation plans be consistent with a coordinated land use and transportation strategy for achieving greenhouse gas emission targets set by the state for each region. The draft Policy Element is derived from a policy framework being used by other regional agencies around the state to address SB 375. Mr. Cook reported that the draft Policy Element had been considered by the Agency's Bicycle and Pedestrian Facilities Advisory Committee and Technical Advisory Committees and that minor changes to the policy framework had been made in response to feedback from the Board of Directors since the language was last presented to the Board in December, 2012.

Board member Huitt commented that the goals and objectives are excellent. He noted that we should give more emphasis to encourage shifting driving modes to other modes such as bicycling and walking. Board member Sollecito noted that the Monterey Branch Line focuses on getting people out of vehicles and is consistent with that direction.

Board member Armenta requested that the Board consider scheduling a study session to discuss the Agency's long-term priorities for funding projects based on the policy framework presented by staff. Board member Delgado concurred with Board member Armenta's request to hold a future workshop/session.



## 5. **PRESENTATION OF 2012 TRANSPORTATION EXCELLENCE AWARDS**

The Board honored Monterey County businesses, groups, individuals, projects, community plans or events that have improved transportation in the region.

### ❖ **Programs:**

- Regional Vanpool program: City of Greenfield, Association of Monterey Bay Area Governments, CalVans, Monterey Bay Unified Air Pollution Control District
- Mobility Management Program: Monterey-Salinas Transit District

### ❖ **Individual:**

- David Ewing: Caltrans District 6 Graphic Designer

### ❖ **Groups:**

- Interagency Coordination Team: Caltrans District 5, emergency responders and local agencies
- Caltrans District 5 Maintenance Crew: Caltrans District 5
- Salinas Road Aesthetic Design Advisory Committee: Caltrans District 5 and community representatives

### ❖ **Projects:**

- Mark Thomas Sidewalk and Bike Lanes: City of Monterey

### **Employee Appreciation:**

- Andy Cook – Five Year Recognition
- Maria Montiel – Five Year Recognition
- Todd Muck – Five Year Recognition

### **Certificates of Appreciation:**

- Simon Salinas, outgoing TAMC Chair
- Bill Sabo, outgoing Monterey Regional Airport representative

Board Chair Edelen presented a plaque of appreciation to outgoing TAMC Board Chair Salinas for his 2013 Chairmanship of the Transportation Agency for Monterey County Board of Directors, and for his contributions to improving transportation facilities and services in Monterey County.

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

Board member Potter reported that last week he and Christina Watson attended Coast Rail Coordinating Council meeting in Monterey at the Portola Hotel. He noted that the Council's mission is to improve and increase the service on the Coast Rail Corridor. He also reported that he met in the Capital with John Arriaga and Nick Chuilos on county business, along with Assembly members Achadjian and Alejo, and Senators Monning and Stone and Natural Resources Secretary Laird and discussed implementation of rail service on the coast as well as the commuter service to Salinas. In conclusion, Board member Potter reported that on February 7, 2013 he will meet in Sacramento with Pete Rodgers from San Luis Obispo COG and representatives of Union Pacific to see what can be done collaboratively to implement service.

Board member Burnett reported on two meetings he attended neither at Agency's expense. He reported he met with the Office of Management and Budget in Washington D.C. to discuss the commuter rail project regarding approval of the NEPA document. He noted that Office of Management and Budget is our ally. Mr. Burnett also met with Natural Resources Secretary John Laird, following up on a meeting that he and Board member Calcagno hosted representing the Chair and Co-Chair of the 156 Ad-hoc committee, where they identified the need for improved coordination between the County, Caltrans and the Coastal Commission.

7. **REPORTS FROM TRANSPORTATION PROVIDERS**

**Caltrans** – Tim Gubbins, Caltrans District 5 Director gave the following report:

**Caltrans Director's Report:**

- The California Department of Transportation is pleased to host a series of open houses for the California State Rail Plan. Caltrans will be presenting the draft plan, which establishes a statewide vision, sets priorities, and develops implementation strategies to enhance passenger and freight rail service in the public interest.

To review the Draft Plan and comment, please join us at one of the five open house meetings (Feb. 12, 14, 19, 20 and 21) throughout the state. Comments may be submitted at any of the open house meetings. The public comment period will begin on **February 8, 2013 and end on March 11, 2013**. The Draft plan will be available on February 8, 2013 at:

<http://californiastaterailplan.com/project-materials>

- The California Department of Transportation Division of Transportation Planning is now accepting applications for the Transportation Planning Grant Program. The Division will award approximately \$9 million in funding through six grant programs for fiscal year 2013-14. These programs provide monetary assistance for transportation planning projects to improve mobility and lead to the programming or implementation phase for a community or region. Two grant workshops providing information on the six programs and application process will be held in late February and early March. More information is forthcoming about the date and location of these workshops.

The Fiscal Year 2013-14 Transportation Planning Grant Application Guide is posted on the Division of Transportation Planning (DOTP) Grants website at: <http://www.dot.ca.gov/hq/tpp/grants.html>  
**Applications are due via email by 5:00pm, Tuesday, April 2, 2013.**

- Caltrans announced it is awarding nearly \$18 million to 105 public transit projects across California under the Job Access & Reverse Commute and New Freedom programs. The projects are designed to help low-income people and those with disabilities to access employment and employment-related activities such as job training and job interviews more easily. This includes transporting people to employment opportunities in suburban areas and city centers.

Board members Delgado and Potter thanked Caltrans for the parking lot access on Highway 68 to the Fort Ord National Monument and their work on the Big Sur Coast.

Public comment:

Dell Matt, 101 Bypass Committee, thanked Caltrans, TAMC staff and California Transportation Commission for their work on the Prunedale Improvement Project.

**Monterey Regional Airport District** – Matt Nelson reported that he was pleased that the Airport District Board has certified the EIR for the runway improvement project. He noted that the level of airline service is holding steady.

**Monterey-Salinas Transit** – Carl Sedoryk, General Manager, distributed a copy of the MST 2012 Annual Report to the Board. He reported that the construction was completed on the bus shelters on the new Monterey-Salinas Transit JAZZ Bus Rapid Transit line in the Cities of Monterey, Seaside and Del Rey Oaks. Mr. Sedoryk reported the union representatives of Monterey-Salinas Transit’s bus drivers, mechanics, utility service and facilities staff members has asked the United States Department of Labor to withhold federal transit grant funding from MST and other public transit operators throughout California, including those serving the counties of Los Angeles, Orange, Sacramento and San Diego. The Amalgamated Transit Union’s action is in response to concerns with the recent adoption of the 2013 Public Employees’ Pension Reform Act (AB 340) by the California State Legislature and Governor Jerry Brown. In the event the federal government agrees to the Amalgamated Transit Union’s request to withhold federal operating and capital grant funds from MST, the agency would be forced to implement emergency measures to reduce its bus service by approximately 30% to a level that can be supported only by existing state sales tax, state fuel tax and passenger fares.

MST will hold the following community workshops to begin to solicit input from the public as to what are high priority routes and services that our customers would like to see preserved in case the agency has to operate local bus service without the financial support of the federal government:

**Pacific Grove**

Monday, Jan. 28 at 5:30 pm  
City Hall – Council Chambers  
300 Forest Ave.

**Marina**

Tuesday, Jan. 29 at 11:30 am  
Marina Senior Center  
211 Hillcrest Ave.

**Seaside**

Tuesday, Jan. 29 at 5:30 pm  
Oldemeyer Center  
986 Hilby Ave.

**Salinas**

Thursday, Jan. 31 at 5:30 pm  
City Hall – Rotunda  
200 Lincoln Ave.

**Monterey**

Monday, Feb. 4 at 10:00 am  
MST Administrative Offices  
One Ryan Ranch Rd.

**Soledad**

Wednesday, Jan. 30 at 5:30 pm  
City Hall – Council Chambers  
248 Main St.

Interested persons wishing to comment but who are unable to attend the community workshops may submit written comments to: Hunter Harvath, Assistant General Manager for Finance & Administration, One Ryan Ranch Road, Monterey, CA 93940, via e-mail at [mst@mst.org](mailto:mst@mst.org), or via fax at (831) 899-3954. The deadline to receive written comments for this series of public hearings is Friday, February 1, 2013.

8. **EXECUTIVE DIRECTOR'S REPORT**

Executive Director Hale introduced new TAMC staff planner Ariana Green, who will be taking the lead on complete streets program and TAMC Intern Grant Leonard, who is assisting with the public outreach program. She announced that the celebration for the groundbreaking of the opening up of the Prunedale South Bridge was held on Friday January 18<sup>th</sup>. Director Hale announced due to the closing of the Monterey County Printing Department, TAMC is encouraging all board members to receive the agenda electronically and is asking boardmembers to turn in the survey indicating their choice..

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

None.

10. **ADJOURNMENT**

Chair Edelen adjourned the meeting at 10:19 a.m.



## Memorandum

**To:** Board of Directors  
**From:** David Delfino, Finance Officer / Analyst  
**Meeting Date:** February 27, 2013  
**Subject:** TAMC payments for the month of January 2013

---

### RECOMMENDED ACTION

**ACCEPT** the list of checks written for January 2013 and credit card statements for the month of December 2012.

### 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 \$ 203,288.95, which included checks written for January 2013 and payments of the December 2012 Platinum Plus Credit Card statements.

### DISCUSSION

During the month of January 2013 normal operating checks were written, as well as a check for \$ 3,478.75 to Overland, Pacific, Culter, Inc., two checks totaling \$5,225.00 to Meyers, Nave, Riback, Silver & Wilson and a check for \$8,025.00 to Bender Rosenthal for right of way services regarding the purchase of real property for commuter rail service to Monterey County, a check for \$11,587.17 to Parsons Transportation Group Inc. and a check for \$ 270.00 to STV for project development services for commuter rail service to Monterey County, and check for \$1,420.00 to Quality Counts Inc. for project costs for the Carmel Hill and River Bike Trail.

TAMC payments for the month of January 2013

Board of Directors  
February 27, 2013

Approved by:



Debra L. Hale, Executive Director

Date signed:

2/13/13

Consent Agenda

Counsel Review: N/A

- Attachments: 1. List of checks written during the month of January 2013  
2. Platinum Plus credit card statements for December 2012.

**Transportation Agency for Monterey County (TAMC)  
 First National Bank Operating Account  
 January 31, 2013**

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
01/02/2013	EFT CalPERS	5810.22		Employee Benefits
01/04/2013	14766 De Lage Landen Financial Services	335.15		Office Copier Lease
01/04/2013	14767 Shell	75.41		Auto Expense - Gasoline
01/04/2013	14768 United States Postal Service	200.00		FSP Postage
01/04/2013	14769 Valero Marketing and Supply	23.43		Auto Expense - Gasoline
01/04/2013	EFT Payroll	35,113.13		Payroll
01/04/2013	EFT Form 941	9,065.54		Payroll Taxes & Withholding
01/04/2013	EFT EDD	3,236.58		Payroll Taxes & Withholding
01/04/2013	EFT EDD	1,300.43		Payroll Taxes & Withholding
01/04/2013	EFT Pers Retirement	8,008.11		Employee Benefits
01/04/2013	EFT CalPERS	5,010.48		Employee Benefits
01/04/2013	14770 United Way of Monterey County	55.00		Employee Deduction - Charitable
01/04/2013	DEP Haedrich, Cardinale, P & S Real Estate and Wilson		5,374.00	Railroad Right Way Rent
01/04/2013	DEP Eccher and Marina Concrete		535.00	Railroad Right Way Rent
01/07/2013	14771 Alcalde & Fay Inc.	4,508.53		Legislative Consultant
01/07/2013	14772 AT & T (Carol Stream, Il.)	109.23		Videoconferencing SCCRTC
01/07/2013	14773 AT&T Wireless Services	29.44		SAFE Call Box - Phone Service
01/07/2013	14774 Meyers, Nave, Riback, Silver & Wilson	3,345.00		Right of Way Services for Commuter Rail Extension to Monterey County
01/07/2013	14775 Mid-State Investigations, Inc.	245.00		Human Resource Consultants
01/07/2013	14776 Overland, Pacific & Cutler, Inc.	3,478.75		Right of Way Services for Commuter Rail Extension to Monterey County
01/07/2013	14777 Pure Water	52.95		Water
01/07/2013	14778 STV Incorporated	270.00		Project Development Services for Commuter Rail Extension to Monterey County
01/07/2013	14779 Veteran Landscaping/Maintenance Company	800.00		Fort Ord Maintenance
01/07/2013	14780 VSP	136.76		Employee Benefits
01/07/2013	EFT Christina Watson	142.89		Employee Deduction - 125 Plan
01/10/2013	EFT TAMC Monterey County Acct. 691		100,000.00	Funds Transfer from TAMC County Acct. 691
01/14/2013	EFT Dave Delfino	205.00		Employee Deduction - 125 Plan
01/17/2013	DEP Cardinale, Jaguar, Sarayon, Newton and Lithia		8,224.29	Railroad Right Way Rent
01/17/2013	DEP Portola Leasing and Marina Concrete		400.00	Railroad Right Way Rent
01/17/2013	DEP State of California		24,984.58	SAFE Revenue - November
01/18/2013	14781 United Way of Monterey County	65.00		Employee Deduction - Charitable
01/18/2013	14782 Alcalde & Fay Inc.	4,507.94		Legislative Consultant
01/18/2013	14783 Alvarez Technology Group, Inc.	580.00		Computer Support
01/18/2013	14784 AT & T (Carol Stream, Il.)	905.92		Videoconferencing, Communications, and Call Box - Phone Service
01/18/2013	14785 BFI Waste Services	19.27		Recycling
01/18/2013	14786 Business Card	147.02		Supplies
01/18/2013	14787 Central Valley Business Forms	769.78		Office Supplies
01/18/2013	14788 Costco Wholesale	298.97		Travel, Supplies and Staff Training & Professional Development
01/18/2013	14789 Delta Dental	877.81		Employee Benefits
01/18/2013	14790 JEA Associates	2,500.00		Legislative Consultants
01/18/2013	14791 Moss, Levy & Hartzheim	4,000.00		Financial Audit
01/18/2013	14792 Peninsula Messenger LLC	120.00		Courier Service
01/18/2013	14793 Red Shift Internet Services	89.95		Internet Services
01/18/2013	14794 Verizon Wireless	52.53		Call Box - Phone Service
01/18/2013	EFT Payroll	33,610.70		Payroll

Transportation Agency for Monterey County (TAMC)  
 First National Bank Operating Account  
 January 31, 2013

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
01/18/2013	EFT Form 941	8,984.34		Payroll Taxes & Withholding
01/18/2013	EFT EDD	3,049.54		Payroll Taxes & Withholding
01/18/2013	EFT EDD	834.17		Payroll Taxes & Withholding
01/18/2013	EFT Pers Retirement	8,307.06		Employee Benefits
01/18/2013	EFT CalPERS	5,137.67		Employee Benefits
1/23/2013	EFT State of California		88,872.82	Traffic Congestion Relief Funds (TCRF) for Commuter Rail Extension
01/25/2013	EFT Santa Barbara Bank & Trust	82.52		Bank Service Charges
01/28/2013	14795 AGA	350.00		Staff Development
01/29/2013	14796 Access Monterey Peninsula, Inc. (AMP)	5,540.00		TV Video Services
01/29/2013	14797 Alvarez Technology Group, Inc.	768.66		Computer Support
01/29/2013	14798 AT & T (Carol Stream, Il.)	109.02		Videoconferencing SCCRTC
01/29/2013	14799 AT&T Wireless Services	31.09		SAFE Call Box - Phone Service
01/29/2013	14800 Bender Rosenthal Inc.	8,025.00		Appraisal Review
01/29/2013	14801 Comcast	127.46		Telecommunications
01/29/2013	14802 De Lage Landen Financial Services	335.95		Office Copier Lease
01/29/2013	14803 Dick's Valero Service Inc.	6,029.41		Freeway Service Patrol (FSP) Services
01/29/2013	14804 Enterprise Rent-a-Car	53.88		Auto Rental
01/29/2013	14805 Lincoln National Life Insurance Co.	572.29		Employee Benefits
01/29/2013	14806 Meyers, Nave, Riback, Silver & Wilson	1,880.00		Right of Way Services for Commuter Rail Extension to Monterey County
01/29/2013	14807 Office Depot	368.57		Supplies
01/29/2013	14808 Oppidea, LLC	2,335.00		Accounting Services
01/29/2013	14809 Parsons Transportation Group Inc.	11,587.17		Project Development Services for Commuter Rail Extension to Monterey County
01/29/2013	14810 Petty Cash	136.49		Miscellaneous Office Expenses
01/29/2013	14811 Plaza Circle, Ltd	7,346.40		Office Rent
01/29/2013	14812 Quality Counts, LLC	1,420.00		Project Costs Carmel Hill & River Bike Trail
01/29/2013	14813 Shell	19.09		Auto Expense - Gasoline
01/29/2013	14814 Tri-County Business Systems	392.46		Office Copier Expenses
01/31/2013	DEP State of California		21,155.33	Prop 116 Funds for Commuter Rail
01/31/2013	DEP Bruce Delgado		233.37	Reimbursement
01/31/2013	DEP Marina Concrete and Eccher		535.00	Railroad Right Way Rent
01/31/2013	DEP Sparolini and P & S Real Estate		3,108.09	Railroad Right Way Rent
01/31/2013	EFT CalPERS	5,174.01		Employee Benefits
<b>Total</b>		<b>203,288.95</b>	<b>253,422.48</b>	



DD. 3.1.2 ATTACHMENT 2.

**FIA CARD SERVICES®**

ELOUISE RODRIGUEZ  
5474 9750 0440 0601

Platinum Plus® for Business

Cardholder Statement

Account Information:  
www.fiabusinesscard.com

Mail Billing Inquiries to:  
FIA CARD SERVICES  
PO BOX 982238  
EL PASO, TX 79998-2238

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

Customer Service:  
1.800.892.3219, 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:  
1.800.892.3219, 24 Hours

Payment Information	
New Balance Total .....	\$147.02
Minimum Payment Due .....	\$10.00
Payment Due Date .....	01/31/13
<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 .....	\$424.98
Payments and Other Credits .....	-\$424.98
Balance Transfer Activity .....	\$0.00
Cash Advance Activity .....	\$0.00
Purchases and Other Charges .....	\$147.02
<b>Fees Charged .....</b>	<b>\$0.00</b>
<b>Finance Charge .....</b>	<b>\$0.00</b>
New Balance Total .....	\$147.02
Credit Limit .....	\$5,000
Credit Available .....	\$4,852.98
Statement Closing Date .....	01/04/13
Days in Billing Cycle .....	31

Transactions				
Posting Date	Transaction Date	Description	Reference Number	Amount
<b>Payments and Other Credits</b>				
12/24	12/22	PAYMENT RECEIVED -- THANK YOU		- 424.98
		TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD		<b>-\$424.98</b>
<b>Purchases and Other Charges</b>				
12/05	12/04	STARBUCKS CORP00066290 SALINAS CA		25.90
12/12	12/11	NOB.HILL #607 SALINAS CA		32.26
12/14	12/13	FASTRAK CSC 877-2298655 CA		25.00
12/20	12/18	A AND C ENGRAVING SALINAS CA		53.86
12/20	12/19	SQ *A PIECE OF CAKE Salinas CA		10.00
		TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD		<b>\$147.02</b>

Account Number  
December 05, 2012 - January 04, 2013

New Balance Total ..... \$147.02  
Minimum Payment Due ..... \$10.00  
Payment Due Date ..... 01/31/13

BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796

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

Enter payment amount

\$

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

Mail this coupon along with your check payable to:  
BUSINESS CARD,  
or make your payment online at  
www.fiabusinesscard.com

DD.3.1.2 ATTACHMENT 2.

# FIA CARD SERVICES®

DEBRA L HALE

Platinum Plus® for Business

December 05, 2012 - January 04, 2013

Cardholder Statement

Account Information:  
www.fiabusinesscard.com

Mail Billing Inquiries to:  
FIA CARD SERVICES  
PO BOX 982238  
EL PASO, TX 79998-2238

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

Customer Service:  
1.800.892.3219, 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:  
1.800.892.3219, 24 Hours

Payment Information	
New Balance Total .....	\$0.00
Minimum Payment Due .....	\$0.00
Payment Due Date .....	01/31/13
<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 .....	\$398.86
Payments and Other Credits .....	-\$398.86
Balance Transfer Activity .....	\$0.00
Cash Advance Activity .....	\$0.00
Purchases and Other Charges .....	\$0.00
<b>Fees Charged .....</b>	<b>\$0.00</b>
<b>Finance Charge .....</b>	<b>\$0.00</b>
New Balance Total .....	\$0.00
Credit Limit .....	\$5,000
Credit Available .....	\$5,000.00
Statement Closing Date .....	01/04/13
Days in Billing Cycle .....	31

Transactions				
Posting Date	Transaction Date	Description	Reference Number	Amount
		<b>Payments and Other Credits</b>		
12/24	12/22	PAYMENT RECEIVED -- THANK YOU		- 398.86
		<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>		<b>-\$398.86</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

BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796  
  
DEBRA L HALE  
TAMC  
ATTN DAVE DELFINO  
55 PLAZA CIR STE B  
SALINAS, CA 93901-295274

Account Number:  
December 05, 2012 - January 04, 2013  
  
New Balance Total ..... \$0.00  
Minimum Payment Due ..... \$0.00  
Payment Due Date ..... 01/31/13

Enter payment amount  
\$

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

Mail this coupon along with your check payable to:  
BUSINESS CARD,  
or make your payment online at  
www.fiabusinesscard.com



## Memorandum

**To:** Board of Directors  
**From:** Todd Muck, AICP, Deputy Executive Director  
**Meeting Date:** February 27, 2013  
**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. In January staff attended a tax seminar in Salinas and the California Transportation Foundation's transportation forum in Sacramento.

### **FINANCIAL IMPACT:**


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

### **DISCUSSION:**

On January 28, Rita Goal and David Delfino participated in the Association of Government Accountants' (AGA) 2012 Government Tax seminar held at the National Steinbeck Center in Salinas. The program addressed federal and state tax developments affecting California governmental agencies as well as recent developments affecting how governmental agencies must comply with the 2010 Health Care Bills.

On January 29, Debbie Hale attended the California Transportation Foundation's annual transportation forum. The forum was an occasion to present the Foundation's two scholarships to students in the transportation field, but also was an occasion to learn about the issues that will shape transportation policy over the next year.

Attached are staff summaries of the two events attended.

Approved by:   
Debra L. Hale, Executive Director

2/14/13  
Date signed

Consent Agenda

Counsel Review: N/A

Attachments:           1) Memorandum on the Association of Government Accountants' (AGA) 2012 Government Tax Seminar  
                                  2) Memorandum on the California Transportation Foundation's Transportation Forum



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors

**From:** David Delfino, Finance Officer

**Subject:** Association of Government Accountants (AGA) 2012 Government Tax Seminar

---

On January 28, 2013 Rita Goel and I participated in the Association of Government Accountants (AGA) 2012 Government Tax Seminar held at the National Steinbeck Center in Salinas. The AGA Central Chapter sponsored the Government Tax Seminar presented by White Nelson Diehl Evans LLP. The program addressed federal and state tax developments affecting California governmental agencies as well as recent developments affecting how governmental agencies must comply with the 2010 Health Care Bills.

Besides providing the presenter Bill Ludin, White Nelson Diehl Evans LLP provided a 241 page Government Tax Manual. This Tax Manual provided a description of the laws as well as examples, rulings and court cases to help one understand the subject areas. This Tax Manual will be a valuable reference tool. The seminar also provided opportunities for networking with colleagues from other public agencies. Approximately 40 local professionals attended the seminar.

The seminar's content covered how the US tax system works, overview of the taxation of government employees, employee vs. independent contractor, taxation of employee fringe benefits, Form W-2 reporting, Form W-4 reporting, Form 1099 reporting and social security and Medicare regulations for California governmental agencies.

The seminar covered a broad base of tax information that will help TAMC to properly comply with the ever changing reporting requirements of taxing authorities. The seminar also allowed for networking with other human resources and finance professionals who should be useful contacts in the future.

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P:\Committees\TAMC\Year 2013\February\DD - Training - AGA Government Tax.doc

55-B Plaza Circle • Salinas, California 93901-2902  
(831) 775-4419 FAX (831) 775-0897 • E-mail: rita@tamcmonterey.org  
www.tamcmonterey.org



## Memorandum

**To:** Board of Directors

**From:** Debra L. Hale, Executive Director

**Meeting Date:** February 27, 2013

**Subject:** **California Transportation Foundation  
Transportation Forum Summary**

---

On January 29, I attended the California Transportation Foundation's annual transportation forum. The forum was an occasion to present the Foundation's two scholarships to students in the transportation field, but also was an occasion to learn about the issues that will shape transportation policy over the next year. Staff recommends inviting a small group of Board members to the event next year.

The meeting was well attended by California Transportation Commissioners and staff, statewide regional transportation agency board members, directors and staff; consultants and leaders from the State Legislature and the Administration. Speakers included: Senate Transportation Committee Chair Mark DeSaulnier, Assembly Committee Chair Bonnie Lowenthal, acting Business, Transportation and Housing Agency Director Brian Kelly, Caltrans Director Malcolm Dougherty and Federal Highway Administration Deputy Administrator Greg Nadeau.

The presenters were in agreement with the need for more transportation funding, from a broad range of sources (gas tax indexing, vehicle registration fee increase, diesel excise tax increase, shift to vehicle miles traveled tax). There was some difference of opinion as to whether the cap and trade will be a major source of funding, but these monies are not ongoing revenues. All speakers emphasized the need to improve voter education on the importance of transportation in creating jobs and supporting the statewide, regional and local economies.

Virtually every speaker mentioned the need to reduce the voter threshold for transportation measures to 55%, which the Aspiring Counties group can claim as a success in its educational efforts. However, the lower threshold may be available for all purposes; in that case there will be competition from cities, counties and others for what has in the past been transportation dollars. In addition, the California Alliance for Jobs has polled likely voters and found that they are not yet ready to approve this lower

threshold. The Aspiring Counties (those of us seeking new transportation sales taxes) agreed to continue our efforts to have the legislature adopt a constitutional amendment, and work with the Alliance for Jobs to select the best timing to take the amendment to the voters. The soonest the threshold change could take effect is June or November 2014. The next large voter turnout election will be in November 2016.

Many speakers talked about the need to emphasize goods movement projects and projects that meet the new air quality rules under SB 375. The Caltrans Director noted that 40% of container traffic in the nation comes from California. Many speakers supported the new federal performance objectives requirements, but local agencies are concerned with the administrative time and money that this new data collection and monitoring may involve.

Executive Directors from the three largest transportation regions – San Diego, San Francisco Bay Area and Southern California – served on a panel to discuss the lawsuit against the San Diego Association of Governments' Regional Transportation Plan, to which the Attorney General has joined. The first part of the judicial ruling was that the SanDAG greenhouse gas reduction goal conflicted with statewide standards. The second part of the ruling was that SanDAG should require greater mitigations from its implementing cities and the county—which local land use laws make difficult. A key concern with this lawsuit is that the plaintiffs are requesting a level of detail in project definitions that is not available at a long-range planning level (over 30 years into the future). Several of the panelists and other speakers raised the question as to whether CEQA was appropriate at the long-range planning level, since the short range transportation plan is exempt, and every project must perform its own CEQA analysis. There is ongoing interest in modernizing CEQA to address these issues. A consensus is that this lawsuit will dramatically increase the cost of environmental review for long-range transportation plans. In the Monterey Bay Region, AMBAG has more than tripled its cost estimate for our joint long-range plan EIR from about \$90,000 to nearly \$300,000—a cost which TAMC, Santa Cruz RTC and San Benito COG will have to pay.

Representatives from Alameda and Los Angeles Counties gave a debrief on why their new sales tax measures just barely failed to get a 2/3 vote, whereas they have always succeeded in the past. The lessons learned were interesting and in general confirmed what we have learned from the past:

- Be clear on what the measure is asking for.
- Have a sunset date on the measure. Perpetuity is scary.
- Raise enough money to run the campaign
  - make sure your campaign committee will raise money and not just talk.
- Create a good plan that makes sense to voters in a variety of areas.
  - voters want to know what is in it for my area?
- Choose your election wisely:
  - Presidential election with high turnout has different voters than low turnout elections.
- Spend your money where it will make the most different:
  - social media isn't worth much (it focuses on supporters).
- Watch the influence of special interest groups—do not allow one group to dominate.
- Start early: if you are looking at a 2014 election, start now; if 2016, start soon.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** February 27, 2013  
**Subject:** CHECK SIGNING AUTHORIZATION

### RECOMMENDED ACTION:

**APPROVE** Resolution No. 2013-01, to add new Board Chair Jerry Edelen, Executive Director Debra Hale, Deputy Executive Director Todd Muck and Director of Finance & Administration Rita Goel, to list of authorized signatures for banking services in support of agency financial operations.

### SUMMARY:

This action is necessary to update the names of persons authorized to sign the Transportation Agency for Monterey County checks, due to election of new officers in January 2013. The local bank used by the Agency is Santa Barbara Bank & Trust (Union Bank).

### FINANCIAL IMPACT:

None

### DISCUSSION:

Normally, the following individuals or their successors in office are authorized to sign Agency checks: Board Chair Jerry Edelen, Executive Director Debra Hale, Deputy Executive Director Todd Muck and Director of Finance & Administration Rita Goel. Two signatures are required for each check.

Approved by:  Date 1/30/13  
 Debra L. Hale, Executive Director  
 Consent Agenda Counsel Review N/A

Attachment: Resolution 2013-01



**RESOLUTION NO. 2013-01 OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

***AUTHORIZING THE ESTABLISHMENT OF BANKING SERVICES  
IN SUPPORT OF AGENCY FINANCIAL OPERATIONS***

**WHEREAS**, Transportation Agency for Monterey County (TAMC) is an independent agency; and

**WHEREAS**, TAMC requires agency banking services in support of agency financial operations.

**NOW, THEREFORE, BE IT RESOLVED THAT:** The Board of the Transportation Agency for Monterey County does hereby authorize Executive Director to establish banking services with commercial banks as required, to include the opening of banks account for deposit and withdrawal of agency funds, and such other commercial banking services as may be required from time to time to adequately support financial operations.

**BE IT FURTHER RESOLVED THAT:** The following four TAMC officers or their successors in office shall be authorized signatories to agency bank accounts opened, and that the signature of any two of these officers shall be required for the withdrawal or transfer of funds from such bank accounts:

Jerry Edelen  
Board Chair

Debra L. Hale  
Executive  
Director

Todd A. Muck  
Deputy  
Exec Director

Rita Goel  
Director of Finance  
& Administration

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Signature)

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 27th day of February 2013 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

---

**JERRY EDELEN, CHAIR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

---

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Andy Cook, Associate Transportation Planner  
**Meeting Date:** February 27, 2013  
**Subject:** Fiscal Year 2013-14 Local Transportation Fund Apportionment

---

### **RECOMMENDED ACTION:**

**APPROVE** Resolution 2013-03 apportioning Local Transportation Funds (LTF) for Fiscal Year 2013-14 in the amount of \$13,300,000.

### **SUMMARY:**

The Transportation Agency is responsible for allocating Local Transportation Funds to eligible jurisdictions in Monterey County pursuant to the Transportation Development Act. The Local Transportation Fund is generated through a quarter percent of the retail sales tax. Each February, the Agency adopts an estimate of the funds that can be allocated in the next fiscal year for eligible uses, which include public transit, reasonable unmet transit needs identified by the Agency, and other various transportation improvements.

### **FINANCIAL IMPACT:**

Staff estimates that a total of \$13,300,000 in Local Transportation Fund revenues will be available to the eligible agencies, which represents a 6% increase from the Agency's Fiscal Year 2012-13 estimate, but is slightly conservative based on an analysis of sales tax deposits prepared by the Monterey County Controller.

### **DISCUSSION:**

The State of California created the Local Transportation Fund (LTF) in 1971 with the passage of the Transportation Development Act (TDA). The State Board of Equalization returns to the County one quarter of a percent of the sales tax collected in Monterey County for the following eligible uses:

- fund administration
- transportation planning
- pedestrian and bicycle facilities
- rail passenger service
- public transit
- special group transportation service

- repair, maintenance, and construction of local streets and roads.

The Monterey County Auditor-Controller retains the Local Transportation Funds in a trust fund, pays claims and deposits monthly sales tax revenue from the State according to the Transportation Agency's directions. The Agency's responsibilities as the Local Transportation Commission include notifying the jurisdictions of the funds available, approving annual fund allocations, processing claims, and reporting fund activity to the state.

The Transportation Agency is required to estimate and apportion Local Transportation Funds annually in February (apportionments for 2013-14 are identified in Resolution 2013-03, included as an **Attachment**). The Agency first apportions Local Transportation Funds for fund administration, planning and programming off the top consistent with the Transportation Development Act and the Agency's Bylaws. These funds are included in the Agency's annual operating budget.

The Agency next apportions 2% of the estimated Local Transportation Fund total for countywide bicycle and pedestrian projects, pursuant to Article 3 of the Transportation Development Act. The Agency adopts an expenditure plan for the 2% program in three year cycles. The last expenditure plan adopted by the Board allocated funding to projects through the 2011-12 Fiscal Year. The Agency is working with project sponsors to deliver projects on that list. The Agency will most likely be issuing another call for projects when discretionary Regional Surface Transportation Program funding is available following construction of the US 101/San Juan Road interchange project.

The remaining funding is apportioned to member jurisdictions based on population, as reported by the Department of Finance. Monterey County cities allocate their local fund apportionments to support Monterey-Salinas Transit (MST) pursuant to AB 644, which established the countywide district effective July 1, 2010. This legislation also directs the Agency to apportion funds to MST based on the percentage of the County population residing within ¾ mile of MST fixed routes.

The remaining County fund apportionment is allocated to ongoing County transit obligations and any reasonable unmet transit needs identified countywide by the Agency during its annual public hearing process. The unmet needs finding adopted by the Board in 2010, allows MST to claim all available funds to support public transit operations.

Following approval of the Fiscal Year 2013-14 apportionment, staff will work with the Social Services Transportation Advisory Council to recommend a finding on unmet transit needs to the Board. Local Transportation Fund allocations can be approved, and funds made available, after the Board adopts a finding on unmet transit needs. Allocations will be approved prior to the beginning of the fiscal year.

**Staff recommends that the Board approve Resolution 2013-03, apportioning \$13,300,000 in Local Transportation Funds for Fiscal Year 2013-14.**

Approved by:  Date signed: 2/14/13  
Debra L. Hale, Executive Director

Consent Agenda

Counsel Review: N/A

Attachment: Resolution 2013-03

**RESOLUTION NO. 2013-03  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

***APPORTIONMENT OF LOCAL TRANSPORTATION FUNDS (LTF)  
FOR FISCAL YEAR 2013-14 IN THE AMOUNT OF \$13,300,000***

**WHEREAS**, As the Local Transportation Commission, one of the duties of the Transportation Agency for Monterey County (TAMC) is to administer the provisions of the Transportation Development Act in apportioning Local Transportation Funds to the Cities, County, and Transit Operators;

**WHEREAS**, the TAMC approves annually Transportation Development Act Local Transportation Fund (LTF) Applications to support TAMC planning activities, bicycle and pedestrian projects, public and special transit, streets and highways construction, maintenance;

**WHEREAS**, said apportionments include new revenues estimated for Fiscal Year 2013-14;

**WHEREAS**, State Assembly Bill 644 established the Monterey-Salinas Transit District, which includes the cities of Carmel-by-the-Sea, Del Rey Oaks, Marina, Monterey, Pacific Grove, Salinas, Seaside, Sand City, Gonzales, Soledad, Greenfield, and King City effective July 1, 2010, and which will have first call on the LTF apportioned to these jurisdictions for public transit; and

**WHEREAS**, the County of Monterey will be a member of the MST District, which has first call on the LTF apportioned to the County for the unincorporated population within three quarters of a mile of the MST fixed transit routes in the unincorporated area; and

**WHEREAS**, state law requires that LTF be distributed to the County of Monterey based on its percentage of the total Monterey County population after deducting unmet transit needs that are reasonable to meet.

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

Fiscal Year 2013-14 Local Transportation Funds are apportioned as follows:

Regional Planning & Fund Administration		\$ 908,485
2% Pedestrian and Bicycle		\$ 247,830
Monterey-Salinas Transit:		
City of Carmel-by-the-Sea	\$108,629	
City of Del Rey Oaks	\$47,401	
City of Marina	\$577,237	
City of Monterey	\$821,573	
City of Pacific Grove	\$439,336	
City of Salinas	\$4,399,455	
City of Seaside	\$957,250	
City of Gonzales	\$238,706	
City of Greenfield	\$476,604	
City of King	\$376,087	
City of Sand	\$9,728	
City of Soledad	\$457,696	
County of Monterey	\$1,631,454	
<b>MST Subtotal:</b>		<b>\$10,541,157</b>
County Unincorporated Other		\$1,602,528
<b>TOTAL FY 2013-14 APPORTIONMENTS</b>		<b>\$13,300,000</b>

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 27<sup>th</sup> day of February, 2013, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

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**JERRY B. EDELEN, 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:** Andy Cook, Associate Transportation Planner  
**Meeting Date:** February 27, 2013  
**Subject:** Monterey County Bike Week

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### RECOMMENDED ACTION:

1. **RECEIVE** information on the Monterey County Bike Week campaign;
2. **APPROVE** contract, pending approval by Counsel, with Ecology Action in an amount not to exceed \$7,500, to hold bicycle safety rodeos at schools through December 31, 2013; and
3. **AUTHORIZE** the Executive Director to execute the contract and any changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel.

### SUMMARY:

The Transportation Agency has undertaken a Bike Week campaign in Monterey County since 1996, which is a national campaign held annually in May to promote bicycling. The recommended action would fund school-based bicycle safety training in lieu of the events and promotional activities that the Agency has organized on its own in the past.

### FINANCIAL IMPACT:

The recommended action would reduce staff costs associated with Bike Week. The Agency budget for 2012-13 includes \$7,500 in Transportation Development Act funds for the annual Bike Week campaign that would be used to fund bicycle safety rodeos at schools through a contract with Ecology Action.

### DISCUSSION:

In addition to planning and funding bicycle improvements, the Transportation Agency has organized an annual Bike Week public awareness campaign to promote bicycling as a form of transportation in pursuit of the Agency's mission and goals. The Agency has coordinated planning, marketing and fundraising for this campaign with Ecology Action, a non-profit that holds Bike Week in Santa Cruz County, as well as the San Benito Council of Governments. As part of Bike Week, staff has organized a schedule of events during the first week of May, which typically has included Bike to School, Work and City Council events, a Bike vs. Car Commute

Challenge, as well as various bike rides and safety events coordinated with outside individuals and organizations.

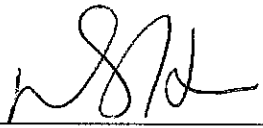
The Agency has funded past campaigns with eligible Transportation Development Act funds, grants from the Monterey Bay Unified Air Pollution Control District and private donations secured by staff, which totaled \$11,680 in 2012. In recent years, approximately 30% of a planner's staff time has been devoted to the fundraising, promotion and event planning tasks needed for Bike Week. Recent restrictions on the eligible uses for federal planning funds have also limited the funding available for Bike Week related staff time.

In an effort to redirect staff resources to core planning and funding tasks and reduce staff costs associated with Bike Week, staff is recommending that the Agency enter into a contract with Ecology Action, not to exceed \$7,500, to schedule and hold bicycle safety rodeos at school sites across the County. Ecology Action is proposing to conduct the rodeo events at a cost of \$850 each (**Attachment**).

Staff believes that school-based outreach is the most cost-effective way of focusing limited resources for a public awareness campaign given that participation in Bike Week has primarily been generated through participation at schools. Over the past three years, school participation has averaged 80% of the total public participation in the campaign. Bicycle rodeos, which are safety training events at schools that have been organized by local police departments and volunteers locally in the past, are an established means of conducting this outreach. Ecology Action has experience holding these trainings in Santa Cruz County. The Monterey County Health Department will be scheduling bicycle safety rodeos at five school sites Marina and Seaside this spring, and has contacted the Agency expressing an interest in coordinating its outreach with the Agency's activities.

Staff is therefore proposing to schedule bicycle rodeos at school sites on the Monterey Peninsula, Salinas and South Monterey County where Bike to School participation has been highest in the past. The Agency budget could fund up to eight rodeo training events. A draft contract with Ecology Action is included as a **Web Attachment**.

Staff presented the Ecology Action proposal for bicycle rodeos to the Bicycle and Pedestrian Facilities Advisory Committee, which recommended that the Board approve a contract. At the committee's request, staff will be discussing options for participating in Bike Week in the future, with a focus on volunteer-lead activities and partnerships with other organizations. Staff will provide more information on the committee's recommendations in the coming months.

Approved by:   
Debra L. Hale, Executive Director

Date signed: 2/14/13

Consent Agenda

Counsel Review: YES

Attachment: Ecology Action Bicycle Rodeo Scope of Work

Web Attachment: Agreement for Professional Services with Ecology Action



**Ecology Action/ TAMC Bike Smart Youth Bike Safety Budget Proposal**

Ecology Action's main bike safety presentation and on-bike rodeos are geared toward 5th Graders. Unlike other bicycle safety programs, Bike Smart is unique in the amount of knowledge it presents to participants and the in-depth, on-bike training that each student receives. For the bicycle safety presentations, a League of American Bicyclists Certified Instructor works with each group of students for an hour to discuss safety tips and techniques using a variety of mediums - PowerPoint, Live Demonstrations, Animations, Custom Created Videos, Discussion, etc. Topics covered include the benefits of bicycling, rules of the road, the importance of helmet use and fit, how to conduct a quick bicycle maintenance check, choosing safe routes, being visible, being alert, where to ride in the road, how to navigate intersections, how to safely complete a turn, sidewalk safety, hand signals and other forms of important communication.

Following the in-class presentation, a League Certified Instructor will return to the class to conduct a bicycle safety obstacle course (aka rodeo). During the rodeo event, students get the chance to practice the important safety skills they just acquired during the presentation by riding a bicycle through a carefully constructed course. The Rodeo Conductor always brings a fleet of bicycles and helmets that can be used by students who are not able to bring their own bicycles, ensuring that everyone can participate. The Rodeo Conductor is assisted by at least 2 other trained adult cyclists to ensure that each student is able to receive personal feedback and support from multiple teachers. Before the course begins, students are given a personal tutorial on how to fit their bicycle helmet. Throughout the course, students get the chance to work on riding in a straight line, avoiding objects in the path, riding on the right side of the road, doing a shoulder check, crossing railroad tracks, making a right turn, making a left turn, traveling straight through an intersection, navigating potential traffic conflicts at an intersection, using hand signals, and using other communication techniques. Following the rodeo, as reward for their participation, students are given the opportunity to ride up and over a teeter totter, demonstrating their confident bicycle handling skills.

Students are quizzed on their knowledge of bicycle safety before and after the completion of the Bike Smart program, to ensure the effectiveness of the program. Students and teachers are also given bicycle safety materials that they can continue to reference once the Bike Smart training is complete.

The following is a budget proposal for Ecology Action to conduct Presentations and Rodeos for one class at one Elementary School. Bike Smart rodeos are best suited for 5th grade classes. Costs include preparation, implementation, travel, and evaluation conducted by EA staff time, as well as mileage reimbursement.

**Per Class Budget**

<b>1) Assembly/Rodeos Per Class</b>	
Category	Cost
Staff *	\$655
Mileage **	\$180
Incentives/Materials ***	\$15
<b>Total</b>	<b>\$850</b>

\* Based on a Billing Rate of \$60.00

\*\* Based on 90 round trip miles, two trips per class



**Ecology Action/ TAMC Bike Smart Youth Bike Safety Budget Proposal**

\*\*\* Based on \$0.50 per student, average 30 students per class

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND ECOLOGY ACTION**  
**AGREEMENT FOR PROFESSIONAL SERVICES**

This is an agreement between the Transportation Agency for Monterey County, hereinafter called "TAMC," and Ecology Action, 877 Cedar Street, Suite 240, Santa Cruz, CA 95060, 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: Conduct Bike Smart bicycle safety rodeos at school sites in Monterey County.
  - (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.
  - (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.
2. Term of Agreement. The term of this Agreement shall begin upon execution hereof by Consultant and TAMC and, unless earlier terminated as provided herein, shall remain in force until December 31, 2013.
3. Payments to Consultant; maximum liability. Subject to the limitations set forth herein, TAMC shall pay to Consultant the amounts provided in the Work Directive, upon receipt of deliverables listed therein. Each payment by TAMC shall be for a specific deliverable outlined in the Work Directive. The maximum amount payable to the Consultant is set forth in the Work Directive.

4. Monthly Invoices by Consultant; Payment.
  - (a) Consultant shall submit to TAMC an invoice, in a format approved by TAMC, setting forth the amounts claimed by Consultant, the deliverables for which payment is requested, together with an itemized basis for such amounts, and setting forth such other pertinent information TAMC may require. Consultant shall submit such invoice monthly or as agreed by TAMC, but in no event shall such invoice be submitted later than 30 days after completion of Consultant's work hereunder. It is understood and agreed that Consultant shall complete all work described in Exhibit A for an amount not exceeding that set forth above, notwithstanding Consultant's submission of periodic invoices.
  - (b) If, as of the date of execution of this Agreement, Consultant has already received payment from TAMC for work which is the subject of this Agreement, such amounts shall be deemed to have been paid under this Agreement and shall be credited toward TAMC's maximum liability set forth above.
  - (c) Consultant shall be reimbursed for travel expenses not to exceed the State of California approved travel reimbursement rates, which are to be included as part of the \$7,500 maximum contract amount.
  - (d) Consultant agrees that the Contract Cost Principles and Procedures, 48 Code of Federal Regulations (CFR), Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., shall be used to determine the allowability of individual items of cost.
  - (e) Consultant agrees to comply with Federal procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
  - (f) Any costs for which payment has been made to Consultant that are determined by subsequent audit to be unallowable under 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., are subject to repayment by Consultant to the TAMC.
5. Indemnification. Consultant shall indemnify, defend, and save harmless TAMC and its officers, agents, and employees, from and against the following:
  - (a) any and all third party liabilities and claims for compensation (together with any expenses related thereto, including but not limited to damages, court costs, and attorneys' fees) on account of Consultant's non-payment for any work, services, materials, or supplies furnished or provided by such third parties to or for Consultant or Consultant's subcontractors in connection with the performance of this Agreement; and
  - (b) any and all claims, liabilities, and losses whatsoever (together with any expenses related thereto, including but not limited to damages, court costs, and attorneys' fees) occurring or resulting to any person, firm, or corporation for damage, injury or death, to the extent that such claims, liabilities, or losses arise out of, are alleged to arise out of, or are connected with any wrongful, willful, or negligent act or omission by Consultant in the performance of this Agreement. Consultant's performance of this Agreement shall include Consultant's action or inaction and the action or inaction of Consultant's officers, employees, agents, and subcontractors.
6. 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 \$1,000,000 per occurrence.

Comprehensive automobile liability 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 \$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 herein, 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 change, cancellation or non-renewal thereof. 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.
7. Workers' Compensation Insurance. If during the performance of this contract, 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 \$1,000,000.00 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 a 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.
8. Certificate of Insurance. Prior to the execution of this agreement by TAMC, Consultant shall 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.

9. Maintenance of Records. Consultant shall prepare, maintain and preserve all reports and records that may be required by federal, State, and local rules and regulations relating to services performed under this Agreement. Consultant shall retain all such records for at least five years from the date of final payment, or until any litigation relating to this Agreement is concluded, whichever is later.
10. Right to Audit at Any Time. TAMC officials shall have the right, at any time during regular working hours and on reasonable advance notice, to examine, monitor and audit all work performed and all records, documents, conditions, activities and procedures of Consultant or its subcontractors relating to this Agreement. Government Code Section 8546.7 provides that an audit by the State Auditor General may be performed up to three years after the final payment under any contract involving the expenditure of public funds in excess of \$10,000.
11. 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.
12. Termination. TAMC may terminate this Agreement by giving written notice of termination to Consultant at least thirty (30) days prior to the effective date of termination, which date shall be specified in any such notice. In the event of such termination, the amount payable hereunder shall be reduced in proportion to the services provided prior to the effective date of termination. TAMC may 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. 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.
13. 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.
14. 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.

15. Disadvantaged Business Enterprises (DBE) Participation. TAMC has established a 0% goal for the participation of DBE for this Agreement.
16. 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.
17. Delegation of Duties; Subcontracting. Consultant is engaged by TAMC for its unique qualifications and abilities. Consultant may not, therefore, delegate any of its basic duties under this Agreement, except to the extent that delegation to consultant's employees is contemplated herein. No work shall be subcontracted without the written consent of TAMC, except as provided in this Agreement or its attachments. Notwithstanding any subcontract, Consultant shall continue to be liable to TAMC for the performance of all work hereunder. Any work performed by a subcontractor shall be done in conformance with this Agreement, and TAMC shall pay Consultant for the work but not for any markup, including subcontract management, supervision, administrative and other expenses, or reimbursable costs. Consultant shall not assign, sell, mortgage or otherwise transfer its interest or obligations in this Agreement without TAMC prior written consent.
18. Agency's Rights in Work Product. All original materials prepared by Consultant in connection with its work hereunder -- including but not limited to computer codes, customized computer routines developed using proprietary or commercial software packages, reports, documents, maps, graphs, charts, photographs and photographic negatives -- shall be the property of TAMC and shall be delivered to TAMC prior to final payment. Consultant may utilize any existing materials developed by Consultant prior to commencement of work under this Agreement, which materials shall remain the property of Consultant.
19. 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.

20. Conflict of Interest. Consultant warrants that it presently has no interest and shall not acquire any interest during the term of this Agreement, which would directly or indirectly conflict in any manner or to any degree with its full and complete performance of all services under this Agreement.
21. 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.
22. 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.
23. 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.
24. 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.
25. 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.
26. Contract Administrators. Consultant's designated principal responsible for administering Consultant's work under this Agreement shall be Piet Canin, Vice President, Transportation Group; TAMC's designated administrator of this Agreement shall be Andy Cook, Associate Transportation Planner.



27. 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:  
Andy Cook  
Associate Transportation Planner  
55- B Plaza Cir.  
Salinas, CA 93901

Tel: 831-775-0903  
Fax: 831-775-0897

To Consultant:  
Piet Canin  
Vice President, Transportation Group  
877 Cedar Street, Suite 240 95124  
Santa Cruz, CA 95060

Tel: (831) 425-5925  
Fax: (831) 425-1404

28. 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.
29. 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.
30. 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 any 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.
31. Exhibits. The following Exhibits are attached hereto and incorporated by reference:  
Exhibit A – Scope of Work and Work Schedule and Fixed Fee Schedule  
Exhibit B – A completed federal W-9 form, Request for Taxpayer identification Number and Certification.
32. 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

CONSULTANT

By \_\_\_\_\_  
Debra L. Hale (Signature)  
  
\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Consultant's Business Name\*  
  
By: \_\_\_\_\_  
(Signature)  
  
\_\_\_\_\_  
(Title: Chair, Pres., or V.P.)\*

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

By: \_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Name/Title: Secy., CFO, or Treas.)\*

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: \_\_\_\_\_

## EXHIBIT A: SCOPE OF WORK AND FEE SCHEDULE

### Bike Smart Youth Bike Safety Trainings

Ecology Action will schedule and conduct bike safety presentations and on-bike rodeos, geared toward 5th Graders at a list of school sites in Monterey County to be provided by TAMC. For the bicycle safety presentations, a League of American Bicyclists Certified Instructor will work with each group of students for an hour to discuss safety tips and techniques using a variety of mediums - PowerPoint, Live Demonstrations, Animations, Custom Created Videos, Discussion, etc. Topics covered will include the benefits of bicycling, rules of the road, the importance of helmet use and fit, how to conduct a quick bicycle maintenance check, choosing safe routes, being visible, being alert, where to ride in the road, how to navigate intersections, how to safely complete a turn, sidewalk safety, hand signals and other forms of important communication.

Following the in-class presentation, a League Certified Instructor will return to the class to conduct a bicycle safety obstacle course (aka rodeo). During the rodeo event, students will get the chance to practice the important safety skills they just acquired during the presentation by riding a bicycle through a carefully constructed course. The Rodeo Conductor will bring a fleet of bicycles and helmets that can be used by students who are not able to bring their own bicycles, ensuring that everyone can participate. The Rodeo Conductor will be assisted by at least 2 other trained adult cyclists to ensure that each student is able to receive personal feedback and support from multiple teachers. Before the course begins, students will be given a personal tutorial on how to fit their bicycle helmet. Throughout the course, students will get the chance to work on riding in a straight line, avoiding objects in the path, riding on the right side of the road, doing a shoulder check, crossing railroad tracks, making a right turn, making a left turn, traveling straight through an intersection, navigating potential traffic conflicts at an intersection, using hand signals, and using other communication techniques. Following the rodeo, as reward for their participation, students will be given the opportunity to ride up and over a teeter totter, demonstrating their confident bicycle handling skills.

Students will be quizzed on their knowledge of bicycle safety before and after the completion of the Bike Smart program, to ensure the effectiveness of the program. Students and teachers will also be given bicycle safety materials that they can continue to reference once the Bike Smart training is complete.

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#### Fee Schedule

<b>1) Assembly/Rodeos Per Class*</b>	
Category	Cost
Staff **	\$ 655
Mileage ***	\$ 180
Incentives/Materials ****	\$ 15
<b>Total</b>	<b>\$ 850</b>
<b>2) Eight Assembly/Rodeos</b>	<b>\$ 6,800</b>

\* Costs include preparation, implementation, travel, and evaluation conducted by EA staff, as well as mileage re-imburement.

\*\*Based on a Billing Rate of \$60.00

\*\*\* Based on 90 round trip miles, two trips per class

\*\*\*\* Based on \$0.50 per student, average 30 students per class

**Completion Schedule:** All work identified above will be completed by December 31, 2013.



## Memorandum

**To:** Board of Directors  
**From:** Andy Cook, Associate Transportation Planner  
**Meeting Date:** February 27, 2013  
**Subject:** Federal Transit Administration Section 5311 Program of Projects

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### RECOMMENDED ACTION:

1. **APPROVE** the Section 5311 Program of Projects in the amount of \$715,993 for Monterey-Salinas Transit service on rural transit routes;
2. **ADOPT** Resolution 2013-04 authorizing federal funding under the Federal Transit Administration Section 5311 program; and
3. **AUTHORIZE** the Executive Director to sign Regional Agency Certifications and Assurances as part of the project application.

### SUMMARY:

The Federal Transit Administration provides operating support for rural transit services through the Section 5311 non-urbanized formula funding program. This action is necessary to fund Monterey-Salinas Transit Line 23 operations.

### FINANCIAL IMPACT:

Caltrans' estimated annual apportionment of Federal Transit Administration Section 5311 program funds for federal fiscal year 2013 is \$715,993. Transit operators in rural areas are eligible to claim up to 55.33% of their operating costs, after subtracting passenger fares and any other local funding support.

### DISCUSSION:

The Federal Transit Administration's Section 5311 grant provides federal funding for public transportation projects serving areas with a population of 50,000 or less. The grant is intended to provide access to employment, education, health care, shopping and recreation in small towns and rural areas. Monterey-Salinas Transit applies for these funds to operate Line 23 between Salinas and King City in South Monterey County.

The Transportation Agency annually adopts a Program of Projects (**Web Attachment**) and certifications and assurances by resolution (see **Attachments 1 & 2**) to ensure that transit

projects meet Federal Transit Administration requirements for this funding program. Caltrans apportions and distributes these federal funds on a population formula basis and provides the Transportation Agency with a fund estimate for purposes of preparing the Program of Projects.

This action is necessary to claim federal transit funding apportioned to Monterey County and to maintain federal funding support for Monterey-Salinas Transit Line 23 operations.

Approved by:   
Debra L. Hale, Executive Director

2/13/13  
Date signed

Consent Agenda

Counsel Review: N/A

Attachments:

1. Regional Agency Certifications
2. Resolution 2013-04: Federal Transit Administration Section 5311 Authorization

Web Attachment:

Federal Transit Administration Section 5311 Program of Projects

**PART II – CERTIFICATIONS AND ASSURANCES OF THE  
REGIONAL AGENCY/TRANSPORTATION PLANNING AGENCY (TPA)  
STATE OF CALIFORNIA  
FTA SECTION 5311 PROJECT OPERATING ASSISTANCE APPLICATION**

Name-Regional Agency/TPA: Transportation Agency for Monterey County  
 Contact Person: Andrew Cook Title: Assoc. Transportation Planner  
 Phone: (831) 383-9892 E-Mail: andy@tamcmonterey.org  
 Name of Subrecipient: Monterey-Salinas Transit  
 Project Description: Rural Transit in South Monterey County

**Project Amount and Fund Type**

<i>Regional Apportionment 5311*</i>	<i>Flexible Fund CMAQ or STP**</i>	<i>Toll Credit***</i>	<i>In-kind Match***</i>
\$715,993	\$ %	\$	\$

\* Includes Section 5311 JARC eligible projects

\*\* CMAQ projects may be equal up to 100% at the discretion of the Regional Planning Agency Certification per Part II.

\*\*\* Prior approval by Caltrans required

**Federal Transportation Improvement Program - Metropolitan Planning Organizations/Regional Transportation Planning Agency**

Document (or Amendment) Number	Document (or Amendment) Year	FHWA/FTA Federally Approved TIP (Date)

**Check all that apply:**

- Flexible Funded Projects Only - Please initiate the transfer of funds to **Grant CA-85-X00X**. (Following the transfer of flexible funds to the FTA, this agency agrees to comply with the applicable terms and conditions set forth in Title 49, U.S. Code, Chapter 53, “Mass Transportation”, and the policies and procedures stated by the FTA relative to the above designated project.)
- Some combination of state, local, or private funding sources have been or will be committed to provide the required local share.
- The subrecipient has coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service.
- The amount requested does not exceed the Federal funds provided to this agency in the approved Federal TIP/Federal Statewide TIP(FSTIP)
- The regional agency/TPA has approved, by resolution, the programming of funds for this Project and Project has met all Statewide Transportation Improvement Program (STIP) requirements.

**Certifying Representative:**

By signing below, I have read and acknowledged that my agency is in compliance with certifications and assurances as stated above.

*(Please Print)*

Name: Debra L. Hale Title: Executive Director

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

(Original signature in BLUE ink)

**RESOLUTION NO. 2013-04  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

*AUTHORIZING FEDERAL FUNDING UNDER THE  
FEDERAL TRANSIT ADMINISTRATION SECTION 5311 PROGRAM  
(49 U.S.C. SECTION 5311) THROUGH THE  
CALIFORNIA DEPARTMENT OF TRANSPORTATION*

**WHEREAS**, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital and operating assistance projects for non-urbanized public transportation systems under 49 U.S.C. Section 5311, which is a part of the Federal Transit Act;

**WHEREAS**, the California Department of Transportation has been designated by the Governor of the State of California to administer Section 5311 grants for public transportation projects;

**WHEREAS**, Monterey-Salinas Transit desires to apply for said financial assistance to permit operation of rural transit service in South Monterey County;

**WHEREAS**, Monterey-Salinas Transit has some combination of state, local, or private funding sources to be committed to provide the required local share;

**WHEREAS**, Monterey-Salinas Transit has, or will have by the time of delivery, sufficient funds to operate the vehicles, facility and equipment purchased under this project; and

**WHEREAS**, Monterey-Salinas Transit has coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service.

**NOW, THEREFORE, BE IT RESOLVED THAT:** The Transportation Agency does hereby authorize Monterey-Salinas Transit to file and execute applications in the amount of \$715,993 with the California Department of Transportation for rural transit operating assistance pursuant to 49 U.S.C. Section 5311, which is a part Section 5311 of the Federal Transit Act of 1964, as amended;

That Debra L. Hale, Executive Director is authorized to execute and file Part I, Section 2 – Certifications and Assurances of the Regional Agency in the Federal Transit Administration Section 5311 Project Application; and,

That Debra L. Hale, Executive Director is authorized to provide additional information as the California Department of Transportation may require in connection with the Program of Projects for the Section 5311 program.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 27<sup>th</sup> day of February, 2013 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

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**JERRY B. EDELEN, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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





**CALIFORNIA DEPARTMENT OF TRANSPORTATION  
DIVISION OF MASS TRANSPORTATION  
Rural Transit and Intercity Bus Branch**

**FEDERAL TRANSIT ADMINISTRATION (FTA)  
SECTION 5311 REGIONAL PROGRAM OF PROJECTS (\*POP)  
(Regular 5311 and Job Access Reverse Commute - JARC 5311)**

**FEDERAL FISCAL YEAR 2013**



**Operating Applications and Capital Applications are due to DTR by April 5, 2013.** However, if there are issues meeting the deadlines, please notify your DTR and HQ liaison as soon as possible. In order to submit the grant request to FTA, all supporting documents must be submitted to the DMT by **April 15, 2013.**

*Regional Program of Projects (POP) receives final approval from Department of Transportation's Division of Mass Transportation (DMT). The DTR will notify the subrecipient of approval of programming in this cycle.*

**FEDERAL FISCAL YEAR 2013**  
**Section 5311 Program of Projects (POP)**  
 Regular 5311       JARC 5311

**(A) Available Funding:**

	Carryover: (+)	\$0
<i>Estimated</i>	Apportionment [FFY 2013]: (+)	\$715,993
<b>(A) TOTAL FUNDS AVAILABLE:</b>	=	\$715,993

**(B) Programming (POP): Complete Parts I and II**

		<i>Federal Share</i>
Part I. Operating Assistance - Total:	(+)	\$715,993
Part II. Capital - Total:	(+)	\$0
<b>(B) Total [Programmed]:</b>	(=)	\$715,993

**(C) Balance**

		<i>Federal Share</i>
(A) Total Funds Available:	(+)	\$715,993
(B) Total [Programmed]:	(-)	\$715,993
<b>* Balance:</b>	(=)	\$0

**\*BALANCE – Regional Apportionment Funds ONLY:**

- o Please Note -
  - funds must be programmed in subsequent year
  - final approval to be determined by the Department
- o Request/Letter to carryover funds should include -
  - justification for programming postponement
  - purpose and project plan
  - letter of support from local Transportation Planning Agency

**(D) Flexible Funds (CMAO, STP or Federalized STIP): Complete Part III (For reference only).**

*Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. Division of Mass Transportation will receive a conformation once the transfer is completed.*

		<i>Federal Share</i>
<b>(D) Part III. Flex Fund - Total:</b>		\$0

**FUNDING SUMMARY**

		<i>Federal Share</i>
(B) Regional Apportioned - Total [Programmed]:	(+)	\$715,993
(D) Flex Fund - Total:	(+)	\$0
<b>GRAND TOTAL [Programmed]:</b>	(=)	\$715,993

Contact Person/Title: Andrew Cook, Associate Transportation Planner Date: 2/14/13  
 Phone Number: (831) 775-4411

**Statewide Transportation Improvement Program (STIP) –**

All federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5311 projects are included in the Department of Transportation’s (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.

A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5311 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.

**Metropolitan Planning Organizations (MPOs)** are responsible for programming projects within their jurisdiction. Upon receiving the POPs from the Districts, Rural Transit & Procurement staff will submit **Non-MPO / Rural Transportation** organizations projects directly to the Department’s Division of Transportation Programming for inclusion into the FSTIP.

For further guidance see the Department’s Division of Transportation Programming website:

<http://www.dot.ca.gov/hq/transprog/fedpgm.htm>

**PART I. Regional Apportionment - Operating Assistance**

***For all Operating Projects - a complete application MUST be submitted with this POP.***

Subrecipient	Project Description	Federal Share	Local Share (Excluding Toll Credit)	Toll Credit Amount	Net Project Cost	PROGRAM OF PROJECTS DOC YR	PROGRAMMED DATE OR AMENDMENT #
MST	Rural Transit in South Monterey County	\$715,993	\$578,050		\$1,294,043	2013	
	<b>Operating Assistance Funds Total</b>	\$715,993	\$578,050		\$1,294,043		



**PART IV. Vehicle Replacement Information**

State Contract     Local Purchase     Piggyback     Other    Explain: \_\_\_\_\_

Vehicle Description							
Type	Number of Passengers	Fuel Type	Length	VIN. #	In Service Date	Current/End Mileage	Disposition Date

**INSTRUCTIONS**

**PART I – Operating Assistance**

- Do not list previously approved projects (i.e. projects listed in a prior grant).
- Funding split: 44.67% Local Share and 55.33% Federal Share.
- Third Party Contract Requirement – all third party contracts must contain federal clauses required under FTA Circular 4220.1E and approved by the State prior to bid release. .
- Net project cost does not include ineligible cost (i.e. farebox, other revenues, etc.).

**PART II – Capital**

- **All** vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service).
- Capital projects must contain a full description of project: A PRELIMINARY ENVIRONMENTAL SURVEY (PES) is required for Capital projects other than vehicle procurement.(i.e. facility or shelter - include specifics, planning studies, preventative maintenance). The PES does not satisfy the requirements for environmental review and approval. When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.
- Funding split: 11.47% Local Share and 88.53% Federal Share.

- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under FTA Circular 4220.1E and approved by DMT prior to bid release.

**PART III. Section 5311 FLEXIBLE FUNDS [i.e. CMAQ, STP, or Federalized STIP\*] if applicable:**

- Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. Division of Mass Transportation (DMT) will receive a conformation once the transfer is completed. Please forward a copy of project application to HQ DMT liaison.
- Federalized STIP\* projects must provide California Transportation Commission allocation date of approval. **All CTC allocation activities must be completed for a project to be included in this grant.**
- Funding split: 11.47% Local Share and 88.53% Federal Share. CMAQ may be funded up to 100% at the discretion of the Regional Planning Agency/MPO.

**PART IV. Vehicle Replacement**

- For each vehicle identified as replacement and/or expansion of fleet in sections II and/or III the following information is required: type (van, bus, trolley, type 1, 2, 3, 4, etc), vehicle identification number (VIN #), vehicle length (i.e. 35 ft.), passenger capacity, fuel type, in service date, current/end mileage, disposition date, and procurement type (i.e. State contract, local procurement, piggyback, etc).

**FEDERAL FISCAL YEAR 2013: All CAPITAL (regional and flexible) funded projects** - a complete 5311 application is required at the time a POP is submitted. **POP and application should be submitted to the DTR by April 5, 2013.** Part II of the application (Regional Certifications and Assurances) must be complete (i.e. signature, specific project programming information).



## Memorandum

**To:** Board of Directors  
**From:** Kaki Cheung, Associate Transportation Planner  
**Meeting Date:** February 27, 2013  
**Subject:** AB 60 (Alejo): Drivers' Licenses: Eligibility and Required Documentation

### RECOMMENDED ACTION

ADOPT a "support" position on Assembly Bill 60 (Alejo) re: "Drivers' licenses: eligibility: required documentation".

### SUMMARY

Assembly Bill (AB) 60 (Alejo) will allow anyone with a taxpayer identification number to apply for a driver license. The goal of this bill is to improve traffic safety as it will ensure that drivers are properly trained, pass the driving test, and are insured.

### FINANCIAL IMPACT

There is no direct financial impact to the agency at this time.

### DISCUSSION

A Department of Motor Vehicles (DMV) report (September 2012) states that unlicensed drivers are more hazardous on the roads than licensed drivers. According to the DMV study, "compared to licensed drivers, those who drive without a valid license are nearly three times more likely to cause a fatal crash relative to their exposure." Assemblymember Luis Alejo's AB 60, "The Safe and Responsible Driver Act", allows the use of a federal individual taxpayer identification number or other identifier number deemed appropriate by the DMV when applying for a driver license. The goal of this bill is to improve safety by ensuring that immigrants who pay taxes will be eligible for a driver license with insurance requirements. **Attachment 1** is a fact sheet about AB 60, and **Attachment 2** is the draft bill language (as introduced January 7, 2013).

Approved by:   
 Debra L. Hale, Executive Director

Date signed: 2/13/13

Consent Agenda

Reviewed by Counsel: N/A

Attachments:

1. AB 60: The Safe and Responsible Driver Act Fact Sheet
2. Bill language for AB 60

ASSEMBLY  
CALIFORNIA LEGISLATURE

STATE CAPITOL  
Room 2117  
Sacramento, CA 95814  
(916) 319-2030 Phone  
(916) 319-2130 Fax

DISTRICT OFFICE  
100 West Allisal Street  
Suite 134  
Salinas, CA 93901  
(831) 759-8676 Phone  
(831) 759-2961 Fax



**LUIS A. ALEJO**  
ASSEMBLYMEMBER, THIRTIETH DISTRICT

**AB 60: The Safe and Responsible Driver Act**

Fact Sheet

**Summary**

The Safe and Responsible Driver Act will allow taxpayers to apply for a drivers license using a federal individual taxpayer identification number (ITIN) or other identifier deemed appropriate by the State Department of Motor Vehicles.<sup>1</sup> This bill will improve traffic safety as it will ensure that drivers on the roads are properly trained, pass the driving test, pass a background check, know our state driving laws, and become insured.

**Background and Existing Law**

The current driver license eligibility requirement of verifying residency status was enacted in 1993 with the intent of preventing undocumented immigrants from being licensed. As a result, there are potentially one million drivers in the state of California who are on the roads with no proper training, licensing, or car insurance.

Car crashes rank among the leading causes of death in the United States. Approximately one in five fatal crashes in the U.S. involve an unlicensed or invalidly licensed driver.<sup>2</sup> The California Department of Motor Vehicles has stated that unlicensed driving is a major California safety problem, in fact, they estimate that 12% of the drivers on the road do not have a valid driver's license.<sup>3</sup> Furthermore, a new DMV study titled, *Fatal Crash Rates for Suspended/Revoked and Unlicensed Drivers*, found that unlicensed drivers are much more hazardous on the road than are validly licensed drivers. Compared to licensed drivers, those who drive without a valid license are three times more likely to cause a fatal crash.

There are other states in the U.S. that already license undocumented immigrant drivers: New Mexico, Utah, and Washington.

**Purpose**

This bill will increase safety on the road by ensuring that all drivers are properly trained, pass the driving test, know our state laws, and are checked through the Problem Driver Pointer System (PDPS), which is a national computerized database of information about drivers who have had their licenses revoked or suspended in California or any other state, or who have been convicted of serious traffic violations.

<sup>1</sup> Individuals who have an ITIN number have filed a valid federal income tax return and have submitted original identification documents to the IRS.

<sup>2</sup> The AAA Foundation for Traffic Safety, *Unlicensed to Kill* (November, 2011).

<sup>3</sup> The California Department of Motor Vehicles Licensing Operations Division Research and Development, *Unlicensed Driving: A Major California Safety Problem* (January, 1997).



## CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

## ASSEMBLY BILL

No. 60

**Introduced by Assembly Member Alejo  
(Coauthor: Assembly Member Williams)**

January 7, 2013

An act to amend Sections 1653.5, 12800, 12801, and 13002 of, and to repeal Sections 12801.5, 12801.6, and 12801.8 of the Vehicle Code, relating to drivers' licenses.

## LEGISLATIVE COUNSEL'S DIGEST

AB 60, as introduced, Alejo. Drivers' licenses: eligibility: required documentation.

(1) Existing law requires the Department of Motor Vehicles (DMV) to require an applicant for an original driver's license or identification card to submit satisfactory proof that the applicant's presence in the United States is authorized under federal law. Existing law prohibits the department from issuing an original driver's license or identification card to a person who does not submit satisfactory proof that his or her presence in the United States is authorized under federal law.

Existing law also requires the DMV to adopt regulations to carry out the purposes of this prohibition and requires the DMV to submit a supplemental budget report to the Governor and the Legislature detailing the costs of verifying the citizenship or legal residency of applicants for driver's licenses and identification cards, in order for the state to request reimbursement from the federal government. Existing law prohibits a peace officer from detaining or arresting a person solely on the belief that the person is an unlicensed driver, unless the officer has reasonable cause to believe the person driving is under 16 years of age.

Existing law provides that in the case of a legal, nonimmigrant driver's license applicant, the DMV is required to issue a temporary license if the applicant successfully completes the application and related requirements, including proof that the person is authorized under federal law to be in the United States, for issuance of a driver's license. The term of the driver's license is to coincide with dates for which the person is authorized to be in the United States.

This bill would repeal these provisions and related provisions, and make technical, conforming changes to other related provisions.

(2) Existing law requires each form prescribed by the DMV for use by an applicant for the issuance or renewal of a driver's license or identification card to contain a section for the applicant's social security number. Existing law prohibits the inclusion of an applicant's social security number on a driver's license, identification card, registration, certificate of title, or other document issued by the DMV or the display of an applicant's social security number on the driver's license.

This bill would additionally provide that the section of the form for the applicant's social security number may also be used for an applicant's individual taxpayer identification number, or other number associated with the identity document that the DMV finds clearly establishes the identity of the applicant. The bill would additionally prohibit the inclusion or the displaying of the applicant's individual taxpayer identification number or other number associated with the identity document.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

*The people of the State of California do enact as follows:*

## P2 1 SECTION 1.

2 The Legislature finds and declares all of the  
3 following:

4 (a) According to a report by the AAA Foundation for Traffic  
5 Safety, car crashes rank among the leading causes of death in the  
6 United States.

7 (b) Previous studies done by the foundation have found that  
8 approximately one in five fatal crashes in the United States involve  
9 an unlicensed or invalidly licensed driver.

10 (c) The California Department of Motor Vehicles, Licensing  
11 Operations Division, Research and Development Branch has stated  
12 that unlicensed driving is a major California safety problem.

P3 1 (d) In a report titled, "Estimating the Exposure and Fatal Crash  
2 Rates of Suspended/Revoked and Unlicensed Drivers in California"  
3 published in Accident Analysis and Prevention, 29(1), the  
4 Department of Motor Vehicles estimates that 12 percent of the  
5 drivers on the road do not have a valid driver's licenses.

6 (e) In the State of California, there are potentially one million  
7 drivers who are unlicensed and uninsured.

8 (f) It is our responsibility to ensure that all California drivers  
9 are properly trained, tested, and insured in order to make our roads  
10 safer.

## 11 SEC. 2.

12 Section 1653.5 of the Vehicle Code is amended to  
13 read:

## 14 1653.5.

15 (a) Every form prescribed by the department for use  
16 by an applicant for the issuance or renewal by the department of  
17 a driver's license or identification card pursuant to Division 6  
18 (commencing with Section 12500) shall contain a section for the  
19 applicant's social security account number, *federal individual*  
20 *taxpayer identification number, or a number associated with any*  
21 *document that the department finds clearly establishes the identity*  
22 *of the applicant.*

23 (b) Every form prescribed by the department for use by an  
24 applicant for the issuance, renewal, or transfer of the registration  
25 or certificate of title to a vehicle shall contain a section for the  
26 applicant's driver's license or identification card number.

27 (c) A person who submits to the department a form that, pursuant  
28 to subdivision (a), contains a section for the applicant's social  
29 security account number, *federal individual taxpayer identification*  
30 *number, a number associated with any document that the*  
31 *department finds clearly establishes the identity of the applicant,*  
32 or pursuant to subdivision (b), the applicant's driver's license or  
33 identification card number, if any, shall furnish the appropriate  
34 number in the space provided.

35 (d) The department shall not complete an application that does  
36 not include the applicant's social security account number, *federal*  
37 *individual taxpayer identification number, a number associated*  
38 *with any document that the department finds clearly establishes*  
39 *the identity of the applicant,* or driver's license or identification  
40 card number as required under subdivision (c).

P4 1 (e) An applicant's social security account number, *federal*  
2 *individual taxpayer identification number, or a number associated*  
3 *with any document that the department finds clearly establishes*  
4 *the identity of the applicant* shall not be included by the department  
5 on a driver's license, identification card, registration, certificate

4 of title, or any other document issued by the department.

5 (f) Notwithstanding any other provision of law, information  
6 regarding an applicant's social security account number, *federal*  
7 *individual taxpayer identification number, or a number associated*  
8 *with any document that the department finds clearly establishes*  
9 *the identity of the applicant* obtained by the department pursuant  
10 to this section or *Section 12800 or 12801*, is not a public record  
11 and may not be disclosed by the department except for any of the  
12 following purposes:

13 (1) Responding to a request for information from an agency  
14 operating pursuant to, and carrying out the provisions of, Part A  
15 (Aid to Families with Dependent Children), or Part D (Child  
16 Support and Establishment of Paternity), of Subchapter IV of  
17 Chapter 7 of Title 42 of the United States Code.

18 (2) Implementation of Section 12419.10 of the Government  
19 Code.

20 (3) Responding to information requests from the Franchise Tax  
21 Board for the purpose of tax administration.

22 SEC. 3.

Section 12800 of the Vehicle Code is amended to read:

23 12800.

Every application for an original or a renewal of a  
24 driver's license shall contain all of the following information:

25 (a) The applicant's true full name, age, sex, mailing address,  
26 residence address, and social security account number, *federal*  
27 *individual taxpayer identification number, or a number associated*  
28 *with any document that the department finds clearly establishes*  
29 *the identity of the applicant.*

30 (b) A brief description of the applicant for the purpose of  
31 identification.

32 (c) A legible print of the thumb or finger of the applicant.

33 (d) The type of motor vehicle or combination of vehicles the  
34 applicant desires to operate.

35 (e) Whether the applicant has ever previously been licensed as  
36 a driver and, if so, when and in what state or country and whether  
37 or not the license has been suspended or revoked and, if so, the  
38 date of and reason for the suspension or revocation.

P5 1 (f) Whether the applicant has ever previously been refused a  
2 driver's license in this state and, if so, the date of and the reason  
3 for the refusal.

4 (g) Whether the applicant, within the last three years, has  
5 experienced, on one or more occasions, either a lapse of  
6 consciousness or an episode of marked confusion caused by a  
7 condition that may bring about recurrent lapses, or whether the  
8 applicant has a disease, disorder, or disability that affects his or  
9 her ability to exercise reasonable and ordinary control in operating  
10 a motor vehicle upon a highway.

11 (h) Whether the applicant understands traffic signs and signals.

12 (i) Whether the applicant has ever previously been issued an  
13 identification card by the department.

14 (j) Any other information that is necessary to enable the  
15 department to determine whether the applicant is entitled to a  
16 license under this code.

17 SEC. 4.

Section 12801 of the Vehicle Code is amended to read:

18 12801.

(a) Notwithstanding any other law, the department

19 shall require an application for a driver's license to contain the  
20 applicant's social security account number ~~and, federal individual~~  
21 ~~taxpayer identification number, or any other number or identifier~~  
22 ~~determined to be appropriate by the department.~~

23 ~~(b) Notwithstanding subdivision (a), an applicant who provides~~  
24 ~~satisfactory proof that his or her presence in the United States is~~  
25 ~~authorized under federal law, but who is not eligible for a social~~  
26 ~~security account number, is eligible to receive an original driver's~~  
27 ~~license if he or she meets all other qualifications for licensure.~~

28 ~~(c)~~

29 ~~(b) Notwithstanding any other law, the social security account~~  
30 ~~number, federal individual taxpayer identification number, or a~~  
31 ~~number associated with any document that the department finds~~  
32 ~~clearly establishes the identity of the applicant collected on a~~  
33 ~~driver's license application shall not be displayed on the driver's~~  
34 ~~license including, but not limited to, inclusion on a magnetic tape~~  
35 ~~or strip used to store data on the license.~~

36 SEC. 5.

Section 12801.5 of the Vehicle Code is repealed.

37 ~~12801.5.—~~

38 ~~(a) Notwithstanding any other provision of law, the~~  
39 ~~department shall require an applicant for an original driver's license~~  
P6 1 ~~or identification card to submit satisfactory proof that the~~  
2 ~~applicant's presence in the United States is authorized under federal~~  
3 ~~law.~~

4 ~~(b) The department shall not issue an original driver's license~~  
5 ~~or identification card to a person who does not submit satisfactory~~  
6 ~~proof that the applicant's presence in the United States is authorized~~  
7 ~~under federal law.~~

8 ~~(c) The department shall adopt regulations to carry out the~~  
9 ~~purposes of this section, including procedures for, but not limited~~  
10 ~~to, (1) verifying that the applicant's presence in the United States~~  
11 ~~is authorized under federal law, (2) issuance of a temporary license~~  
12 ~~pending verification of the applicant's status, and (3) appeal~~  
13 ~~hearings from a denial of a license, temporary license, or~~  
14 ~~identification card.~~

15 ~~(d) On January 10 of each year, the department shall submit a~~  
16 ~~supplemental budget report to the Governor and the Legislature~~  
17 ~~detailing the costs of verifying the citizenship or legal residency~~  
18 ~~of applicants for driver's licenses and identification cards, in order~~  
19 ~~for the state to request reimbursement from the federal government.~~

20 ~~(e) Notwithstanding Section 40300 or any other provision of~~  
21 ~~law, a peace officer may not detain or arrest a person solely on the~~  
22 ~~belief that the person is an unlicensed driver, unless the officer has~~  
23 ~~reasonable cause to believe the person driving is under the age of~~  
24 ~~16 years.~~

25 ~~(f) The inability to obtain a driver's license pursuant to this~~  
26 ~~section does not abrogate or diminish in any respect the legal~~  
27 ~~requirement of every driver in this state to obey the motor vehicle~~  
28 ~~laws of this state, including laws with respect to licensing, motor~~  
29 ~~vehicle registration, and financial responsibility.~~

30 SEC. 6.

Section 12801.6 of the Vehicle Code is repealed.

31 ~~12801.6.—~~

32 ~~(a) Any federal document demonstrating favorable~~  
action by the federal government for acceptance of a person into  
the deferred action for childhood arrivals program shall satisfy the

33 ~~requirements of Section 12801.5.~~

34 ~~(b) The department may issue an original driver's license to the~~  
35 ~~person who submits proof of presence in the United States as~~  
36 ~~authorized under federal law pursuant to subdivision (a) and either~~  
37 ~~a social security account number or ineligibility for a social security~~  
38 ~~account number.~~

39 SEC. 7.

Section 12801.8 of the Vehicle Code is repealed.

P7 1 ~~12801.8.—~~

2 ~~(a) In the case of a legal, nonimmigrant driver's~~  
3 ~~license applicant, the department shall issue a temporary driver's~~  
4 ~~license, valid for 90 days, if the applicant has successfully~~  
5 ~~completed the application and the related requirements for the~~  
6 ~~issuance of a driver's license under this code, including subdivision~~  
7 ~~(a) of Section 12805. If the United States Immigration and~~  
8 ~~Naturalization Service is unable to verify the applicant's presence~~  
9 ~~before the temporary driver's license expires, the department shall,~~  
10 ~~at least 15 days before the temporary driver's license expires,~~  
11 ~~extend the temporary driver's license for an additional 120 days~~  
12 ~~and notify the applicant by mail that the temporary driver's license~~  
13 ~~is being extended.~~

14 ~~(b) If the department adjusts the expiration date of any driver's~~  
15 ~~license issued pursuant to this code so that the date does not exceed~~  
16 ~~the expiration date of a federal document submitted pursuant to~~  
17 ~~subdivision (a) of Section 12801.5, the applicant may, upon receipt~~  
18 ~~of a notice of renewal of the driver's license by the department~~  
19 ~~sent prior to the expiration of the license, request an extension of~~  
20 ~~the term of the driver's license by submitting to the department~~  
21 ~~satisfactory proof that the applicant's presence in the United States~~  
22 ~~has been reauthorized or extended under federal law. After~~  
23 ~~verifying that the applicant's presence in the United States has~~  
24 ~~been reauthorized or extended by federal law, the department shall~~  
25 ~~adjust the expiration date of the driver's license so that it does not~~  
26 ~~exceed the expiration date of the revised federal document~~  
27 ~~submitted pursuant to subdivision (a) of Section 12801.5 and~~  
28 ~~complies with the related requirements of this code.~~

29 ~~(c) On or before July 1, 1997, the department shall establish a~~  
30 ~~procedure for receiving mailed requests for the extension of driver's~~  
31 ~~licenses as described in this section.~~

32 SEC. 8.

Section 13002 of the Vehicle Code is amended to read:

33 13002.

34 ~~(a) Except as otherwise provided in subdivision (b),~~  
35 ~~every identification card shall expire, unless canceled earlier, on~~  
36 ~~the sixth birthday of the applicant following the date of application~~  
37 ~~for the identification card. Renewal of any identification card,~~  
38 ~~other than a senior citizen identification card, shall be made for a~~  
39 ~~term which shall expire on the sixth birthday of the applicant~~  
40 ~~following expiration of the identification card renewed, unless~~  
41 ~~surrendered earlier. Any application for renewal received after 90~~  
42 ~~days after expiration of the identification card, including a senior~~  
43 ~~citizen identification card, shall be considered the same as an~~  
44 ~~application for an original identification card. The department~~  
45 ~~shall, at the end of six years and six months after the issuance or~~  
46 ~~renewal of an identification card, other than a senior citizen~~  
47 ~~identification card, destroy any record of the card if it has expired~~  
48 ~~and has not been renewed.~~

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7 (b) Every senior citizen identification card issued pursuant to  
8 subdivision (b) of Section 13000 shall expire, unless canceled  
9 earlier, on the 10th birthday of the applicant following the date of  
10 application for the identification card. Renewal of any senior citizen  
11 identification card shall be made for a term which shall expire on  
12 the 10th birthday of the applicant following expiration of the senior  
13 citizen identification card renewed, unless surrendered earlier. The  
14 department shall, at the end of 10 years and six months after the  
15 issuance or renewal of a senior citizen identification card, destroy  
16 any record of the card if it has expired and has not been renewed.

17 (c) An identification card may be issued to a person in exchange  
18 for the person's driver's license which is surrendered to the  
19 department for either of the following reasons:

20 (1) The person has a physical or mental condition and requests  
21 cancellation of the driver's license.

22 (2) The department has revoked the person's driving privilege  
23 based on the person's physical or mental condition.

24 That card shall be issued without the payment of any additional  
25 fee.

26 ~~(d) Notwithstanding subdivisions (a) and (b), the department~~  
27 ~~may adjust the expiration date of any identification card issued~~  
28 ~~pursuant to this code so that the date does not exceed the expiration~~  
29 ~~date of a document submitted pursuant to subdivision (a) of Section~~  
30 ~~12801.5.~~



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Senior Transportation Planner  
**Meeting Date:** February 27, 2013  
**Subject:** Regionally Significant Projects

### RECOMMENDED ACTION:

**APPROVE** the list of regionally significant transportation improvement projects for submission to the Association of Monterey Bay Area Governments for their update to the regional travel demand forecast model.

### SUMMARY:

The Transportation Agency is updating the Regional Transportation Plan as well as the regional fee program, which is a funding source for the Regional Transportation Plan. With input from jurisdictions, staff is developing a list of transportation projects for the updates; AMBAG has requested a subset of regionally significant projects to include in the travel demand model.

### FINANCIAL IMPACT:

This action has no direct financial impact on the Transportation Agency budget. The Regional Transportation Plan must be updated regularly to provide a basis for the programming of state and federal funding to projects.

### DISCUSSION:

Projects being proposed for state and federal funding must be identified in a Regional Transportation Plan, which the Agency updates on a 4-year cycle for Monterey County. The regional plan is a long-range planning document with a 20-year horizon that includes three main components: 1) A Policy Element communicating goals and measurable objectives for improving the transportation system, 2) a Financial Element that includes a forecast of revenues over the life of the plan, and 3) an Action Element that includes a list of projects to funded within the capacity of the funding forecast, which meet the goals objectives identified in the document. Planning and priority-setting efforts undertaken by the Agency through the Regional Development Impact Fee program, Bicycle and Pedestrian Master Plan and other regional priority-setting actions taken by the Board, are utilized in updating the Regional Transportation Plan. The Agency coordinates preparation of the document with the Association of Monterey Bay Area Governments (AMBAG), which prepares a Metropolitan Transportation Plan for the three-county Monterey Bay region pursuant to federal requirements.


Staff is the process of meeting with, and collecting data from member jurisdictions on funding and projects for the Regional Transportation Plan. Development of the project list is being undertaken in coordination with the Agency's update of the Regional Development Impact Fee program. As part of this effort, the Association of Monterey Bay Area Governments has requested that the Regional Transportation Planning Agency's (Transportation Agency for Monterey County, Santa Cruz County Regional Transportation Commission, and the San Benito Council of Governments) identify a list of regionally significant capacity-enhancing projects to be included in the update of the regional travel demand model and evaluated based on the adopted SB 375 targets.

The draft list of regionally significant projects, attached with this staff report, is composed of the Transportation Agency Board-approved list of priority projects, the project list from the 2007 Nexus Study for the Regional Development Impact Fee program, as well as road and street widening (capacity enhancing) submitted by members of the Technical Advisory Committee. Additional road and street widening projects may be included with this list as they are provided to the Agency from the local jurisdictions – in particular, the City of Monterey was in the process of developing its list as this agenda was being prepared. This list of regionally significant projects is a subset of the complete project list that will be included in the Regional Transportation Plan, and will be revised later in the update process when the full project list is evaluated based on the performance measures adopted at the January 2013 Board meeting.

The process for evaluating the project list will be based on several criteria: Access and Mobility, Safety and Health, Environmental Stewardship, Social Equity, and Economic Benefit. These goals for the plan are consistent with the latest federal transportation bill (MAP-21), as well as the criteria considered by the Board for its Strategic Priority Project List in 2011, and incorporate comments provided by the Board at its December 2012 meeting. The criteria also include a list of performance measures tied to objectives for each goal, which will be used to analyze the projects for how effectively they meet the goals of the Regional Transportation Plan.

The attached list of regionally significant projects will be submitted to AMBAG by March for modeling purposes. A final draft project list covering all the County-wide projects (including transit, maintenance, and safety projects) that is consistent with the Sustainable Communities Strategy and the Draft Policy Element will be completed by the summer of 2013, and at which time will undergo environmental review under the California Environmental Quality Act.

Approved by:  Date signed: 2-14-13

 Debra L. Hale, Executive Director

Consent Agenda

Counsel Review: N/A

Web Attachment: Regionally Significant Project List



## Transportation Agency for Monterey County

### Capacity Enhancing Project List for AMBAG Model

The Transportation Agency for Monterey County is currently updating its Regional Transportation Plan and is in the process of collecting information on transportation improvement projects from member jurisdictions. Concurrently, the Association of Monterey Bay Area Governments is updating the regional travel demand forecasting model, and in advance of the full project list being available, requested a subset of the project list that contained regionally significant capacity enhancing projects - such as the Agency's approved priority projects, new local roadways and bicycle facilities, and street widenings. The following list of projects is composed of the Transportation Agency Board-approved list of priority projects, the project list from the 2007 Nexus Study for the Regional Development Impact Fee program, as well as road and street widening (capacity enhancing) projects submitted by members of the Technical Advisory Committee. Additional road and street widening projects may be included with this list as they are provided to the Agency from the local jurisdictions. The complete list of projects for use in the Regional Transportation Plan update will be brought to the Board for consideration and will be reconciled with the Board's approved performance measures as well as undergo environmental review, which is scheduled to occur this summer.

	Transportation Agency Board Approved Regional Priority Projects
	Jurisdiction Submitted Local Street and Road Widening Projects
	Jurisdiction Submitted Capacity Enhancing Bicycle Projects (Class 1 and 2)
	Transit Projects

Agency	Grouping	Project	Description	Location
Caltrans	Regional (Capacity)	SR 1 Widening Seaside to Sand City	Widen Highway 1 to six lanes from Fremont Ave to at least Canyon Del Rey and make interchange and related local road improvements in the vicinity of Canyon Del Rey and Fremont Avenues. Includes funding for the Monterey Branch Line	Highway 1 (Seaside – Sand City)
Caltrans	Regional (Capacity)	SR 156 - West Corridor (Phase I)	New four lane freeway parallel to existing highway with new interchange at Castroville Blvd	On SR 156 West from Castroville to US 101
Caltrans	Regional (Capacity)	SR 68 Commuter Improvements	Widen SR 68 from existing 4 lane section adjacent to Toro park west to Corral De Tierra.	Rte 68 between Monterey and Salinas
Caltrans	Regional (Capacity)	SR 68 Widening to Corral de Tierra	Construct 4-lane bypass along Ft. Ord ROW or widen existing roadway to 4-lanes	Between Toro Park and Rte 1
Caltrans	Regional (Capacity)	US 101 - Harris Road/Eastside Connector	Construct new Interchange on US 101 at Harris Road and construct 4 lane connector between Harris Road and Williams Road. PM 83.71	From US 101 at Harris Road to Williams Road in Salinas.
Caltrans	Regional (Capacity)	US 101 - South County Frontage Roads	Construct Frontage Roads from Harris Road to Chualar, then to Soledad	US 101 between Harris Road/Abbott Street and Soledad
County	Regional (Capacity)	Castroville Improvements / Artichoke Avenue	Extend Castroville Blvd to Blackie Rd. Construct Artichoke Ave Phase I, II and III from Hwy 1 to Poole Street. Implement Merritt Street Corridor Improvements.	North County

Agency	Grouping	Project	Description	Location
County	Regional (Capacity)	G-12 Northern / Southern Improvements	Add a two-way left-turn lane on Hall Rd between San Miguel Cyn Rd and Elkhorn Rd. Widen Elkhorn Rd to four lanes from Hall Rd to Werner Rd. Widen San Miguel Cyn Rd to four lanes from just south of Moro Rd through Castroville Blvd. Add climbing lane on southbound San Miguel Cyn Rd just north of Strawberry Rd. Add two-way left-turn lane on San Miguel Cyn Rd between Castroville Blvd and Echo Valley Rd. Add a traffic signal at Echo Valley Rd.	Unincorporated Monterey County
County	Regional (Capacity)	G17 Widening (River Road)	Widen to Four Lanes from Las Palmas Road to Las Palmas Parkway.	Toro/Greater Salinas
Gonzales	Regional (Capacity)	US 101 Gloria Road Interchange	US 101/Gloria Road Interchange Improvements	US 101 at Gloria Rd.
Greenfield	Regional (Capacity)	US 101 - Walnut Avenue Interchange	Relocate and replace existing US 101/Walnut Avenue Interchange	US 101 at Walnut Avenue, Greenfield
King City	Regional (Capacity)	US 101 - 1st Street Interchange (Lonoak Street I/C)	Extend San Antonio over railroad tracks from Lonoak to US 101/First Street Interchange	King City
Marina	Regional (Capacity)	Marina-Salinas Corridor	Widen Davis Rd to 4 lanes from Blanco Rd to Reservation Rd, Widen Reservation Rd to 4 lanes from Davis Rd to existing 4 lane section adjacent to East Garrison, Widen Imjin Pkwy to 4 lanes from Reservation Rd to Imjin Rd, reconstruct 12th St interchange.	Between Marina and Salinas
Monterey	Regional (Capacity)	Del Monte Corridor	Add eastbound lane from El Estero to Sloat Ave. Intersection upgrages to Sloat Ave and Aguajito Ave with addition of left turn lanes and signal operations improvements.	City of Monterey
Salinas	Regional (Capacity)	Westside Bypass	Construct 4-lane westside bypass around Salinas from Boranda to Davis Rd, including 4-lane Rossi St connector. Includes widening of Davis to 4 lanes from bypass connection to W Blanco Rd.	Salinas
Soledad	Regional (Capacity)	US 101 - North Interchange	Install new interchange north of US 101 and Front Street	US 101 and Front Street
Soledad	Regional (Capacity)	US 101 - South Interchange	Install new interchange south of US 101 and Front Street	US 101 and Front Street
County	Regional (Bike/Ped)	Castroville Blvd. Bicycle/Pedestrian Path and Railroad Crossing	Class I bike/ped path along Salinas Street from McDougall Street to Axtell Street; bike/ped bridge over the railroad crossing from Axtell Street to Collins Road; Class I bike/ped path from Collins Road to Castroville Blvd, and; crosswalk at Castroville Blvd to existing Class I bike path along Castroville Blvd. Construct a Class I bicycle path from Salinas Street to Castroville Blvd with an under crossing at the railroad tracks.	North Monterey County
County	Regional (Bike/Ped)	Davis Road	Install Class II bikeway.	On Davis Road from Reservation Road to Rossi Street

Agency	Grouping	Project	Description	Location
County	Regional (Bike/Ped)	Monterey Bay Sanctuary Scenic trail-Moss Landing	Install bikeway and bridge.	From just north of State Highway 1 Bridge to Moss Landing Road.
Marina	Regional (Bike/Ped)	Imjin Pkwy Class II Bike lanes	Install Class II Bikelanes	Imjin Pkwy - stripe bike lanes on Imjin Pkwy in addition to Class I bikepath
TAMC	Regional (Transit)	Monterey Branch Line	The Monterey Peninsula Fixed Guideway Service will provide light rail transit service using the existing Monterey Branch Line alignment. The 16 mile corridor extends between Monterey and Castroville adjacent to Highway 1. Phase 1 runs between Monterey and north Marina. Later phases will extend service to the planned commuter rail station in Castroville and increase the frequency of trains.	Monterey Peninsula and North County
TAMC	Regional (Transit)	Rail Extension to Monterey County	Extends existing rail service from Gilroy to Pajaro, Castroville & Salinas	North County and Salinas
Caltrans	Capacity	SR 1 - Moss Landing	Safety and operations improvements at Dolan Road	Between Castroville and Salinas Rd
Caltrans	Capacity	SR 156 Widening (Phase 2)	Interchange modification at US 156 and 101.	Castroville Blvd to the 156/101 Interchange
County	Capacity	Crazy Horse Canyon Road Improvements	Add passing lanes and construct Class II bike lanes from San Juan Grade Rd to US101. Turn Lanes or Passing Lanes from San Juan Grade Rd to Hwy 101	North County
County	Capacity	Davis Road Bridge Replacement #208 and Four Lane Road	Widen to 4 lanes from Blanco to Reservation; Build 4 lane Bridge over Salinas River. Replace bridge over Salinas River with new bridge with shoulders (FORA FY 09 CIP 2B)	North of the City of Salinas along Davis Road. Approx 0.5 miles south of Foster Road Bridge
County	Capacity	Espinosa Rd Widening	Widen to four travel lanes with Class II bike lanes on Espinosa Rd between SR-183 and US -101. Add Turn Lanes or Passing Lanes on Espinosa Rd btwn Hwy 183 and Hwy 101	Greater Salinas
County	Capacity	G17 Widening (Reservation Road)	Widen to Four Lanes with Class II bike lanes on Reservation Rd from Davis Rd to SR 68. Construct Traffic Signal at Davis Road.	Toro/Greater Salinas
County	Capacity	Harris Road Widening	Widen to four lanes on Harris Court to Salinas City Limit.	Greater Salinas
County	Capacity	Hebert Road/Old Stage Road Widening	Widen Hebert Rd to Four Lanes from San Juan Grade Rd to Old Stage Rd and Widen Old Stage Rd to Four Lanes from Hebert Rd to Salinas City Limit. Install traffic signals at Old Stage Rd/Natividad Rd./ and San Juan Grade Rd/Herbert Rd. Add turn lanes and shoulder improvements on Old Stage Rd. from Natividad Rd to the Salinas City Line. Provide signage to designate as a Class III bike route. Natividad Rd. Install Traffic Signal at Natividad Rd. Add Turn Lanes on Old Stage Rd from Natividad Rd to Williams Rd.	Greater Salinas
County	Capacity	Intergarrison	Upgrade to a 4-lane arterial from Eastside Rd to Reservation (FORA CIP FO6)	
County	Capacity	Johnson Cyn Land - Phase I I	New Road Construction and Widening	South Monterey County
County	Capacity	Pine Canyon Road Improvements	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Canyon Road at Jolon Road.	Central Salinas Valley

Agency	Grouping	Project	Description	Location
County	Capacity	River Road Operational Improvements	Widen shoulders and improve geometrics, and install class II bike lanes	From SR 68 to Arroyo Seco Road
County	Capacity	Salinas Road Improvements	Widen to Four Lanes btwn Future Hwy 1 and Salinas Rd Interchange and Existing Four-Lane Section. Widen existing three-lane section of Sallinas Rd from Werner Rd to Elkhorn Rd to four lanes. Add Class II bike lanes on Salinas Rd from SR 1 to Elkhorn Rd. Install traffic signal and construct Intersection Improvements at Elkhorn at Salinas and Werner roads Salinas Rd /Werner Rd. Construct traffic signal on Elkhorn Rd at Salinas Rd. Re-align Salinas Rd and Werner Rd to intersect Elkhorn Rd at a single location with a traffic signal. Alternatively, Re-Align Salinas and Werner roads to intersect Elkhorn Rd at a Single Location with a Traffic Signal.	North County/North County LCP
County	Capacity	San Juan Grade Road Improvements	Widen to four Lanes and construct raised center median fro Herbert Rd to Crazy Horse Canyon Rd. Add Class II bike lanes on San Juan Grade Rd along project extent. Install traffic signal and realign San Juan Grad Rd/Crazy Horse Canyon Rd intersection. from City of Salinas City Limits to Crazy Horse Canyon Rd. Install Traffic Signal at Rogge, Hebert and Crazy Horse Canyon Roads.	Greater Salinas
County	Capacity	San Juan Road Improvements	widen to four travel lanes with class II bike lanes from Pajaro to US 101. Construct traffic signals and intersection improvements at the Aromas Road, Carpenteria Road, Murphy Road and Tarpey Road intersections. Construct intersection improvements at San Miguel	North County
Del Rey Oaks	Capacity	Eastside Pkwy (New alignment)	Construct new 2 lane arterial from Eucalyptus Rd to Parker Flats cut-off to Schoonover Dr (FORA CIP FO13B)	
Del Rey Oaks	Capacity	Eucalyptus Rd	Upgrade to 2 lane collector from General Jim Moore Blvd to Eastside Rd to Parker Flats cut-off (FORA CIP FO12)	
Del Rey Oaks	Capacity	GJM Blvd-Normandy to McClure	Widen from 2 to 4 lanes from Normandy Rd to McClure (FORA CIP FO9B Phase 2)	
Del Rey Oaks	Capacity	GJM Blvd-s/o Coe to S Boundary	Widen from 2 to 4 lanes from s/o Coe to South Boundary Rd (FORA CIP FO9C)	
Del Rey Oaks	Capacity	GJM Blvd-s/o McClure to s/o Coe	Widen from 2 to 4 lanes from McClure to Coe (FORA CIP FO9B Phase 3)	
Del Rey Oaks	Capacity	S Boundary Road Upgrade	Upgrade to a 2 lane arterial, along existing alignment from General Jim Moore Blvd to York Rd (FORA CIP FO14)	
King City	Capacity	Broadway St	Road widen, Traffic Signals	Mildred thru Canal
King City	Capacity	Bypass ( So. San Antonio extension)	Bridge, Road, and Ped/Bike Construction	Bitterwater across
King City	Capacity	Bypass (Lon Oak connection)	Road and Ped/Bike Construction	Connection from Bypass/San Antonio to First
King City	Capacity	South First St.	Road Improvements and widening on east side	San Lorenzo River to 101 ROW
Marina	Capacity	2nd Avenue Phase 2	Construct new arterial road (FORA CIP FO8)	On 2nd Avenue from Imjin Pkwy to Crescent Ct./Abrams Rd.
Marina	Capacity	2nd Avenue Phase 3	Construct new arterial road (FORA CIP FO8)	On 2nd Ave. from Crescent Ct./Abrams Rd to Del Monte in Marina

Agency	Grouping	Project	Description	Location
Marina	Capacity	8th Street	Upgrade/construct 2-lane arterial (FORA CIP FO5)	From Hwy 1 Overpass to Inter-Garrison (Eighth Street Cutoff)
Marina	Capacity	Abrams Road	Construct a new 2-lane arterial (FORA CIP FO2)	From intersection with the Second Avenue (link to Del Monte Blvd, in Marina (see project FO#8) easterly to intersection with Crescent Court extension.--part of project 162--
Marina	Capacity	Crescent Court	Extend existing Crescent Court southerly to join proposed Abrams Drive on the former Fort Ord (FORA CIP off-site 8)	
Marina	Capacity	Del Monte Blvd. widening	Widen to 4 lanes	From north of Beach Road to H/W 1 interchange
Marina	Capacity	Michael Dr new connection	Construct new street	Sells to Cosky
Marina	Capacity	Salinas Avenue	Construct new 2 lane arterial (FORA CIP FO11)	From Reservation Road southerly to Abrams Drive.
Monterey	Capacity	Highway 1 Overcrossing	Construct Highway 1 overcrossing near Holman Highway	Monterey
Monterey	Capacity	Munras and Soledad	Capacity and safety improvements at Munras Avenue and Soledad Drive	Monterey
Monterey	Capacity	SR 68 - SR 1 Roundabout	Construct new roundabout at the interchange of SR 68 and SR 1	Monterey
Monterey	Capacity	SR 68 Roundabout at CHOMP	Construct roundabout at Community Hospital of Monterey Peninsula on SR 68	Monterey
Pacific Grove	Capacity	Congress - Sunset Roundabout	Construct a roundabout at Congress and Sunset including ROW, landscaping, curb, and paving	Intersection of Sunset and Congress
Salinas	Capacity	Alisal Street Extension	Extend as 2 lane collector street with bike lanes	between Alisal Street/Bardin Road intersection and the Williams-Russell Collector
Salinas	Capacity	Alisal Street Widening	Widen from 2 to 4 lanes	between Williams Rd and Alisal Rd
Salinas	Capacity	Alvin Drive - SR101 overpass/underpass and Bypass	Construct overpass/underpass and 4 lane street structure	SR 101 and Alvin Drive
Salinas	Capacity	Bernal Drive East Improvements	Widen road, construct sidewalk and retaining wall on north side of road, between N. Main and Roasarita Dr.	Bernal Drive between N. Main and Roasarita Dr.
Salinas	Capacity	Bernal Drive Extension	Extend as 4 lane arterial	From Sherwood Drive / Natividad Rd intersection to Kern Street
Salinas	Capacity	Boronda - Main Improvements	Construct interchange improvements and widen road by 12' for 200'	Boronda Rd and Main Street
Salinas	Capacity	Boronda Rd. Widening	Widen to 6 lanes from San Juan Grade Rd to Williams Rd.	Boronda Rd from Natividad to Williams
Salinas	Capacity	Constitution Boulevard Extension	Construct 4 lane street	From Boronda to Old Stage Road
Salinas	Capacity	Constitution Boulevard Extension	Construct new 2 lane street	From Laurel Drive to Bernal Drive extension
Salinas	Capacity	Hemingway Drive Extension	Construct 2 lane road	from Boronda to Russell
Salinas	Capacity	Independence Boulevard Extension	Extend as 2 lane collector	From Boronda to Russell Rd
Salinas	Capacity	John Street - US 101	Widen to 4 lanes between Work to Wood Streets with grade separated overpass	John Street between Work and Wood Streets
Salinas	Capacity	Laurel Drive Widening	Widen to 6 lanes and add left turn channelization west of Constitution	Between Natividad and Constitution
Salinas	Capacity	Lincoln Avenue Widening	Widen Lincoln to 4 lanes between West Market and Gavilan	Lincoln Ave Between W. Market and Gavilan
Salinas	Capacity	Main Street (North) Widening	Widen to 6 lanes from Market to Casentini	Main St. from Market to Casentini
Salinas	Capacity	Maryal Drive Reconstruction	Widen roadway behind Rodeo Grounds (from 36' to 40')	Maryal Drive
Salinas	Capacity	McKinnon Street Extension	Extend 2 lane collector	From Boronda Rd to Rogge Rd
Salinas	Capacity	Moffett Street Extension	Extend as 4 lane collector	From Davis Rd to Western Bypass

Agency	Grouping	Project	Description	Location
Salinas	Capacity	Natividad Road Widening	Widen from 2 to 4 lanes	From Boronda Rd to Rogge Rd
Salinas	Capacity	Romie Lane Widening	Widen from 2 lanes to 4 lanes between S. Main to East of California Street	Romie Lane - between S. Main and California Street
Salinas	Capacity	Rossi Street Widening	Widen to 4 Lanes	Between Main Street and Sherwood Dr
Salinas	Capacity	Russell Rd Widening	Widen Street from US 101 to San Juan Grade Rd	Russell Rd. from US 101 to San Jaun Grade Rd
Salinas	Capacity	Russell Road Extension	Extend 4 lane arterial	From San Juan Grade Rd to Old Stage Rd
Salinas	Capacity	San Juan - Natividad Collector	Construct an east - west 2 lane collector roadway	from San Juan Grade to Natividad (North of and parallel to Boronda)
Salinas	Capacity	San Juan Grade Widening	Widen from 2 to 4 lanes	San Juan Grade between Boronda and Rogge
Salinas	Capacity	Sanborn Rd. Widening/Reconstruction	Widen to 6 lanes and reconstruct from John Street to Abbott Streets	Sanborn Rd. from John Street to Abbott Street
Salinas	Capacity	Sanborn Road Extension	Construct 4 lane arterial	From Boronda to Old Stage Road
Salinas	Capacity	US 101 - Salinas Corridor	Upgrade Existing Expressway to a Freeway, interchanges & Address north/south roadway capacity through Salinas	Salinas
Seaside	Capacity	Gigling Road	Upgrade/construct new 4-lane arterial (FORA CIP FO7)	From General Jim Moore Blvd. Easterly to Eastside Road
Seaside	Capacity	SR 1 - Monterey Rd Interchange	Construct new interchange	On SR 1 between Fremont and Lightfighter Drive near Monterey Rd
Soledad	Capacity	Bryant Canyon Road (N-S)	Construct to 4 lanes	From SR 146 (Metz Road) to Orchard Lane
Soledad	Capacity	Camphora Gloria Road	Construct to 4 lanes	From US 101 to Orchard Lane Extension
Soledad	Capacity	Crest Street	Construct to 2 lanes	From West Street Extension to Orchard Lane Extension
Soledad	Capacity	Front Street Extension	Construct to 4 lanes	From Moranda Street to Gabilan Drive
Soledad	Capacity	Front Street Extension	Construct to 4 lanes	From Gabilan Drive Extension to Orchard Lane Extension
Soledad	Capacity	Frontage Road	Construct to 4 lanes	From Front Street to Camphora Gloria Road
Soledad	Capacity	Gabilan Drive Extension	Construct to 4 lanes	From San Vicente Road to US 101 NB Ramps
Soledad	Capacity	Gabilan Drive Extension	Construct to 4 lanes	From Bryant Canyon Road (N-S) to SR 146 (Metz Road)
Soledad	Capacity	Market Street Extension	Construct to 2 lanes	From San Vicente Road to Front Street
Soledad	Capacity	New Arterial 1	Construct to 4 lanes	From Camphora Gloria Road to West Street
Soledad	Capacity	New Arterial 2	Construct to 2 lanes	From West Street to Orchard Lane
Soledad	Capacity	New Collector 1	Construct to 2 lanes	From New Arterial 1 to Orchard Lane Extension
Soledad	Capacity	Orchard Lane	Construct to 2 lanes	From SR 146 (Metz Road) to Gabilan Drive
Soledad	Capacity	Orchard Lane Extension	Construct to 2 lanes	From Camphora Gloria Road to New Arterial 2
Soledad	Capacity	S Street	Construct to 2 lanes	From West Street Extension to Orchard Lane Extension
Soledad	Capacity	San Vicente Road	Construct to 4 lanes	From Front Street to Gabilan Drive
Soledad	Capacity	San Vicente Road	Construct to 4 lanes	From Gabilan Drive to City Limit
Soledad	Capacity	San Vicente Road Extension	Construct to 2 lanes	From New Arterial 2 to Orchard Lane Extension
Soledad	Capacity	SR 146 - Bypass to US 101	Construct a new road from SR 146/Metz Road at City Limits to Los Coches Drive, to south US 101 interchange	Soledad
Soledad	Capacity	US 101 - Camphoria Interchange	Install new interchange at Camphoria-Gloria Street	US 101 and Camphoria-Gloria Street
County	Bike	Elkhorn Slough Area Bike Lanes	Install Class II bikeway lanes	North Monterey County - Along Elkhorn Road, Salinas Road and Porter Drive from County Line Fr. Co. Line to Castroville Blvd.
County	Bike	Florence St. Extension	Install Class II bikeway lanes	Along Florence Street from beginning of Florence at railroad, along Florence extension to levee. From RR to levee
County	Bike	Front Rd Extension	Install class II bikeway	Along Front Rd from Camphora Gloria Rd to Encinal St

Agency	Grouping	Project	Description	Location
County	Bike	Gloria Road	Install Class II bikeway	Along Gloria Road from State Hwy 101 to Iverson Camphora-Gloria Road
County	Bike	Gonzales - River Road Bike Lanes	Install Class II-III bikeway	From Gonzales city limits to River Road
County	Bike	Hall Road - Tarpey Road Bike Lanes	Install Class II bikeway lanes	Along Hall Road from San Miguel Canyon Elkhorn Road to San Juan Road
County	Bike	Harkins Rd	Install class II bikeway	Along Harkins Rd from Nutting Street to 5th St (Spreckels)
County	Bike	Harrison Rd	Install class II bikeway	Along Harrison Rd from Damian Wy to Russell Rd (Salinas)
County	Bike	Inter-Garrison Road Bikeway	Install Class II bikeway	Along Intergarrison Road from 8th Street cut-off Abrams to Reservation Road
County	Bike	Iverson Rd	Install Class II bikeway	Along Iverson Rd from Old Stage Road to Johnson Canyon Road 5th St (Gonzales City Limits) to Old Stage Rd
County	Bike	Iverson Road	Install Class II bikeway	Along Iverson Road from Johnson Canyon Road to Gloria Road
County	Bike	Jetty Road/Pajaro River (Zmudowski Beach)	Install Class I bikeway.	Along Jetty Road.
County	Bike	Johnson Canyon Road	Install Class II bikeway	From Gonzales City Limits along Johnson Canyon Road to Iverson Road
County	Bike	Jonathan St. Extension Bike Path	Install Class I bikeway path	Fr. Jonathan St. to school
County	Bike	Lanini Rd	Install class II bikeway	Along Lanini Rd from Tavernetti Rd to Tavernetti Rd Hwy 101 On Ramp
County	Bike	Las Lomas Dr Bicycle Lane & Pedestrian Project Road - Clausen Road Bike Lanes	Install Class II bikeway, new sidewalks, curb & gutter, and a new drainage and water system. lanes	Widen Las Lomas Dr from Sill Hall Rd to Thomas Rd. From Hall Road to end of Las Lomas and Clausen Roads (Pajaro Area)
County	Bike	Laureles Grade Road Bike Lanes	Install Class II bikeway lanes	Along Laureles Grade from State Hwy 68 to Carmel Valley Road. Fr. SR 68 to Carmel Valley Road
County	Bike	Main St	Install class II bikeway	Along Main St from Grant St to Lincoln St (Chualar)
County	Bike	McCoy Road	Install Class II bikeway.	Along McCoy road to Moranda Road.
County	Bike	McCoy Road	Install class II bikeway	Along McCoy Rd from Soledad Prison Rd to Camphora Gloria Rd
County	Bike	Meade St (Extension)	Install class II bikeway	Along Meade St from Tembladera St to Artichoke Ave (Extension)
County	Bike	Meridian Rd Path	Install class I bikeway	375' S of Meridian Rd, to 390' N of Meridian Rd.
County	Bike	Monte Rd - MBSST	Install class II bikeway	Along Monte Rd from Nashua Rd to Lapis Rd
County	Bike	Monte Road Bike Path	Install Class II bikeway paths	On Monte Road at Del Monte Boulevard to Nashua Road. From End of existing Class I to Salinas River
County	Bike	Moss Landing Road Bike Lanes, Storm Drain, and Street Improvements	Install Class II Bicycle Lanes	From South State Highway 1 to North State Highway 1.
County	Bike	Natividad Road Bike Lanes	Install Class II bikeway lanes	Along Natividad Road from Salinas City Limits to Old Stage Road
County	Bike	Pajaro Rail Line	Install class I bikeway	From Salinas Rd to Pajaro River Levee.
County	Bike	Pajaro River Levee Trail to San Juan Road Bike Lanes	Install Class I bikeway 2000' of Class II/III on east side of road	Along levee from Florence Extension to proposed drainage pond. Along east side of dr. pond from. Levee to San Juan Road
County	Bike	Portola Dr	Install class II bikeway	Along Portola Dr from Torero Dr to Muleta Dr.
County	Bike	Prunedale North Rd	Install class II bikeway	Along Prunedale North Rd from San Miguel Canyon Rd to 300' S of Hwy 156 overpass

Agency	Grouping	Project	Description	Location
County	Bike	Prunedale South Road Bike lanes	Install Class II bikeway path (Class II)	Install continuous bikeways along Prunedale South Road, Berta Canyon Road, and Blackie Road to State Hwy 101 South (with Caltrans). On Prunedale South Rd. from 156 to Reese Cr.
County	Bike	Reservation Rd	Install class I bikeway	From Reservation Rd to Creekside Terrace
County	Bike	Reservation Rd. Bike Way Ph. II	Install Class II bikeway Class II Bike Lanes	Along Reservation Road from Blanco Road to State Highway 68. On Reservation from SR68 to Blanco Rd.
County	Bike	Rio Rd	Install class II bikeway	Along Rio Rd from Atherton Dr to Hwy 1
County	Bike	Rogge Road Lane Bike Lanes	Install Class II bikeway lanes	On Rogge Road from Natividad Road to San Juan Grade Road
County	Bike	Russell Road	Install Class II bikeway	On Russell Road from State Hwy 101 to San Juan Grade Road.
County	Bike	Salinas Rd - Hall Rd - Tarpey Rd	Install class II bikeway	Along Salinas Rd from Porter Dr to San Juan Rd
County	Bike	Salinas Street	Install Class I/II bikeway.	Along Salinas Street from Merritt Street to Axtell Haight Street.
County	Bike	San Benancio - Corral de Tierra Rd Loop	Install class II bikeway	Along Hwy 68 from San Benancio Rd to Corral de Tierra Rd
County	Bike	San Benancio Rd - Corral de Tierra Loop Bike Lane	Install Class II Bikeway	On San Benancio Rd - Along Corral de Tierra Loop from State Hwy 68 to Robley Road to Corral del Cielo.
County	Bike	San Benancio Road	Install Class II bikeway.	Along San Benancio from Corral del Cielo to Harper Canyon Road to State Hwy 68.
County	Bike	San Juan Grade Rd	Install class II bikeway	Along San Juan Grade Rd from Rogge Road to Herbert Rd
County	Bike	San Juan Grade Road Bike Lanes	Install Class II bikeway lanes	Along San Juan Road between Bet. Crazy Horse Rd. to and the County Line
County	Bike	San Juan Rd	Install class II bikeway	Along San Juan Rd from Porter Dr to Florence Ave
County	Bike	San Juan Road to Pajaro Levee	Install Class II bikeway.	Along rail line from San Juan Road to Pajaro River Levee.
County	Bike	Sanctuary Scenic Trail 15A	Install class I bikeway	From Elkhorn Bridge (S) to Elkhorn Bridge (N)
County	Bike	Sanctuary Scenic Trail Segment 10	Install class I bikeway	From Neponset Rd to Lapis Rd
County	Bike	Sanctuary Scenic Trail Segment 11	Install class I bikeway	From Neponset Rd to Monte Rd
County	Bike	Sanctuary Scenic Trail Segment 12	Install class I bikeway	From Salinas River and Hwy 1 to Salinas River State Beach
County	Bike	Sanctuary Scenic Trail Segment 13	Install class I bikeway	From Salinas River State Beach to Sanholdt Rd
County	Bike	Sanctuary Scenic Trail Segment 14	Install class I bikeway	From Nashua Rd to Potrero Rd
County	Bike	Sanctuary Scenic Trail Segment 14	Install class I bikeway	From Mora Rd to Monterey Dunes Way
County	Bike	Sanctuary Scenic Trail Segment 14A	Install class I bikeway	From Salinas River State Beach to Potrero Rd
County	Bike	Sanctuary Scenic Trail Segment 17A	Install class I bikeway	From Pajaro River to Trafton Rd
County	Bike	Sanctuary Scenic Trail Segment 17B	Install class I bikeway	From Trafton Rd to McGowan Rd
County	Bike	Sanctuary Scenic Trail Segment 7	Install class I bikeway	From Lapis Rd to Dunes Dr
County	Bike	Sanctuary Scenic Trail Segment 9	Install class I bikeway	From Lapis Rd to Monte Rd
County	Bike	Sill Road	Install Class II bikeway.	Along Sill Road from Las lass Lomas Drive to Harrington Road.
County	Bike	South Boundary Road Bike Lanes	Install Class II bikeway lanes on So. Boundary Road	On South Boundary Road. Between Seaside City Limits and Laguna Seca
County	Bike	Tavernetti Rd	Install class II bikeway	Along Tavernetti Rd from Lanini Rd to Soledad Prison Rd
County	Bike	Tavernetti Road	Install Class II bikeway.	From Gloria Road to McCoy Road.
County	Bike	Tembladero Slough	Install Class II bikeway.	Between State Hwy 1 along Tembladero Slough.
County	Bike	Werner Rd	Install class II bikeway	Along Werner Rd from Salinas Rd to Elkhorn Rd



Agency	Grouping	Project	Description	Location
King City	Bike	Pedestrian/Bike Path for South KC	Pedestrian/Bike Path and bridge	South of Division, across Golf Course/San Lorenzo River to So First
Marina	Bike	Lake Dr Class II Bikelanes	Install Class II Bikelanes	Lake Dr from Palm Ave to Lake Court
Marina	Bike	Lake Dr Class II Bikelanes	Install Class II Bikelanes	Lake Dr from Palm Ave to Reservation Rd
Marina	Bike	Old Marina Class I Bikepath	Install Class I Bikepath	Along south edge of old Marina from Del Monte Blvd to California Ave
Marina	Bike	Palm Ave Class II Bikelanes	Install Class II Bikelanes	Palm Ave from Lake Dr to Sunset Ave
Salinas	Bike	N Main / Espinosa Rd Class II Bikelane	Install Class II Bikelane	On new underpass at Russell/Espinosa to N Main
Salinas	Bike	Natividad Creek Bike Path	Install new bike path	From Gee St to Circle Dr
Salinas	Bike	Reclamation Ditch Bike System	Construct Class 1 Bike Path along ditch # 1665	
Salinas	Bike	Rossi St Extension Class II Bikelanes	Install Class II Bikelanes	On Rossi St Extension from Boronda to Davis
Salinas	Bike	Russell Rd Class II Bikelanes	Install Class II Bikelanes	On Russell Rd from N Main to San Juan Grade Rd
Salinas	Bike	San Juan Grade Class II Bikelanes	Install Class II Bikelanes	On San Jan Grade Rd from Boronda Rd to Cornwall St
Salinas	Bike	Terven Ave Class II bikelanes	Install Class II Bikelanes	on Terven Ave from Sanborn Rd to Airport Blvd
Salinas	Bike	Williams Road Bike lanes	Install bike lanes along entire length	Williams Road
MST	Transit	Bus on Shoulder for Highway 1	Expand bus service routes by utilizing the shoulders on Highway 1	Monterey Peninsula and North County
MST	Transit	Bus Rapid Transit	Bus rapid transit service along the inter-modal corridor	Monterey Peninsula



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors

**From:** Debra L. Hale, Executive Director

**Meeting Date:** February 13, 2013

**Subject:** **Metropolitan Transportation Plan/Sustainable Communities Strategy  
Priorities and Preferences Survey Request for Qualifications**

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### **RECOMMENDED ACTION:**

1. **APPROVE** the survey consultant Request for Qualifications - Description of Services Requested; and
2. **AUTHORIZE** staff to release the request for qualifications, evaluate the received statements of qualifications, conduct interviews as necessary and return to the Board of Directors with a recommendation for approval of a consultant contract, including the final scope of work.

### **SUMMARY:**

The survey will be developed in concert with the regional transportation planning agencies and the Association of Monterey Bay Area Governments as a tool for engaging the public in developing scenarios for long-range transportation investments that support the regional Sustainable Communities Strategy.

### **FINANCIAL IMPACT:**

The available funding for the entire consultant scope of work is \$54,500. The source is a state Strategic Growth Council grant. \$5,500 is available from the grant to pay for TAMC staff costs.

### **DISCUSSION:**

TAMC has been asked to take the lead in overseeing the development and conduct of a survey of the public in Monterey, San Benito, and Santa Cruz Counties about priorities for funding and projects being considered for the long-range 2014 Monterey Bay Metropolitan Transportation Plan. The Request for Qualifications will be used by TAMC to solicit Statements of

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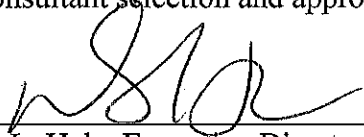
*P:\Committees\TAMC\Year 2013\February\DH - RTP Survey RFQ.docx*

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(831) 775-0903 • E-mail: [debbie@tamcmonterey.org](mailto:debbie@tamcmonterey.org)  
[www.tamcmonterey.org](http://www.tamcmonterey.org)

Qualifications (SOQs) from qualified consultants to survey the public in Monterey, San Benito, and Santa Cruz Counties about priorities for funding and projects being considered for the Monterey Bay Metropolitan Transportation Plan. The survey will be a tool for engaging the public in developing scenarios for long-range transportation investments that support the regional Sustainable Communities Strategy being developed by AMBAG.

Once the Transportation Agency Board approves the scope of work, staff will prepare the request for qualifications based on the standardized format and release it to interested consultants. An evaluation committee comprised of AMBAG and the transportation agencies in Santa Cruz, San Benito and Monterey Counties will review the Statements of Qualifications and make a recommended selection to the TAMC Board of Directors. Submittals will be evaluated based on the qualifications of the project team, relevant and local project experience, project approach and understanding and references provided. The recommended team will be presented to the TAMC Board to make the consultant selection and approve the contract and final scope of work.

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

  
Debra L. Hale, Executive Director

Date signed: \_\_\_\_\_

2/14/13

Consent Agenda

Counsel Review: Pending

Attachment: Request for Qualifications - Description of Services Requested

# **Attachment A**

## DESCRIPTION OF SERVICES REQUESTED FOR

### **Metropolitan Transportation Plan - Sustainable Communities Strategy Priorities and Preferences Survey**

#### **I. INTRODUCTION**

The Transportation Agency for Monterey County (TAMC) is one of three Regional Transportation Planning Agencies in the tri-county Monterey Bay Area. TAMC is the designated Regional Transportation Planning Agency for Monterey County. The Santa Cruz County Regional Transportation Commission is the designated Regional Transportation Planning Agency for Santa Cruz County, and the San Benito Council of Governments is the designated RTPA for San Benito County. The Association of Monterey Bay Area Governments is the designated Metropolitan Planning Organization for the tri-county Monterey Bay area. All four agencies are working together on the coordinated development of the long-range 2014 Monterey Bay Metropolitan Transportation Plan.

#### **II. PURPOSE OF THE REQUEST FOR QUALIFICATIONS (RFQ)**

This Request for Qualifications will be used by TAMC to solicit Statements of Qualifications (SOQs) from qualified consultants to survey the public in Monterey, San Benito, and Santa Cruz Counties about priorities for funding and projects being considered for the Monterey Bay Metropolitan Transportation Plan. The survey will be a tool for engaging the public in developing scenarios for long-range transportation investments that support the regional Sustainable Communities Strategy being developed by AMBAG.

#### **III. SCOPE OF WORK**

##### Survey

Conduct a telephone survey of voters in Santa Cruz, San Benito and Monterey County. The survey would probe for:

- Level of concern about community issues;
- Use of local transportation system and regional travel behavior;
- Awareness of transportation infrastructure needs;
- Transportation priorities and proposed projects for long-range transportation investment scenarios within each county;
- Themes or messages that may assist public information efforts;

- Attitudes regarding tax measures generally and funding for transportation specifically;
- Assessment of the community's receptiveness to tax measures and other methods to fund transportation improvements;
- Assessment of residents' support of various greenhouse gas emissions reduction strategies and actions they are willing to take to reduce emissions.

The survey will vary somewhat by county (project priorities, funding options) and shall include a statistically significant sample size within each county and for the entire region. A Spanish language version of the survey should be available as needed.

#### Coordination with Team

Consultant shall review the draft and final surveys with the staff project team, composed of representatives from the Association of Monterey Bay Area Governments, and the three regional transportation planning agencies (San Benito Council of Governments, Santa Cruz County Regional Transportation Commission and the Transportation Agency for Monterey County).

Consultant shall prepare a survey results report and present the report to each of the four partner agencies' governing boards.

#### Deliverables

Draft and final survey, survey results report and output tables

**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: Jerry Edelen (Chair),  
Jane Parker (1<sup>st</sup> Vice Chair), Kimbley Craig (2<sup>nd</sup> Vice Chair),  
Simon Salinas (Past Chair),  
Fernando Armenta (County representative), Alejandro Chavez (City representative)*

**Wednesday, February 6, 2013**

**\*\*\* 9:00 a.m. \*\*\***

Transportation Agency Conference Room  
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Edelen called the meeting to order at 9:04 a.m. Board members present: Armenta, Chavez, Craig, Edelen, Parker and Salinas. Staff present: Cheung, Hale, Goel, Muck, Rodriguez and Watson. Others present: Agency Counsel Reimann and past Counsel Blankenship; Dana Clearly, CHISPA; and Teresa Szymanis, City of Marina.
2. **PUBLIC COMMENTS:** Lee Blankenship congratulated Monterey County elected officials for the civil, positive interactions between elected member and between elected officials and the public.

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**3. CONSENT AGENDA**

On a motion by Board member Parker and seconded by Board member Salinas, the committee voted 6 – 0 to approve the consent agenda.

- 3.1 Approved minutes from the Executive Committee meeting of January 7, 2013.
- 3.2 Recommended the Board adopt a “support” position on Assembly Bill 60 (Alejo) re: Drivers’ licenses eligibility required documentation.

**END OF CONSENT**

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4. On a motion by Board member Armenta and seconded by Board member Parker, the committee voted 6 – 0 to receive a request from the City of Marina for an extension of its Transportation for Livable Communities Transit-Oriented Development incentive grant and recommend the Transportation Agency Board of Directors approve the extension request.

Christina Watson, Principal Transportation Planner, reported that the Transportation Agency enacted the Transportation for Livable Communities program in 2003 to incentivize the creation of affordable housing in existing communities close to transit, which reduces the demand on regional road networks and increases transit ridership. The City of Marina was awarded a \$300,000 grant for the Marina Transit Village project. The funding was subsequently transferred to the nearby De Forest apartment building. The City has requested a building permit deadline extension from February 27, 2013 to April 2014.

Theresa Szymanis, City of Marina, reported that the City of Marina supports CHISPA's 47-unit senior apartment development.

Dana Clearly, Director of Real Estate Development, thanked the Board for their support and noted that the TLC grant allows CHISPA to apply for tax credit rounds in 2013.

Board member Armenta commented he supports CHISPA for having a longstanding reputation for building nonprofit housing in Monterey County.

5. On a motion by Past Chair Salinas and seconded by Committee member Armenta, the committee voted 6 – 0 to review and provide direction on the draft fiscal year 2013/14 Work Program Activities.

Todd Muck, Deputy Executive Director, gave an overview and highlighted the draft fiscal year 2013/14 Work Program. Mr. Muck reported the annual Transportation Agency for Monterey County Work Program describes the activities that the Agency will undertake during the next fiscal year, and provides the basis for the 2013/14 Agency budget. The annual Agency Work Program describes the activities to be accomplished during the fiscal year beginning July 1, and ending June 30.

Mr. Muck reported that Agency staff will be submitting the draft 2013/14 program to AMBAG in late February. The various regional transportation agencies' proposed draft programs will be assembled by AMBAG into a coordinated submission to state and federal funding agencies. The schedule calls for comments to be received from FHWA and Caltrans in April. Agency staff will then incorporate and changes from the review agencies, as well as the Transportation Agency Board, into a final proposed work program to be presented to the Board of Directors in May.

6. On a motion by Committee member Craig and seconded by Vice Chair Parker, the committee voted 6 – 0 to recommend that the Board authorize Executive Director to submit the draft fiscal year 13/14 budget to federal and state funding agencies for initial review; and recommend that the Board provide direction and guidance to staff on the three year budget for fiscal years 13/14 through 15/16, and direct Executive Director to bring the final three-year budget back to the Board on May 22, 2013 for approval.

Rita Goel, Director of Finance & Administration, presented the draft Agency three-year budget for fiscal years 13/14 through 15/16. Ms. Goel reported authorization to submit the draft budget for fiscal year 13/14 is necessary to meet deadlines of federal and state funding agencies to review the Agency budget for fiscal year 13/14. The Agency continues to control expenditures to stay within its current year budget, and maintains a prudent cash reserve. She noted that the Agency budget separates expenditures into two types: operating and direct programs. Operating expenditures include staff salaries and benefits, materials, supplies, and equipment purchases. Direct program expenditures that apply to specific project delivery tasks such as rail program, highway projects, bicycle and pedestrian program etc. Ms. Goel reported that the proposed fiscal year 2013-2014 operating expenditure budget is \$2,520,707, a net decrease over fiscal year 2012-2013 of \$27,975. This is due to a reduction in materials and services. The proposed fiscal year current direct program expenditure budget is \$9,437,524 a net decrease over fiscal year 12/13 of \$811,689.

As a result of good fiscal management, the agency has added to its reserve in the past years and therefore should be able to sustain a short-term drop in revenues. The undesignated reserve is forecast to be added to and used in some years between FY's 13-16 (4 years) but the cumulative impact should be a small increase. As designated in its GASB 54 fund balance policy, the agency will continue to maintain a minimum of a six-month operating budget balance in its undesignated (unassigned) reserve. The Executive Committee recommended any excess over the six-month level will be designated as a "contingency" fund to cover future short-term revenue shortfalls or unanticipated expenses.

Chair Edelen thanked Ms. Goel for an outstanding presentation.



7. The Committee received a report on the draft agenda for the TAMC Board meeting of February 27, 2013.

Executive Director Hale reviewed the February 27, 2013 draft agenda. She reported the Board would be asked to approve the draft FY 2013/14 and 2015/16 Budget, and the draft Work Program for FY 2012/13 for submittal to AMBAG and Caltrans. The Board would also be asked to approve the City of Marina's request for extension of the deadline for the Transportation for Livable Communities grant, and to approve the Principles of Agreement with the Capitol Corridor Joint Powers Authority regarding the extension of rail service to Salinas. Director Hale noted under the consent agenda the Board would be asked to approve a support position on Assembly Bill 60 (Alejo) regarding documentation for driver's licenses, the list of regionally significant projects for the travel forecast modeling of the Regional Transportation Plan, the contract with Ecology Action to conduct bicycle safety rodeos at elementary schools as a substitute for prior Bike Week activities, writing letters of support for selected state planning grants for transportation studies in the tri-county region, and the annual Local Transportation Fund apportionments for transit and planning purposes. Ms. Hale also noted that the Board would be asked to authorize the Executive Director to release a Request for Qualifications for firms to prepare and conduct resident surveys in the Tri-County Monterey Bay Area to assist in the development of the long-range Transportation Plans. As part of the changeover of our Board chair, the Board will be asked to approve the updated signatories for Agency accounts. In conclusion, Director Hale noted that the Board would be asked to approve Bicycle and Pedestrian Committee member Devin Meheen nominated by City of Carmel representative Mayor Jason Burnett.

8. **ADJOURNMENT**

Chair Salinas adjourned the meeting at 10:25 a.m.

Respectfully Submitted,

  
Elouise Rodriguez, Senior Administrative Assistant

<b>TRANSPORTATION AGENCY FOR0. MONTEREY COUNTY (TAMC)</b> <b>RAIL POLICY COMMITTEE MEETING</b> <i>DRAFT Minutes of February 4, 2013</i> Transportation Agency for Monterey County 55-B Plaza Circle, Salinas											
	FEB 12	MAR 12	APR 12	MAY 12	JUN 12	AUG 12	SEP 12	OCT 12	NOV 12	JAN 13	FEB 13
F. Armenta, Dist. 1 (J. Martinez)	P	E	<b>C</b>	P	<b>C</b>	E	<b>C</b>	P	P(A)	P(A)	P
L. Calcagno, Dist. 2 (H. Gowin)	P(A)	P(A)	<b>A</b>	P(A)	<b>A</b>	P(A)	<b>A</b>	P(A)	P(A)	P(A)	P(A)
J. Parker, Dist. 4 (K. Markey)	-	P(A)	<b>N</b>	P(A)	<b>N</b>	E	<b>N</b>	P(A)	E	P	-
D. Potter, Dist. 5, Chair (K. Lee, J. Mohammadi)	P	P(A)	<b>C</b>	P	<b>C</b>	P	<b>C</b>	P	P	P	P
B. Delgado, Marina (F. O'Connell)	P	P	<b>E</b>	-	<b>E</b>	E	<b>E</b>	-	-	P	-
F. Sollecito, Monterey – Vice Chair (C. Della Sala, R. Deal)	P	P	<b>L</b>	P	<b>L</b>	P	<b>L</b>	P	P	P	P
K. Craig, Salinas (R. Russell, J. Serrano)	P	P	<b>L</b>	P	<b>L</b>	P	<b>L</b>	P	P	P	P
S. Matarazzo, Sand City (L. Gomez)	P	P	<b>E</b>	E	<b>E</b>	P	<b>E</b>	P	P	P	P(A)
R. Rubio, Seaside (A. Edwards)	P	P	<b>D</b>	P	<b>D</b>	P(A)	<b>D</b>	P	P	P	P
A. Chavez, Soledad (F. Ledesma)	P	P		P		E		P	E	P	P
M. Twomey, AMBAG (H. Adamson)	-	-		-		P(A)		P(A)	P(A)	P(A)	P(A)
M. McCumsey, Caltrans District 5	E	E		E		E		-	-	-	-
C. Sedoryk, MST (M. Hernandez, M. Gallant)	-	P(A)		-		-		P(A)	-	-	P(A)
M. Nelson., Airport (R. Searle)	-	P		P		-		P	P	P	-
<b>STAFF</b>											
D. Hale, Exec. Director	P	P		P		P		P	P	P	P
T. Muck, Dep. Exec. Director	P	P		P		P		P	P	P	P
C. Watson, Sr. Transp. Planner	P	P		P		P		P	P	P	P
A. Green, Assoc. Transp. Planner										P	-
A. Cook, Assoc. Transp. Planner	P	P		P		E		P	P	P	P
M. Zeller, Assoc. Transp. Planner	-	-		-		-		-	P	P	P
S. Gavin, Community Outreach Coordinator	P	-		-		-		P	P	-	-
H. Myers, Assoc. Transp. Planning Engineer	-	-		-		-		P	-	P	P
<b>E – Excused</b> <b>VC – Video Conference</b> <b>P(A) – Alternate</b> <b>TC – Teleconference</b>											

**1. QUORUM CHECK AND CALL TO ORDER**

Chair Potter called the meeting to order at 3:01 p.m. Introductions were made and a quorum was established.

**OTHERS PRESENT**

Sam Teel	Mo. Co. Hospitality Assoc.	Ben Tripousis	CA High Speed Rail Auth.
Eileen Goodwin	Apex Strategies	Patrick Dobbins	Harris & Associates
Scott Ottmar	City of Seaside	Eric Petersen	Salinas Resident
Chris Flescher	Rail Pass. Assoc. of CA		

**2. PUBLIC COMMENTS**

Chair Potter introduced Ben Tripousis as the new High Speed Rail Authority Policy Director for Northern California, who will be responsible for the San Francisco to Merced segments of the High Speed Rail project, as well as the Phase II segments between Los Angeles and San Diego, and Merced to Sacramento. Mr. Tripousis provided an update on the status of the High Speed Rail plans and characterized the Agency's Rail Extension to Salinas as being an important regional connection for the High Speed Rail project. He also noted there is funding available for station area planning and development via the blended rail plan and federal high-speed rail support.

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**3. CONSENT AGENDA**

M/S/C Craig/Sollecito/unanimous

3.1 Approved minutes of the January 7, 2013 Rail Policy Committee meeting.

**END OF CONSENT AGENDA**

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**4. UPDATE RAIL EXTENSION TO MONTEREY COUNTY PROJECT**

M/S/C Rubio/Chavez/unanimous

The Committee received an update on the Rail Extension to Monterey County project and approved a draft Principles of Agreement for consideration by the Board of Directors with edits requested by the Committee.

Christina Watson, Principal Transportation Planner, reported the progress on the Rail Extension project since the last report to this Committee on January 7, 2013, includes a meeting of the Committee's Ad-hoc group for the Salinas rail project, presentations to the Salinas City Council and the Salinas City Council Intermodal Transportation Center Subcommittee, as well as meetings with Capitol Corridor Joint Powers Authority and Union Pacific staff.

Ms. Watson reviewed a draft of the Principles of Agreement to be adopted by the Transportation Agency and Capitol Corridor Boards, and requested that the Committee approve the draft for consideration by the Board of Directors. The agreement, which generally describes the project and defines the roles of each agency involved in implementing and operating the proposed service, was requested by the California Transportation Commission when it approved an extension of state funding allocated to the project. Ms. Watson commented that the agreement would also be useful in future discussions with the Federal Transit Administration.

Ms. Watson also provided a report on the committee's January 24 Ad-hoc group meeting. That meeting was requested by the Committee in January to discuss the Agency's strategy for funding and delivering the project. Staff noted that the key request is that the Federal Transit Administration reconsider its recent determination that the project would be ineligible for Small Starts funding without significant changes to the project related to the fact that the Capitol Corridor is an intercity service, including separate branding, ticketing and marketing from the current system, which the Capitols would not support.

Staff agreed to correct typographical errors in the draft Principles of Agreement document and incorporate other minor edits requested by the Committee in the document to be presented to the Agency Board on February 27, 2013 and to the Capitol Corridor Board on February 20, 2013.

5. **ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS**

Christina Watson announced that Caltrans would be holding open houses for the draft State Rail Plan, and that staff would be reviewing the document to ensure that the Agency's planned rail projects were accurately reflected in the plan.

The Committee agreed to cancel its scheduled March meeting due to overlapping and conflicting DC trips by several Committee members.

6. **ADJOURNMENT**

Chair Potter adjourned the meeting at 3:40 p.m.



**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

# Memorandum

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** February 27, 2013  
**Subject:** Employee of the quarter

**RECOMMENDED ACTION:**

**PRESENTATION** of Transportation Agency Employee of the Quarter to Mike Zeller.

**SUMMARY:**

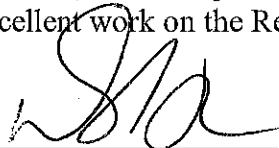
*Mike Zeller, Senior Transportation Planner, has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for October through December 2012.*

**FINANCIAL IMPACT:**

None.

**DISCUSSION:**

It is hereby certified that Mike Zeller has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for October – December 2012. The Agency employees recognize Mike for being helpful with all of our computer glitches. They also recognize him for his professionalism, diligence, keeping the Agency website current, excellent job keeping staff computers functioning and most notably for his excellent work on the Regional Development Impact Fee program.

Approved by:   
Debra L. Hale, Executive Director

2/13/13  
Date signed

Regular Agenda

Attachment: Certificate of recognition for Mike Zeller.

# EMPLOYEE OF THE QUARTER

PRESENTED TO

*Mike Zeller*

*It is hereby certified that Mike Zeller has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for October – December 2012. The Agency employees recognize Mike for being helpful with all of our computer glitches! They also recognize him for his professionalism, diligence, keeping the Agency website current, excellent job keeping staff computers functioning and most notably for his excellent work on the Regional Development Impact Fee program.*

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

*The term of recognition is: October 1, 2012 – December 31, 2012*

*Recognized By*

*Acknowledged By*

---

*TAMC Chair  
Jerry B. Edelen*

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*Executive Director  
Debra L. Hale*

*Date: February 27, 2013*



## Memorandum

**To:** Board of Directors  
**From:** *CW* Christina Watson, Principal Transportation Planner  
**Meeting Date:** February 27, 2013  
**Subject:** Transportation for Livable Communities Grant – City of Marina

### RECOMMENDED ACTION

**APPROVE** request from the City of Marina to extend its Transportation for Livable Communities grant by 14 months to April 2014.

### SUMMARY

The Transportation Agency enacted the Transportation for Livable Communities program in 2003 to incentivize the creation of affordable housing in existing communities close to transit, which reduces the demand on regional road networks and increases transit ridership. The City of Marina was awarded a \$300,000 grant for the Marina Transit Village project. The City has requested a building permit deadline extension from February 27, 2013 to April 2014. The Executive Committee recommended the Board approve this request.

### FINANCIAL IMPACT

Total funding awarded to the City of Marina via the Transportation for Livable Communities (TLC) Transit-Oriented Development incentive grant program is \$300,000 in competitive Regional Surface Transportation Program funds. This funding source is oversubscribed and all available funds are committed to the US 101 - San Juan Road Interchange Project.

### DISCUSSION

The Agency awarded \$300,000 to the City of Marina for the Marina Transit Village project in June 2003. The project ranked second out of five grant awards and was cited as a prime example of transit-oriented development as a mixed-use project in downtown Marina next to a Monterey-Salinas Transit (MST) center. The Agency approved extensions and re-awarded the grant in 2006.

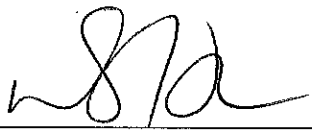
On August 26, 2009, the Board of Directors approved an extension requiring the project to receive a building permit by July 25, 2010. Approval was conditional that the project permitted by that deadline would be at least 50% housing and a minimum of 15 units per acre, per the terms of the grant. On August 25, 2010, the Board approved an extension to January 25, 2012.

On February 22, 2012, the Board approved the City of Marina's request for a transfer of the \$300,000 TLC grant award from the Marina Transit Village project to the nearby De Forest apartment building, sponsored by the Community Housing Improvement Systems and Planning Association (CHISPA). The Board also approved a grant deadline extension to: 1) the time of the next round of TLC grants, at which time the City must reapply for the funds, or 2) for one year; whichever is shorter. The Board also directed staff to initiate a third round of TLC grant awards upon resolution of the funding scenario for the US 101 - San Juan Road interchange project, expected by summer 2012. Since all available Regional Surface Transportation Program (RSTP) funds are still committed to the important regional highway interchange project, there will not be another round of TLC grant awards this year. Thus, the deadline for this development project to get its building permit is currently February 27, 2013.

In the February 2012 Board meeting discussion, Theresa Szymanis, City of Marina, reported that the retention of this grant is important to the City of Marina. Alfred Diaz-Infante, President and CEO of CHISPA, noted that the development consists of 47 housing units for seniors, and the property is located near the MST Transit Exchange. He said that the \$300,000 TLC grant will be matching funds for a state funding application. Mr. Diaz-Infante said that the state funding is very competitive but that he feels the TLC grant will help with CHISPA's application to secure the state tax credits. Unfortunately, CHISPA did not attain the state tax credits in this round and still does not have the building permit for this project.

The City now requests another building permit deadline extension to April 2014. **Attached** is a letter from Marina, requesting an extension of the deadline for the project to receive a building permit.

The Executive Committee considered this request at its February 6, 2013 meeting and recommended Board approval of the extension.

Approved by:   
Debra L. Hale, Executive Director

Date signed: 2/13/13  
Regular Agenda  
Reviewed by Counsel: N/A

Attachment:

- January 14, 2013 letter from Douglas A. Yount, Interim City Manager, City of Marina, to Debra Hale, Executive Director, re: TLC Grant – Request for Time Extension for CHISPA to Secure Tax Credits



City of Marina



City of Marina  
211 HILLCREST AVENUE  
MARINA, CA 93933  
831- 884-1278; FAX 831- 384-9148  
www.ci.marina.ca.us

Ms. Deborah Hale  
Executive Director  
Transportation Agency of Monterey County  
558 Plaza Circle  
Salinas, CA 93901

January 14, 2013

**Re: TLC Grant - Request for Time Extension for CHISPA to Secure Tax Credits**

Dear Ms. Hale:

*Rebbie's,*

At its February 22, 2012 meeting, the TAMC Board of Directors (Board) approved an extension of the City of Marina's \$300,000 Transportation for Livable Community (TLC) grant awarded for the MST Transit Village. The grant was transferred from the MST transit exchange site to CHISPA's proposed 47-unit Junsay Oaks Senior Apartment development, adjacent to the exchange.

The Board approved the transfer of funds to support the extension of De Forest Road, construction of the sidewalk and installation of pedestrian lighting to support the Junsay Oaks development.

The transfer allowed CHISPA to apply for tax credit construction financing in the July 2012 tax credit round by providing leverage for the application. Unfortunately, CHISPA did not receive a tax credit award.

The successful competing applications accrued more local funding leverage, which made their applications more competitive. Many of the competing applicants had been allocated large sums of redevelopment funding just before redevelopment agencies were disbanded by the State of California.

Since coming before the TAMC Board in February 2012, progress has been made to advance the Junsay Oaks project. In May 2012, the Marina City Council approved a Specific Plan, environmental document and other needed entitlements for the 47 unit apartment building and community center. Architectural and engineering plans have been prepared.

CHISPA has also received a commitment for an additional \$1,000,000 from the ACTION Council of Monterey for the project. Retention of the \$300,000 grant will serve as additional local leverage in a tax credit application, making CHISPA more competitive to gain the tax credits needed to construct the project.

The City of Marina and CHISPA request that the TAMC Board extend its commitment of TLC grant funding for Junsay Oaks until April 1, 2014 to give CHISPA an opportunity to submit applications in both tax credit rounds in 2013.

2013 Tax Credit Program Timeline	
<b>Round One:</b>	
Application Due	March 6, 2013
Award Date	June 12, 2013
**Closing Date	December 9, 2013
<b>Round Two:</b>	
Application Due	July 3, 2013
Award Date	September 25, 2013
**Closing Date	March 24, 2014

*\*\*Upon awarding tax credits, the California Tax Credit Allocation Committee allows a developer 180 days to close all financing and to pull building permits. It typically takes 180 days because the developer must identify a tax credit investor and close on multiple funding sources.*

The benefits of the TLC-funded infrastructure improvements will be shared by all properties within the transit-oriented development (TOD) at the Marina transit exchange, including the future MST Specific Plan project.

The Junsay Oaks development and associated new street extension provides infill housing downtown, encourages transit ridership at the MST transit hub, and increases pedestrian access to downtown shopping and services - all goals of the City of Marina and the TLC grant. Because of its location next to the MST transit exchange, Junsay Oaks will be of great benefit to low income elderly people and people with disabilities.

Building permits would be acquired as follows:

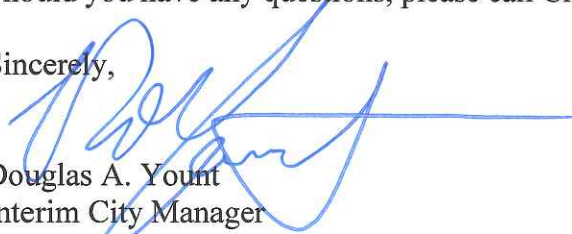
- (i) If CHISPA is awarded tax credits for this development in June 2013, CHISPA will pull permits and start construction in December 2013.
- (ii) If CHISPA must apply for tax credits again in the second round, and receives credits, they will pull permits and begin construction in late March 2014.

The City therefore, respectfully requests that an extension be granted until April 1, 2014.

Please see the attached letter from CHISPA demonstrating its investment and progress so far in the development and outlining a timeline.

The City looks forward to working with TAMC and CHISPA to see this project come to fruition. Should you have any questions, please call Christine di Iorio of my staff at (831) 884-1212.

Sincerely,



Douglas A. Yount  
Interim City Manager  
City of Marina

Cc: Christina Watson, Senior Transportation Planner, TAMC  
Christine di Iorio, AICP, Director, Community Development Department  
Hunter Harvath, AICP, Monterey-Salinas Transit



January 16, 2013

Ms. Debbie Hale  
Executive Director  
Transportation Agency of Monterey County  
558 Plaza Circle  
Salinas, CA 93901

**Re: TLC Grant – Request for Time Extension**

Dear Debbie and TAMC Board:

On behalf of CHISPA, I respectfully request that the TAMC board extend its \$300,000 TLC Grant to the City of Marina from February 2013 to April 2014.

This grant was appropriated by TAMC and the City to CHISPA to fund extension of De Forest Road and sidewalk improvements in support of CHISPA's proposed transit-oriented development on De Forest Road in Marina: The 47-unit Junsay Oaks Senior Apartments and Community Center.

Since we came before you last February, we have accomplished the following:

- We made significant progress with our architectural and engineering plans for the development.
- We received all approvals and entitlements from the City of Marina necessary to construct the building.
- We received a commitment of \$1,000,000 from the ACTION Council of Monterey for the Junsay Oaks Apartments.

The term for the TLC grant was from February 2012 to February 2013. CHISPA used the grant as local leverage in our tax credit application.

We applied for tax credits in the second Tax Credit round in 2012, but we did not receive an award. It frequently takes several applications to be successful, because of the intense competition.

CHISPA has always been successful with our tax credit applications, but it is a different level of competition each time we apply, so success in an individual application round is impossible to predict. It is frequently necessary to apply several times to receive an award.

If our application has more local funding leverage than others, we will receive a tax credit award. If other applications have more leverage than we do, those applications will beat ours. We never know how we rank until the applications are reviewed by the Tax Credit Allocation Committee.

With the elimination of redevelopment agencies, funding like the TAMC TLC grant is more important than ever as leverage for tax credits.

We feel that our chances of securing tax credits may be better in 2013 than they were in 2012, assuming that most of the redevelopment funding has now been committed around the state.

Clearly, the TAMC grant is of great value to our development. It has the capacity to leverage \$8,000,000 of Tax Credits.

We realize that the TLC grant was extended to the City of Marina for several years for an anticipated development on the MST site. Several developers told the City that they could complete a project there, but in the end, they could not.

The economic downturn made it practically impossible for most developers, and the private sector has basically retrenched in the past five years.

CHISPA, fortunately, has been able to continue building. In the past five years, we have constructed 40 new apartments in Greenfield and 23 apartments in Salinas. We are now constructing 59 apartments in Castroville. All of these developments were funded with tax credits leveraged with local funding.

I would appreciate it very much if TAMC would extend its grant commitment to give CHISPA an opportunity to apply for tax credits in the March, 2013 tax credit round, and, if necessary, in the July 2013 tax credit rounds.

I realize that this seems like a long time, but the entire tax credit development process is a slow one, with few opportunities to apply.

I feel it is worth repeating that CHISPA has made significant progress in this development since we came before you this time last year.

To date, CHISPA has invested \$197,000 on land purchase and on predevelopment costs such as surveys, grading plans, architecture and civil engineering, and planning fees to the City and the Marina Coast Water District.

This upfront investment reflects our commitment to the development. We, the City, and TAMC will end up with a beautiful transit-oriented development if we all continue to work together.

The TLC grant would be enormously helpful to us as we scramble to the finish line.

Regards,



Alfred Diaz-Infante  
President/ CEO

**PROJECT TIMELINE**  
**Junsay Oaks Senior Apartments**  
**47 apartments on De Forest Road, Marina, CA**

**2011**

- CHISPA purchased the property from United States Post Office
- Completed conceptual architectural plans and soils reports
- Completed archeological, biological, and traffic reports

**January-June 2012**

- Completed forester's report
- Completed landscape design
- Hosted design charette with Marina seniors to receive input on apartment floor plans
- Completed Specific Plan with City of Marina
- Secured entitlements from City of Marina
- Secured commitment of \$1,000,000 from ACTION Council

**July to December, 2012**

- Applied for Tax Credits from State of California Tax Credit Allocation Committee, but did not receive a tax credit award
- Progressed on civil engineering plans and architectural design

**January-December 2013**

- Apply for tax credits on March 6, 2013
- Tax Credit Award June 2013
- If approved, select tax credit investor, close all financing, pay impact fees, pull building permits, begin construction by December 2013, completed construction by December 2014
- If not approved for tax credits in June, apply for tax credits in 2<sup>nd</sup> Round Tax Credit Application: July 3, 2013

**January-December 2013**

- If tax credits are awarded in 2<sup>nd</sup> Round, pay impact fees, pull building permits, begin construction on March 2014
- Complete construction March 2015
- Close all financing and establish equity partnership
- Pay impact fees, Pull building permits
- Begin construction

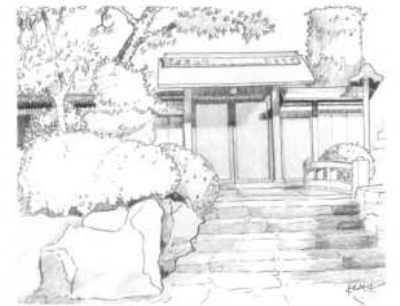
**January - March 2015:**

- Complete Construction and lease property

**March - May 2015**

- Building fully leased

JUNSAY OAKS SENIOR APARTMENTS  
MARINA, CA





CENTRAL CALIFORNIA CONFERENCE  
ASSOCIATION OF THE SEVENTH-DAY  
ADVENTISTS, A RELIGIOUS CORPORATION

210'± TO SHOPPING  
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MONTEREY SALINAS  
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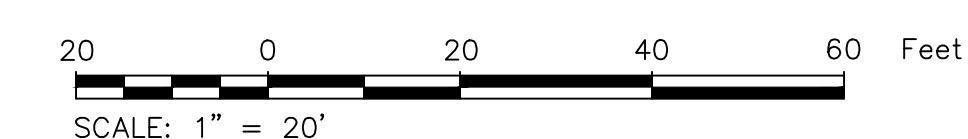
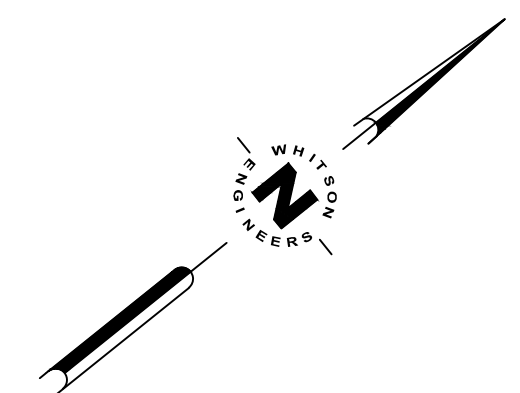
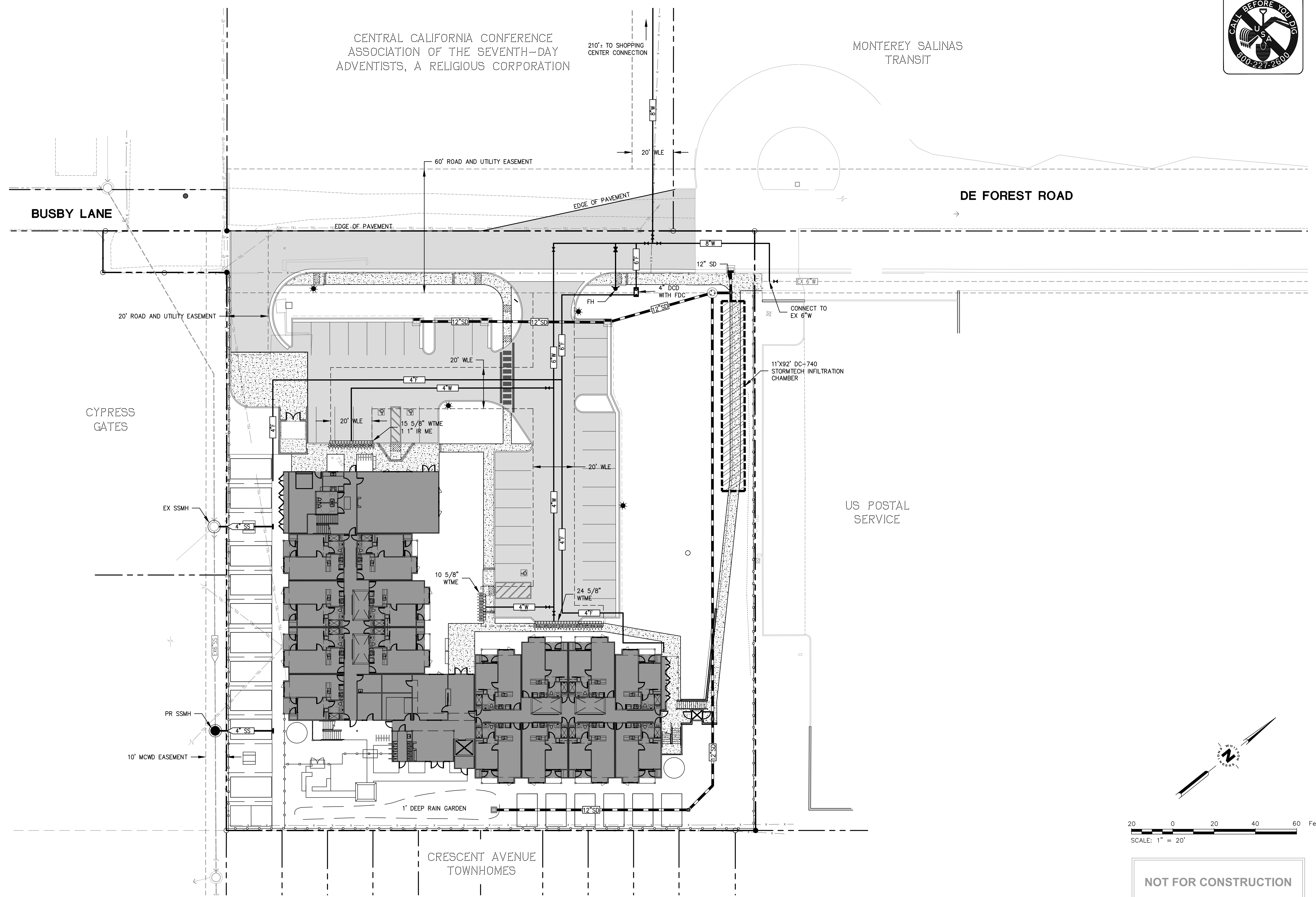
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NOT FOR CONSTRUCTION

NO.	DATE	BY	DESCRIPTION

DATE: 11/30/12  
 SCALE: 1" = 20'  
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 JOB NO.: 2878.00

**WHITSON ENGINEERS**  
 9699 Blue Larkspur Lane • Suite 105 • Monterey, CA 93940  
 831 649-5225 • Fax 831 373-5065  
 CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT

CALIFORNIA  
**JUNSAY OAKS**  
 CHISPA SENIOR APARTMENTS  
 PRELIMINARY CIVIL UTILITY PLAN

CITY OF MARINA  
 SHEET  
**C2.1**  
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FOR REDUCED PLANS ORIGINAL SCALE 0 1 2 3  
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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Todd Muck, Deputy Executive Director  
Rita Goel, Director of Finance & Administration  
**Meeting Date:** February 27, 2013  
**Subject:** Draft Work Program and Three-Year Budget (FY13/14 – FY15/16)

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### RECOMMENDED ACTION:

1. **AUTHORIZE** the Executive Director to submit the draft fiscal year 13/14 budget and work program to federal and state funding agencies for initial review;
2. **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 13/14 through 15/16, and the work program for fiscal year 13/14; and
3. **DIRECT** the Executive Director to bring the final three-year budget and one-year work program back to the Board on May 22, 2013 for approval.

### SUMMARY:

The Executive Committee reviewed the budget and work program tasks on February 6, 2013 and recommends approval. This initial February Board approval of the draft three-year budget and one-year work program is required in order to meet federal and state review deadlines. Staff will respond to Board comments on the budget and incorporate any changes on the budget and work program suggested by federal and state funding agencies as part of their review process in time for final approval by the Board on May 22, 2013. The Agency continues to control expenditures to stay within its current year budget, and maintains a prudent cash reserve.

### FINANCIAL IMPACT:

The Agency budget separates expenditures into two types: operating and direct program. Operating expenditures include staff salaries and benefits, materials and supplies, and equipment purchases. Direct program expenditures include outside consultants, contracts, expenditures that apply to specific work program tasks such as rail program, highway projects, bicycle and pedestrian program etc.

The proposed fiscal year 2013-2014 operating expenditure budget is **\$2,520,707**, a net decrease over fiscal year 2012-2013 of **\$27,975**. (Page 5) This is due to a reduction in materials and services.

The proposed fiscal year current direct program expenditure budget is **\$9,437,524** a net decrease over fiscal year 12/13 of **\$811,689**. (Page 8)

**DISCUSSION:**

The annual Agency Work Program describes the activities to be accomplished during the fiscal year beginning July 1, and ending June 30. The plan is submitted to the Association of Monterey Bay Area Governments (AMBAG), which prepares an annual Overall Work Program that incorporates the activities of AMBAG, Transportation Agency for Monterey County, Santa Cruz County Regional Transportation Commission, Monterey-Salinas Transit, and Santa Cruz Metropolitan Transit System. The Overall Work Program is then submitted to state and federal funding agencies.

A Caltrans audit of AMBAG processes in 2011 required more detailed content for work program activities to better distinguish federal and state eligible funded activities and non-eligible activities. The process of passing-thru federal planning funds from AMBAG to the Regional Transportation Planning Agencies was also revised. A Continuing Cooperative Agreement was developed and approved by both agencies. The Transportation Agency's federally funded work activities and budget now have to be negotiated annually with AMBAG. Development FY 2013/14 version of the Continuing Cooperative Agreement with AMBAG to agree on the amount of federal metropolitan Planning funds that will be subvented to the Transportation Agency is happening separately, but in coordination with our Work Program development.

The draft 2013-2014 Work Program emphasizes the continuation of current programs, delivery of those projects that are funded, and funding from outside sources. Highlights include continued planning efforts on transportation corridors within the County and pursuing projects in accordance with the Board's priorities adopted in 2011. A summary of the draft 2013-2014 Work Program is **attached** while the full Work Program is included as a **web attachment**.

Generally, revenues for programs such as Service Authority for Freeways and Expressways and railroad leases are planned conservatively. Revenues are also planned conservatively for other projects such as rail; however, when managing the budget, staff time will be billed to project revenues and expenditures will be tightly controlled. Staff will also continue to look for new grants to fund staff time.

Carry forward of some of the state Planning, Programming and Monitoring funding will offset the significant drop in this revenue stream in FY 2013/14. This use of carry forward funds may also be the scenario in 2014/15 depending on how much of staff costs the agency can recover from project grants. As a result, the use of reserves is expected to be minimized in these fiscal years. The agency has saved an adequate reserve balance. However, in 2015/16, there may not be any carry forward of these funds. This funding source tends to be cyclical and more is expected to be known about the long-term revenue stream from it in FY 2014/15, as at this time it is uncertain whether this is a short or long-term trend. Over the past few years, the agency has increased its reserve in anticipation of the need to cover such a shortfall.

The Transportation Agency continues to subsidize the activities of the Regional Impact Fee Agency. The budget is projecting to take \$0 fee revenue to pay for operating expenses in FY 13/14 and \$10,000 for FY 14/15 and \$10,000 for FY 15/16, though the annual cost to the Transportation Agency for this activity is much higher and ongoing. Expenditures on regional fee activities are being tracked with the expectation that this cost will be repaid to the Transportation Agency as more fees are collected. Fees collected over the last 4 years are designated by Board action to be used for funding the construction of the US 101/San Juan Road project.

Due to funding uncertainties, no cost of living allowance is recommended for fiscal year 13/14. Merit increases and promotions will continue to be available subject to performance. In FY 14/15 a 3% cost of living allowance is proposed.

In order to seek ways to restrain rising health care cost, while still providing and protecting quality care, the agency revised its cafeteria health benefit allowance for its active employees in FY 2011/12. The changes eliminated several variables that existed, permitted the Agency to better forecast its obligation under the cafeteria plan, and reduced the liability for future premium increases. It also allowed employees the flexibility to choose from several plans that are offered by CalPERS. Over the past two years, health premiums have risen by 20%. It is proposed that the Agency and the employee each pay half of the cost increase, which would result in an increase to the TAMC cafeteria plan health allowance of \$55/month for general employees and \$110/month for management as of FY 2013/14.

The agency contribution to CalPERS in FY 2013/14 is lower than projected last year. The rate increase from FY 2012/13 is 0.042%. The recently enacted Public Employees' Pension Reform Act of 2013 will help curtail the Agency's costs in the future due to the establishment of a 2<sup>nd</sup> tier, 3-year averaging and required employee payment of member contribution costs for new members. It is proposed that current Agency employees start paying 1% of their salary towards their member contribution share effective FY 13/14, 2.5% in FY 14/15 and 3.5% in FY 15/16. These contributions will help cover the anticipated increase in CalPERS retirement costs as well as transition towards the recommended payment of the total member share by employees in the new pension reform law.

No change is planned to the expense associated with the design, production and distribution of the annual report. However, some of the previously budgeted but unspent funds for public outreach will be used to do a survey for a potential sales tax measure.

The 7.9% decrease in direct program costs from FY 12/13 is primarily a result of timing change of federal, state and local grants of the rail to Salinas project.

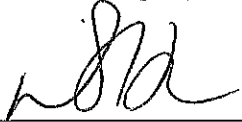
New grants budgeted in FY 13/14 include outreach and Freeway Service Patrol service for the US101/San Juan Road interchange, outreach for roundabouts, and the Marina-Salinas multi-modal corridor. Funds from the Service Authority for Freeways Emergencies reserve are proposed to fund rideshare and electric chargers activities.

Potential risks to the Agency include a reduction in federal and state planning funds due to cuts in funding or activities being ruled as ineligible, no grant monies for staff support for projects (e.g Rail to Salinas) and minimal new development and therefore reduced administration funds for the Regional Development Impact Fee Agency. There is a small reduction in the Federal Highway Planning funds. No state funding other than Planning, Programming and Monitoring has been cut or proposed for cuts due to transportation funding safeguards, but staff will keep the Board advised. Should major revenue reductions occur, the agency would have to reevaluate its revenues, costs and mission to determine essential vs. discretionary activities. Staff continues to plan for potential cost cuts in both operating and direct programs. Staff vacancies occurring due to attrition may be left temporarily or permanently unfilled. Billing specific projects for staff time, when possible, will continue to be a priority. Reducing the frequency of traffic counts and reducing or eliminating legislative consultant costs may be considered. Additionally, staff will continue to seek cost reductions when contracts or leases come up for renewal.

Since Regional Surface Transportation Program funds will be allocated to the US 101/San Juan Road interchange project, future interest funds from this program will not be reliable. As a result, the annual report, public outreach, program management and legislative costs in the future years will need to be reduced or funds will need to be allocated from another yet to be identified funding source.

As a result of good fiscal management, the agency has added to its reserve in the past years and therefore should be able to sustain a short-term drop in revenues. The undesignated reserve is forecast to be added to and used in some years between FY's 13-16 (4 years) but the cumulative impact should be a small increase. As designated in its GASB 54 fund balance policy, the agency will continue to maintain a minimum of a six-month operating budget balance in its undesignated (unassigned) reserve. Also, as requested by the Executive Committee, any excess over the six-month level will be designated as a "contingency" fund to cover future short-term revenue shortfalls or unanticipated expenses.

The next steps in the budget process are additional review by the Executive Committee and final approval of budget and work program by the Board of Directors in May.

Approved by:   
Debra L. Hale, Executive Director

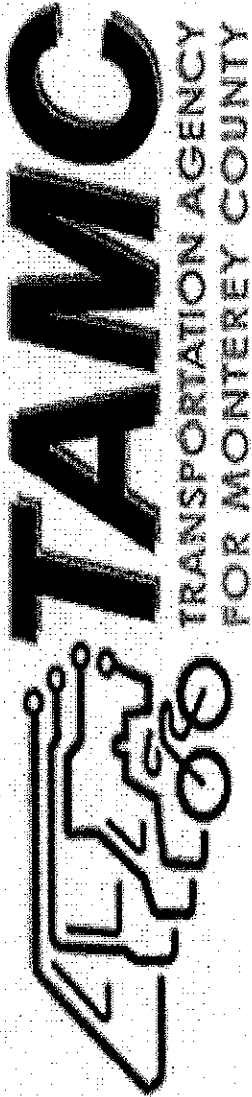
2/13/13  
Date signed

Regular Agenda

Reviewed by Counsel N/A

- Attachment: 1. TAMC 3- Year Budget Fiscal Years 2013-2016  
2. Work Program Summary

Web Attachment: Draft Work Program for fiscal year 2013-14



**3 YEAR  
BUDGET**

**FISCAL YEARS**

**2013 - 2014**

**to**

**2015 - 2016**

TAMC-3 YEAR BUDGET JULY 1, 2013 - JUNE 30, 2016

TOTAL REVENUE & EXPENDITURES - SUMMARY

SOURCE OF REVENUE/EXPENDITURE	FY PLAN FY 12/13 Approved	FUTURE 3 YR BUDGET			% CHANGE FY 13/14 BUDGET VS FY 12-13 APPROVED
		FY 13/14 Estimated	FY 14/15 Estimated	FY 15/16 Estimated	
Operating Revenue	\$2,548,682	\$2,520,707	\$2,574,102	\$2,604,033	-1.1%
Direct Program Revenue	\$10,249,213	\$9,437,524	\$21,015,398	\$37,977,675	-7.9%
<b>TOTAL REVENUE</b>	<b>\$12,797,895</b>	<b>\$11,958,231</b>	<b>\$23,589,500</b>	<b>\$40,581,708</b>	<b>-6.6%</b>
Operating Expenditures	\$2,548,682	\$2,520,707	\$2,574,102	\$2,604,033	-1.1%
Direct Program Expenditures	\$10,249,213	\$9,437,524	\$21,015,398	\$37,977,675	-7.9%
<b>TOTAL EXPENDITURES</b>	<b>\$12,797,895</b>	<b>\$11,958,231</b>	<b>\$23,589,500</b>	<b>\$40,581,708</b>	<b>-6.6%</b>
<b>REVENUE MINUS EXPENDITURES</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

TAMC-3 YEAR BUDGET JULY 1, 2013 - JUNE 30, 2016

**TOTAL REVENUE BY SOURCE**

SOURCE OF REVENUE	FY PLAN FY 12/13 Approved	FUTURE 3 YR BUDGET			4 Years Cumulative Impact	% CHANGE FY 13/14 BUDGET vs FY 12-13 APPROVED
		FY 13/14 Estimated	FY 14/15 Estimated	FY 15/16 Estimated		
Federal Grants-Operating	\$284,370	\$268,450	\$270,000	\$270,000		-5.6%
Federal Grants-Direct	\$3,623	\$2,174	\$1,600	\$20,001,600		-40.0%
State Grants-Operating	\$1,934,485	\$1,885,785	\$1,971,123	\$1,703,485		-2.5%
State Grants-Direct	\$9,278,027	\$8,706,646	\$8,663,292	\$13,919,756		-6.2%
Local Funds-Operating	\$253,076	\$283,076	\$253,076	\$253,076		11.9%
Local Funds-Direct	\$276,750	\$238,750	\$12,248,687	\$4,004,500		-13.7%
RSTP- Interest-Direct-Cfwd & New Approval	\$663,661	\$432,635	\$366,000	\$416,000		-34.8%
<b>Total Revenue from Outside Sources</b>	<b>\$12,693,992</b>	<b>\$11,817,516</b>	<b>\$23,773,778</b>	<b>\$40,568,417</b>		
FSP Reserve Surplus/(Usage)	\$80,323	\$77,823	\$83,323	\$83,323	\$324,792	-3.1%
SAFE Reserve Surplus/(Usage)	-\$263,975	(\$173,142)	(\$43,142)	(\$38,142)	(\$518,401)	-34.4%
Rail-Monterey Branch Line Reserve( Usage)	\$0	(\$100,000)	\$0	\$0	(\$100,000)	
Undesig. Contingency Surplus/(Usage)-Oper.	\$108,249	\$111,604	\$165,097	(\$37,472)	\$347,478	3.1%
Undesig. Contingency Surplus/(Usage)-Direct	(\$28,500)	(\$57,000)	(\$21,000)	(\$21,000)	(\$127,500)	100.0%
<b>Total Contingency Fund Surplus/ (Usage)</b>	<b>(\$103,903)</b>	<b>(\$140,715)</b>	<b>\$184,278</b>	<b>(\$13,291)</b>	<b>(\$73,631)</b>	<b>35.4%</b>
<b>TOTAL REVENUE</b>	<b>\$12,797,895</b>	<b>\$11,958,231</b>	<b>\$23,589,500</b>	<b>\$40,581,708</b>		<b>-6.6%</b>

**TAMC-3 YEAR BUDGET JULY 1, 2013 - JUNE 30, 2016**

**OPERATING REVENUE & EXPENDITURES**

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
	FY 12/13 Approved	FY 13/14 Estimated	FY 14/15 Estimated	FY 15/16 Estimated	FY 13/14 BUDGET vs FY 12-13 APPROVED	FY 13/14 BUDGET vs FY 12-13 APPROVED
<b>OPERATING REVENUE</b>						
<b>FEDERAL PLANNING GRANTS</b>						
Federal Planning ( AMBAG-FHWA PL )	\$284,370	\$268,450	\$270,000	\$270,000	-5.6%	-\$15,920
<b>SUB TOTAL FEDERAL GRANTS</b>	<b>\$284,370</b>	<b>\$268,450</b>	<b>\$270,000</b>	<b>\$270,000</b>	<b>-5.6%</b>	<b>-\$15,920</b>
<b>STATE PLANNING GRANTS</b>						
Caltrans Prundale Imp. Project Outreach	\$126,000	\$112,300	\$100,638	\$0	-10.9%	-\$13,700
Caltrans San Juan Road Outreach/FSP	\$0	\$40,000	\$42,000	\$0		\$40,000
Local Transportation Fund ( Current )	\$908,485	\$908,485	\$908,485	\$908,485	0.0%	\$0
Planning & Programming ( Incl Cfwd )	\$455,000	\$455,000	\$455,000	\$400,000	0.0%	\$0
Rural Planning Assistance	\$395,000	\$345,000	\$395,000	\$395,000	-12.7%	-\$50,000
Sustainable Communities Strategies Grant	\$50,000	\$0	\$0	\$0	-100.0%	-\$50,000
SR156 West Proj. Mgmt. ( STIP )	\$0	\$0	\$60,000	\$0		\$0
Multimodal Corridor Grant	\$0	\$25,000	\$10,000	\$0		\$25,000
<b>SUB TOTAL STATE GRANTS</b>	<b>\$1,934,485</b>	<b>\$1,885,785</b>	<b>\$1,971,123</b>	<b>\$1,703,485</b>	<b>-2.5%</b>	<b>-\$48,700</b>
<b>LOCAL PLANNING CONTRIBUTIONS</b>						
Congestion Management Program	\$243,076	\$243,076	\$243,076	\$243,076	0.0%	\$0
Impact Fee Administration Program	\$10,000	\$0	\$10,000	\$10,000	-100.0%	-\$10,000
Roundabout Outreach ( AB 2766 )	\$0	\$40,000	\$0	\$0		\$0
<b>SUB TOTAL LOCAL GRANTS</b>	<b>\$253,076</b>	<b>\$283,076</b>	<b>\$253,076</b>	<b>\$253,076</b>	<b>11.9%</b>	<b>\$30,000</b>
<b>OTHER CONTRIBUTIONS</b>						
FSP- Staff Support	\$25,000	\$25,000	\$25,000	\$25,000	0.0%	\$0
SAFE- Staff Support	\$25,000	\$25,000	\$25,000	\$25,000	0.0%	\$0
SAFE- 511 Deployment Staff Support	\$0	\$15,000	\$15,000	\$15,000		\$15,000
SAFE- Ride Share Staff Support	\$0	\$35,000	\$85,000	\$85,000		\$35,000
SAFE- Electric Chargers Staff Support	\$0	\$10,000	\$10,000	\$5,000		\$10,000
Rail-Rail Extension to Salinas-Staff Support	\$50,000	\$0	\$0	\$100,000	-100.0%	-\$50,000
Rail-Monterey Branch Line /Leases Staff Support	\$85,000	\$85,000	\$85,000	\$85,000	0.0%	\$0
<b>SUB TOTAL STAFF SUPPORT</b>	<b>\$185,000</b>	<b>\$195,000</b>	<b>\$245,000</b>	<b>\$340,000</b>	<b>5.4%</b>	<b>\$10,000</b>
<b>Sub Total Operating Revenue</b>	<b>\$2,666,931</b>	<b>\$2,632,311</b>	<b>\$2,738,189</b>	<b>\$2,566,561</b>	<b>-0.9%</b>	<b>-\$24,620</b>
Undesig. Contingency Res. Surplus/ (Usage)-Oper.	\$108,249	\$111,604	\$165,097	(\$37,472)	3.1%	\$3,355
<b>TOTAL OPERATING REVENUE</b>	<b>\$2,548,682</b>	<b>\$2,520,707</b>	<b>\$2,574,102</b>	<b>\$2,604,033</b>	<b>-1.1%</b>	<b>-\$27,975</b>

<b>OPERATING EXPENDITURES</b>						
Salaries	\$1,403,299	\$1,412,863	\$1,459,662	\$1,472,758	0.7%	\$9,564
Fringe Benefits	\$614,013	\$616,004	\$619,918	\$623,987	0.3%	\$1,991
Material and Services	\$509,370	\$469,840	\$472,522	\$485,288	-7.8%	-\$39,530
Depreciation/ Amortization	\$22,000	\$22,000	\$22,000	\$22,000	0.0%	\$0
<b>TOTAL OPERATING EXPENDITURES</b>	<b>\$2,548,682</b>	<b>\$2,520,707</b>	<b>\$2,574,102</b>	<b>\$2,604,033</b>	<b>-1.1%</b>	<b>-\$27,975</b>

<b>CAPITAL OUTLAY</b>						
Equipment Replacements	\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
Vehicle Replacement	\$45,000	\$45,000	\$0	\$0	0.0%	\$0
<b>TOTAL CAPITAL OUTLAY</b>	<b>\$55,000</b>	<b>\$55,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>0.0%</b>	<b>\$0</b>



**TAMC- OPERATING REVENUE CHANGES FY 2013-2014  
FROM FY 2012-2013 APPROVED BUDGET**

	FY 12-13 APPROVED BUDGET	FY 13-14 PROPOSED BUDGET	FY 13/14 BUDGET vs FY 12-13 \$ CHANGE	% CHNG
<b><u>Operating Revenue</u></b>	<b>\$2,548,682</b>	<b>\$2,520,707</b>	<b>-\$27,975</b>	<b>-1.10%</b>
<b>1 <u>FEDERAL PLANNING GRANTS</u></b>	<b>\$284,370</b>	<b>\$268,450</b>	<b>-\$15,920</b>	<b>-5.60%</b>
Federal Planning ( AMBAG-FHWA PL )	\$284,370	\$268,450	-\$15,920	-5.60%
<b>2 <u>STATE PLANNING GRANTS</u></b>	<b>\$1,934,485</b>	<b>\$1,885,785</b>	<b>-\$48,700</b>	<b>-2.52%</b>
Caltrans PIP Outreach	\$126,000	\$112,300	-\$13,700	-10.87%
Caltrans SJR Outreach/FSP	\$0	\$40,000	\$40,000	
Local Transportation Fund ( Current )	\$908,485	\$908,485	\$0	0.00%
Planning & Programming ( Incl Cfwd )	\$455,000	\$455,000	\$0	0.00%
Rural Planning Assistance	\$395,000	\$345,000	-\$50,000	-12.66%
Sustainable Communities Strategies Grant	\$50,000	\$0	-\$50,000	-100.00%
Multimodal Corridor Grant	\$0	\$25,000	\$25,000	
<b>3 <u>LOCAL PLANNING CONTRIBUTIONS</u></b>	<b>\$253,076</b>	<b>\$283,076</b>	<b>\$30,000</b>	<b>11.85%</b>
Congestion Management Program	\$243,076	\$243,076	\$0	0.00%
Impact Fee Administration Program	\$10,000	\$0	-\$10,000	
Round About Outreach ( AB 2766 )	\$0	\$40,000	\$40,000	
<b>4 <u>OTHER CONTRIBUTIONS</u></b>	<b>\$185,000</b>	<b>\$195,000</b>	<b>\$10,000</b>	<b>5.41%</b>
FSP- Staff Support	\$25,000	\$25,000	\$0	0.00%
SAFE- Staff Support	\$25,000	\$25,000	\$0	0.00%
SAFE- 511 Deployment Staff Support	\$0	\$15,000	\$15,000	
SAFE- Ride Share Staff Support	\$0	\$35,000	\$35,000	
SAFE- Electric Chargers Staff Support	\$0	\$10,000	\$10,000	
Rail- Rail Extension to Salinas-Staff Support	\$50,000	\$0	-\$50,000	-100.00%
Rail-Monterey Branch Line /Leases Staff Support	\$85,000	\$85,000	\$0	0.00%
<b>5 Undesig. Contingency Surplus/ (Usage)-Operating</b>	<b>\$108,249</b>	<b>\$111,604</b>	<b>\$3,355</b>	<b>3.10%</b>

**TAMC- OPERATING EXPENSE CHANGES  
 FY 13-14 BUDGET vs FY 12-13 APPROVED**

	FY 12-13 APPROVED BUDGET	FY 13-14 PROPOSED BUDGET	FY 13/14 BUDGET vs FY 12-13 \$ CHANGE	% CHNG
<b><u>Operating Expenses</u></b>				
1 Salaries Changes	\$2,548,682	\$2,520,707	-\$27,975	-1.10%
Cost of Living Adjustments @ 0.0%			\$0	
Merit step increases for employees	\$1,403,299	\$1,412,863	\$9,564	0.68%
2 Fringe Benefit Changes	\$614,013	\$616,004	\$1,991	0.32%
3 Material and Services Changes	\$509,370	\$469,840	-\$39,530	-7.76%
4 Depreciation/Amortization Changes	\$ 22,000	\$22,000	\$0	0.00%

Direct Program Revenue- Summary

WE	Direct Program Description	Revenue Source	FY PLAN				FUTURE 3 YR BUDGET				FY 13/14 BUDGET	
			FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 13/14	FY 14/15	FY 15/16	FY 13/14	vs FY 12-13	
			Approved	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	\$ CHANGE	% CHNG	
1020	Triennial Audit	Local	\$0	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	
1120	Legislative Advocates	RSTPI	\$66,000	\$66,000	\$66,000	\$66,000	\$66,000	\$66,000	\$66,000	\$66,000	\$0	0%
1120	Legislative Advocates	Local	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$0	0%
1130	Public Outreach Program	RSTPI	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$200,000	\$200,000	\$0	\$0	0%
1770	Freeway Service Patrol	State	\$240,392	\$240,392	\$240,392	\$240,392	\$240,392	\$240,392	\$240,392	\$240,392	\$0	0%
1770	FSP-SAFE Match ( 25% FSP Grant )	State	\$60,098	\$60,098	\$60,098	\$60,098	\$60,098	\$60,098	\$60,098	\$60,098	\$0	0%
1770	FSP- Staff Support	State	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	\$0	0%
1770	FSP-Reserve Surplus/(Usage)	State	\$80,323	\$77,823	\$83,323	\$83,323	\$83,323	\$83,323	\$83,323	\$83,323	-\$2,500	-3%
1780	SAFE - FSP Match	State	(\$60,098)	(\$60,098)	(\$60,098)	(\$60,098)	(\$60,098)	(\$60,098)	(\$60,098)	(\$60,098)	\$0	0%
1780	SAFE	State	\$340,000	\$340,000	\$340,000	\$340,000	\$340,000	\$340,000	\$340,000	\$340,000	\$0	0%
1780	SAFE- Staff Support	State	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	\$0	0%
1750	SAFE- 511 Deployment Staff Support	State	\$0	(\$15,000)	(\$15,000)	(\$15,000)	(\$15,000)	(\$15,000)	(\$15,000)	(\$15,000)	-\$15,000	
1790	SAFE- Ride Share Staff Support	State	\$0	(\$35,000)	(\$85,000)	(\$85,000)	(\$85,000)	(\$85,000)	(\$85,000)	(\$85,000)	-\$35,000	
4150	SAFE- Electric Chargers Staff Support	State	\$0	(\$10,000)	(\$10,000)	(\$10,000)	(\$10,000)	(\$10,000)	(\$10,000)	(\$10,000)	-\$10,000	
1780	SAFE- Reserve Surplus/(Usage)	reserve	(\$263,975)	(\$173,142)	(\$43,142)	(\$38,142)	(\$38,142)	(\$38,142)	(\$38,142)	(\$38,142)	\$90,833	-34%
2310	Traffic Counts	RSTPI	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	0%
4150	Electric Vehicle Chargers	Local	\$19,250	\$19,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0%
6140	Bike-Bike/pedestrian events	Local	\$7,500	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	-\$6,500	-87%
6140	Bike-Bike/pedestrian events	Local	\$0	\$6,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$6,500	
6140	Bike-Bike/pedestrian events	Local	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$2,500	-100%
6142	Bike-Carmel Hill Trail- ( TE SHOPP )	Federal	\$3,623	\$2,174	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	-\$1,449	-40%
6142	Bike-Carmel Hill Trail- ( RSTPP )	RSTPP	\$2,951	\$400	\$400	\$400	\$400	\$400	\$400	\$400	-\$2,551	-86%
6144	Bike Lockers & Racks	Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6147	Bike Sharing Study	Local	\$42,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$42,000	-100%
6149	Bike Map	State	\$0	\$17,000	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	
6220	RTP/EIR update shared	RSTPP	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$15,000	-100%
6220	RTP/EIR update shared	State	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	

Direct Program Revenue- Summary

WE	Direct Program Description	Revenue Source	FY PLAN			FUTURE 3 YR BUDGET			FY 13/14 BUDGET vs FY 12-13	
			FY 12/13 Approved	FY 13/14 Estimated	FY 14/15 Estimated	FY 15/16 Estimated	\$ CHANGE	% CHNG		
6260	Video Conferencing-Cities	Local		\$3,000	\$3,000	\$3,000	\$3,000	\$0	0%	
6262	RDIF Study ( Reg.Imp.Fees )	RSTPI	\$110,000	\$10,000	\$10,000	\$10,000	\$10,000	-\$100,000	-91%	
6410	DBE-Harris	RSTPI	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$0	0%	
6500	Project Management	RSTPI	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$0	0%	
6719	Prunedale Improvement Project-FSP	State	\$37,500	\$37,500	\$37,500	\$10,000	\$10,000	\$0		
6721	San Juan Road-FSP	State	\$0	\$27,000	\$20,000	\$0	\$0	\$27,000		
6722	Marina-Salinas Multimodal Corridor	State	\$0	\$100,000	\$25,000	\$0	\$0	\$100,000		
6722	Marina-Salinas Multimodal Corridor	Local	\$0	\$0	\$0	\$0	\$0	\$0		
6803	Rail-Rail Extension to Salinas- ( Earmark-MST )	Federal	\$0	\$0	\$0	\$0	\$0	\$0		
6803	Rail-Rail Extension to Salinas- ( FNS )	Federal	\$0	\$0	\$0	\$20,000,000	\$0	\$0		
6803	Rail-Rail Ext. to Salinas- ( Prop. 116 Rail Bonds )	State	\$0	\$2,012,953	\$0	\$0	\$0	\$2,012,953		
6803	Rail-Rail Ext. to Salinas- ( Prop. 116 Rail Bonds )	State	\$642,184	\$2,067,813	\$0	\$0	\$0	\$1,425,629		
6803	Rail-Rail Extension to Salinas- ( PTA Transit Fund )	State	\$0	\$0	\$0	\$10,256,000	\$0	\$0		
6803	Rail-Rail Extension to Salinas- ( TCRP )	State	\$8,000,000	\$3,813,588	\$8,000,000	\$3,072,964	\$0	-\$4,186,412	-52%	
6803	Rail-Rail Extension to Salinas- ( RSTPI )	RSTPI	\$197,661	\$66,635	\$0	\$0	\$0	-\$131,026	-66%	
6803	Rail-Rail Extension to Salinas- ( SCCRTC )	Local	\$0	\$0	\$5,812,187	\$0	\$0	\$0		
6803	Rail-Rail Extension to Salinas- ( VTA )	Local	\$0	\$0	\$6,216,000	\$3,784,000	\$0	\$0		
6803	Rail-Rail Extension to Salinas-Staff Support	Local	(\$50,000)	\$0	\$0	(\$100,000)	\$0	\$50,000	-100%	
6804	Rail-Leases ROW	Local	\$210,000	\$75,000	\$75,000	\$75,000	\$75,000	-\$135,000	-64%	
6804	Rail-Leases ROW-Staff Support	Local	(\$85,000)	(\$10,000)	(\$10,000)	(\$10,000)	(\$10,000)	\$75,000	-88%	
6804	Rail-Leases ROW-Reserve Surplus/Usage	Local	\$0	\$0	\$0	\$0	\$0	\$0		
6806	Rail-Monterey Branch Line- ( FNS )	Federal	\$0	\$0	\$0	\$0	\$0	\$0		
6806	Rail-Monterey Branch Line- ( PTA Transit Fund )	State	\$0	\$0	\$0	\$0	\$0	\$0		
6806	Rail-Monterey Branch Line- ( Prop.116 Rail Bonds )	State	\$0	\$0	\$0	\$0	\$0	\$0		
6806	Rail-Monterey Branch Line- ( Unsecured )	State	\$0	\$0	\$0	\$0	\$0	\$0		
6806	Rail-Monterey Branch Line ( RSTPI )	RSTPI	\$0	\$0	\$0	\$0	\$0	\$0		
6806	Rail-Monterey Branch Line- ( Private Sector )	Local	\$0	\$0	\$0	\$0	\$0	\$0		
6806	Rail-Monterey Branch Line- ( FORA Fees ) HWY 1	Local	\$0	\$0	\$0	\$0	\$0	\$0		
6806	Rail-Monterey Branch Line- ( DEV. FEES )	Local	\$0	\$0	\$0	\$0	\$0	\$0		
6806	Rail-Monterey Branch Line- ( Leases )	Local	\$0	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000		
6806	Rail-Monterey Branch Line- ( MBL reserves )	Reserves	\$0	\$100,000	\$0	\$0	\$0	\$100,000		
6806	Rail-Monterey Branch Line-Staff Support	Reserves	\$0	(\$75,000)	(\$75,000)	(\$75,000)	(\$75,000)	-\$75,000		
Total Direct Program Revenue			\$10,249,213	\$9,437,524	\$21,015,398	\$37,977,675	\$37,977,675	-\$811,689	-8%	

TAMC-3 YEAR BUDGET JULY 1, 2013 - JUNE 30, 2016

Direct Program Expenses-Summary

WE	Direct Program Description	FY PLAN				FUTURE 3 YR BUDGET			FY 13/14 BUDGET	
		FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 13/14	FY 14/15	FY 15/16	vs FY 12-13	
		Approved	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	\$ CHANGE	% CHNG
1020	Triennial Audit	\$0	\$35,000	\$0	\$0	\$35,000				
1120	Legislative Advocates	\$87,000	\$87,000	\$87,000	\$87,000	\$87,000	\$0	\$0	\$0	0%
1130	Public Outreach Program	\$150,000	\$150,000	\$150,000	\$200,000	\$200,000	\$0	\$0	\$0	0%
1750	SAFE - 511 Deployment	\$171,833	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	-\$91,833	-53%
1770	Freeway Service Patrol- Towing Contracts	\$195,167	\$197,667	\$192,167	\$192,167	\$192,167	\$192,167	\$192,167	\$2,500	1%
1780	SAFE - Call Box contract costs	\$297,044	\$288,044	\$128,044	\$108,044	\$108,044	\$108,044	\$108,044	-\$9,000	-3%
1781	SAFE - ITS Projects	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	-\$50,000	-100%
2310	Traffic Counts	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	0%
4150	Electric Vehicle Chargers	\$19,250	\$19,250	\$0	\$0	\$0	\$0	\$0	\$0	0%
6140	Bike-Bike/pedestrian events	\$10,000	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	-\$2,500	-25%
6142	Bike-Carmel Hill Trail	\$6,574	\$2,574	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	-\$4,000	-61%
6144	Bike- Lockers and racks ( AB 2766 )	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6147	Bike Sharing Study	\$42,000	\$0	\$0	\$0	\$0	\$0	\$0	-\$42,000	-100%
6149	Bike-Bike Map	\$0	\$17,000	\$0	\$0	\$0	\$0	\$0	\$17,000	
6220	RTPEIR update shared	\$15,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$35,000	233%
6260	Video Conferencing -Cities	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$0	0%
6262	RDIF Validation & Nexus Study	\$110,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	-\$100,000	-91%
6410	DBE - Harris	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$0	0%
6500	Project Management	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$0	0%
6719	Prunedale Improvement Project-FSP	\$37,500	\$37,500	\$37,500	\$10,000	\$10,000	\$10,000	\$10,000	\$0	0%
6721	San Juan Road-FSP	\$0	\$27,000	\$20,000	\$0	\$0	\$0	\$0	\$27,000	
6722	Marina-Salinas Multimodal Corridor	\$0	\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$100,000	
6722	Marina-Salinas Multimodal Corridor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6803	Rail-Rail Extension to Salinas	\$8,789,845	\$7,960,989	\$20,028,187	\$37,012,964	\$37,012,964	\$37,012,964	\$37,012,964	-\$828,856	-9%
6804	Rail-Leases ROW-MBL Property Maint.	\$62,842	\$19,842	\$19,842	\$19,842	\$19,842	\$19,842	\$19,842	-\$43,000	-68%
6805	Rail-Leases ROW- FORA Property Maint.	\$62,158	\$45,158	\$45,158	\$45,158	\$45,158	\$45,158	\$45,158	-\$17,000	-27%
6806	Rail-Monterey Branch Line	\$0	\$160,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$160,000	
	TOTAL Direct Program Expenses	\$10,249,213	\$9,437,624	\$21,015,398	\$37,977,675	\$37,977,675	\$37,977,675	\$37,977,675	-\$811,689	-8%

**TAMC- DIRECT PROGRAM EXPENSE CHANGES  
 FY 13-14 BUDGET vs FY 12-13 APPROVED**

FY 13/14 BUDGET

vs FY 12-13

			\$ CHANGE	% CHNG
	<b><u>Direct Program Expense Changes</u></b>			
WE				
1020	Other	Triennial Audit		
		Required only every 3 years		
1750	SAFE	SAFE - 511 Deployment	-\$811,689	-8%
		Less expensive deployment alternative proposed		
1770	FSP	Freeway Service Patrol-Towing Contracts	\$35,000	1%
		Ongoing Program activity -small variations		
1780	SAFE	SAFE - Call Box contract costs	-\$91,833	-53%
		Ongoing Program activity -small variations		
1781	SAFE	SAFE-ITS Projects	-\$50,000	-100%
		Activity not planned		
6140	Bike	Bike-Bike/pedestrian events	-\$2,500	-25%
		Alternative outreach format		
6142	Bike	Bike-Carmel Hill Trail	-\$4,000	-61%
		Project completed-mitigation monitoring only		
6147	Bike	Bike Sharing Study	-\$42,000	-100%
		Study completed		
6149	Bike	Bike Map	\$17,000	
		New activity		
6220	Other	RTP/EIR update shared	\$35,000	67%
		Additional analysis required		
6262	Other	RDJF Validation & Nexus Study	-\$100,000	-91%
		Nexus study needed only every 5 years		
6721	FSP	San Juan Road-FSP	\$27,000	
		New grant		
6722	Other	Marina-Salinas Multimodal Corridor	\$100,000	
		New grant		
6803	Rail	Rail-Rail Extension to Salinas	-\$828,856	-9%
		Delay in project		
6806	Rail	Rail-Monterey Branch Line	\$100,000	80%
		Project development		

**TAMC- STAFF POSITION LIST  
FISCAL YEAR 2013-2014**

	FY 2012-2013 AUTHORIZED	FY 2013-2014 PROPOSED	CHANGE
<b>Management</b>			
Executive Director	1	1	0.0
Deputy Executive Director	1	1	0.0
Director of Finance & Administration	1	1	0.0
<b>Planners</b>			
Transportation Planners	8	8	0.0
<b>Support</b>			
Finance Officer/Analyst	1	1	0.0
Sr. Administrative Assistant	1	1	0.0
Administrative Assistant	1.5	1.5	0.0
<b>Sub-total Regular Full-Time</b>	<b>14.5</b>	<b>14.5</b>	<b>0.0</b>
<b>Support</b>			
Student Intern (Full Time Equivalent)	0	0	0.0
<b>Sub-total Part-Time</b>	<b>0</b>	<b>0</b>	<b>0.0</b>
<b>TAMC TOTAL</b>	<b>14.5</b>	<b>14.5</b>	<b>0</b>

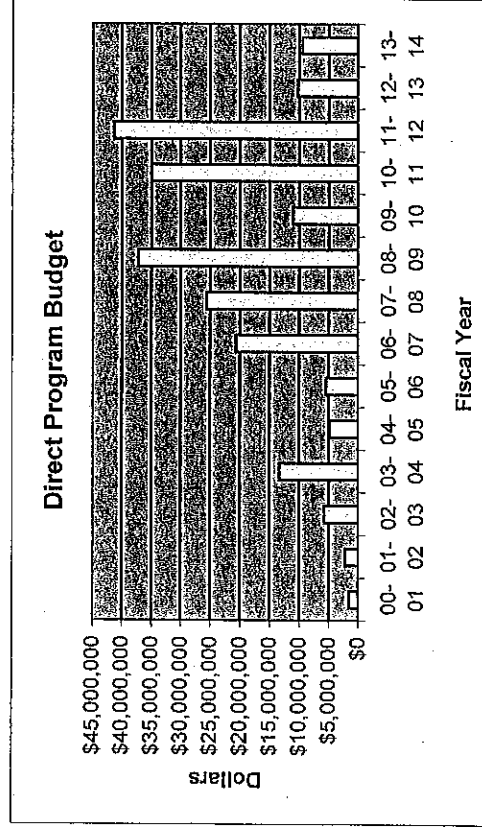
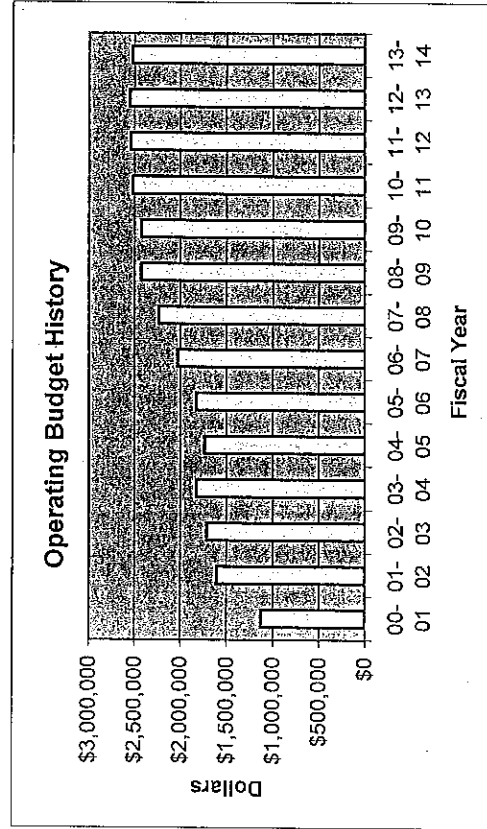
Note:

Retired Annuitant	0.25	0.25	0.0
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TAMC Budget History

FY	Operating	% change	Direct Program	% change
00-01	\$1,128,661		\$1,552,615	
01-02	\$1,604,976	42.2%	\$2,167,242	39.6%
02-03	\$1,711,912	6.7%	\$5,730,731	164.4%
03-04	\$1,818,560	6.2%	\$13,340,753	132.8%
04-05	\$1,735,588	-4.6%	\$4,807,402	-64.0%
05-06	\$1,821,875	5.0%	\$5,411,430	12.6%
06-07	\$2,029,593	11.4%	\$20,651,110	281.6%
07-08	\$2,230,559	9.9%	\$25,556,663	23.8%
08-09	\$2,424,193	8.7%	\$37,201,017	45.6%
09-10	\$2,423,291	0.0%	\$11,035,241	-70.3%
10-11	\$2,516,892	3.9%	\$34,908,425	216.3%
11-12	\$2,537,818	0.8%	\$41,367,625	18.5%
12-13	\$2,548,682	0.4%	\$10,249,213	-75.2%
13-14	\$2,520,707	-1.1%	\$9,437,524	-7.9%

Estimate May 2013





**Transportation Agency for Monterey County  
FY 2013-2014 Work Program Summary - Proposed Work Elements Funding & Definitions**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
1010	Budget, Work Program	\$ 85,897	\$ -	\$ 85,897	Prepare billing and quarterly reports, develop and monitor Overall Work Program and budget, oversee agency funding and activities
1020	LTF Administration	\$ 68,475	\$ 35,000	\$ 103,475	Conduct unmet needs process, allocate and manage Local Transp. Fund
1120	Plans Coord & Interagency Liaison	\$ 270,337	\$ 87,000	\$ 357,337	Coordinate with partner and member agencies on short- and long-range transportation plans; conduct legislative monitoring
1122	Legislative Advocacy	\$ 47,561	\$ -	\$ 47,561	Support or oppose legislation or policies
1130	Public Involvement/ Education	\$ 56,488	\$ 150,000	\$ 206,488	Issue news releases, conduct public meetings, update website, annual report and awards program (when not specifically-related to a plan, program or project)
1750	511 Traveler Info System Implementation Plan	\$ 17,762	\$ 80,000	\$ 97,762	Develop and deploy 511 traveler information program
1770	Freeway Service Patrol	\$ 35,836	\$ 197,667	\$ 233,503	Implement emergency tow truck services
1780	SAFE Monterey County	\$ 47,003	\$ 288,044	\$ 335,047	Implement call-box and motorist aid program; may include ridesharing/matching activities
1790	Rideshare	\$ 53,285	\$ -	\$ 53,285	Transition Monterey County ridesharing services to TAMC
2310	Data Collect, Uniformity	\$ 27,899	\$ 50,000	\$ 77,899	Collect traffic data for regional model and planning uses
2510	Regional Transportation Model	\$ 25,322	\$ -	\$ 25,322	Participate in regional model task force, coordinate information retrieval with member agencies, review and provide input on model usage and updates
4110	Document Review	\$ 32,532	\$ -	\$ 32,532	Review development proposals for transportation impacts and proposed mitigations, including bike committee review
4150	Electric Vehicle Chargers	\$ 10,329	\$ 19,250	\$ 29,579	Choose locations, develop agreements and install electric vehicle chargers
6010	Sustainable Communities Strategies	\$ -	\$ -	\$ -	Develop complete streets policies and plans for cities/county, including local land use planning around planned transit/rail, trans. Priorities and preferences surveys, and Active Transportation in the Carmel area. (Zero \$ because potential carry over from FY 12/13 has not yet been determined.)

**Transportation Agency for Monterey County  
FY 2013-2014 Work Program Summary - Proposed Work Elements Funding & Definitions**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6140	Bicycle/Pedestrian Planning	\$ 81,280	\$ -	\$ 81,280	Update regional and local bike plans, hold bike committee meetings
6142	Bike-Carmel Hill Trail	\$ -	\$ 2,574	\$ 2,574	Complete mitigation and monitoring tasks for the Carmel Hill and River Bicycle Trail project
6147	Bike Sharing Plan & Implementation	\$ 18,481	\$ -	\$ 18,481	Complete feasibility study for bike sharing facilities and evaluate implementation options
6148	Bike Week Campaign	\$ 4,839	\$ 7,500	\$ 12,339	Conduct public outreach and education for Bike Week
6149	Bicycle Facilities Map	\$ 3,109	\$ 17,000	\$ 20,109	Develop and print updated bicycle facilities map
6220	RTP & EIR Update	\$ 266,369	\$ 50,000	\$ 316,369	Engage in strategic planning and prioritization of projects, set policies, make financial forecasts and conduct other tasks related to preparing the long-range transportation plan and related environmental documents
6260	CMP/Video Conferencing	\$ 1,456	\$ 3,000	\$ 4,456	Maintain video conferencing equipment
6262	Regional Impact Fee - project programming, admin	\$ 21,801	\$ 10,000	\$ 31,801	Collect fees and allocate funds to projects
6263	Regional Impact Fee - program updates & revisions	\$ 25,301	\$ -	\$ 25,301	Complete 5-year update of Regional Development Impact program
6410	RTIP - Programming	\$ 99,104	\$ 20,000	\$ 119,104	Conduct strategic planning, set project priorities, plan funding, develop draft and adopt final Regional Transportation Improvement Program; (short-range transportation program); Develop Section 5310 grant recommendations
6500	Project Development and Grant Implementation	\$ 204,156	\$ 70,000	\$ 274,156	Participate in environmental review, right-of-way acquisition, engineering; apply for fund allocations, amendments or extensions, apply for grant funds, administer the transp. for livable communities grant program; monitor fund sources and assist implementing agencies in utilizing funds
6501	Roundabout Outreach	\$ 41,316	\$ -	\$ 41,316	Provide public information and outreach for the SR 68/SR 1 Roundabout project
6710	Corridor Studies & Regional Roadway planning	\$ 74,119	\$ -	\$ 74,119	Participate in pre-environmental planning work: i.e. Caltrans Route Concept Reports for state highways, So. County Frontage Roads, environmental habitat bank development

**Transportation Agency for Monterey County**  
**FY 2013-2014 Work Program Summary - Proposed Work Elements Funding & Definitions**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6715	Prunedale Improvement Project - outreach	\$ 113,974	\$ -	\$ 113,974	Provide public information and outreach for the US 101 Prunedale project
6719	Prunedale Improvement Project - FSP	\$ 9,056	\$ 37,500	\$ 46,556	Provide tow trucks on US 101 Prunedale during construction
6720	Hwy 101/San Juan Rd. public outreach	\$ 101,703	\$ -	\$ 101,703	Provide public information and outreach for the US 101/San Juan Rd Interchange project
6721	Hwy 101/San Juan Rd. FSP	\$ 9,056	\$ 27,000	\$ 36,056	Provide tow trucks on US 101 near San Juan Rd. during construction
6722	Marina - Salinas Multimodal Corridor	\$ 138,956	\$ 100,000	\$ 238,956	Conceptual planning for the development of a multimodal corridor between Marina and Salinas
6800	Rail Program Studies - Coast Rail, Freight	\$ 20,737	\$ -	\$ 20,737	Participate in Coast Rail Coordinating Council meetings, Coast Daylight planning, freight facility planning
6803	Passenger Rail Extension to Monterey County	\$ 320,113	\$ 7,960,989	\$ 8,281,102	Prepare federal and state environmental review documents; engineering for stations, layover facility, track improve.; acquire rights-of-way for stations, platforms and layover facility
6804	Monterey Branch Line Railroad Leases	\$ 81,714	\$ 19,842	\$ 101,556	Conduct activities related to real property owned by TAMC
6805	Railroad Fort Ord property planning	\$ 2,580	\$ 45,158	\$ 47,738	Plan for mixed use facility on TAMC land on former Fort Ord base
6806	Monterey Branch Line Agenda item: 6, Att:2	\$ 80,967	\$ 160,000	\$ 240,967	Evaluate options and next steps to utilize the Monterey Branch Line corridor
6807	Salinas Rail Leases	\$ 21,794	\$ -	\$ 21,794	Conduct activities related to real property owned by TAMC
Totals:		\$ 2,520,707	\$ 9,437,524	\$ 11,958,231	



**Transportation Agency  
for  
Monterey County**

**DRAFT**

**WORK PROGRAM  
July 1, 2012 – June 30, 2013**

February 27, 2013



## **INTRODUCTION**

The annual Transportation Agency for Monterey County Work Program describes the activities to be accomplished during the fiscal year beginning July 1, 2013 and ending June 30, 2014. The plan is the basis for the corresponding annual budget. The Work Program and Budget are normally submitted to the Executive Committee and Agency Board of Directors in February each year for comment and direction, and adopted by the Board in May.

The Agency's activities are partially funded through federal and state transportation planning funds. The Federal Highway Administration and Caltrans must review and approve the work elements proposed for federal and state funds respectively. The work program and annual budget are submitted to the Association of Monterey Bay Area Governments, which in turn compiles a regional Overall Work Program and then submits it to state and federal funding agencies for review. Each activity listed in the work program has a number and a name that identifies the activity, sometimes referred to as "work elements", which are used in common by each of the transportation agencies in the three county AMBAG region.

The 2013-2014 Work Program includes the continuation of current programs, and delivery of those projects that are funded, and to continue to seek funding from outside sources. Highlights include funding and delivering major improvements to State Highways; design and right-of-way for Passenger Rail Extension to Salinas; continuation of planning for the Monterey Peninsula Branch Line, and conduct conceptual planning for the development of a multimodal transportation corridor between Marina and Salinas. The Agency will continue to support member agencies in work on regional highways and pedestrian and bicycle facilities. Major planning work in 2013-14 includes Updating the Regional Transportation Improvement Program for 2014, completing the update to the Regional Transportation Plan, and completing the 5-year update to the Regional Development Impact Fee nexus study. A new activity, the Monterey County Rideshare Program, previously administered by AMBAG, is included in the plan.

The Transportation Agency Board conducted a study session at its May 25, 2011 meeting for the purpose of reviewing its project priorities. This effort will assist the Agency to focus limited resources onto the Board's highest priorities. Factors considered included safety, traffic congestion, multimodal travel, economic impact, Sustainable Communities Strategies goals, and project readiness. The effort concluded with the alignment of the Transportation Agency's highest priority projects into three tiers. Funding expected to be available to the region over the next 5 to 10 years will likely be less than what is need to fully fund the projects in Tier 1. The Agency's 2012 Regional Transportation Improvement Program submittal for potential state funding, adopted at the December 2012 Board meeting, reflects these priorities. The summary matrix is below:

## Priority Regional Transportation Projects

Project Matrix										
	ZONE	PROJECT COST	PROGRAMMED	FUNDING GAP <sup>(1)</sup>	SAFETY	TRAFFIC CONGESTION	MULTIMODAL	ECONOMIC IMPACT	SB 375	READINESS <sup>(2)</sup>
<b>Tier 1 Projects</b>										
US-101 - San Juan Road Interchange	N. County	\$90,600,000	\$76,200,000	\$14,400,000	High	High		High	Low	High
SR-156 Widening	N. County	\$108,700,000	\$12,700,000	\$96,000,000	High	High	Bike	High	Low	Medium
US-101 - South County Frontage Roads	Gr. Salinas	\$75,445,419	\$0	\$75,445,419	High	Medium	Bike	High	Low	High
Local Street and Road Maintenance	S. County	\$1,984,000,000	\$282,000,000	\$1,702,000,000			Bike / Transit	High	High	High
Monterey Peninsula Fixed Guideway	S. County	\$164,400,000	\$25,000,000	\$139,400,000			Rail / Bike / Transit	Medium	High	Medium
Passenger Rail Extension to Monterey	S. County	\$110,000,000	\$35,000,000	\$75,000,000			Rail /Bike / Transit	Medium	High	High
MST Bus Replacements	S. County	\$36,480,000	\$950,000	\$35,530,000			Rail /Bike / Transit	Medium	High	High
<b>Tier 2 Projects</b>										
US-101 /S. County Cities Interchanges	S. County	\$161,504,913	\$0	\$161,504,913	High	Medium		Medium	Low	Mixed
Westside Bypass/Marina-Salinas Corridor	Gr. Salinas	\$148,052,579	\$26,606,000	\$121,446,579	Medium	High	Bike / Transit	Medium	Medium	Low
SR-68 Commuter Improvements	Gr. Salinas	\$24,000,000	\$5,893,571	\$18,106,429	Medium	High		Medium	Low	Low
Del Monte - Lighthouse Corridor	Peninsula	\$60,000,000	\$0	\$60,000,000	Medium	Medium	Bike / Transit	High	High	Medium
SR 1 - Widening (Seaside-Sand City)	Gr. Salinas	\$53,000,000	\$0	\$53,000,000	Medium	High		High	Low	Low
<b>Tier 3 Projects</b>										
SR 68 - Holman Highway Widening	Gr. Salinas	\$25,000,000	\$1,350,000	\$23,650,000	High	High		High	Low	High
Monterey Peninsula Airport Access	Gr. Salinas	Unknown			Low	Medium		Medium	Low	Low
Boronda Road - East Salinas	Gr. Salinas	Unknown			Medium	Medium		Medium	Low	Low
River Rd	Gr. Salinas	Unknown			Medium	Low		Medium	Low	Low
G-12 Northern/Southern Improvements	Gr. Salinas	\$48,000,000	\$0	\$48,000,000	High	Medium		Medium	Low	Medium
U.S. 101 - Harris Rd/Eastside	Gr. Salinas	\$54,153,132	\$0	\$54,153,132	Low	Medium		High	Low	Low
Artichoke Ave - SR 183	Gr. Salinas	\$7,000,000	\$1,200,000	\$5,800,000	High	High		Medium	Low	Low
U.S. 101 - Old Stage Rd Frontage Rd/ Interchange	Gr. Salinas	Unknown			Medium	Medium		Medium	Low	Low

Notes:

(1) Some funds may be available from the FORA and regional fee programs

(2) Projects in environmental review score "medium", projects with completed environmental documents score "high", all others score low.

**All amounts shown in Year 2010 dollars**

## WORK ELEMENT NUMBER 1010

## Work Program, Budget and Administration

Project Manager: Todd Muck

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	85,897	0	FHWA PL	30,000	0
Contractual	0	0	State RPA	55,897	0
<b>TOTAL</b>	<b>85,897</b>	<b>0</b>	<b>TOTAL</b>	<b>85,897</b>	<b>0</b>
			<b>% Federal</b>	<b>35%</b>	

**Project Description**

The purpose of this Work element is to prepare and provide oversight to an annual work program and corresponding budget in accordance with federal requirements to be incorporated into the Association of Monterey Bay Area Governments (AMBAG) Overall Work Program. The Overall Work Program describes the transportation planning activities that the Agency will perform during the ensuing fiscal year as integral elements of regional transportation planning and programs. The budget is an estimate of the expenditures necessary to support the work program, and the funding sources assigned to each element. The work program is a requirement of state and federal statutes and regulations in order for the work elements to be eligible for state and federal transportation planning funds. The document is assembled in coordination with AMBAG, SCCRTC, and San Benito COG, in accordance with the advice and direction of FHWA and Caltrans.

**Previous and Ongoing Work**

A Caltrans audit of AMBAG processes in 2011 required more detailed content for work program activities to better distinguish federal and state eligible funded activities and non-eligible activities. The process of passing-thru federal planning funds from AMBAG to the Regional Transportation Planning Agencies was also revised. A Continuing Cooperative Agreement was developed and approved by both agencies. The emphasis is on the continuation of current programs, corridor planning, and development of high priority projects.

**Steps and Products**

Task	Description	Deliverable	Budget FY 13-14	Completion Date
<b>1</b>	<b>Administration</b>	<b>#</b>	<b>\$ 54,690</b>	
1.1	Administer and amend the Work Program and Continuing Cooperative Agreement (CCA) for FY 2013-14 in consultation with AMBAG and Caltrans.	Up to 4 draft amendments to FY 13-14 OWP/CCA		Quarterly
1.2	Provide Monthly/quarterly FY 2013-14 invoice with narrative progress report to AMBAG and Caltrans	Monthly/Quarterly invoice with narrative progress reports		Monthly / Quarterly
<b>2</b>	<b>Planning</b>	<b>#</b>	<b>\$ 19,767</b>	
2.1	Participate in process to identify MPO priorities for FY 2014-15 and FY 2015-16 in conjunction with Federal and State Planning Emphasis Areas/Planning Factors	Draft list of priority projects/activities for FY2014-15 & FY 2015-16		11/29/2013



2.2	Prepare draft and final FY 2014-15 Budget and Work Program	FY 2014-15 Budget & Work Program	5/25/2014
2.3	Development of the CCA for FY 2014-15 Metropolitan Transportation Planning projects/activities proposed for FHWA PL funding.	FY 2014-15 OWP work elements and CCA for FHWA PL funds and State RPA funds..	2/7/2014

<b>4</b>	<b>Coordination</b>	<b>#</b>	<b>\$</b>	<b>11,440</b>
4.1	Quarterly OWP coordination meeting for project tracking. Assess project performance and make adjustments to assure completion of tasks are on schedule.	Meeting agenda, handouts, notes and action items		Quarterly
4.2	Participate in early consultation with Partner Agencies to set the regional priority for FY 2014-15 OWP / CCA.	List of regional project priorities to be used for development of FY 14-15 OWP/CCAs.		11/29/2013

**WORK ELEMENT NUMBER 1020****Transportation Development Act Administration****Project Manager:** Andy Cook**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	68,475	0	LTF	68,475	0
Contractual	35,000	0	Local	35,000	
<b>TOTAL</b>	<b>103,475</b>	<b>0</b>	<b>TOTAL</b>	<b>103,475</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The Transportation Agency, as the Local Transportation Commission for Monterey County, distributes Transportation Development Act Local Transportation Fund (LTF) and State Transit Assistance (STA) funds for planning, transit, roads and streets in accordance with State law and the unmet transit needs process. Additionally, this work element identifies the transportation needs of traditionally underserved groups (elderly, persons with disabilities, persons of color, and low-income) and assesses the adequacy of service available to meet those needs. TAMC is required under the Transportation Development Act to maintain a social service advisory committee to assist in the identification and analysis of unmet transit needs in order to make a recommendation on which unmet needs are reasonable to meet.

**Project Product(s)**

Transportation Development Act and State Transit Assistance Funds Allocations and Claims  
Unmet Transit Needs Recommendations

**Previous and Ongoing Work**

Every three years, TAMC contracts for triennial performance audits of the transit operators and itself to assure the agencies are meeting the requirements of state TDA law. Annually, the Agency oversees the fiscal audits for itself and the transit operators in Monterey County, and prepares an annual transit performance report (in years without a triennial performance audit) evaluating their progress towards achieving the goals set in the performance audits.

TAMC also oversees the annual unmet transit needs process required by the Transportation Development Act. Periodically, an unmet transit need is found and funded in collaboration with the transit operators. The Agency coordinates unmet needs activities with the MST Mobility Advisory Committee as the designated Social Services Transportation Advisory Council for Monterey County.

After completing the unmet needs process, the Agency allocates TDA funding and processes claims for both STA and LTF funds consistent with the Agency's allocations. Due to the formation of the new county-wide transit district, all Local Transit Funds apportioned to Monterey County cities are allocated to Monterey-Salinas Transit (MST). MST is able to claim all remaining LTF funding to support public transit operations pursuant to the unmet needs finding adopted by TAMC in 2010. TAMC allocates all STA funding in Monterey County to MST as the countywide transit district and sole public transit operator.

TAMC also administers and monitors the delivery of projects funded by the Transportation Development Act Article 3 grant program. In 2009, TAMC programmed future expected revenue from fiscal year 2009/10-2011/12 to top regional bicycle and pedestrian projects.

#### **Steps to Achieve Task**

<b><u>Step No</u></b>	<b><u>Step Description</u></b>	<b><u>Step to be Completed</u></b>
1	Coordinate annual unmet transit needs process and adopt resolution of unmet transit needs finding	5/30/2014
2	Maintain records and pay claims for LTF, STA and other trust fund accounts.	Ongoing
3	Conduct annual fiscal audit and implement suggested changes	6/30/2014
4	Assist transit operators with annual financial audits	12/30/2013
5	Implement recommendations in prior performance audit	6/30/2014
8	Review claims for payment requests	Ongoing
9	Monitor delivery of projects funded by Article 3 funds	Ongoing

#### **Task Products**

<b><u>Product No</u></b>	<b><u>Product Description</u></b>	<b><u>Project to be Completed</u></b>
1	Annual TDA Funds fiscal audits and internal financial statements for RTPA and county transit	annually
2	Annual unmet transit needs finding	annually
3	Annual LTF and STA allocations and claims from local jurisdictions and agencies	annually
5	Triennial Performance Audit, and implementation of recommendations as appropriate	triennially (6/30/14)
6	Article 3 fund expenditure plan	triennially

## WORK ELEMENT NUMBER 1120

## Transportation Plans Coordination and Interagency Liaison

Project Manager: Kaki Cheung

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	270,337	0	FHWA PL	25,000	0
Contractual	0	0	State RPA	60,000	0
			STIP PP&N	175,042	0
			LTF	10,295	0
<b>TOTAL</b>	<b>270,337</b>	<b>0</b>	<b>TOTAL</b>	<b>270,337</b>	<b>0</b>
			<b>% Federal</b>	<b>9%</b>	

**Project Description**

The purpose of this work element is to conduct activity that promotes coordination in regional transportation planning activities and respond to state and federal requirements without duplication of efforts. This is accomplished by interaction with various agencies' representatives and stakeholders to understand and share legislation and regulatory information that affect transportation planning. Also, the Agency participates with other agencies in technical studies and decisions regarding funding, transportation plans, programs, and projects to obtain consistency in local and regional plans. The work element seeks to identify diversified funding sources for transportation projects to ensure that appropriate State and Federal funds may be applied. This work element responds to federal funding eligibility requirements to promote continuous collaboration and coordination in transportation planning in compliance with relevant legislation and regulations. The tasks relate to federal and state transportation planning principles and are partially funded by federal and state planning funds (PL and RPA). This work element does not include lobbying efforts.

**Previous and Ongoing Work**

TAMC coordinates with partner agencies and stakeholders in the region and statewide on review and analysis of pertinent state and federal legislation, rules, and transportation planning activities. TAMC presents periodic comprehensive reports to the Board and committees on legislative and planning matters. In 2012, TAMC closely monitored the development and progress of the new federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21) and worked with partner agencies on the implementation effort.

**Steps and Products**

Task	Description	Deliverable	Budget FY 13-14	Completion Date
<b>1</b>	<b>CCA Administration</b>		<b>\$ 1,000</b>	
<b>1.1</b>	Administer and amend the Continuing Cooperative Agreement (CCA) for FY 2013-14 in consultation with AMBAG.	Up to 4 draft amendments to FY 13-14 CCA		Quarterly
<b>3</b>	<b>Data Gathering and Analysis</b>		<b>\$ 101,872</b>	

3.1	Follow transportation legislation activities and provide updates and analysis in the form of presentations to affected agencies.	Presentations to TAMC & AMBAG Boards and other affected agencies	6/30/2014
<b>4</b>	<b>Interagency Liaison/Coordination</b>		<b>\$ 167,465</b>
4.1	Attend local, state and regional agency meetings (including AMBAG, California Transportation Commission, Regional Transportation Planning Agency group, Rural Counties Task Force, Central Coast Coalition, FORA, Air District, and local jurisdictions) to exchange information on transportation planning activities in order to enhance coordination among transportation plans, programs, and regulations, and support agency project funding.	Reports on transportation related planning activities, including recommendations on affecting consistency in local and regional plans, in monthly Board and advisory committee meeting agendas, and shared with affected stakeholders.	Monthly

**WORK ELEMENT NUMBER 1122****Legislative Advocacy**

Project Manager: Christina Watson

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	47,561	0	LTF	2,561	0
Contractual	87,000	0	RSTPi	66,000	0
			Local	66,000	0
<b>TOTAL</b>	<b>134,561</b>	<b>0</b>	<b>TOTAL</b>	<b>134,561</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The purpose of this work element is to develop Agency policies that promote transportation improvements for Monterey County and the region. Work includes advocacy for state and federal legislation and budgets that support Monterey County's transportation undertakings that contribute to the economic and environmental well being and quality of life in the region, and ensures that the county receives its fair share.

Work that promotes transportation policy is funded with local funds. No Federal PL or State RPA funds are budgeted for this work element.

**Previous and Ongoing Work**

TAMC annually adopts a state and federal legislative program to seek funding and guide staff and analysts in responding to issues of concern. Emphasis of the program is to secure transportation capital money to complete partially funded projects and transit operating funds.

**Steps to Achieve Task**

<b>Step No</b>	<b>Step Description</b>	<b>Step Started</b>	<b>Step to be Completed</b>
1	Executive Committee approval of annual legislative program.	7/1/2013	1/3/2014
2	Board of Directors adoption of annual legislative program.	7/1/2013	1/22/2014
3	Send letters and meet as needed with State and Federal elected representatives.	7/1/2013	Ongoing

**Task Products**

<b>Product No</b>	<b>Product Description</b>	<b>Project to be Completed</b>
1	Annual legislative program adopted by Board of Directors.	1/22/2014
2	Transmittals on Agency proposals.	Ongoing

## WORK ELEMENT NUMBER 1130

## Public Involvement Program

Project Manager: Sharon Gavin

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	56,488	0	PPM	56,488	0
Contractual	150,000	0	Local	0	0
			RSTPi	150,000	0
<b>TOTAL</b>	<b>206,488</b>	<b>0</b>	<b>TOTAL</b>	<b>206,488</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description: TAMC**

The Public Participation Program is the implementation of the adopted April 2011 Monterey bay Area Public Participation Plan. The Plan was created through the coordinated efforts of AMBAG, TAMC, SCCRTC, and the San Benito Council of Governments, with review by FHWA, FTA, and Caltrans. The Plan purpose is to support and encourage early and continuous public education and participation regarding the transportation planning process and "3-C" metropolitan decision making process through the three county region.

This Work Element covers the activities of the Transportation Agency for Monterey County in the education of the public and transportation stakeholders, and provision of opportunities for participation in the planning processes. It is designed to provide continuous, comprehensive outreach and information in order to generate a foundation for understanding the transportation issues, potential solutions, and the regional transportation agencies and their roles and responsibilities. The process begins at the local level, culminating in public participation on regional transportation planning, specifically addressing the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Plan. This building-block approach addresses the rural character of the region and assures that the ultimate regional decision making is based on meaningful public participation by an informed public. Program-specific public participation work for the RTP/MTP and RTIP/MTIP are included in the work elements for those work elements.

**Project Product(s)**

Informed public with opportunity for participation in transportation planning matters.

**Previous Accomplishments**

The Transportation participated in the AMBAG Public Participation Plan adopted in April 2011. The program activities support and encourage early and continuous public education and participation regarding the transportation planning process and "3-C" metropolitan decision making process through the three county region. Implementation of the plan occurs through public notices, press releases, electronic notification, public meetings and workshops, and public hearings. Included are orientation materials for Transportation Agency Board Members and other Transportation Agency committee members, and Transportation Agency fact sheets on projects and programs and other transportation-related information.

Since 2002, the Agency has conducted an annual awards program to highlight transportation accomplishments as a tool to generate public awareness of transportation matters and the various agencies' roles. The Agency also conducts a public involvement program emphasizing outreach to the general public on individual projects and programs. As part of this effort, the Agency publishes an Annual Report, mailed to all households. In 2007, the Agency initiated the taping and televising of Board meetings on public access television and on the Agency website. In 2009, the Agency assumed the hosting of a monthly talk program on public television featuring multiple guests and covering a wide variety of current topics related to transportation in Monterey County.

**Steps and Products**

<u>Step No</u>	<u>Step Description</u>	<u>Step to be Completed</u>
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1	Circulate Transportation Agency monthly Board minutes and agendas and post on the Transportation Agency website, and invite public attendance and comment:	Monthly
2	Post Transportation Agency monthly Executive Committee, Technical Advisory Committee, Rail Policy Committee, and Pedestrian and Bicycle Advisory Committee minutes and agendas on the Transportation Agency website.	Monthly
3	Post Transportation Agency news releases, activities, and programs on the Transportation Agency website. Regularly update website content and appearance.	Weekly
4	Publicize Transportation Agency Board activities with the monthly Transportation Agency "highlights" document distributed to interested individuals, groups and the media.	Monthly
5	Televise Agency Board meetings and provide full-time video access on the Agency website, updated with each Agency Board meeting.	Monthly
6	Host and appear on the "Your Town community television program fourth Wednesday of the month.	Monthly
7	Prepare 2013 annual report that summarizes activities related to state, federal, and local transportation planning, and send to all Monterey County households	4/30/2014
8	Hold annual awards program to increase the awareness of and generate interest in transportation matters.	1/23/2014

#### **Task Products**

<u>Product No</u>	<u>Product Description</u>	<u>Project to be Completed</u>
1	Highlights of Agency Board meetings	Monthly
2	Televised Board meeting broadcasts, accessible on website	Monthly
3	Publicized Board and Committee agendas, reports, and minutes	Monthly
4	"Your Town" community television program	Monthly
5	2012 Annual Report	4/30/2014
6	Publicize awards program	1/23/2014



**WORK ELEMENT NUMBER 1750****Monterey Bay Area Traveler Information System**

Project Manager: Kaki Cheung

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	17,762	0	LTF	2,762	0
Contractual	80,000	0	SAFE	95,000	0
<b>TOTAL</b>	<b>97,762</b>	<b>0</b>	<b>TOTAL</b>	<b>97,762</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The Transportation Agency for Monterey County and Santa Cruz County Regional Transportation Commission are in the process of jointly developing a Monterey Bay Area 511 Traveler Information System Feasibility and Implementation Plan. The plan will provide a roadmap for implementing a 511 system in the Monterey Bay Area to close the gap in traveler information systems that currently exists in California's Central Coast region.

**Project Product(s)**

Monterey Bay Area 511 Traveler Information System Feasibility and Implementation Plan

**Previous and Ongoing Work**

The Transportation Agency for Monterey County and the Santa Cruz Regional Transportation Commission was successful in securing a Partnership Planning grant to produce a 511 Traveler Information System Feasibility and Implementation Plan. The two agencies have entered into a Memorandum of Understanding that outlines the grant responsibilities and expectations. Staff members conducted public outreach to stakeholders and public on how they receive traveler information and the type of traveler information they are interested in using public workshops, online surveys, and a video. A Request for Proposals was prepared and issued to interested consultants in November of 2010. The consultant contract began in March 2011 and the feasibility analysis was completed in January 2012. The analysis found that it is feasible to implement a 511 system for the Monterey Bay region. Due to the challenge of securing sufficient funding to develop a customized system from scratch, it is recommended that TAMC and SCCRTC partner with another organization using existing 511 system infrastructure. The Implementation Plan for delivering 511 services is scheduled for completion in 2013-14.

**Steps to Achieve Task**

<u>Step No</u>	<u>Step Description</u>	<u>Step to be Completed</u>
1	Deploy a Monterey County 511 Traveler Information System	6/30/2014
2	Develop a website that would include multimodal information such as transit trip planner, rideshare information, bicycling and pedestrian resources	6/30/2014
3	Develop a marketing strategy to inform travelers about 511 service	12/30/2013

**Task Products**

	<u>Product Description</u>	<u>Project to be Completed</u>
1	Monterey County 511 Traveler Information System Website	6/30/2014
2	Monterey Bay Area 511 Traveler Information System Marketing Plan	12/30/2013

**WORK ELEMENT NUMBER 1770****Freeway Service Patrol**

Project Manager: Kaki Cheung

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	35,836	0	FSP	162,569	0
Contractual	197,667	0	SAFE	60,098	
			Local	10,836	
<b>TOTAL</b>	<b>233,503</b>	<b>0</b>	<b>TOTAL</b>	<b>233,503</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Freeway Service Patrol operates in Monterey County to assist stranded or stalled motorists, and to remove freeway obstructions that cause episodic traffic congestion. The Agency works closely with Caltrans and California Highway Patrol to implement the program.

**Project Product(s)**

Freeway Service Patrol on-road motorist assistance services

**Previous and Ongoing Work**

The Freeway Service Patrol program operates on two "beats" during commute hours and during special event weekends. Beat 1 operates on Highway 101 between Hwy 156 and Sunburn Road weekdays, and between the San Benito County line and Highway 156 on Sundays during the summer and for some special events. Beat 2 operates on Highway 1 from Marina to Carmel weekdays and special event weekends. The program is funded by a dedicated state program, matched by local SAFE vehicle registration fees. In December 2011, the Agency entered into an agreement with Caltrans to provide additional tow service during the construction phase of the Prunedale Improvement Project. In 2013, the Agency contracted with tow operators for Freeway Service Patrol services for four years beginning July 1, 2013.

**Steps to Achieve Task**

<b><u>Step No</u></b>	<b><u>Step Description</u></b>	<b><u>Step to be Completed</u></b>
1	Administration: Provide supplies as needed, monitor use, evaluate future program needs, and process vouchers for payment of service from contractors	Ongoing
2	Conduct quarterly training and informational meetings with Caltrans, CHP and tow operators	Ongoing

3	Represent agency at statewide oversight committee meetings to demonstrate effectiveness and to maintain and increase state funding for the program	Ongoing
4	Improve data collection techniques and enhance Personal Digital Assistants to improve truck tracking and vehicle dispatching capabilities	Ongoing
5	Continue to monitor the usage and effectiveness of tow truck service in cooperation with neighboring counties and work to enhance the program's cost-effectiveness	Ongoing
6	Prepare Annual Report	12/30/2013
7	Continue to promote the program and increase awareness	Ongoing
8	Maintain data collection system and feed the data into the statewide Freeway Service Patrol benefit/cost model to better reflect the effectiveness of smaller programs	Ongoing

### **Task Products**

<b><u>Product No</u></b>	<b><u>Product Description</u></b>	<b><u>Project Completed</u></b>
1	Freeway Service Patrol Annual Report	Annual
2	Tow truck operations	Ongoing
3	Improved data to be included in statewide benefit/cost model	Bi-Annual

**WORK ELEMENT NUMBER 1780****Service Authority for Freeway Emergencies****Project Manager:** Kaki Cheung**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	47,003	0	LTF	22,003	0
Contractual	288,044	0	SAFE	313,044	0
<b>TOTAL</b>	<b>335,047</b>	<b>0</b>	<b>TOTAL</b>	<b>335,047</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

SAFE is a Monterey County-level highway call box system that the Agency works together with California Highway Patrol and Caltrans to aid motorists and maintain highway safety programs.

**Project Product(s)**

Service Authority for Freeway Emergencies call box system

**Previous and Ongoing Work**

The Transportation Agency operates the Monterey County's SAFE program, which was implemented in four phases:

- o Phase I: US 101 (completed in 2000)
- o Phase II: most of SR 1, SR 68, and SR 156 (completed in 2002); and,
- o Phase III: SR 1 along Big Sur Coast (completed in 2007).
- o Phase IV: County Rural Roads (completed in 2010).

In 2010, fourteen new call boxes were installed along the G14 and G18 corridors on Jolon Road, and the G16 corridor on Carmel Valley Road and Arroyo Seco Road. In 2010, in partnership with the Metropolitan Transportation Commission, Santa Cruz Regional Transportation Commission, and the San Luis Obispo Council of Governments, the Transportation Agency selected a new call box answering service contractor to answers all calls coming from the Monterey Bay Area. In 2013, the Agency will review the call box locations for accessibility by disabled persons. The study will recommend improvements to the sites to assure continued accessibility.

**Steps to Achieve Task**

<u>Step No</u>	<u>Step Description</u>	<u>Step to be Completed</u>
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1	Initiate work on other capital needs for motorists aid, including mobile call box and traffic data collection devices	6/30/2014
2	Continue tracking DMV collection of SAFE funds to assure accuracy	Ongoing
3	Attend CalSAFE meetings	Ongoing
4	Continue to operate call box system in Monterey County	Ongoing
5	Conduct site accessibility study and implement recommendations as appropriate	6/30/2014

**Task Products**

<u>Product No</u>	<u>Product Description</u>	<u>Project to be Completed</u>
1	Call box services	Ongoing
2	Site accessibility improvements	Ongoing
3	Call box performance report	6/30/2014

**WORK ELEMENT NUMBER 1790**

Rideshare

Project Manager: Sharon Gavin

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	53,285	0	LTF	3,285	0
Contractu	0	0	CMP	15,000	0
			SAFE	35,000	0
<b>TOTAL</b>	<b>53,285</b>	<b>0</b>	<b>TOTAL</b>	<b>53,285</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The TAMC Rideshare Services project will promote sustainable transportation modes and choices region-wide through informational programs, events, and ride-matching assistance. The program will specifically target the Top 10 employers in Monterey County .

**Project Product(s)**

Ride-matching website, informational brochures and flyers.

**Previous and Ongoing Work**

Rideshare Services have previously been provided by AMBAG.

**Steps to Achieve Task**

<b>Step No</b>	<b>Step Description</b>	<b>Start</b>	<b>Step to be Completed</b>
1	Coordinate with AMBAG on the appropriate timing to transition the Monterey County Rideshare program to TAMC	7/1/2013	9/30/2013
2	Research current state of ridesharing in Monterey County and assess current utilization rates.	10/1/2013	3/31/2014

3	Research ride-matching programs and services and determine recommended improvements.	10/1/2013	3/31/2014
4	Identify Top 10 employers in Monterey County and assess their ridesharing needs.	10/1/2013	6/30/2014
5	Provide annual updates on Ridesharing Services program to TAMC board		Ongoing

**Task Products**

	<u>Product Description</u>	<u>Project to be Completed</u>	
1	Reports about results of Ridesharing Services Program		6/30/2014



**WORK ELEMENT NUMBER 2310**

**Data Collection, Uniformity and Access**

**Project Manager:** Mike Zeller

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>	
<b>Agency</b>	<b>Amount (\$) Change</b>		<b>Source</b>	<b>Amount (\$) Change</b>
<b>TAMC</b>			<b>TAMC</b>	
Personnel	27,899	0	FHWA PL	4,950 0
Contractual	50,000	0	RSTPi	50,000 0
			Local	22,949 0
<b>TOTAL</b>	<b>77,899</b>	<b>0</b>	<b>TOTAL</b>	<b>77,899 0</b>
			<b>% Federal</b>	<b>6%</b>

**Project Description**

To collect regional employment, transportation, economic, population, housing, water quality, land use, traffic counts, and other data for use in preparation of the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program along with other related regional planning efforts. The Regional Transportation Planning Agencies conduct traffic counts and monitoring also under this work element.

**Project Product(s)**

Data for the Metropolitan Transportation Plan and Highway Performance Monitoring Program  
Traffic monitoring and count data

**Previous and Ongoing Work**

The Transportation Agency conducts regular level of service monitoring and traffic counts, needed to support the AMBAG model and long range planning efforts. Provision of this information on the Transportation Agency's website and in a user-friendly guide to the public was completed in 2008. In 2009, the Agency selected a new consulting firm to collect traffic counts after a competitive bid process, and is continuing to work with this firm for the 2013 count cycle. The Agency will continue to work with the local jurisdictions to standardize the count collection process. The agency will also continue to collect traffic data on regional facilities for use in the Regional Transportation Plan and Regional Travel Demand Model.

**Steps to Achieve Task**

<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Budget FY 13-14</b>	<b>Completion Date</b>
1	CCA Administration		\$ 686	

1.1	Carryout up to four amendments to the FY2013-14 OWP as well as the CCA.	Up to 4 draft amendments to FY 13-14 OWP	Quarterly
<b>3</b>	<b>Data Gathering and Analysis</b>		<b>\$ 23,884</b>
3.1	Coordinate the collection of traffic volume and vehicle occupancy data at various locations throughout the county.	Traffic count and vehicle occupancy data, and monitoring report	6/30/2014
3.2	Coordinate with AMBAG and local agencies on traffic count program and consolidation of the database to provide accurate and timely data for HPMS and other local, federal and state needs.	Data for HPMS database	6/30/2014
3.3	Continue working with AMBAG and the other regional transportation agencies on coordinated and/or joint traffic counting services and/or reporting.	Plans for format, content and methodology for development future of regional traffic data.	Ongoing
<b>5</b>	<b>Public Participation</b>		<b>\$ 3,329</b>
5.1	Updated count and historic traffic count data on RTPA website for easy access and reference by government agencies and members of the public.	Web page with traffic count map and data	6/30/2014
5.2	Provide traffic count data to local, state and federal agencies, land use development proponents and members of the public as needed.	Emails to interested parties upon request	6/30/2014

**WORK ELEMENT NUMBER 2510**

**Regional Travel Demand Model**

**Project Manager:** Mike Zeller

<b>ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014</b>					
<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	25,322	0	FHWA PL	16,500	0
Contractual	0	0	State RPA	8,822	0
<b>TOTAL</b>	<b>25,322</b>	<b>0</b>	<b>TOTAL</b>	<b>25,322</b>	<b>0</b>
			<b>% Federal</b>	<b>65%</b>	

**Project Description**

Regional travel demand modeling is performed in coordination with AMBAG, which is the lead agency. The model supports metropolitan transportation and air quality planning and programming activities within the tri-county region. The Transportation Agency for Monterey County assists in the model upgrades and review.

**Project Product(s)**

Updated regional travel demand model.

**Previous and Ongoing Work**

TAMC is involved in AMBAG's travel demand model updates through participation in the Regional Model Coordination Working Group. As needed, TAMC also subcontracted with AMBAG to utilize the regional model to prepare regional fee nexus studies, to conduct rail/bus rapid transit passenger analysis forecasts and to assess performance measurements for the regional transportation plan. TAMC participates, in addition to the Model Coordination Working Group, on committees tasked with developing a transit and bicycle/pedestrian components to the travel demand forecasting model.

**Steps to Achieve Task**

<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Budget FY 13-14</b>	<b>Completion Date</b>
<b>1</b>	<b>Administration</b>		\$ 500	
1.1	Administer and amend the Continuing Cooperative Agreement for FY 2013-14 in consultation with AMBAG.	Up to 4 draft amendments to the FY 13-14 CCA		Quarterly
<b>2</b>	<b>Planning</b>		\$ 2,000	
2.1	Work with AMBAG to establish model-based, performance measure assessments for the regional transportation plan and if needed, the regional transportation improvement program.	Performance measurement assessments as required for the regional transportation plan update and regional transportation improvement program adoption.		6/30/2014
<b>3</b>	<b>Data Gathering and Analysis</b>		\$ 16,911	
3.1	Support/assist AMBAG in traffic simulation accompaniment tools to the regional model, including performance measures, working group meetings, and traffic simulation.	Model results as needed to support regional projects		6/30/2014
3.2	Assist with the development of transit and bicycle/pedestrian components to the travel demand forecasting model.	Transit and Bicycle/Pedestrian components for the travel demand forecasting model		6/30/2014
<b>4</b>	<b>Coordination</b>		\$ 4,911	
4.1	Provide technical assistance to model users in Monterey County	Documentation of local assistance provided		Monthly or as needed
4.2	Make presentation at TAC meetings pertaining to model improvement project	Presentation materials, handouts		9/30/2014

**WORK ELEMENT NUMBER 4110****Environmental Document Review**

Project Manager: Mike Zeller

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	32,532	0	State RPA	30,000	0
Contractual	0	0	Local	2,532	0
<b>TOTAL</b>	<b>32,532</b>	<b>0</b>	<b>TOTAL</b>	<b>32,532</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The purpose of this work element is to review land use and transportation elements of environmental documents produced by local agencies and development projects for consistency with regional transportation plans and policies. This work element is directly related to the performance of the regional MTP/ RTP.

**Project Product(s)**

Comment letters to project sponsors regarding environmental assessments for the purpose of promoting consistency with federal, state, and regional transportation plans and policies, and Federal Planning Factors.

**Previous and Ongoing Work**

The Agency Board adopted *Guidelines for Environmental Document Review*, including land use development principles, to encourage cities and Monterey County to make a more cost-effective use of the transportation system through compact growth patterns, bicycle and pedestrian-friendly design and transit-oriented developments. TAMC coordinates with Caltrans to review and analyze traffic impacts of proposed development on the state highway system. TAMC also meets and coordinates with local jurisdictions on development proposals and land use / General Plan updates to ensure consistency with regional plans and policies.

**Steps to Achieve Task**

Task	Description	Deliverable	Budget FY 13-14	Completion Date
1	<b>Coordination</b>		\$ 14,105	
1.1	Work with appropriate agencies and developers by commenting on transportation sections of general plan updates, bicycle plans, major development plans, transit plans and environmental review documents prepared by local agencies and other entities to reach agreement on proper mitigation measures, and strategies to finance, implement and monitor these mitigation measures.	In-house environmental document review log		6/30/2014

1.2	Share information with planning staffs of jurisdictions, public transit operators, universities and colleges, on the coordination of land use and transportation issues and projects.		6/30/2014
1.3	Participate with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure by incorporating transit and intermodal facilities, bicycle transportation facilities and pedestrian walkways in plans and programs where appropriate.		6/30/2014
<b>2</b>	<b>Development Review</b>	<b>\$</b>	<b>26,195</b>
2.1	Evaluate the impact of proposed developments on the regional transportation system and encourage support for alternatives to the single occupant vehicles and better coordination between land uses and transportation needs by participating with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure.	In-house environmental document review log	6/30/2014
2.2	Utilize TAMC's land use development principles in the evaluation of proposed developments to assist in community-based development of innovative transportation and land use alternatives to improve community livability, long-term economic stability and sustainable development.	Library of environmental documents	6/30/2014
2.3	Update and revise, as needed, the Guidelines for Environmental Document Review to provide local agencies responsible for land use decisions with current information on the coordination of transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management.	Guidelines for Environmental Document Review	6/30/2014
2.4	Participate and provide comments at public hearings, scoping meetings, project review meeting, City Council meetings and LAFCO hearings pertaining to new developments' impacts on the regional transportation system.	Annual Board Report on Environmental Document Reviews	6/30/2014
2.5	Review environmental documents to identify and analyze issues relating to integration of transportation and community goals and objectives in land use, housing, economic development, social welfare and environmental preservation.	Comment letters on draft plans and environmental documents a major impact on the regional transportation system	6/30/2014

**WORK ELEMENT NUMBER 4150****Electric Vehicle Chargers****Project Manager:** Mike Zeller**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	10,329	0	Local	10,000	0
Contractual	19,250	0	AB2766	19,250	0
			LTF	329	0
<b>TOTAL</b>	<b>29,579</b>	<b>0</b>	<b>TOTAL</b>	<b>29,579</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

To support and encourage the adoption of electric vehicles in Monterey County by facilitating the installation of electric vehicle infrastructure, raising public awareness, and participating in stakeholder groups.

**Project Product(s)**

Electric vehicle charging stations

**Previous and Ongoing Work**

The Transportation Agency participates with the Monterey Bay Electric Vehicle Alliance to coordinate the work of electric vehicle stakeholders in the Monterey Bay region. In 2010, the Transportation Agency, in partnership with the International Brotherhood of Electrical Workers Local 234, applied for and received an Air District AB 2766 grant to install seven electric vehicle charging stations in the tri-county region. The work on this project is on-going and is scheduled to be completed by December 2013.

**Steps to Achieve Task**

<b><u>Step No</u></b>	<b><u>Step Description</u></b>	<b><u>Start Date</u></b>	<b><u>Step Completed</u></b>
1	Participate with the Monterey Bay Electric Vehicle Alliance and attend steering committee meetings.	7/1/2013	6/30/2014

2	Coordinate the installation of seven electric vehicle charging stations per the terms of the Air District AB 2766 grant.	7/1/2013	12/31/2013
3	Identify potential sources of funding for electric vehicle infrastructure and work with partner agencies to incorporate electric vehicles into their fleets.	7/1/2013	6/30/2014

**Task Products**

<u>Product No</u>	<u>Product Description</u>	<u>Product to be Completed</u>	
1	Installation of seven electric vehicle charging stations.	12/31/2012	

**WORK ELEMENT NUMBER 6140**

**Bicycle and Pedestrian Planning, Education, and Improvements**

**Project Manager:** Andy Cook

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	81,280	0	State RPA	41,000	0
Contractual	0	0	STIP PP&M	40,280	0
<b>TOTAL</b>	<b>81,280</b>	<b>0</b>	<b>TOTAL</b>	<b>81,280</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

This work element is to promote coordination among agencies in the county regarding bicycle and pedestrian travel in state and local plans, and integrating and promoting bicycle and pedestrian facilities and services with roadway and transit studies, consistent with the adopted Regional Transportation Plan policies and Bicycle and Pedestrian Facilities Master Plan for Monterey County. Complete Streets policies being developed for the Monterey Bay Region in Work Element 6010 will be coordinated with other efforts undertaken in work element 6140 and will be used to assist cities and the County to incorporate Complete Streets policies into their general plan circulation element updates as required by AB 1358. Project implementation tasks ineligible for RPA funding are not included in this work element.

**Federally Eligible Tasks**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Coordinate and advance bicycle and pedestrian projects and programs through Monterey and Santa Cruz counties	100%
Comprehensive bicycle and pedestrian measures throughout the plans of all agencies in Monterey County.	

**Previous and Ongoing Work**

The Transportation Agency administers several programs to promote bicycle and pedestrian travel. The Agency's Bicycle and Pedestrian Facilities Advisory Committee provides input on local and regional capital projects and funding programs. The Agency most recently adopted a Bicycle and Pedestrian Facilities Master Plan in 2011. The Agency conducts ongoing efforts to review and comment on local projects insure the needs for non-auto travel modes are considered, and help insure local projects reflect and support the development of the regional bikeways plan.

In 2008, TAMC finalized the Monterey Bay Sanctuary Scenic Trail Master Plan and continues to assist the County of Monterey and other local jurisdictions to plan and fund individual trail segments.



<b>Steps to Achieve Task</b>			
<b><i>Task</i></b>	<b><i>Description</i></b>	<b><i>Deliverable</i></b>	<b><i>Completion Date</i></b>
1	Coordinate with local, state and federal agencies regarding bicycle and pedestrian projects, plans and funding programs	Coordinated local and regional bicycle and pedestrian projects	6/30/2014
2	Provide input and assistance to local, regional and state agencies on how to integrate bicycle and pedestrian features into roadway and land development projects promoting efficient regional system management.	Integration of Bicycle and Pedestrian elements into corridor studies and project planning	6/30/2014
3	Assist local jurisdictions in the development or update of Bicycle Transportation Plans, and certify conformance with Street and Highways Code and consistent with TAMC's Master plan and the RTP.	Certification of local agency Bike and Pedestrian plans	6/30/2014

**WORK ELEMENT NUMBER 6147****Bicycle Sharing Program Implementation****Project Manager:** Andy Cook**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	18,481	0	LTF	18,481	0
Contractual	0	0			
<b>TOTAL</b>	<b>18,481</b>	<b>0</b>	<b>TOTAL</b>	<b>18,481</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Implementation of a Bicycle Sharing Program Monterey County based on the 2013 Bike Share Feasibility Study and Implementation Plan and direction from the Transportation Agency Board of Directors.

**Project Product(s)**

Plan for funding and implementing a bicycle sharing program.

**Previous and Ongoing Work**

Similar to car sharing, bicycle sharing consists of making available a number of bicycles at docking stations for customers, so they can ride the bicycles to other areas instead of driving. With funding provided by the Air Pollution Control District, the Transportation Agency completed a Bicycle Sharing Feasibility and Implementation Plan in 2013, which examined the potential success of a bike sharing program in Monterey County and explored the key issues associated with implementation of a system. The Agency may coordinate a funding application to implement a bicycle sharing program based on direction from the Board of Directors

**Steps to Achieve Task**

<u>Step No</u>	<u>Step Description</u>	<u>Step to be Completed</u>
1	Funding Application for Implementation Bicycle Sharing Program	6/30/2014

**Task Products****Product**

<u>No</u>	<u>Product Description</u>	<u>Project to be Completed</u>
2	Bike Sharing Program Funding Application	6/30/2014

**WORK ELEMENT NUMBER 6148**

**Bike Week Campaign**

**Project Manager:** Andy Cook

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	4,839	0	LTF	11,339	0
Contractual	7,500	0	Local	1,000	
<b>TOTAL</b>	<b>12,339</b>	<b>0</b>	<b>TOTAL</b>	<b>12,339</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The goal of Bike Week is to promote bicycling as a healthy transportation alternative that reduces traffic and air pollution. Through a schedule of activities such as Bike Rodeos, Bike to Work Day and Bike to School Day, the general public is introduced to bicycling resource available in the community and encouraged to try cycling.

**Previous and Ongoing Work**

2014 will be the 20th annual iteration of Bike Week.

**Steps to Achieve Task**

<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Budget FY 13-14</b>	<b>Completion Date</b>
1	Bike Week Campaign	Bike Week 2014	\$ 15,137	5/30/2013

**WORK ELEMENT NUMBER 6149**

**Monterey County Bicycle Facilities Map**

**Project Manager:** Andy Cook

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	3,109	0	LTF	3,109	0
Contractual	17,000	0	RPA	17,000	0
<b>TOTAL</b>	<b>20,109</b>	<b>0</b>	<b>TOTAL</b>	<b>20,109</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The Transportation Agency periodically produces, prints and distributes a bicycle facilities map for Monterey County that identifies countywide bicycle facilities, important landmarks or destinations, as well as information about topography.

**Project Product(s)**

Electronic bike map for printing and web posting  
 Print bike maps for distribution

**Steps to Achieve Task**

<u>Step No</u>	<u>Step Description</u>	<u>Step to be Completed</u>
1	Execute contract with on-call graphic design consultant for the bike map project	8/1/2013
2	Update bike route and geographic data files for bike map	10/1/2013
3	Produce, print and distribute bike maps	12/31/2013

**Task Products**

<u>Product No</u>	<u>Product Description</u>	<u>Project to be Completed</u>
1	Electronic bike map files and print bike maps	12/31/2013

**WORK ELEMENT NUMBER 6220****Regional Transportation Plan**

Project Manager: Andy Cook

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	266,369	0	FHWA PL	122,000	0
Contractual	50,000	0	State RPA	76,116	0
			Local	118,253	0
<b>TOTAL</b>	<b>316,369</b>	<b>0</b>	<b>TOTAL</b>	<b>316,369</b>	<b>0</b>
			<b>% Federal</b>	<b>39%</b>	

**Project Description**

The Regional Transportation Plan (RTP) for Monterey County is a 25-year plan, updated every four years, that is designed to form the basis for the Monterey Bay Metropolitan Transportation Plan (MTP) prepared by AMBAG pursuant to Federal Highway Administration and Caltrans transportation planning requirements. As the Metropolitan Planning Organization for the Monterey Bay Area, which includes Monterey, San Benito and Santa Cruz counties, AMBAG combines the Monterey County Regional Transportation Plan with the Regional Transportation Plans for Santa Cruz and San Benito Counties to create the Metropolitan Transportation Plan. The Agency coordinates its update with AMBAG, the other Monterey Bay regional transportation planning agencies, and partner agencies including Caltrans, Monterey-Salinas Transit, the Monterey Bay Unified Air Pollution Control District and the Monterey Regional Airport District to ensure consistency between plans. Pursuant to state and federal guidelines, the Regional Transportation Plan includes a countywide multi-modal needs assessment, transportation policy element, long-range funding forecast, funding-constrained countywide transportation project list, and a program-level environmental review document assessing the probable environmental impacts associated with implementation of the plan. The Agency seeks public participation to develop the Regional Transportation Plan for each of the project steps identified in the Overall Work Program, and undertakes public outreach for the project according to adopted Monterey Bay Area Public Participation Plan. Monterey Bay Region's Sustainable Community Strategies including Complete Streets guidelines developed in work element 6010 will be incorporated in Monterey County's Regional Transportation Plan.

**Project Product(s)**

Regional Transportation Plan Updates/amendments

Environmental review to Regional Transportation Plan update

**Previous and Ongoing Work**

Regional (countywide) Transportation Plans have been prepared by the Agency since 1975. These plans and plan elements are to be in place at the time the biennial State Transportation Improvement Program candidate projects are transmitted to the California Transportation Commission via each area's Regional Transportation Improvement Program. AMBAG has prepared a Metropolitan Transportation Plan for the Santra Cruz, San Benito and Monterey County region since 1991. Since 2002, the regional agencies and AMBAG have coordinated to prepare a single environmental document and financial estimates for the region's transportation plans. The Agency last updated and adopted its regional plan in May, 2010.

In 2012-13, accomplishments included continued coordination with AMBAG and the AMBAG region transportation agencies to prepare the updates to the Regional Transportation Plans and Metropolitan Transportation Plans for adoption in June, 2014, including coordinated work plans and timelines. The Agency completed and adopted the countywide policy element, financial forecast and draft project list for the regional plan in 2012-13. The Agency expects to complete the Regional Transportation Plan and coordinated environmental document in 2013-14.

<b>Steps to Achieve Task</b>				
<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Budget FY 13-14</b>	<b>Completion Date</b>
<b>1</b>	<b>Administration</b>		\$ 5,000	
1.1	Administer and amend the Continuing Cooperative Agreement (CCA) for FY 2013-14 in consultation with AMBAG.	Up to 4 draft amendments to FY 13-14 OWP/CCA		Quarterly
<b>2</b>	<b>Planning</b>		\$ 95,052	
2.1	Select environmental review consultant and complete program-level Environmental Impact Report.	Draft Environmental Impact Report for the 2014 Metropolitan Transportation Plans, including the Monterey, San Benito and Santa Cruz RTPs.		9/1/2013
2.2	Prepare and adopt final Regional Transportation Plan and certify Final Environmental Impact Report in response to public comments.	Final Regional Transportation Plan and Environmental Impact Report		6/30/2014
<b>3</b>	<b>Data Gathering and Analysis</b>		\$ 83,813	
3.1	Prepare and adopt a funding-constrained regional project list for the action element of the regional plan based on the financial element fund forecast. Update strategic project priority list.	Countywide regional funding-constrained and unconstrained project lists		9/1/2013
3.2	Complete Draft Regional Transportation Plan document for environmental and public review (including draft text for introduction, regional needs assessment, financial element, action element and updated appendices).	Public Review Draft Regional Transportation Plan		3/1/2014
<b>4</b>	<b>Coordination</b>		\$ 67,504	
4.1	Continue coordination of the Regional Transportation Plan with the Metropolitan Transportation Plan and RTPs for Santa Cruz and San Benito Counties.			
<b>5</b>	<b>Public Participation</b>		\$ 15,000	
5.1	Undertake public outreach plan based on adopted Monterey Bay Public Participation Plan and participation plan for the Regional Transportation Plan and Sustainable Communities Strategy.	RTP/MTP public participation plan		5/1/2012

**WORK ELEMENT NUMBER 6262****Congestion Analysis and CMP**

Project Manager: Mike Zeller

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$) Change</b>		<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	21,801	0	Local	21,801	0
Contractual	10,000	0	RSTPi	10,000	
<b>TOTAL</b>	<b>31,801</b>	<b>0</b>	<b>TOTAL</b>	<b>31,801</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

To identify and monitor existing traffic congestion problems and assist local jurisdictions to minimize traffic impacts from proposed development; to coordinate land use and transportation planning to mitigate or prevent traffic congestion; and to administer the regional development impact fee program.

**Project Product(s)**

Updated Regional Impact Fee Strategic Expenditure Plan, in accordance with the Joint Powers Agreement

Updated Regional Impact Fee Procedures Manual

**Previous and Ongoing Work**

California law requires the preparation of regional Congestion Management Programs (CMPs) to help mitigate the traffic impacts of new development. Regions can elect not to participate in the statutory CMP. The Agency focuses on implementation of a Regional Development Impact Fee as a replacement for prior CMP activities. In 2008, the Transportation Agency completed Nexus Study and developed a schedule of development impact fees to be collected by the land use agencies in the county. The County and each city in the county entered into a Joint Powers Agreement creating the Regional Development Impact Fee Joint Powers Agency, with the Transportation Agency responsible for administering the fee program. The fee became effective in August 2008. In order to guide the use of the fee revenues, under the Joint Powers Agreement, the Agency adopted a Strategic Expenditure Plan in August 2009.

In 2010, agency staff held a workshop for the local jurisdictions to review the fee program and discuss recent updates to the program. In 2011, agency staff worked with the City of Salinas and the other jurisdictions to identify areas of infill development that would be eligible for reduced trip rates. Agency staff continues to meet and coordinate with local jurisdictions and developers to ensure consistency and accuracy in the application of the regional fees. A major update to the Regional Development Impact Fee Nexus Study, which is to be completed by August 2013, is being conducted as part of WE 6263.

<b>Steps to Achieve Task</b>			
<b><u>Step No</u></b>	<b><u>Step Description</u></b>	<b><u>Step Started</u></b>	<b><u>Step to be Completed</u></b>
1	Administer the Regional Development Impact Fee Joint Powers Agency	7/1/2012	Ongoing
2	Maintain the necessary accounts and accounting procedures to implement the Regional Impact Fee	7/1/2012	Ongoing
3	Update the Strategic Expenditure Plan for regional fee program for Board adoption.	7/1/2012	8/31/2013
4	Maintain an annual fee schedule and a fee implementation manual for local planning departments	7/1/2012	6/30/2014
5	Prepare for major 5-year update to the Regional Impact Fee Nexus Study, including consultant selection, survey of General Plans and land use updates, modeling and fee calculations, stakeholder group reviews, Board review and adoption, and local jurisdiction approvals	7/1/2012	8/31/2013

<b>Task Products</b>		
<b><u>Product No</u></b>	<b><u>Product Description</u></b>	<b><u>Product to be Completed</u></b>
1	Regional Impact Fee Strategic Expenditure Plan Update, in accordance with the Joint Powers Agreement	8/31/2013
2	Regional Impact Fee Procedures Manual Update	8/31/2013



**WORK ELEMENT NUMBER 6263****Regional Development Impact Study Update**

Project Manager: Mike Zeller

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	25,301	0	FHWA PL	10,000	0
Contractual	0	0	State RPA	9,000	0
			Local	6,301	0
<b>TOTAL</b>	<b>25,301</b>	<b>0</b>	<b>TOTAL</b>	<b>25,301</b>	<b>0</b>
			<b>% Federal</b>	<b>40%</b>	

**Project Description**

To identify transportation congestion problems on the regional system related to future development and determine mitigations to minimize traffic impacts from cumulative impacts of forecast development. This work element will reassess and update the 2008 Regional Development Impact Fee Nexus Study. The proposal is to update the nexus study to reflect the changes in land use planning, population and jobs, and more current AMBAG model outputs. Work involves a major 5-year update to the Regional Impact Fee Nexus Study, including consultant selection, survey of General Plans and land use updates, modeling and fee calculations, transportation corridor traffic mitigation analyses, stakeholder group reviews, Board review and adoption, and local jurisdiction approvals. Public Outreach will follow the practices outlines in the adopted 2011 AMBAG Public Participation Plan. The study results will provide substantial information to determine the constrained project list in the RTP/MTP.

**Project Product(s)**

Updated Regional Impact Fee Nexus Study.

**Previous and Ongoing Work**

In 2008, the Transportation Agency completed Nexus Study and developed a schedule of development impact fees to be collected by the land use agencies in the county. The County and each city in the county entered into a Joint Powers Agreement creating the Regional Development Impact Fee Joint Powers Agency, with the Transportation Agency responsible for administering the fee program. The fee became effective in August 2008. In order to guide the use of the fee revenues, under the Joint Powers Agreement, the Agency adopted a Strategic Expenditure Plan in August 2009.

The original nexus study used the older AMBAG model with the year 2000 transportation network. Substantial work was needed to calibrate the information in 2007. Changes in land use policies, population and jobs updates, current economic outlook, and progress on improvements to the regional system warrant a major update to the study. The proposed work is essentially a multi-corridor study to determine a likely financial plan for mitigating the impacts of development on the portion of the regional transportation system in Monterey County.

<b>Steps and Products</b>				
<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Budget FY 13-14</i>	<i>Completion Date</i>
<b>1</b>	<b>Administrative</b>		<b>\$ 200.00</b>	
1.1	Administer and amend the Continuing Cooperative Agreement (CCA) for FY 2013-14 in consultation with AMBAG.	Up to 4 draft amendments to FY 13-14 OWP/CCA		Quarterly
<b>2</b>	<b>Planning</b>		<b>\$ 18,000.00</b>	
2.1	Complete 5-year update to the Regional Impact Fee Nexus Study with Agency Board adoption, and local	Regional Impact Fee Nexus Study Update		7/31/2013
<b>3</b>	<b>Data Gathering and Analysis</b>		<b>\$ -</b>	
3.1	Collect data and complete financial plan	Financial plan		5/1/2013
<b>4</b>	<b>Coordination</b>		<b>\$ 5,742.00</b>	
4.1	Coordinate with cities and County of Monterey to update regional projects in Nexus study.	Nexus Study Update		8/1/2013
<b>5</b>	<b>Public Participation</b>		<b>\$ 1,359.00</b>	
5.1	Conduct outreach to stakeholders with public workshops and meetings at local jurisdictions	Meeting agendas, handouts, notes and action items		8/1/2013
5.2	Provide informational presentation on study results to AMBAG Board.	Presentation to AMBAG Board		8/14/2013

**WORK ELEMENT NUMBER 6410****Transportation Improvement Programs (TIPs)****Project Manager:** Kaki Cheung**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	99,104	0	FHWA PL	20,000	0
Contractual	20,000	0	State RPA	41,000	0
			State PPM	38,104	0
			RSTPi	20,000	0
<b>TOTAL</b>	<b>119,104</b>	<b>0</b>	<b>TOTAL</b>	<b>119,104</b>	<b>0</b>
			<b>% Federal</b>	<b>17%</b>	

**Project Description**

Develop, adopt, and maintain programming documents required to receive federal and state transportation funds. Documents include the Regional Transportation Improvement Program for Monterey County, and content for the Metropolitan Transportation Improvement Program. Administer federal aid funding programs

**Project Product(s)**

2012 Regional Transportation Improvement Plan Amendments  
 2012-13 to 2015-16 Metropolitan Transportation Improvement Plan and Amendments  
 2014 Regional Transportation Improvement Plan

**Previous and Ongoing Work**

The Transportation Agency must prepare, adopt, and submit a countywide Regional Transportation Improvement Program to the California Transportation Commission by December 15 of every odd-numbered year. The California Transportation Commission selects projects from this regional program and from the Caltrans-funded Interregional Transportation Improvement Program and adopts this program of projects generally in April of every even year as the State Transportation Improvement Program. The Agency will adopt a new Regional Transportation Improvement Program in December 2013. Recent Regional Transportation Improvement Programming has focused on assuring full funded high priority major projects, including the US 101-San Juan Road Interchange project, and received programming allocations from the California Transportation Commission. The Agency has also worked diligently to keep viable Proposition 1B bond funds on the project. Future efforts will seek to maintain funding and to program any new monies to other high priority highway and transit projects. Regular contact is maintained with local jurisdictions to incorporate projects into programming documents.

**Steps to Achieve Task**

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Budget FY 13-14</i>	<i>Completion Date</i>
<b>1</b>	<b>Administration</b>		\$ 500	
1.1	Administer and amend the Continuing Cooperative Agreement (CCA) for FY 2013-14 in consultation with AMBAG.	Up to 4 draft amendments to FY 13-14 OWP/CCA		Quarterly
<b>2</b>	<b>Planning</b>		\$ 2,000	
2.1	Develop 2014 Regional Transportation Improvement Program	2014 RTIP for Monterey County		
2.2	Create Project Programming Request forms for potential new State Transportation Improvement Program funding	PPR forms for STIP projects		11/30/2013
2.3	Analyze 2014 State Transportation Improvement Program revenue forecast for impact to regional project priorities.	Reports to TAMC's TAC and Executive Committee		9/5/2013
2.4	Adoption of 2014 RTIP by TAMC Board of Directors	2014 RTIP		12/4/2013
<b>3</b>	<b>Data Gathering and Analysis</b>		\$ 16,911	
3.1	Develop and provide responses to federally mandated documents and reports for the Metropolitan Transportation Improvement Program	Annual list of obligated projects		12/15/2013
<b>4</b>	<b>Coordination</b>		\$ 4,911	
4.1	Consultation and coordination between Caltrans, other Regional Transportation Planning Agencies, and local agencies for project programming	Information to AMBAG, state and federal agencies.		Quarterly
4.2	Participation in Regional Transportation Planning Agencies Group, California-Federal Programming Group, California Transportation Commission, and California Council of Governments and other programming related meetings	Accurate and up-to-date information on State and federal programming requirements.		Monthly
4.3	Coordinate Transportation Improvement Program amendments with AMBAG for the Federal Transportation Improvement Program and with Caltrans and the California Transportation Commission for the State Transportation Improvement Program	MTIP/STIP Amendments		Quarterly
<b>5</b>	<b>Public Participation</b>		\$ 1,000	
5.1	Conduct public participation process for the 2014 RTIP	Presentations, public hearing notices, and web postings		12/31/2013
5.2	Assist AMBAG staff in carrying out the public participation process for MTIP Amendments	Presentations, public hearing notices, and web postings		Quarterly

**WORK ELEMENT NUMBER 6500****Project Development and Grant Implementation**

Project Manager: Hank Myers

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	204,156	0	STIP PP&M	145,086	0
Contractual	70,000	0	LTF	14,070	0
			Local	45,000	0
			RSTPi	70,000	0
<b>TOTAL</b>	<b>274,156</b>	<b>0</b>	<b>TOTAL</b>	<b>274,156</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Work with state and local agencies to promote on-time and on-budget transportation projects in Monterey County. Administer federal aid funding programs whose projects are included in the regional plan, including the Regional Surface Transportation Program, and the Transportation Enhancement program. Assist local jurisdictions in meeting federal and state funding program requirements to secure funds for needed transportation projects from other funding programs. Diversify funding sources for transportation projects to ensure that Monterey County receives its fair share of State and Federal funds. Secure competitive state or federal funding from a variety of non-State Transportation Improvement Program sources, such as the Proposition 1B infrastructure bond funds and federal TIGER grants.

**Previous and Ongoing Work**

Prunedale Improvement Project, Airport Boulevard, Salinas Road Interchange have resulted from active involvement in project implementation and development assistance. The Agency adopted the last Regional Transportation Improvement Program in December 2011. Recent Regional Transportation Improvement Programming has focused on assuring full funded high priority major projects, including the US 101-San Juan Road Interchange project, and received programming allocations from the California Transportation Commission. The Agency has also worked diligently to keep viable Proposition 1B bond funds on the project. Future efforts will investigate potential new funding sources, seek to maintain funding and to program any new monies to other high priority highway and transit projects. Regular contact is maintained with local jurisdictions to support the development and implementation of local and regional projects. The Transportation Agency announces the Caltrans Call for Projects for the Federal Transit Administration Section 5310 program, receives project applications, scores applications and forwards a regional Section 5310 priority list to Caltrans. The Transportation Agency also coordinates with AMBAG to review and score Federal Transit Administration Section 5316, and 5317 applications and certify that the projects seeking funding are consistent with the Coordinated Public Transit-Human Services Transportation Plan for the Monterey Bay region adopted by AMBAG.

**Steps and Products**

Task	Description	Completion Date
<b>1</b>	<b>Project Implementation Support</b>	
1.1	Caltrans - Quarterly progress meetings	Quarterly
1.2	County of Monterey- Quarterly status meetings	Quarterly
1.3	Local agencies - Biannual project status and progress meetings	3/1/2014
1.4	Track projects in the State Transportation Improvement Program and assist project sponsors in processing amendments, requesting allocations, encumbering and spending State Transportation	Monthly
1.5	Assist implementing agencies utilize existing allocations of Regional Surface Transportation Program TDA 2% and Transportation Enhancement funds	Monthly

1.6	Assist local jurisdictions for applying and programming potential federal discretionary fund sources including HBR, HSIP, SRTS, HR3, etc.	Monthly
1.7	Coordinate review and scoring FTA grant applications	4/30/2014
<b>2</b>	<b>Public Private Partnership funding alternative for the Hwy 156 Corridor</b>	
2.1	Report on Public Private Partnership funding alternative for the Hwy 156 Corridor with an assessment of tolling as a funding alternative in the Monterey Bay region.	Ongoing
2.2	Review and comment on supplemental environmental documents updated for tolling alternative produced by partner agencies	8/30/2013
2.3	Develop public-private partnership process, including decision points, Project Proposal report including procurement options and financial plans	10/31/2013
2.4	Conduct and coordinate outreach for public input on public-private partnership proposals	Ongoing
<b>3</b>	<b>TAMC-discretionary funds</b>	
3.1	Monitor existing allocations of Regional Surface Transportation Program TDA 2% and	Monthly
3.2	Program un-allocated funds, including RSTP, and TE based on performance criteria, program priorities, and RTP policies.	9/26/2013

**WORK ELEMENT NUMBER 6501****Roundabout Outreach**

Project Manager: Sharon Gavin

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	41,316	0	AB 2766	40,000	0
Contractual	0	0	LTF	1,316	0
<b>TOTAL</b>	<b>41,316</b>	<b>0</b>	<b>TOTAL</b>	<b>41,316</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Develop and conduct a Public Outreach program for the Holman Highway-SR 1 Roundabout Project

**Project Product(s)**

A Public Outreach Program that provides ongoing information to residents and travelers on the benefits and impacts of constructing a roundabout at the intersection of Holman Highway and SR 1.

**Previous and Ongoing Work**

In 2011, the City of Monterey received a grant from the Monterey Bay Unified Air Pollution Control District to study the feasibility of constructing a higher-capacity roundabout at the Holman Highway 68/Highway One intersection to replace the existing constrained traffic signal. This study has produced a concept design that would improve existing conditions and accommodate upcoming project capacity needs as well as cumulative demand. The City of Monterey secured additional AB 2766 grant funding to proceed with final design and construction of the project. TAMC is a sub-recipient to provide public outreach for the project.

**Steps to Achieve Task**

<b>Step No</b>	<b>Step Description</b>
1	Development of outreach materials, including visual simulation, PowerPoint presentation, press releases, website, mailings, and project flyers
2	Identification of stakeholders
3	Conduct stakeholder and community meetings
4	Conduct presentations to public agencies
5	Receive and address questions and concerns about the project.

**WORK ELEMENT NUMBER 6710****Corridor Studies****Project Manager:** Hank Myers**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>		<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>		<b>TAMC</b>		
Personnel	72,063	FHWA PL	40,000	0
		State RPA	32,063	0
<b>TOTAL</b>	<b>72,063</b>	<b>TOTAL</b>	<b>72,063</b>	<b>0</b>
		<b>% Federal</b>	<b>56%</b>	

**Project Description**

This Work Element addresses the Transportation Agency for Monterey County participation in studies that define and evaluate roadway projects that enhance the integration and connectivity of the regional transportation system across and between modes, people, and freight. Agency focus includes studying projects and programs that increase capacity, safety, efficiency and mobility, as well as efforts to preserve existing system infrastructure. Work is intended to result in proposed improvements to transportation corridors that are fundable and deliverable, and consistent with regional transportation plans.

**Project Product(s)**

- Participate with City of Salinas, Monterey County, and Caltrans in corridor study to evaluate and determine preferred approach to widening US 101 through City of Salinas.
- Initiate study to evaluate a potential Transportation Utility Fee concept for roads preservation and operations.
- Engage in conceptual study of transportation needs along the US 101 corridor, including collaborative work with the South County cities and the Central Coast Coalition.
- Evaluate transportation needs in the Highway 68 corridor.

**PL & RPA Eligible Tasks**

Coordination, development and monitoring of corridor studies and planning for state highway and multimodal connectivity in Monterey County consistent with regional transportation plans. All tasks and products promote the Federal Planning Factors.

**Previous and Ongoing Work**



The Transportation Agency closely participates in the study and planning for roadway improvement projects, as well as funding, in order to assist in facilitating the initiation of projects by Caltrans and the Transportation Agency member agencies. Significant successes has been made on corridor studies resulting in major Caltrans administered highway projects reaching the construction stage, including the following projects: US 101 Prunedale Improvement Project; US 101 – Airport Blvd. Interchange East improvements; New interchange at SR 1/Salinas Road.

Agency staff will continue to monitor and assist in facilitating project planning progress on the roadway priorities are listed in the Transportation Agency Regional Development Impact Fee Strategic Investment plan adopted in 2009.

Agency will initiate planning for additional transportation projects ranked highly by the Agency Board.

In 2009, the Association of Monterey Bay Area Governments secured a Caltrans grant to study multimodal commercial flows in the Monterey Bay Region. Representatives of the transportation agencies from each county served on the steering committee for this study. completed in early 2012. The Association of Monterey Bay Area Governments also secured a Caltrans grant to study intermodal freight to rail transportation of goods to and from Monterey County. Representatives of local agencies, including TAMC, served on the steering committee for this study, completed in 2011. Additional work on these activities continues as part of the Central Coast Coalition.

<b>Steps and Products</b>				
<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Budget FY 13-14</b>	<b>Completion Date</b>
<b>1</b>	<b>Administrative</b>		<b>\$ 2,000.00</b>	
1.1	Administer and amend the Continuing Cooperative Agreement (CCA) for FY 2013-14 in consultation with AMBAG.	Up to 4 draft amendments to OWP/CCA		Quarterly
<b>2</b>	<b>Planning</b>		<b>\$ 26,063.00</b>	
2.1	Develop corridor studies (listed above) in consultation partner agencies	Project objectives, schedule and deliverables		Ongoing
2.2	Review and comment on documents produced by partner agencies	Comments, memos		Ongoing
<b>3</b>	<b>Data Gathering &amp; Analysis</b>		<b>\$ 11,000.00</b>	
3.1	Prepare reports on impacts and alternatives for corridor studies.	draft and final report; comments on reports		6/30/2014
3.2	Study feasibility of a Transportation Utility Fee	Updates and final report		6/30/2014
<b>4</b>	<b>Coordination</b>		<b>\$ 26,000.00</b>	
4.1	Monthly or as needed meetings with TAC, TAMC, AMBAG, Caltrans, others			Ongoing
<b>5</b>	<b>Public Participation</b>		<b>\$ 7,000.00</b>	
5.1	Conduct and coordinate outreach for public input on listed project products	Meeting agendas, handouts, notes and action items		Ongoing
5.2	Prepare and deliver presentations for Board of Directors, member agencies	Staff reports		Monthly
5.3	Post reports and summaries on TAMC Internet site with notices on Facebook for public access and opportunities to comment.	Internet posting		Monthly

**WORK ELEMENT NUMBER 6715 & 6719****Prunedale Improvement Project Public Outreach and FSP**

Project Manager: Sharon Gavin

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	123,031	0	Caltrans PIP	149,800	0
Contractual	37,500	0	LTF	10,731	0
<b>TOTAL</b>	<b>160,531</b>	<b>0</b>	<b>TOTAL</b>	<b>160,531</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Develop and conduct a Public Outreach program for the US 101 Prunedale Improvement Project and provide Freeway Service Patrol in the project area.

**Project Product(s)**

A Public Outreach Program that provides ongoing information to residents and travelers on current and upcoming construction activities, detours, delays and alternative routes.

Provide Freeway Service Patrol on an as needed basis during the construction of the Prunedale Improvement Project.

**Previous and Ongoing Work**

As the Regional Transportation Planning Agency responsible for programming roadway funding in Monterey County, the Transportation Agency closely participated in the project development and implementation of the Prunedale Improvement Project. The Public Outreach Work Element is Transportation Agency staffed and administered undertaking funded through the Prunedale Improvement Project STIP budget. Dedicated staffing consists of a temporary public information professional. The Outreach Program will be conducted through duration of the project estimated at mid-2015. A cooperative Agreement was approved in December 2010 for Caltrans to fund for the outreach and FSP services. An outreach professional was hired in January 2011.

Activities include newspaper articles, press releases, public service announcements, ride matching, website updates, public appearances community meeting and contacts and other techniques.

**Steps to Achieve Task**

<b>Step No</b>	<b>Step Description</b>	<b>Step to be Completed</b>
1	Attend weekly construction meetings	Weekly
2	Handle residential and business complaints and inquiries	As necessary
3	Plan, advertise, and execute groundbreaking and ribbon-cutting ceremonies	As necessary
4	Handle media interactions for the project	As necessary
5	Handle legislative and local agency outreach	As necessary
6	Coordinate with Caltrans to schedule FSP service	As necessary

**Task Products**

<b>Product No</b>	<b>Product Description</b>	<b>Project to be Completed</b>
1	Create and distribute project fliers	7/31/2015
2	News releases about project	Weekly, and as necessary
3	Freeway Service Patrols during the project's construction period.	7/31/2015

**WORK ELEMENT NUMBER 6720-6721****San Juan Road Interchange Project Public Outreach and FSP**

Project Manager: Sharon Gavin

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	110,759	0	Caltrans SJR	121,695	0
Contractual	27,000	0	LTF	16,064	0
					0
<b>TOTAL</b>	<b>137,759</b>	<b>0</b>	<b>TOTAL</b>	<b>137,759</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Develop and conduct a Public Outreach program for the San Juan Road Interchange Project and provide Freeway Service Patrol in the project area.

**Project Product(s)**

A Public Outreach Program that provides ongoing information to residents and travelers on current and upcoming construction activities, detours, delays and alternative routes.

Provide Freeway Service Patrol on an as needed basis during the construction of the San Juan Road Interchange Project.

**Previous and Ongoing Work**

As the Regional Transportation Planning Agency responsible for programming roadway funding in Monterey County, the Transportation Agency closely participated in the project development and implementation of the San Juan Road Interchange Project. The Public Outreach Work Element is a Transportation Agency staffed and administered undertaking funded through the San Juan Road Interchange Project budget. Dedicated staffing consists of a temporary public information professional. The Outreach Program will be conducted through duration of the project, which is estimated to end in late-2015. A Cooperative Agreement was approved in January 2013 for Caltrans to fund an outreach professional and FSP services for the San Juan Road Interchange Project.

Activities include newspaper articles, press releases, public service announcements, ride matching, website updates, public appearances, community meetings and contacts, use of social media, and FSP services.

**Steps to Achieve Task**

<b>Step No</b>	<b>Step Description</b>	<b>Step to be Completed</b>
1	Attend weekly construction meetings	Weekly
2	Handle residential and business complaints and inquiries	As necessary
3	Plan, advertise, and execute groundbreaking and ribbon-cutting ceremonies	As necessary
4	Handle media interactions for the project	As necessary
5	Handle legislative and local agency outreach	As necessary
6	Coordinate with Caltrans to schedule FSP service	As necessary

**Task Products**

<b>Product No</b>	<b>Product Description</b>	<b>Project to be Completed</b>
1	Create and distribute project fliers	7/31/2015
2	News releases about project	Weekly, and as necessary
3	Freeway Service Patrols during the project's construction period.	7/31/2015

WORK ELEMENT NUMBER 6722

Marina-Salinas Multimodal Corridor

Project Manager: Ariana Green

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2012-2013**

EXPENDITURES		REVENUE		
Agency	Amount (\$)	Source	Amount (\$)	Change
<b>TAMC</b>		<b>TAMC</b>		
Personnel	138,957	State RPA	41,102	0
Consultant	100,000	SHA	125,000	0
		LTF	63,855	0
		Local	9,000	0
<b>TOTAL</b>	<b>238,957</b>	<b>TOTAL</b>	<b>238,957</b>	<b>0</b>
		<b>% Federal</b>	<b>0%</b>	

**Project Description**

The "Multi-jurisdictional Planning for the Marina - Salinas Multi-modal Corridor" Plan will provide a conceptual planning foundation resulting in consensus among multiple parties on how to proceed with the development and implementation of the multi-modal corridor through various jurisdictions and properties. The plan will be used to compare, visualize and evaluate how different roadway designs and complete street features enhance or detract from the goal of maximizing the opportunity of constructing a multi-modal corridor between Salinas and the Monterey Peninsula. TAMC will hire a consultant to assist with the development of visualizations, identification of opportunities for land use development and analysis of transportation alternatives for the corridor.

**Project Product(s)**

- Community outreach including five community workshops; posting on agency website and Facebook pages, and conducting an online survey.
- Visualization materials including: maps of centerlines, roadway cross section alternatives, simulations of alts and maps of the corridor.
- Funding Plan including construction cost estimates and Funding options.
- Report on Land Use options, including existing conditions, development potential, infill opportunities and updated planning documents.
- Final plan

**PL & RPA Eligible Tasks**

Coordination, development and monitoring of corridor studies and planning for state highway and multimodal connectivity in Monterey County consistent with regional transportation plans. All tasks and products promote the Federal Planning Factors.

**Steps and Products**

Task	Description	Deliverable	Completion Date
1	<b>Project Contracting</b>	Procurement procedures and signed consultant contract; meeting notes	<u>2/28/2015</u>
2	<b>Public Outreach</b>	Workshop summaries; presentation materials; summary of comments received; Online survey; webpage/facebook page content; press releases; project slogan	<u>1/30/2015</u>
3	<b>Visualization and Analysis of Roadway Alternatives</b>	Presentation materials; graphic designs/simulations; report material	<u>3/30/2014</u>
4	<b>Funding Plan</b>	Construction cost estimates; Report on funding options	<u>3/30/2014</u>

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<b>5</b>	<b>Land Use Connections</b>	Existing conditions, development potential and infill opportunities report; visualizations; update city and regional planning docs	<u>2/20/2015</u>
<b>6</b>	<b>Final Plan</b>	Draft plan document and final plan document	<u>11/30/2014</u>
<b>7</b>	<b>Project Management &amp; Administration</b>	Invoice packages and quarterly reports	<u>2/28/2015</u>

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## WORK ELEMENT NUMBER 6800

## Rail Planning/Corridor Studies

Project Manager: Christina Watson

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	20,737	0	LTF	20,737	0
Contractual	0	0			
<b>TOTAL</b>	<b>20,737</b>	<b>0</b>	<b>TOTAL</b>	<b>20,737</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

To conduct feasibility studies, prepare plans and manage implementation of passenger rail service in the Monterey Bay region as well as corridor studies for the region. To support the initiation of the "Coast Daylight Service", a new round trip intercity rail service along the Coast Rail Corridor between San Francisco and Los Angeles, with stops in Monterey County (Pajaro/Watsonville, Salinas, Soledad and City of King).

**Project Product(s)**

Plans that provide the best return on investment on rail infrastructure in the Monterey Bay region. Applications for state or federal rail funding. Operating Agreements with train operators for Coast Daylight. Track Use Agreements with Union Pacific Railroad.

**Previous and Ongoing Work**

The Agency's Rail Policy Committee provides policy direction and input on rail service planning activities. Agency staff and the Rail Policy Committee chair also participate in the Coast Rail Coordinating Council, which is proposing a new Coast Daylight Service along the Union Pacific mainline between San Francisco and Los Angeles.

**Steps to Achieve Task**

<u>Step No</u>	<u>Step Description</u>	<u>Step to be Completed</u>
1	Prepare agendas, staff reports, presentations and provide staff support for monthly Rail Policy Committee meetings.	Ongoing
2	Attend Coast Rail Coordinating Council Meetings and assist in requesting improved service and state funding	Ongoing
3	Coordinate and incorporate these analyses, studies and coordination efforts into the Blueprint planning efforts and Metropolitan Transportation Plan	Ongoing

**Task Products**

<u>Product No</u>	<u>Product Description</u>	<u>Project to be Completed</u>
1	Meeting agendas, staff reports and minutes	Ongoing
2	State and federal funding applications	Ongoing
3	Operating agreement	Ongoing
4	Coordination assistance on Coast Daylight meetings, studies, plans	Ongoing

**WORK ELEMENT NUMBER 6803****Commuter Rail Extension to Salinas****Project Manager:** Christina Watson**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	320,113	0	LTF	320,113	0
Contractual	7,960,989	0	Prop 116	4,080,766	0
			TCRP	3,813,588	0
			RSTPi	66,635	0
<b>TOTAL</b>	<b>8,281,102</b>	<b>0</b>	<b>TOTAL</b>	<b>8,281,102</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

To initiate a new passenger rail service to Monterey County (Pajaro/ Watsonville, Castroville and Salinas) as an extension of the existing passenger rail service system from its current terminus in Santa Clara County.

**Project Product(s)**

Plans that provide the best return on investment on rail infrastructure in the Monterey Bay region. Applications for Federal Transit Administration New Starts/ Small Starts or other funding. Operating Agreements with train operator(s) for rail service to Salinas. Track Use Agreements with Union Pacific Railroad. Permission from Federal Transit Administration to enter into engineering, right-of-way acquisition and construction phases.

**Previous and Ongoing Work**

The Transportation Agency is responsible for all activities related to the initiation of rail service in the Gilroy-Salinas corridor as an extension of the existing passenger rail service, in coordination with partner agencies. The Agency's Rail Policy Committee provides policy direction and input on these activities. In 2012, the Transportation Agency submitted a revised Draft Environmental Assessment to the Federal Transit Administration as well as the Federal New Starts/ Small Starts funding application for the extension of rail service to Monterey County. Also in 2012, the Agency coordinated with the Capitol Corridor Joint Powers Agency for the adoption of a Principles of Agreement regarding the operations of the service. Preliminary design of the stations and layover facility began in 2009. In 2010-11 the Agency conducted the acquisition of the first parcel of land for the Salinas layover facility and initiated the process for the remaining layover facility and station parcels. In 2012, the Agency began the process for the acquisition of another hardship parcel for the Salinas station. The updated NEPA document schedule calls for FTA comments and public review in the first half of 2013.

**Steps to Achieve Task**

<b><u>Step No</u></b>	<b><u>Step Description</u></b>	<b><u>Step to be Completed</u></b>
1	Prepare agendas, staff reports, presentations and provide staff support for monthly Rail Policy Committee meetings	Ongoing
2	Administer consultant contract to complete the environmental review and federal New Starts application for the Commuter Rail Extension to Monterey County project	12/31/2013
3	Administer consultant contract to prepare the design and engineering for the Commuter Rail Extension to Monterey County project	12/31/2014
4	Administer consultant contract to provide Project Management services for the Commuter Rail Extension to Monterey County project	12/31/2014
5	Administer consultant contract to acquire right-of-way for the Commuter Rail Extension to Monterey County project	12/31/2016
6	Manage project capital cost, operating costs, and funding plan	Ongoing
7	Prepare federal new starts application and seek approval of new starts funding	12/31/2013
8	Work with Union Pacific and others to secure track access rights for passenger rail service to and through Monterey County	12/31/2015
9	Negotiate with Caltrain and/or Capitol Corridor to finalize an operating agreement	6/30/2014
10	Right-of -way acquisition negotiations for station and layover facility property	12/31/2016

**Task Products**

<b><u>Product No</u></b>	<b><u>Product Description</u></b>	<b><u>Project to be Completed</u></b>
1	Meeting agendas, staff reports and minutes	Ongoing
2	Federal new starts application	12/31/2012
3	Federal authorization to proceed into project development	6/30/2013
4	Track access agreement with Union Pacific	12/31/2015
5	Operating agreement	6/30/2014
6	Right of Way	12/31/2016
7	Construction	6/30/2017



**WORK ELEMENT NUMBERS 6804 & 6805****Railroad Leases**

Project Managers: Dave Delfino

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	84,294	0	LTF	74,294	0
Contractual	65,000	0	Rail Leases	75,000	0
<b>TOTAL</b>	<b>149,294</b>	<b>0</b>	<b>TOTAL</b>	<b>149,294</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Conduct real property management of the Monterey Branch Line Right-of-Way and Transportation Agency property on former Fort Ord  
 Use lease revenues to maintain these fixed assets in preparation for future transportation related uses  
 Develop the land owned by the Transportation Agency on the former Fort Ord into a transit-oriented development in conjunction with the planned train station.

**Project Product(s)**

The best return on investment on Monterey Branch Line right-of-way and Agency property on the former Fort Ord

**Previous and Ongoing Work**

The Transportation Agency purchased the Monterey Branch Line in September 2003. The Agency received the conveyance of property on former Fort Ord, south of Eighth Street and adjacent to Highway 1 in 2004 and conveyance of the balloon spur west of the highway in late 2006. The Agency maintains an agreement with County Public Works Department for maintenance of the Branch Line and Fort Ord properties. The Agency has been working with the Fort Ord Reuse Authority, Monterey-Salinas Transit, and the City of Marina on coordinating activities of the agencies on the Monterey-Salinas Transit, and City of Marina and Transportation Agency properties on former Fort Ord to develop a transit-oriented development adjacent to the planned rail station. Due to the economic slowdown, and in particular the stagnant housing market, efforts to secure a developer for the Transportation Agency's Fort Ord property were put on hold in 2008. In early 2011, the Agency resumed discussion with the City of Marina on the planning process for an eventual development of the Agency owned property.

**Steps to Achieve Task**

<b>Step No</b>	<b>Step Description</b>	<b>Step to be Completed</b>
1	Negotiate new leases, renew expired leases and collect rents from lessees	Ongoing
2	Maintain upkeep of Branch Line by implementing and managing maintenance	Ongoing
3	Maintain upkeep of Fort Ord property by implementing a	Ongoing
4	Continue discussions with the City of Marina and key agencies to begin plans for development of property	6/30/2014

**Task Products****Product**

<b><u>No</u></b>	<b><u>Product Description</u></b>	<b><u>Project to be Completed</u></b>
1	Manage leases to augment Agency income from the Railroad Right-of-Way	Ongoing
2	A plan and schedule for processing a development project at Fort Ord	6/30/2014

**WORK ELEMENT NUMBER 6806****Monterey Branch Line Alternatives Analysis**

Project Manager: Ariana Green

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2013-2014**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
<b>TAMC</b>			<b>TAMC</b>		
Personnel	80,967	0	LTF	5,967	0
Contractual	160,000	0	Rail Leases	235,000	0
<b>TOTAL</b>	<b>240,967</b>	<b>0</b>	<b>TOTAL</b>	<b>240,967</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Initiate new commuter light rail transit service along the Monterey Branch Line with intercity connections to the San Francisco Bay Area.

**Project Product(s)**

New transit service that provides the best return on investment on rail infrastructure in the Monterey Bay Peninsula region

**Previous & Ongoing Work**

The Transportation Agency is responsible for the implementation of all activities related to the initiation of light rail transit service along the Monterey Branch Line, in coordination with state, regional, and local agencies. The Agency's Rail Policy Committee provides policy direction and input on these activities. In 2003, the Agency completed the purchase of the railroad right-of-way between Castroville and Monterey. In 2009, the Agency completed an alternatives analysis that evaluated transportation uses for the Monterey Branch Line, with the selection of Light Rail as the preferred alternative. Subsequently the Transportation Agency selected a consultant and initiated environmental review. In 2010 in coordination with the environmental review process substantial public outreach efforts were completed to keep the public informed of the project. Also, resubmission of the Alternatives Analysis report to the Federal Transit Administration reflecting their comments was done through 2011. In 2012 the Agency collaborated with the City of Sand City on designs that allow the branch line right-of-way to accommodate an extension of California Avenue in a manner that complements the light rail project.

As of January 2013, the project was placed on hold in order to focus efforts on the commuter rail project. Over the next year the Agency will research alternative funding sources and continue to manage and maintain the railroad right-of-way. Discussions will continue with Monterey Branch Line cities on ways that cities and communities can develop policies and practices that will optimize the land use and improve the environment around the light rail stations in keeping with complete streets and sustainable communities strategies goals.

**Steps to Achieve Task****Step No****Step Description****Step to be Completed**

1	Provide support and prepare products for monthly TAMC Rail Policy Committee meetings	Ongoing
2	Conduct outreach activities to obtain input and present information on the project and environmental reviews	Ongoing
3	Manage project capital cost, operating costs, and funding plan	Ongoing
4	Research alternative sources of funding (grants for infrastructure improvements, private-public partnership, countywide sales tax, etc...)	10/31/2013
5	Administer consultant contract to revise the conceptual design, and federal and state environmental review of the Monterey Peninsula branch line fixed guideway service	12/31/2013
6	Make application to Federal Transit Administration for authorization to enter into project development phase	TBD
7	Select consultant and conduct final design and Federal Transit Administration New Starts funding application for the project	TBD

### Task Products

<u>Product No</u>	<u>Product Description</u>	<u>Project to be Completed</u>
1	Revised State and federal environmental documents	12/31/2013
2	City Policies Supportive of Light Rail Transit	12/31/2013
3	Federal Transit Administration authorization to conduct project development	TBD
4	Preliminary Engineering/Final Design	TBD
5	Construction	TBD



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors

**From:** Christina Watson, Principal Transportation Planner

**Meeting Date:** February 27, 2013

**Subject:** Rail Extension to Monterey County Project Principles of Agreement

### RECOMMENDED ACTION

**REVIEW** and **ADOPT** Resolution 2013-02 approving the principles of agreement with the Capitol Corridor Joint Powers Authority for the purpose of extending Capitol Corridor passenger rail service between San Jose and Salinas.

### SUMMARY

For Board consideration is Resolution 2013-02, approving Principles of Agreement for cooperative development and planning to establish passenger rail service between San Jose and Salinas. The intent of the Principles of Agreement is to establish the parties' responsibilities, both individual and jointly, to set the framework to advance the proposed Capitol Corridor train extension to Salinas.

### FINANCIAL IMPACT

The capital cost of full buildout of the rail extension is estimated at \$135.7 million in year-of-expenditure dollars. \$45 million has been secured in state, local and federal funds; some of this funding has been expended on planning, designs and right-of-way. Transportation Agency for Monterey County (TAMC) has been working with the Federal Transit Administration (FTA) to qualify the project for a \$75 million Small Starts grant. The gross operating cost of the project is estimated at approximately \$5 million per year. The estimated ticket revenue is expected to be around \$4 million per year, so the net subsidy needed to support the service would be about \$1 million per year. This could be funded through intercity rail funds.

### DISCUSSION

TAMC, as the local lead agency, grantee agency and owner of the project, proposes to extend passenger rail service from Santa Clara County south to Salinas. The project would function as an extension of existing state-sponsored Capitol Corridor (Auburn-Sacramento-Oakland/San Francisco-San Jose) intercity passenger rail service, operated and maintained by the Capitol

Corridor Joint Powers Authority (CCJPA), pursuant to various state government codes, and under agreement with the Transportation Agency for Monterey County.


The service 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 2017. 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 the three stations.

For the past few years, TAMC staff, as the project sponsor for the Salinas train service extension, has been working cooperatively with CCJPA staff, as the administrative manager of the Capitol Corridor intercity passenger train service, for the possibility of extending Capitol Corridor passenger trains to Monterey County. To that end, staff developed Resolution 2013-02 (**attachment 1**), approving the principles, and the Principles of Agreement for the cooperative development and planning for the project (**attachment 2**).

The Rail Policy Committee recommends that the TAMC Board adopt the Principles of Agreement between TAMC and the CCJPA to be used to guide the proposed extension of Capitol Corridor trains to Salinas.

The CCJPA Board of Directors will consider adoption of these Principles at their February 20, 2013 meeting.

Approved by:



Debra L. Hale, Executive Director

Date signed: 2/15/13

Regular Agenda

Reviewed by Counsel: N/A

Attachments:

1. Resolution 2013-02
2. Principles of Agreement

**RESOLUTION NO. 2013-02  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**APPROVING THE PRINCIPLES OF AGREEMENT  
WITH THE CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
FOR THE PURPOSE OF EXTENDING CAPITOL CORRIDOR  
PASSENGER RAIL SERVICE BETWEEN SAN JOSE AND SALINAS**

**WHEREAS**, the Transportation Agency for Monterey County (“TAMC”) has been working diligently for more than 10 years to reestablish regular passenger rail service between San Jose and the City of Salinas in Monterey County, including stations in Pajaro/ Watsonville and Castroville (“Project”), which was embodied in the Transportation Concept Report for US 101 in Caltrans District 5, dated October 1, 2001, that identified the proposed train service extension to Monterey County as being an integral element for managing travel demand in the US 101 Corridor; and

**WHEREAS**, the Governor and the Legislature expressed their support and endorsement of this Project by providing funding for the Rail Extension to Monterey County from the Traffic Congestion Relief Act of 2000, the Proposition 116 Rail Bond and the Public Transportation Account; and

**WHEREAS**, one of the passenger rail service options is the extension of Capitol Corridor passenger trains from San Jose to Salinas; and

**WHEREAS**, in 1996, legislation was enacted to establish the Capitol Corridor Joint Powers Authority (“CCJPA”), a partnership among six local transportation agencies to share in the administration and management of the Capitol Corridor train service along the Auburn-Sacramento-Oakland-San Jose rail route; and

**WHEREAS**, the CCJPA has been working cooperatively with TAMC, the Project Sponsor for the Salinas train service extension, over the past several years to extend Capitol Corridor passenger trains to Monterey County; and

**WHEREAS**, the CCJPA has developed positive, professional and cooperative relationships with the many parties that will be involved in the extension of Capitol Corridor trains to Salinas, such as the State of California (“Caltrans”), Amtrak, Caltrain, and Union Pacific Railroad (“UPRR”); and

**WHEREAS**, TAMC, as the lead agency under the California Environmental Quality Act (“CEQA”), certified the final Environmental Impact Report (“EIR”) for the Project on August 23, 2006, which was approved by the California Transportation Commission, as a responsible agency, on September 7, 2006 and is currently working under the National Environmental Policy Act (“NEPA”) to complete an Environmental Assessment (“EA”) for the Project; and

**NOW, THEREFORE, BE IT RESOLVED THAT:** the Transportation Agency for Monterey County does hereby approve the Principles of Agreement for the Cooperative Development and Planning by the Capitol Corridor Joint Powers Authority and the Transportation Agency for Monterey County for the Purpose of Establishing Passenger Rail Service between San Jose and Salinas;

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California, this 27<sup>th</sup> day of February 2013, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

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**JERRY B. EDELEN, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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

###



**PRINCIPLES OF AGREEMENT  
FOR COOPERATIVE DEVELOPMENT AND PLANNING  
BY THE CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
AND THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY  
FOR THE PURPOSE OF ESTABLISHING  
PASSENGER RAIL SERVICE BETWEEN SAN JOSE AND SALINAS**

**(February 2013)**

These Principles of Agreement (POA) are between the Capitol Corridor Joint Powers Authority (CCJPA) and the Transportation Agency for Monterey County (TAMC), regarding the cooperative development and planning for the implementation of new passenger rail service from San Jose to Salinas, California (“Project”).

Through previous transportation planning studies, TAMC and the State of California determined that they needed to invest in a system of premium transit services to offer a viable transportation alternative to automobile highway travel and attract new riders from the automotive modes of travel in order to provide additional transportation capacity in the US 101 Corridor, thereby reducing congestion, improving air quality, and saving energy in the Monterey Bay Area and San Francisco Bay Area.

TAMC, as the local lead agency, grantee agency and owner of the project, proposes to extend passenger rail service from Santa Clara County south to Salinas. The project would function as an extension of existing state-sponsored Capitol Corridor (Auburn-Sacramento-Oakland/San Francisco-San Jose) intercity passenger rail service, operated and maintained by the CCJPA, pursuant to various state government codes, and under agreement with the Transportation Agency for Monterey County. TAMC is assembling the funding necessary to (1) construct stations and parking at the three stations and required track infrastructure improvements in Monterey County and (2) support the operations of the incremental train service extension.

Pursuant to the CCJPA’s “Policy On Train Service Inside and Outside of the Capitol Corridor (updated June 2006)” (attached), the CCJPA is participating with TAMC under the principles of agreement on the basis that the extension of Capitol Corridor trains between San Jose and Salinas would not denigrate or degrade the performance of the existing Capitol Corridor operations. The CCJPA sets as a threshold that the added service is at least performance-neutral and will work towards ensuring that any such extension enhances Capitol Corridor service overall.

The service 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 2017. The initiation of service to Salinas and the target 2017 start date are wholly dependent upon securing the needed capital and operating funding and implementing the improvements necessary to initiate the extension of Capitol Corridor trains, including but not limited to, track infrastructure, rolling stock train sets and other facilities, as well as determining the governance authority structure for the extension of the Capitol Corridor train service.

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 the three stations.

As a means to assist in the development of interregional passenger rail service through extending Capitol Corridor train service from San Jose to Salinas, the CCJPA staff has been in discussions with representatives of TAMC. Staffs for both agencies have been working together closely over the past several years and both agencies agree to continue to work closely to advance this project; the parties hereby set forth their mutual understandings and actions required for the agreed upon scope of work as follows:

1. **CCJPA** shall take the lead role in the following activities:

- Negotiate with host railroads, the Union Pacific Railroad and Caltrain, regarding train scheduling, track infrastructure projects, access and maintenance;
- Coordinate with the California Department of Transportation for this project's inclusion in the California State Rail Plan;
- Coordinate with Amtrak as the contract operator regarding the operational and equipment utilization and maintenance requirements that will be incorporated into an operating agreement;
- Establish an organizational and institutional arrangement to govern and manage the development and operation of the train service extension, including but not limited state legislation or related actions, if necessary; and
- Develop an operating and administrative/management support plan for the service.

2. **TAMC** shall take the lead role in the following activities:

- Complete planning, environmental review (including environmental justice issues), service funding plan (capital and operating), design, right-of-way acquisition, and construction of rail stations pursuant to the CCJPA's "Policy On Train Stations" (updated June 2006) in Monterey County communities of Pajaro/ Watsonville, Castroville and Salinas, including a layover and maintenance facility in Salinas (see map, attached);
- Prepare modifications to existing stations in Santa Clara County to enable the Capitol Corridor train to serve those stations pursuant to the CCJPA's "Policy On Train Stations" (updated June 2006) (attached);
- Administer planning, environmental review, design, right-of-way acquisition, and construction consultants and management of project scope, costs and schedule;
- Coordinate project support in Monterey and Santa Cruz Counties and others;
- Coordinate efforts with representatives of the Santa Clara Valley Transportation Authority, Caltrain Joint Powers Board, and other relevant entities, including future rail extension operating plan and related agreements and station modifications; and
- Develop and submit capital funding applications to the U.S. Department of Transportation, the California Transportation Commission and others, as appropriate.

3. **CCJPA** and **TAMC** agree to work together on the following activities:

- Secure State of California funding for the operations of the extended service to Salinas;
- Apply for funds to pay for the rolling stock required to operate the service extensions with an expectation that a fair share of the funding required will be provided through TAMC's leadership in obtaining funds for the fair share of the rolling stock required;
- Incorporate service extension into CCJPA branding and marketing of the service;
- Provide to the federal government appropriate documentation required to address the level-entry boarding rule; and,
- Determine the governance structure and mutually support any formal steps required to ensure the selected governance structure can be implemented.

# PROJECT MAP

## PASSENGER RAIL EXTENSION TO SALINAS/MONTEREY COUNTY





## **POLICY ON TRAIN STATIONS**

**Updated June 2006**

### **CAPITOL CORRIDOR JOINT POWERS AUTHORITY**

#### **Capitol Corridor Service**

**(Auburn-Sacramento-Suisun/Fairfield-Oakland/San Francisco-San Jose)**

This Station Policy establishes the guidelines for existing and new stations along the Capitol Corridor Route. If exceptions are proposed, the initiating entity/community shall present their case to the CCJPA Board enumerating the benefits expected, which may be judged by the CCJPA Board to outweigh strict adherence to the specific guidelines included herein. The CCJPA Board shall make the final determination regarding establishment of new stations along the Capitol Corridor route based upon their judgment of the benefits to all riders and residents of the communities served by Capitol Corridor trains.

#### **1. INTRODUCTION**

The CCJPA Board had adopted the “Policy on Train Stations” in October 1998 as one of its first actions in conducting business as manager of the Capitol Corridor passenger train service. The policy, at the direction of the CCJPA Board of Directors, needed to be updated to reflect the many significant (positive) developments in the Capitol Corridor route since the adoption of the policy in 1998. To that end, the CCJPA Board adopted a set of principles at its February 15, 2006 meeting that guide the revision of this policy. As such, the policy set forth below has been updated in accordance with the adopted principles.

The Capitol Corridor has 17 stations along its approximate 185-mile route (16 train stations and one staffed bus stop at the SF Ferry Terminal.) With the considerable success of the train service, the CCJPA has been approached by numerous communities and project sponsors for additional stations along the corridor. It is recognized that a stop at any station provides a service to additional new passengers using that station while simultaneously adding travel time to passengers whose destinations are at other stations. It is also recognized that the end-point to end-point train running time is increased by adding additional stops.

The Train Station Policy describes the general guidelines and minimum requirements for adding a station and continuing service to an existing or new station on the Capitol Corridor. The most significant requirement to be met for adding a station is defined by the overall measurable enhancements to the Service. Since the service is currently no faster and in some cases slower than the competing

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W W W . C A P I T O L C O R R I D O R . O R G

private automobile, the overall impact upon the time it takes the train(s) serving an additional station to complete its trip from origin to destination is a significant factor for consideration. In addition to the travel time competitiveness of the private automobile, the impact of adding a train station in the corridor will be dependent on improvements to the railroad right of way and the CCJPA's management of the train service to meet the transportation needs in the corridor such as skip-stops, express service and/or limited service.

The policy allows the CCJPA to balance the addition of new station or the reduction of or increase in train service to a station against (1) train travel times, (2) service frequency, (3) the operating and marketing strategies identified in the CCJPA's annual business plan, (4) the Service's systemwide quality/performance, ridership and revenues, and (5) local participation. This policy, which may be modified from time to time, provides the flexibility for the CCJPA to make sound business decisions, in accordance with its Operating and Business Principles (adopted July 9, 1997) (see attached).

## **2. ADDING A TRAIN STATION**

If a project sponsor requests to add a station to be served by Capitol Corridor trains, the CCJPA will review the request to insure that the added station stop will provide a benefit to the Service while not degrading any aspect of the Service (e.g., quality, financial performance, and ridership and revenues). As such, to add a station to be served by Capitol Corridor trains, the CCJPA requires that the following must be accomplished:

Local approvals. The project sponsor must reach consensus of the political entities within the jurisdiction that a station is needed.

Funding. The local jurisdiction sponsoring the station must arrange for 100% of the funding including any improvements requested by the Union Pacific Railroad and approved by the CCJPA. If the project is accepted by the CCJPA, the CCJPA will support the efforts of the project sponsor to have it funded.

Basic facilities. The CCJPA requires that the project sponsor for any station served by Capitol Corridor trains must provide, at a minimum, the following:

- Platforms will be a minimum of 800 feet in length and eight (8) inches top-of-rail (any deviations or exemptions will require approval by host railroad and/or CCJPA/Amtrak)
- Design will provide access to platforms so that passengers never cross a mainline track (e.g., grade separated access to island platform, station-only track not used by freight trains)
- Lighting (platform-4.00 average foot candles, shelter-4.00 foot candles, parking-2.00 foot candles);
- ADA acceptable access and egress;
- Where two or more main tracks exist there will be fencing to prevent passengers from crossing the tracks;
- Bomb-resistant trash receptacles will be provided at platforms and inside station passenger waiting areas (or trash receptacles will be placed in less vulnerable areas);
- Requirements for parking spaces will be based upon a parking study prepared by the project sponsor that will consider ADA compliance, non-motorized vehicle access, current and future adjacent land uses, baseline (and future) ridership projections, transit and carpool/drop-off connectivity, transit-orientated development plans
- Sufficient loading zones for the kiss-ride, bus and taxi traffic;
- Local law enforcement agency will patrol and inspect station and parking facilities;
- Signage (including station, pathfinder, and roadway) and informational kiosks;

- Passenger Information Display System (PIDS) real time electronic message signs will be provided at platforms and inside station passenger waiting areas, based on CCJPA design specifications;
- Pay phone;
- Canopy shelters to provide seating for twelve (12) people (and accommodate two (2) wheelchairs) with capacity to add more shelters to meet future demand
- Coordination/approval of station design plans with “host” railroad
- Install security cameras on platforms, waiting areas, station facilities, and parking areas with the connecting communication system to be developed as part of design plans
- Emergency call boxes will be provided, at a minimum, at all unstaffed stations
- Passenger Information Display System (PIDS) real time electronic message signs will be provided at platforms and inside station passenger waiting areas, based on CCJPA design specifications
- Ticket vending machines(s) and associated communication equipment will be provided at either platforms (under the canopy) or inside station passenger waiting areas
- An intermodal transit connection plan must be developed by the station project sponsor that may include joint ticketing or transit transfer with the CCJPA trains
- Secure storage bike racks/lockers will be provided at a safe location away from platforms and passenger waiting areas

Additional facilities. Any additional facilities above the basic level will be selected, funded, and installed by the project sponsor subject to the CCJPA’s approval and the added facilities will not detrimentally impact the Capitol Corridor Service.

Maintenance. Maintenance will be arranged by the project sponsor and funded by the project sponsor or local jurisdiction.

Projected patronage. The average projected patronage for a proposed station must be at least 10 boardings or alightings per train stopping at the station that has been requested by the sponsoring agency.

Location. The location must be acceptable to the CCJPA, Union Pacific, and Amtrak. The CCJPA’s goal is to have station stops separated by five (5) miles, but station spacings less than five (5) miles will be considered on a project-by-project basis.

Coordination with Union Pacific. The CCJPA, working in concert with Amtrak, will provide the interface with the Union Pacific Railroad on the location and any improvements required by the Union Pacific.

Impact on service. The goal of the CCJPA is not to increase travel time. If the new station will lengthen the end terminal to end terminal train travel time, CCJPA staff will work with the project sponsor to ameliorate the incremental increase in train travel time due to the added station, including, but not limited to, track and signal improvements to increase track speed, reduced station dwell times, relocation of station stops, incorporating skip stops, express service, and/or limited service. In conjunction with these efforts with any project sponsors, the CCJPA will prepare a service operating plan to assist in the mitigation of added train travel times due to an added station.

Approval by the CCJPA. If all of the above steps are completed, the CCJPA Board of Directors will consider providing Capitol Corridor train service to the station, but has the right to deny train service to a station for other reasons.

Marketing a new station. As part of its request for Capitol Corridor train service, the project sponsor will submit to the CCJPA a local marketing plan to promote the new station. In addition to any local marketing the project sponsor undertakes for the station opening and its continuous operation, the CCJPA will work with the project sponsor to include the station in the CCJPA's overall marketing plan including the station opening.

### **3. CONTINUING SERVICE TO AN EXISTING OR NEW TRAIN STATION**

A minimum daily average ridership projection of ten (10) boarding or alightings per train within the first six (6) months of CCJPA train service to the new station is required. Within two years of service a minimum daily average of twelve (12) boarding or alightings per train within two years of CCJPA train service is required. Within the third year of CCJPA service a minimum daily average of fifteen (15) boarding or alightings per train is required. The CCJPA will continuously review ridership and related performance at all train stations.. Performance below par will result in the station being placed under evaluation by the CCJPA with respect to the corridor's systemwide service quality/performance, ridership, and revenues. A review will be made of the markets served by the station and then a marketing campaign undertaken to increase boardings and alightings. If in the eight months after the focused marketing campaign has begun, the patronage has not increased to an average the required boardings or alightings, per train, per day, train service to that station may be reduced to support the then-current level of boardings or alightings per day based on this policy in accordance with the corridor's systemwide service quality/performance, ridership, revenues, and local participation. In no circumstance will a train station receive less than one daily round-trip train so long as Capitol Corridor train service is operated on the rail line that provides service to the station and there are some boardings or alightings at the station. In the event that train service is to be restored to a station, the CCJPA will work with the station owner to develop marketing and operating plans to bring trains back to that station.

Staff will continue to monitor the status of affected station(s), including the restoration of and increase in train services to stations, as part of the CCJPA's management of the Service. All changes affecting Capitol Corridor train stations will be made in accordance with all applicable Federal and State laws.



***POLICY ON TRAIN SERVICE  
INSIDE AND OUTSIDE OF THE CAPITOL CORRIDOR***

**Updated June 2006**

***CAPITOL CORRIDOR JOINT POWERS AUTHORITY***

***Capitol Corridor Service***

***(Auburn-Sacramento-Suisun/Fairfield-Oakland/San Francisco-San Jose)***

**1. INTRODUCTION**

The CCJPA Board had adopted the “Policy on Train Service” in October 1998 as one of its first actions in conducting business as manager of the Capitol Corridor passenger train service. The policy, at the direction of the CCJPA Board of Directors, needed to be updated to reflect the many significant (positive) developments in the Capitol Corridor route since the adoption of the policy in 1998. To that end, the CCJPA Board adopted a set of principles at its February 15, 2006 meeting that guide the revision of this policy. As such, the policy set forth below has been updated in accordance with the adopted principles.

The Capitol Corridor Service currently provides twelve (12) weekday round-trip trains between Oakland/Sacramento with four (4) trains continuing service to San Jose. Nine (9) trains provide weekend roundtrip service between Oakland and Sacramento with six (6) trains continuing service to San Jose. One (1) daily round-trip train extends beyond Sacramento to Auburn. In all, seventeen (17) Stations are served within the Corridor.

The CCJPA has been approached or advised that there is an interest in expanding the service within the Corridor and extending the service beyond the current terminals of the Corridor. This includes both special operations and regular service. This policy covers the CCJPA’s administration of such Capitol Corridor train service.

**2. SERVICE INSIDE THE CAPITOL CORRIDOR**

The following guidelines will be applied for train service within the Capitol Corridor route, which is identified as the Auburn-Sacramento-Suisun City-Oakland-San Jose rail corridor.

***CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
300 LAKESIDE DRIVE, 14<sup>TH</sup> FLOOR EAST, OAKLAND CA 94612  
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***W W W . C A P I T O L C O R R I D O R . O R G***



### **A. Capitol Corridor Service from San Jose to Auburn**

Oakland to Sacramento currently receives the highest levels of train service (12 weekday/9 weekend round-trip trains) in the Corridor, with San Jose to Oakland receiving 4 weekday/6 weekend round-trip trains and 1 daily round-trip train extended beyond Sacramento to Auburn.

The area east of Sacramento is one of the fastest growing areas in California and Capitol Corridor train service may provide a viable transportation alternative to the ever-growing congested regional highway system. Also the Sacramento terminal is very close to many recreational and business destinations and provides downtown access for those coming by rail from Placer County and areas to the east. The highest use section of the corridor is between Sacramento and Oakland. This section parallels the I-80 Corridor and provides an alternative form of transportation with a number of untapped markets. The Corridor section between Oakland and San Jose carries significant overhead traffic and the three main areas of San Jose, Santa Clara/Great America and Oakland offer opportunities to expand the market for travel for recreation and for regular travelers to and from the Silicon Valley.

The additional trains added to be added in the corridor pursuant to the CCJPA Vision Plan (updated Apr. 2005) will be scheduled, to the extent possible, to address individual market needs and to provide more frequency over the corridor. Continuous market evaluation will be conducted to refine the operation to address additional markets while maintaining and strengthening existing markets. Train service can be provided over a portion of the Corridor or at selected stations due to market potential, operational, and/or maintenance reasons. During the term of the Interagency Transfer Agreement (ITA) with the State and subject to the limitations of the ITA, it is the intention of the CCJPA to provide a minimum of one daily round-trip train service for the stations between Auburn and San Jose.

### **B. Expanded Capitol Corridor Service within the Corridor**

Planning Studies and market research efforts have been conducted to determine the potential for additional rail service within the Corridor, including trackage in the eight counties that does not currently have Capitol Corridor train service. Additional train service will be provided within the Corridor if the following criteria can be met:

- Ridership and revenues must be reviewed and approved by CCJPA
- Any financial operating costs (expenses net of revenues) including any CCJPA management or administrative costs and additional rail equipment must be provided by service sponsor(s)
- Net cost per train-mile (TM) must be equal to/lower than the current CCJPA train service net costs per TM
- System operating (or farebox) ratio must be equal to/greater than the current CCJPA train system operating ratio

The impact of the new service on the Corridor will be monitored for a year. If after a year the new service has not attained the projected fare box ratio, a review will be made followed by a marketing campaign in the area. If six months after the marketing campaign has begun, the service still has not attained the projected fare box ratio, either (1) funding sources other than the CCJPA's budget from the State will be secured to meet the standard or (2) the service will be discontinued.

### **C. Other service within the Capitol Corridor**

It is the CCJPA's belief that it is in the best interest of the public to minimize the number of administrative operating agencies in the corridor. As such, in order to insure good coordination and synergy, the CCJPA is available to provide efficient, cost-effective administrative support to manage any new train services added to a particular segment(s) of the Capitol Corridor. This incremental service can be done as an addition to the existing service or by a separate contract with the sponsor(s). The sponsor(s) will secure funds to finance the operation of the incremental service levels and, to the extent possible, determine the schedules and levels of service and the markets served. The sponsor(s) will set the criteria for success/failure of the service. The intention is to make it possible for others to sponsor service in the Capitol Corridor that fits their needs, and that service will be managed by the CCJPA, while making sure that it is coordinated with the Capitol Corridor Service and each works to benefit the other.

### **3. SERVICE OUTSIDE THE CAPITOL CORRIDOR**

The staff is encouraged by the Board to work out services outside the Capitol Corridor where synergies can be developed. The following guidelines will be applied for train service outside the Auburn-Sacramento-Suisun City-Oakland-San Jose rail corridor.

#### **A. Service funded by the CCJPA**

The CCJPA will seek funding through the Annual State Budget Act for and administer new service on rail trackage outside the CCJPA's eight counties if:

- Any extension of CCJPA train service outside the Auburn-Sacramento-Oakland-San Jose corridor shall not drain resources that would prevent the CCJPA from implementing its core service expansion goals for the corridor pursuant to the *Vision Plan*
- Extensions of CCJPA train service outside the corridor shall not denigrate the core CCJPA train service, including but not limited to on-time performance and financial performance (e.g., operating costs, farebox ratio) and investment may be required by service extension sponsor to mitigate any impact(s) or denigration to the core CCJPA train service;
- It is a natural addition to the Capitol Corridor and offers additional opportunities for the corridor's passengers;
- Does not have a material negative impact on the current or planned service in the Corridor;
- Satisfactory track access can be arranged including capital and financial arrangements satisfactory to the parties, including the railroad;
- Any financial operating costs (expenses net of revenues), including any CCJPA management or administrative costs and additional rail equipment must be provided by service extension sponsor(s)

If Capitol service is undertaken on rail lines outside the corridor and funding is provided by the CCJPA through the State Budget Act, the new service will be operated and monitored for a year. If after a year, the new service has not attained the projected fare box ratio, a review of the market will be made followed by a marketing campaign in the market. If four months after the marketing campaign has begun the service still has not attained the projected fare box ratio, either (1) funding

sources other than the CCJPA's budget from the State will be secured to meet the standard or (2) the service will be discontinued.

**B. Service outside of the Corridor sponsored by others**

The CCJPA is available to manage service on rail trackage outside of the Corridor if requested by a funding sponsor if:

- The sponsor undertakes the necessary efforts including approvals for the service;
- The sponsor undertakes the necessary efforts including approvals for the service, the additional CCJPA staff and related sources, and provision of rolling stock and operating costs;
- It does not draw equipment away from other service administered by the CCJPA in the Corridor;
- Funding is arranged by the sponsor from funds other than those allocated to the CCJPA;
- The new service does not have a material negative impact upon current or planned service in the Corridor;
- It offers additional opportunities for the corridors' passengers;
- Satisfactory track access can be arranged, including capital and financial arrangements satisfactory to the parties including the railroad; and
- It is coordinated with any private, or public, rail operations for the same market(s).

If service is undertaken on lines outside the Corridor, the new service will be operated for as long as the sponsor wishes and provides funding, and it does not adversely impact the Capitol Corridor. This can be done as an addition to the existing service or by a separate contract with the sponsor(s). To the extent possible, the sponsor(s) will determine the schedules and levels of service and the markets served. The sponsor(s) will set the criteria for success/failure of the service.

All changes in level or type of service will be made in accordance with applicable Federal and State laws and regulations.



# DISTRICT DIRECTOR'S REPORT – MONTEREY COUNTY

PREPARED FOR FEBRUARY 27, 2013 TRANSPORTATION AGENCY FOR MONTEREY COUNTY MEETING

## NEWSWORTHY

- Caltrans recently released the final **California Interregional Blueprint Interim Report**. The report summarizes current regional transportation planning activities and their influence on the statewide system. More information is available online at: <http://www.dot.ca.gov/hq/tpp/californiainterregionalblueprint/>
- **California State Rail Plan**: Caltrans will host a series of open houses throughout the state on the *California State Rail Plan* draft. The public comment period will **begin on February 8, 2013 and end on March 11, 2013**. Locations for the open houses include Sacramento, Oakland, San Diego, Los Angeles and Fresno. More information is available online at: <http://californiastaterailplan.com/>

## DISCRETIONARY FUNDING

- **Local Highway Safety Improvement Program**: With the anticipated changes in the application process from implementation of MAP-21, Caltrans is encouraging agencies to start planning for the 2013 Cycle-6 HSIP call for projects. Caltrans and FHWA will host two information sharing events:
    - A statewide workshop focused on the needs of rural and small agencies is planned for March 6th from 2 to 4pm. The workshop is expected to be available through Caltrans district video conferencing rooms throughout the State.
- More information can be accessed at: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>
- Caltrans is now accepting applications for the Transportation Planning Grant Program via email only through **Tuesday, April 2, 2013**. District 5 will host two transportation planning grant workshops at the following locations:
    - From 9 a.m. to 11 a.m. **Wednesday, Feb. 27, 2013** at the Buellton Community Recreation Center, 301 Second St., Room A, Buellton.
    - From 10 a.m. to noon **Friday, March 1, 2013** at the Marina Library, 190 Seaside Circle, Marina.

Applications, guidebook and instructional video are all available online at:  
<http://www.dot.ca.gov/hq/tpp/grants.html>.

Please Submit Maintenance Service Requests at the Following Link: <http://www.dot.ca.gov/hq/maint/msrsubmit/>



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR FEBRUARY 27, 2013 TRANSPORTATION AGENCY FOR MONTEREY COUNTY MEETING

## CONSTRUCTION PROJECTS

Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
1. Hwy. 1 Rocky Creek Viaduct (1A6904)	In Monterey County about 15 miles south of Carmel at 0.1 mile south of Rocky Creek Bridge and at 1.1 mile south of Bixby Creek Bridge (PM 58.3)	Rocky Creek Viaduct	September 4, 2012-Winter 2013 with 3 years plant establishment	\$11 million	SHOPP	Caltrans	Ken Dostalek (TL)	Golden State Bridge Inc, Martinez	Project began Sept. 4. Roadwork takes place 7 days a week. Overnight closures began Oct. 14, Sundays through Thursdays 9pm to 7am.
2. Hwy. 1 Salinas Road Interchange (315924)	North of Moss Landing at Salinas Road (PM 99.9-101.5)	Construct new interchange	Spring 2010-Winter 2013	\$12 Million	STIP/ CMIA	Caltrans	Richard Rosales (PD)	Desilva Gates Construction LP, Dublin	SB on-ramp work complete but remains closed during ongoing adjacent landscape work. Anticipate it will be open by Feb. 22. Project near completion. One year plant establishment.
3. Hwy. 68 Highway 1/68 CAPM (0P9704)	In Monterey County in and near Monterey from Route 1/68 Separation to SPCA Road (R3.9 / R10.8)	Hot Mix Asphalt on Existing Pavement	July 30, 2012-Spring 2013	\$2.8M	SHOPP	Caltrans	David Rasmussen (TL)	Pavex Construction Division, San Jose	Primarily night time closures.
4. ADA Curb Ramps Project (0R8404)	On Route 25 & 156 in San Benito and Rtes 68, 101, 183 in Mon Co. (Various)	ADA curb ramps and minor concrete	Fall 2012 to Winter 2012/2013	\$569,615	SHOPP	Caltrans	Richard Rosales (FK)	Brough Construction Inc., Arroyo Grande	Contract Approval Nov 6. Construction Began Dec 3. Contractor to start from south to north with one crew performing the work. Expect work in Hollister to begin late Feb/Early March



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR FEBRUARY 27, 2013 TRANSPORTATION AGENCY FOR MONTEREY COUNTY MEETING

5.	<p><b>US 101 Airport Blvd. IC East Landscaping Project</b> (349514)</p>	<p>Near Salinas just south to just north of Airport Boulevard Overcrossing (PM 85.0-85.8)</p>	<p>Highway Planting and Irrigation</p>	<p>June 11, 2012- Oct. 4, 2012 (plant establishment until 2015)</p>	<p>\$687,000</p>	<p>STIP</p>	<p>Caltrans</p>	<p>David Silberberger (AN)</p>	<p>Bortolussi &amp; Watkin, Inc., San Rafael</p>	<p>The project is mostly complete and has moved into the plant establishment period where plants are monitored for successful growth.</p>
6.	<p><b>US 101 Pinedale Improvement Project</b> (0161E4)</p>	<p>In and near Pinedale at various locations from just north of Little Bear Creek Undercrossing to just north of Echo Valley Road (PM R91.2-100.4)</p>	<p>Construct interchanges and operational improvements</p>	<p>Spring 2011- Fall 2014</p>	<p>\$72 Million</p>	<p>STIP</p>	<p>Caltrans</p>	<p>David Silberberger (PM)</p>	<p>GCC/MCM A JV, Watsonville</p>	<p>Work is complete on the entire Blackie/Reese area. Work on the San Miguel area should be done soon. Work is well underway on the bridge structures in the Crazy Horse area.</p>
7.	<p><b>Hwy. 101/San Juan Road Interchange</b> (31580_)</p>	<p>On Route 101 near Pinedale, 4 mile south of Dumbarton Road in Mon. Co. (PM 100.0-101.3)</p>	<p>Construct new interchange at San Juan Road and US 101</p>	<p>Winter 2012- Winter 2014</p>	<p>\$46.2 Million</p>	<p>STIP/CMIA/ARRA</p>	<p>Caltrans</p>	<p>David Silberberger (JW)</p>	<p>PS&amp;E/RW</p>	<p>The project has gone into winter suspension due to the ground being too wet for abutment work. Work will begin again on April 1, 2013. Groundbreaking is scheduled for April 5, 2013.</p>

PROJECTS IN DEVELOPMENT										
	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager	Contractor	Comments
8.	<p><b>Hwy. 156 West Corridor</b> (31600)</p>	<p>On SR 156 btwn Castroville and Pinedale (PM R1.6-T5.2)</p>	<p>Widen to 4-lane divided freeway and build an interchange</p>	<p>Winter 2017- Fall 2022</p>	<p>Phase 1 \$110 Million</p>	<p>STIP / Federal DEMO</p>	<p>Caltrans</p>	<p>David Silberberger</p>	<p>N/A</p>	<p>PA&amp;ED was achieved on January 31, 2013.</p>



**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*

## **MST HIGHLIGHTS**

### **February 4, 2013 BOARD MEETING**

#### **FEBRUARY EMPLOYEE OF THE MONTH**

The MST Board adopted Resolution 2013-19 recognizing Ernie Sanchez, Line Instructor, as Employee of the Month for his positive contribution to MST and to the entire community.

#### **AUTHORIZE CONTRACT WITH CITY OF MONTEREY TO PROVIDE RTA TAXICAB AND DRIVER PERMITTING SERVICES**

The MST Board authorized staff to renew a contract with the City of Monterey, not to exceed \$45,000 per year, to provide taxicab driver and vehicle permitting services.

#### **APPOINT HEARING OFFICER TO OFFICIATE A BID PROTEST HEARING**

The MST Board unanimously approved appointing Hunter Harvath as a hearing officer to officiate a bid protest appeal hearing, and to report back to a subcommittee of the MST Board for a final decision. The following Board members were appointed by Chair Orozco to serve on the Ad Hoc Subcommittee: Directors: Kristin Clark; Alvin Edwards; and Alan Cohen.

#### **CONSIDER FORGIVENESS OF RTA ADMINISTRATIVE START-UP COSTS INCURRED BY MST**

The MST Board voted 11-1 to continue the item to a future Board meeting.

#### **ENTER INTO CONTRACT NEGOTIATIONS WITH GREYHOUND TO SELL MST BUS TICKETS AND PROCESS BAGGAGE AND THE SALINAS TRAIN STATION**

The MST Board unanimously approved authorizing staff to enter into contract negotiations with Greyhound to sell MST tickets and process baggage and the Salinas Train Station.

#### **APPROVE MST GENERAL MANAGER/CEO PERFORMANCE PAY**

The MST Board approved, by a vote of 11-1, the General Manager/CEO's performance pay at 2%, or \$3,489.80, for FY 2011-2012.



January 24, 2013

The Honorable Ellen Corbett  
California State Senate  
State Capitol, Room 313  
Sacramento, CA 95814

**RE: SUPPORT for SCA 8 (Corbett): Transportation projects: special taxes:  
Voter approval**

Dear State Senator Corbett:

On behalf of the Transportation Agency for Monterey County, I would like to thank you for authoring Senate Constitutional Amendment 8 (as introduced December 14, 2012), which would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition. **The Transportation Agency supports this bill.**

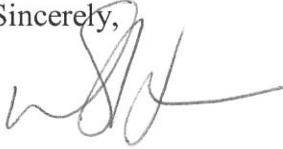
The Transportation Agency is responsible for investing in regional transportation projects for Monterey County residents, businesses and visitors. Given that federal and state funding has not been sufficient to meet all of California's transportation needs, additional emphasis has been placed on raising local revenues for projects. In California, counties representing more than 85 percent of the state's population currently have in place local transportation sales taxes. Monterey County is one of counties in California that is currently not a "self-help" County. Measure Z, our transportation sales tax initiative in 2008, received 63 percent in support, fell three percentage points shy of the 66.7 percent required.

The two-thirds voter threshold for approving such special taxes presents a significant hurdle for many jurisdictions to overcome, and contributes to the difficulty in funding crucial projects. Two main economic engines drive Monterey County: agriculture and tourism, and both depend on a safe and efficient transportation system. In order to provide the funding to deliver priority infrastructure projects residents and travelers of our County depend upon everyday, we believe a change in the two-thirds requirement for transportation project is much needed.



Thank you very much for your sponsorship of this transportation bill and for supporting our efforts to improve transportation in Monterey County. If you have any questions, please feel free to contact Kaki Cheung of my staff at (831) 775-4413 or [kaki@tamcmonterey.org](mailto:kaki@tamcmonterey.org), or our Sacramento legislative analyst, John Arriaga, at (916) 669-1340 or [jeaandassoc@aol.com](mailto:jeaandassoc@aol.com).

Sincerely,



Debra L. Hale  
Executive Director

cc: Hon. Anthony Canella, 12<sup>th</sup> Senate District  
Hon. Bill Monning, 17<sup>th</sup> Senate District  
Hon. Luis A. Alejo, 28<sup>th</sup> Assembly District  
Hon. Mark Stone, 29<sup>th</sup> Assembly District  
John Arriaga, JEA & Associates



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

January 24, 2013

The Honorable Carol Liu  
California State Senate  
State Capitol, Room 5097  
Sacramento, CA 95814

**RE: SUPPORT for SCA 4 (Liu): Local government transportation projects:  
special taxes: voter approval**

Dear State Senator Liu:

On behalf of the Transportation Agency for Monterey County, I would like to thank you for authoring Senate Constitutional Amendment 4 (as introduced December 3, 2012), which 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. **The Transportation Agency supports this bill.**

The Transportation Agency is responsible for investing in regional transportation projects for Monterey County residents, businesses and visitors. Given that federal and state funding has not been sufficient to meet all of California's transportation needs, additional emphasis has been placed on raising local revenues for projects. In California, counties representing more than 85 percent of the state's population currently have in place local transportation sales taxes. Monterey County is one of counties in California that is currently not a "self-help" County. Measure Z, our transportation sales tax initiative in 2008, received 63 percent in support, fell three percentage points shy of the 66.7 percent required.

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