



<b>TAMC STAFF</b>	<b>AUG 12</b>	<b>SEP 12</b>	<b>OCT 12</b>	<b>DEC 12</b>	<b>JAN 13</b>	<b>FEB 13</b>	<b>MAR 13</b>	<b>APR 13</b>	<b>MAY 13</b>	<b>JUN 13</b>	<b>AUG 13</b>
D. Hale, Executive Director	P	P	P	P	P	P	P	P	P	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	E	E	P	E	P	P	P	P	P
A. Green, Transportation Planner					P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	P	P	P	E	P	P	P	P	P	P
T. Muck, Deputy Executive Director	P	P	P	P	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	E	P	P	P
E. Rodriguez, Senior Admin. Assistant	P	E	E	P	P	P	P	P	P	P	P
L. Terry, Accountant Assistant	E	P	P	P	E	E	P	P	P	E	E
C. Watson, Principal Trans. Planner	P	P	P	P	P	P	E	P	P	P	P
M. Zeller, Senior Trans. Planner	P	P	P	P	P	P	P	P	P	P	P

**OTHERS PRESENT**

Alex Vasquez	Access Monterey Peninsula	Chris Orman	North County Fire Chief
Mario Romo	Access Monterey Peninsula	Dell Matt	101 Bypass Committee
Grant Leonard	TAMC Intern	Kenia Acevedo	California Rural Legal Assistance
Heather Adamson	AMBAG	Molly Hubbard	MCHD
Salvador Munoz	Local Union 270	AB Moran	Local Union 297
Mark McCumsey	Caltrans District 5	Richard Rosales	Caltrans District 5
Sharon Joyce	Manzanita Estates Homeowner's Association	La'Quana Williams	MCHD

**1. CALL TO ORDER**

Staff confirmed that a quorum was present and Chair Edelen called the meeting to order. Senior Administrative Assistant Elouise Rodriguez led the pledge of allegiance.

**2. PUBLIC COMMENTS**

None.

**3. CONSENT AGENDA**

**M/S/C** Armenta/Craig

Board Member Steve Matarazzo recused from items 3.5.1, 3.5.2 and 3.5.3, due to property owned near the project area.

Board alternate Kathleen Lee pulled item 3.4.2 for clarification on the total cost for the Project Study Report and asked if the City of Marina is sharing the cost. Deputy Executive Director Muck replied that the cost for the Project Study Report will be between \$50,000 to \$100,000, and that the City of Marina is contributing the majority of the cost.

***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 June 26, 2013.
- 3.1.2** Accepted the list of checks written for June and July 2013 and credit card statements for the month of May and June 2013.
- 3.1.3** Received report conferences or trainings attended by agency staff.  
*No reports this month.*

- 3.1.4** Approved closure of Transportation Agency for Monterey County offices on December 23, 26, and 27, 2013.
- 3.1.5** Ratified Continuing Cooperative Agreement exhibits A and B with the Association of Monterey Bay Area Governments to authorize the Transportation Agency's use of federal planning funds in fiscal year 2013/14.
- 3.1.6** Regarding Standard Agreement for Professional Services:
1. Approved revisions to the Transportation Agency for Monterey County's standard agreement for professional services;
  2. Directed staff, when seeking Board approval of a Professional Services Agreement, to present just the payment amount, scope of work, work schedule, payment provisions, funding source, deliverables and material changes (if any) to standard terms and conditions of all future agreements for professional services, without the need to attach the entire agreement; and
  3. Authorized the Executive Director to sign the standard agreements with minor changes if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel.
- 3.1.7** Approved Resolution 2013-2013-12 declaring as surplus selected furniture, equipment, and computers; and authorized the Executive Director to dispose of the surplus property in accordance with the Disposition of Surplus Property Policy, Paragraph 4.

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

- 3.2.1** Adopted amended Resolution 2013-10 allocating Local Transportation Funds to Monterey-Salinas Transit (MST) for Fiscal Year 2013-14.

***PLANNING***

- 3.3.1** Received update on state legislative activities.
- 3.3.2** Received update on federal legislative activities.
- 3.3.3** Regarding Regional Transportation Plan Environmental Impact Report Agreement:
1. Authorized the Executive Director to execute an agreement not to exceed \$57,500 with the Association of Monterey Bay Area Governments for the preparation of the 2014 Metropolitan Transportation Plan / Sustainable Communities Strategy / Regional Transportation Plan Environmental Impact Report;
  2. Approved the use of \$57,500 in funds budgeted to this project; and
  3. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.
- 3.3.4** Regarding Marina-Salinas Multimodal Corridor Conceptual Plan Consultant Contract:
1. Approved contract with Kimley-Horn & Associates, Inc. and final scope of work to develop the Marina-Salinas Multimodal Corridor Conceptual Plan in the amount not to exceed \$168,475; and
  2. Authorized the Executive Director to execute the contract and changes to the contracts if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel.
- 3.3.5** Regarding Regional Traffic Counts Program:
1. Authorized the Executive Director to execute an agreement not to exceed \$30,000 with Quality Traffic Data, LLC for the Regional Traffic Counts Program;
  2. Approved the use of \$30,000 in funds budgeted to this project; and
  3. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.
- 3.3.6** Authorized the Executive Director to enter into Amendment #2 and Restatement of Agreement with the Association of Monterey Bay Area Governments, to provide necessary data on and outreach relating to complete streets, active transportation and travel preferences for Monterey County.

### ***PROJECT DELIVERY and PROGRAMMING***

- 3.4.1** Approved the request by the City of Salinas to reallocate \$808,400 in Regional Surface Transportation Program fair share funds from prior fiscal years to various city street projects
- 3.4.2** Approved allocating \$35,000 of Regional Surface Transportation Program funds currently programmed to the Transportation Agency to develop a Project Study Report equivalent for the Imjin Road Widening project; and authorized the Executive Director to execute agreements for this Project Study Report equivalent, subject to Agency Counsel review.

### ***RAIL PROGRAM***

- 3.5.1** Regarding Salinas Rail Extension Project Delivery Assistance contract:
1. Authorized the Executive Director to execute a contract with Apex Strategies for Salinas Rail Extension Project Delivery Assistance, including intergovernmental coordination and stakeholder outreach, for an amount not to exceed \$22,000 per year, from July 1, 2013 to June 30, 2014;
  2. Authorized the Executive Director to sign extensions to the agreement for two (2) one-year terms beyond June 30, 2014, on the same terms and conditions as in the original agreement;
  3. Approved the use of \$22,000 in state funds budgeted to this project per year; and
  4. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.
- 3.5.2** Ratified the reimbursement agreement with the Capitol Corridors Joint Powers Authority to review designs and assist with planning for the Rail Extension to Monterey County project from June 26, 2013 to September 26, 2013.
- 3.5.3** Regarding Salinas Rail Extension Kick-Start Design Phase Request for Proposals:
1. Authorized the Executive Director to execute Contract Amendment #13 and Novation for Parsons to close out the current contract;
  2. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.
  3. Approved the Salinas Rail Extension Kick-Start Design Phase Request for Proposals Scope of Work; and
  4. Authorized staff to release the Request for Proposals and return to the Board of Directors with a recommendation for approval of a consultant contract, including the final scope of work.
- 3.5.4** Adopted the California Passenger Rail Program Guiding Principles.

### ***REGIONAL DEVELOPMENT IMPACT FEE***

*No items this month.*

### ***COMMITTEE MINUTES***

- 3.7.1** Accepted minutes from Transportation Agency committees:
- Bicycle & Pedestrian Facilities Advisory Committee – Draft August 7, 2013
  - Executive Committee – Draft August 7, 2013
  - Rail Policy Committee – Draft August 5, 2013
  - Technical Advisory Committee – Draft August 1, 2013

**END OF CONSENT**

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**4. EMPLOYEE OF THE QUARTER**

The Board recognized Christina Watson, Principal Transportation Planner, as the Employee of the Quarter for April 2013 through June 2013

The Agency employees recognized Christina for her professionalism, diligence, knowledge, helping staff with Microsoft Word dilemmas and most notably for her work on the \$18 million transfer to the Gilroy Station.

**5. SALINAS ROAD INTERCHANGE PROJECT FUNDING**

**M/S/C** Armenta/Rubio/unanimous

The Board authorized staff to request the California Transportation Commission program up to \$1,205,555 from State Transportation Improvement Program funds to the Salinas Road Interchange Project covering the current \$560,000 in cost over-runs and if necessary up to \$645,555 of pending contractor claims.

Tim Gubbins, Caltrans 5 Director, reported that the Salinas Road Interchange project is a very important project to the community and state. Due to project cost over-runs and additional expenses, construction costs are now expected to exceed the current contingency balance.

Richard Rosales, Caltrans Project Manager, reported the Salinas Road Interchange project began construction in April 2010 to convert the current at-grade intersection to a full, grade-separated interchange. Mr. Rosales reviewed the project issues and changes that triggered the need for additional funds. He noted that due to these supplemental contract change orders, it is in need of additional construction capital funding in the amount of \$560,000. He noted that to date Caltrans has been able to pay all expenses due to the contractor, but will not be able to pay the near future billing of \$560,000. Any unpaid billing is subject to a 10% monthly interest rate.

Mr. Rosales noted that the project had 180 contractor claims, which is an extremely high number. As a result, Caltrans also anticipates a need for additional funds in the future to resolve outstanding contractor claims against the project. This potential expense would not occur until after the acceptance of the construction contract and completion of the contract claims process—sometime in summer 2014. The amount listed by the contractor for claims prior to the resolution process is \$645,555. Caltrans expects a reduction in the final amount after the resolution process.

Director Hale asked Caltrans to report on how these cost overruns could be avoided in the future. Mr. Rosales noted that activities that could avoid cost overruns on future projects would include: implementation of better project contingency costs controls; early resolution of contract change orders and potential claim issues, completion of utility work in advance of construction; improved utility company agreements; and, timely reporting any potential cost increases to the Transportation Agency. The US 101-San Juan Road Interchange Project also is funded in part with Proposition 1B bond program funds, so as the project sponsor the Transportation Agency will be responsible for any cost increases beyond contingency amounts incorporated in the budget. Transportation Agency and Caltrans staffs have been implementing the lessons learned from the Salinas Interchange Road Project in the management and oversight of the US 101-San Juan Road Interchange Project.

Executive Director Debbie Hale reported that new TAMC staff practices put into place for the US 101 – San Juan Road project include getting earlier knowledge of potential change orders, attending weekly construction meetings and holding monthly interagency construction team meetings.

Board members expressed their support for this well-designed, critical safety project, but voiced concerns about taking money away from other important projects. It was noted that when added to the last approved cost increase, the total extra funding added to the project is \$2.3 million, (including claims, which could be lower). Board member Rubio suggested that when going out for contractor bids the project should have pre-qualification requirements and contingency built into the contract.

Board member Huitt expressed his frustration and asked what would happen if the Board votes not to authorize these funds. Director Gubbins replied that Caltrans has worked on resolving some of the claims, but unfortunately Caltrans would not be able to pay the contractor, which would result in additional interest charges and increased outstanding funds owed. Maura Twomey, AMBAG Director, confirmed that if bills are not paid, the contractor will file a legal claim asking for reimbursement of costs billed plus interest, resulting in higher costs.

## **6. SUSTAINABLE COMMUNITIES STRATEGY PREFERRED SCENARIO**

**M/S/C** Delgado/Markey/unanimous

1. The Board received report on hybrid planning scenarios considered for the Monterey Bay Sustainable Communities Strategy; and
2. Recommended that the Association of Monterey Bay Area Governments (AMBAG) adopt a project list for inclusion in the preferred scenario for the Sustainable Communities Strategy with a revision to the staff recommended list of projects to specifically identify the Monterey Branch Line light rail project.

Andy Cook, Associate Transportation Planner, reported that the Transportation Agency must adopt a Regional Transportation Plan by June 2014. This plan will become a part of the tri-county Monterey Bay Metropolitan Transportation Plan, which will meet Senate Bill 375 requirements for addressing greenhouse gas impacts associated with implementation of transportation plans. He noted that the Agency is coordinating with the Association of Monterey Bay Area Governments (AMBAG) to identify a preferred scenario for a Sustainable Communities Strategy that achieves greenhouse gas targets for the Monterey Bay region.

Heather Adamson of AMBAG reported that there has been extensive public outreach and coordination for Sustainable Communities Strategy development. She gave an overview 2014 Metropolitan Transportation Plan and Sustainable Communities Strategy process. Ms. Adamson noted that there were five initial scenarios developed: Regional Transit Corridors, Expanded Community Centers/Livable Communities, Dispersed Growth, Targeted Growth and Economic Diversity, and System Preservation. These scenarios were discussed at June TAMC Board meeting. She noted that six public participation workshops were held in July to solicit feedback on the initial scenarios & recommendations for a hybrid(s) scenario, noting three of the workshops were held in Monterey County. She presented the hybrid scenario for the region, which includes the recommended project list from Transportation Agency staff, based on prior Board and public input.

Board member Delgado questioned why the Monterey Branch Line Light Rail project was not identified as a separate planning project on the list presented to the Board. Mr. Cook responded that the light rail project was identified as part of the capacity enhancing project serving the Highway 1 corridor. Staff agreed to specifically identify Monterey Branch Line Light Rail in the project list to be considered for inclusion in the preferred scenario for the Sustainable Communities Strategy.

Board member Sollecito echoed Board member Delgado's comments and expressed the importance of discussing light rail in the context of the Agency's long range planning, noting that plans to establish light rail service on the Monterey Branch Line are necessary to successfully meet planning goals.

Board member Rubio asked staff to clarify how the recommended preferred scenario was related to the hybrid scenarios presented. Mr. Cook explained that the differences between the alternatives considered were related to the proportion of funding for local streets and roads, active transportation and transit projects. Ms. Adamson clarified that in Monterey County, the differences between the transportation projects included Option A, Option B and the hybrid scenario was very minor.

Kathleen Lee, alternate for Board member Potter, commented that information about two hybrid scenarios was presented without documentation related to those scenarios. She requested that staff provide more detailed information about alternatives for the Board to consider in the future.

Board member Rubio commented that information about the Sustainable Communities Strategy was presented by at LAFCO, and noted that concerns were expressed by the LAFCO Board about how projects, particularly transit, were identified in the Highway 1 Marina-Monterey Corridor. A concern was expressed at LAFCO about the regional scope of the planning effort not being reflected in the county-specific public and Board level discussions of projects. Mr. Rubio requested that, in the future, information about projects in other counties should be presented so that any possible region-wide impacts of projects are identified and addressed.

Public comment:

Dell Matt, 101 Bypass Committee, expressed her opinion that the Highway 156 design was in conflict with AMBAG's Sustainable Communities Strategies and the County General Plan.

Kenia Acevedo, California Rural Legal Assistance, commented on the importance of transportation in supporting healthy communities and asked how public comments were incorporated.

## **7. COMPLETE STREETS GUIDEBOOK**

M/S/C Sollecito/Armenta/unanimous

The Board adopted the Monterey Bay Area Complete Streets Guidebook.

Ariana Green, Transportation Planner, reviewed the Monterey Bay Area Complete Streets Guidebook. She noted that it is a resource for developing complete streets in Monterey County and contains sample policies, street cross-sections and a project review checklist amongst other tools. Transportation Agency staff will be available to assist local jurisdictions who are interested in pursuing the planning or development of complete streets. Funding for the project was made available through a state Strategic Growth Council grant.

Board Chair Edelen and Board member Armenta commented that the presentation was excellent. Board member Armenta noted that there were no guidelines for street lighting in the guidebook and that funding is a constraint. Board member Twomey replied that the guidebook may help identify opportunities to develop complete streets projects at low cost. Hunter Harvath of MST expressed the importance of this Complete Streets Guidebook in coordinating with various stakeholders on roadway projects and noted that MST supports the checklist and Guidebook.

Board alternate Lee asked if design guidance on converting traditional intersections to those with roundabouts was included. Ms. Green replied that general roundabout design information is included in the guidebook.

**8. SALINAS RAIL EXTENSION ENVIRONMENTAL IMPACT REPORT ADDENDUM**

M/S/C Sollectio/Craig/unanimous

The Board adopted the Environmental Impact Report addendum for the Capitol Corridor Extension to Monterey County Project.

Christina Watson, Principal Transportation Planner, reported that the Board adopted the Final Environmental Impact Report for the Rail Extension to Monterey County project in August 2006. This Addendum covers minor changes to the project since 2006, including longer platforms and an interim layover facility in Salinas.

The Transportation Agency for Monterey County, 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 will function as an extension of existing state-sponsored Capitol Corridor passenger rail service. 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 2018. The project provides an alternative to the congested US 101 corridor to access to jobs, education, and health care, and improves interregional transportation and air quality. It also promotes mixed-use, transit-oriented development, affordable housing, livable communities and economic growth around stations.

Chair Edelen asked for public comment on the item; there were no public comments.

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

No reports this month.

**10. REPORTS FROM TRANSPORTATION PROVIDERS**

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

**Newsorthy**

- Governor Brown recently signed the 2013-2014 state budget allotting \$12.8 billion to Caltrans for important program and project delivery activities statewide. As a result, Caltrans has a busy year scheduled in the areas of maintenance, project delivery, planning and all the support functions facilitating both major and minor projects.
- The Federal Highway Administration recently released the 2013 *Handbook for Estimating Transportation Greenhouse Gases for Integration into the Planning Process*. The guidebook provides information on how to analyze on-road greenhouse gas emissions at the state and regional level, and how to incorporate those analyses into transportation planning efforts. It features an overview of estimating GHG emissions in the planning process, and exemplifies some key methodologies used to estimate emissions. More information is available at: [http://www.fhwa.dot.gov/environment/climate\\_change/mitigation/resources\\_and\\_publications/hg\\_handbook/index.cfm](http://www.fhwa.dot.gov/environment/climate_change/mitigation/resources_and_publications/hg_handbook/index.cfm)
- Caltrans recently released its *Scope Document and Timeline* for the 2040 *California Transportation Plan*. This plan provides long-range policies addressing future mobility needs, reducing greenhouse gas emissions and supporting sustainable communities. The plan also provides an overview of how the *California Transportation Plan* will calculate final results such as greenhouse gas emissions, gross state product, mode split, vehicle miles traveled and delay, and commodity flow by tonnage and mode, etc.



The *Statewide Transportation Projects Inventory* is another feature of the 2014 *California Transportation Plan*. This innovative multi-modal Geographical Information System mapping tool shows planned and programmed transportation projects in California. It includes projects of all modes, including highways, transit, rail, airports, seaports and bicycle and pedestrian from Metropolitan Planning Organizations and Regional Transportation Agencies' regional transportation plans and statewide modal plans. More information is available at: <http://www.dot.ca.gov/hq/tpp/californiainterregionalblueprint/>

### **Local Highlights**

- The California Department of Transportation recently awarded a Partnership Planning (FHWA) Grant to Association of Monterey Bay Area Governments (AMBAG) in the amount of \$240,000 for the U.S. 101 Freight Mobility Study. This grant project will identify short and long-term alternatives to improve freight mobility and transportation operations along U.S. 101 from San Benito County through Santa Barbara County. The project will also assess opportunities for improved operations, safety, and efficiency, and will identify funds for recommended improvements. Covering three MPO regions, and led by a working group from regional governments from five counties, the study will complement Caltrans and local efforts.

Kathleen Lee, District 5 alternate, reported that they had a lot of criticism about Caltrans' work on Highway 1 in the Carmel area during car week. She noted that District 5 has had outstanding communication with the public on Rocky Creek and other projects in the Big Sur area, and hopes they can work together with Caltrans to communicate when maintenance projects are taking place, to alleviate traffic congestion when possible. District Director Tim Gubbins replied that Caltrans values the outreach, planning and partnership with the Transportation Agency and the County. He noted that the tree maintenance on Highway 1 in the Carmel Area was not planned and unfortunately occurred during a very busy visitor week. The public called with concerns about a tree at risk of falling. Caltrans responded and had to remove the tree for safety reasons.

Public comment:

Dell Matt, 101 Bypass Committee, thanked Caltrans for their rapid progress on the Prunedale Improvement Project, and asked for a project update at a future Board meeting.

**Monterey Regional Airport District** – Matt Nelson reported that the Airport District is moving forward with the runway safety project, the ground breaking will be held in December 2013 or January 2014. He also reported that Airport District is in discussion with the City of Monterey to combine fire services, to provide better service and reduce costs.

**Monterey-Salinas Transit District** – Hunter Harvath, Assistant General Manager for Finance and Administration, announced that MST provides free service to Hartnell students boarding at one of their expanded locations: Alisal & Homestead and Hartnell. He also announced MST's Line 22 Big Sur will resume weekend-only service for the off-season effective Saturday, September 7, 2013. He reported that AB 946 to authorize the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways is still moving forward.

**10. EXECUTIVE DIRECTOR'S REPORT**

Executive Director Hale thanked the Board working with their cities and County to unanimously approve the update of the Regional Impact Fee program. Ms. Hale announced that the California Transportation Commission will hold a Town Hall meeting on September 12<sup>th</sup> and 13<sup>th</sup> in Paso Robles and the Central Coast Coalition agencies will be hosting. Director Hale announced that the Crazy Horse Canyon Road/Echo Valley Road interchange of the Prunedale Improvement Project will be opening and have a ribbon cutting ceremony in October.

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

None this month.

**12. ADJOURNMENT**

Chair Edelen adjourned the meeting at 11:35 a.m.