



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways and Expressways
Monterey County Regional Development Impact Fee Joint Powers Agency
Email: info@tamcmonterey.org

Board of Directors

**Wednesday, June 24, 2026
9:00 AM**

MEETING LOCATION

Voting members must attend a physical meeting location to count towards quorum
or vote on any item on the agenda
1441 Schilling Place, Salinas, California
Cayenne Conference Room
Wi-Fi Network: MontereyCty-Guest (no password required)

Alternate Locations with Zoom Connection Open to the Public

168 West Alisal Street, 2nd Floor, Salinas, California 93901
Supervisor Luis Alejo's Office
Grandi by Center Hotels, Seljavegur 2, 101 Reykjavík, Iceland
Board Member Jeff Baron

Members of the public & Board may join meeting online at:

<https://us02web.zoom.us/j/83417604900?pwd=jEaUjLWZ6iGuF47kxbFbFKst8ZTnBc.1>

OR

By teleconference at: +1 669 900 6833

*If you join the meeting by phone and would like to make a public comment on an item,
please dial *9 to raise your hand.*

Meeting ID: 834 1760 4900

Password: 165623

Pursuant to Government Code Section 54952.7:

Please find Chapter 9, also known as the Ralph M. Brown Act:

[https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?division=2.&chapter=9.&part=1.&lawCode=GOV&title=5.](https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?division=2.&chapter=9.&part=1.&lawCode=GOV&title=5)

Please note: If all board members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted, but the meeting may continue at the discretion of the Chairperson.

Nota: Si todos los miembros de la junta directiva están presentes, la participación pública por Zoom es solo para conveniencia y no es obligatoria por ley. Si se pierde la transmisión de Zoom por cualquier motivo, la reunión podría pausarse mientras se intenta solucionar el problema, pero la reunión podrá continuar a discreción del presidente.

Please see all the special meeting instructions at the end of the agenda.

The agenda and all enclosures are available on the Transportation Agency website: www.tamcmonterey.org, by clicking on Transportation Agency Board, meetings and agendas, click on agenda item and open it, click on report attachments listed at end of report.

Consulte las instrucciones para la reunión especial al final de la agenda.

La agenda y todos los anexos están disponibles en el sitio web de la Agencia de Transporte: www.tamcmonterey.org, haciendo clic en Junta de la Agencia de Transporte, reuniones y agendas, haga clic en el tema de la agenda y ábralo, haga clic en los archivos adjuntos del informe que se encuentran al final del informe.

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 member of the public may address the Board on any item not on the agenda but within the jurisdiction of the Board. Under this item, each member of the public is allowed two (2) minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Board for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Monday before the meeting, and such comments will be distributed to the Board before the meeting.

COMENTARIOS DEL PÚBLICO:

Cualquier miembro del público podrá dirigirse a la Junta sobre cualquier punto no incluido en la agenda, pero que sea de su competencia. En este punto, cada miembro del público tendrá dos minutos para plantear sus inquietudes. Se podrán formular comentarios sobre los puntos de este agenda cuando se discuta dicho punto. Se anima a quienes deseen dirigirse a la Junta para recibir comentarios del público o sobre un punto de la agenda que envíen sus comentarios por escrito a Maria en maria@tamcmonterey.org antes de las 5:00 pm del lunes anterior a la reunión. Dichos comentarios se distribuirán a la Junta antes de la reunión.

3. CONSENT AGENDA

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

ADMINISTRATION and BUDGET

- 3.1.1. **APPROVE** the Transportation Agency for Monterey County Board draft minutes of May 27, 2026.

- Elouise Rodriguez

- 3.1.2. **ACCEPT** the list of payments and deposits for May 2026 and the credit card statement for April 2026.

- Mi Ra Park

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

- 3.1.3. **RECEIVE** list of contracts awarded under \$50,000.

- Jefferson Kise

The list of contracts awarded by the Transportation Agency for Monterey County for services under \$50,000 approved by the Executive Director is submitted each month in accordance with the Agency's Procurement Policies to keep the Board informed.

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

- Christina Watson

Agency staff attend 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.

- 3.1.5. **APPROVE** recommended amendments to Agency policies.

- Jefferson Kise

Agency policies are comprised of the Accounting & Finance policy, Human Resources Rules & Regulations, and Administrative Policies & Procedures. The Human Resources Rules and Regulations policy is being revised to allow for an alternative payroll cycle, to reflect an update in the staff life insurance coverage limit, and an increase in the educational benefit allowance.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES - No report this month.

PLANNING

3.3.1. Legislative Update:

1. **RECEIVE** update on state and federal legislative issues; and
2. **ADOPT** positions on proposed legislation.

- Christina Watson

This report provides an update on state and federal legislative issues.

3.3.2. APPROVE the North Monterey County Regional Transportation Vulnerability Assessment.

- Alissa Guther

The North Monterey County Regional Transportation Vulnerability Assessment identifies and assesses hazards related to climate (flood, wildfire, landslide, etc.) that impact the north Monterey County area transportation network. The assessment then uses that data, in conjunction with public engagement, to prioritize vulnerable road areas for future improvements.

3.3.3. APPROVE Resolution 2026-10 for the North Monterey County Safe Routes to School Plan, which:

1. Adopts the North Monterey County Safe Routes to Schools Plan; and
2. Determines the North County Safe Routes to Schools Plan and its proposed improvements were identified and analyzed in the program-level Environmental Impact Report for the 2050 Metropolitan Transportation Plan/Regional Transportation Plan.

- Ariana Green

The North Monterey County Safe Routes to School Plan covers the communities of Castroville, Las Lomas, Prunedale, Royal Oaks, and Pajaro. The goal of the Safe Routes to Schools planning process is to improve safety for students biking and walking to 11 schools in unincorporated North County and to reduce traffic around those schools. The Plan includes recommended infrastructure and non-infrastructure improvements to address barriers to getting to and from schools. TAMC staff has presented the draft Plan and received community input.

PROJECT DELIVERY and PROGRAMMING

3.4.1. Freeway Service Patrol Tow Service Contracts

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute three contract amendments with California Towing and Transport for Freeway Service Patrol Beats 1, 2, and 3, subject to approval by Agency Counsel, to increase the total Not-to-Exceed amount by \$50,000 (\$23,000 for Beat 1, \$25,000 for Beat 2 and \$7,000 for Beat 3);
2. **AUTHORIZE** the use of \$50,000 in Service Authority for Freeways and Expressways funds and State Freeway Service Patrol funds budgeted for these

contract amendments.

3. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute three new contracts with California Towing and Transport for Freeway Service Patrol Beats 1, 2 and 3, subject to approval by Agency Counsel, to provide tow services for the Freeway Service Patrol program, for the period ending June 30, 2029;
4. **AUTHORIZE** the use of \$1,722,000 in Service Authority for Freeways and Expressways funds and State Freeway Service Patrol funds budgeted for these new contracts; and
5. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contracts, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- Laurie Williamson

The Transportation Agency's Freeway Service Patrol contracts with the current tow operator will expire on June 30, 2026. The existing contracts will be amended to increase their not-to-exceed amounts to account for increased fuel and vehicle costs. In March 2026, the Board released a Request for Proposals to provide Freeway Service Patrol tow services for the next three fiscal years with the option to extend for an additional two years. The new contracts will begin July 1, 2026 to ensure no gap in service for the program.

3.4.2. FORTAG Canyon Del Rey - Habitat Mitigation and Monitoring Plan Implementation Request for Proposals:

1. **APPROVE** the scope of work for a Request for Proposals for Habitat Mitigation and Monitoring Plan Implementation for the Canyon Del Rey segment of the Fort Ord Regional Trail and Greenway project, subject to agency counsel approval;
2. **AUTHORIZE** staff to publish the Request of Proposals and return to the Board with a recommendation for approval of a consultant, including the final scope of work; and
3. **APPROVE** the use of Regional Measure X funds allocated to the project, for a total amount not to exceed \$1,300,000.

- Laurie Williamson

To meet environmental permit requirements and compensate for unavoidable impacts from the construction of the Canyon Del Rey segment of the Fort Ord Regional Trail and Greenway (FORTAG) project, a Habitat Mitigation and Monitoring Plan (HMMP) was developed. This HMMP documents the mitigation site's current conditions and describes the restoration implementation plan and reporting program. The Agency is seeking a firm to implement the requirements of the HMMP.

3.4.3. FORTAG California Avenue - Construction Management Contract:

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with Harris and Associates, subject to approval by Agency Counsel and Independent Office of Audits and Investigations, in an amount not to exceed \$2,515,065, which includes a 15% contingency, to provide construction management services for the California Avenue segment of the Fort Ord Regional Trail and Greenway (FORTAG) project, for the period ending December 31, 2028;
2. **APPROVE** the use of Measure X funds budgeted for this project; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract amount or term.

- Janneke Strause

TAMC released a Request for Proposals to provide Construction Management Services for the California Avenue segment of the FORTAG project on January 28, 2026. Five responsive proposals were received. The proposal review team, comprised of Agency and City of Marina staff, recommend Harris & Associates for the contract.

3.4.4. Sustainable City Year Program Contract Amendment #1:

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute amendment #1 with University Corp, subject to approval by Agency Counsel, to extend the term for an additional five years and increase the not-to-exceed amount by \$390,000 for a total of \$780,000 to provide Sustainable City Year programming services for the period ending June 2031;
2. **APPROVE** the use of Measure X Safe Routes to Schools funds budgeted to this purpose;
3. **APPROVE** sole source finding; and
4. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- Ariana Green

Contract Amendment #1 would extend the term and budget to provide an additional 5 years of the Sustainable City Year programming. This program provides students from a variety of disciplines opportunities to gain real-world experience assisting public agencies. Under this agreement, CSU Monterey Bay students will assist with the development and execution of Safe Routes to School plans, grant applications, data collection, mapping, graphic design and more.

RAIL PROGRAM

3.5.1. King City Multimodal Transportation Center Pre-Construction Design and

Engineering Services Assignment and Assumption Agreement:

1. **APPROVE** the Assignment and Assumption by and among RailPros, the City of King, and TAMC, consenting to the assignment of a contract for pre-construction design and engineering services for the King City Multimodal Transportation Center project to TAMC;
2. **APPROVE** the use of state funding allocated to this project;
3. **AUTHORIZE** the Executive Director, or their designee, to execute the Assignment and Assumption Agreement; and
4. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the Agreement, including approval of future modifications or amendments that do not significantly alter the intent of the agreement.

- Andy Cook

King City received \$1,471,470 million in State Rail Assistance (SRA) funding for the Multimodal Transportation Center (MMTC) project through a competitive grant awarded to the San Luis Obispo Council of Governments (SLOCOG) for rail improvements in the Coast Rail Corridor, which has been funding design engineering work for the project being performed by RailPros under contract to the City. The requested action will transfer the existing contract to the Transportation Agency following actions by the TAMC Board, the City of King, and SLOCOG in February 2026 approving the transfer of funding and lead agency designation to TAMC.

3.5.2. King City Station Multimodal Transit Center Environmental Review - Request for Proposals:

1. **APPROVE** the Scope of Work for the Request for Proposals to perform environmental review for the King City Station Multimodal Transit Center project;
2. **AUTHORIZE** staff to publish the Request of Proposals and return to the Board with a recommendation for approval of a consultant, including the final scope of work; and
3. **APPROVE** the use of Transit and Intercity Rail Capital Program (TIRCP) SB 125 funds designated for this project in an amount not to exceed \$2 million.

- Andy Cook

The Board of Directors authorized staff to transfer funding and lead agency responsibilities for the King City Station Multimodal Transit Center project in King City to TAMC at its February 2026 meeting. Agency staff is requesting authorization to publish a Request for Proposals and select a consultant to complete environmental reviews and secure clearance for the project.

3.5.3. ADOPT Resolution 2026-07 in support of pilot rail service connecting Los Angeles and the San Francisco Bay Area for the 2028 Olympics.

- Andy Cook

The Transportation Agency is a member of the Coast Rail Coordinating Council, which advocates for improved passenger rail along the Central Coast rail corridor between San Jose and Los Angeles. The Council has proposed a pilot passenger rail service on the Central Coast Rail Corridor during the 2028 Olympic Games in Los Angeles. On June 1, 2026, the Rail Policy Committee voted to recommend the Board adopt a resolution in support of the proposed pilot service.

3.5.4. HDR Engineering, Inc. Contract Extension

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a contract amendment with HDR Engineering, Inc., subject to Agency Counsel approving the amendment and the California Transportation Commission extending the funding expenditure deadline, to create state and federal environmental documents for the Pajaro-Watsonville Multimodal Station project, through June 30, 2028;
2. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- Alissa Guther

TAMC's current contract to create state and federal environmental documents for the Pajaro-Watsonville Multimodal Station project for the Pajaro-Watsonville Multimodal Station project expires on June 30, 2026. Union Pacific Railroad Company took an additional twenty months more than what was anticipated to provide comments, which delayed the project. This proposed amendment would extend the current contract until June 30, 2028 without changing the current not-to-exceed amount.

REGIONAL DEVELOPMENT IMPACT FEE- No report this month.

COMMITTEE MINUTES and CORRESPONDENCE

3.7.1. ACCEPT draft minutes of the Transportation Agency Committees:

- Rail Policy Committee - draft minutes of June 1, 2026
- Executive Committee - draft minutes of June 3, 2026
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of June 3, 2026
- [Technical Advisory Committee](#) - draft minutes of June 4, 2026
- [Measure X Citizens Oversight Committee](#) - No Meeting

- Elouise Rodriguez

3.7.2. RECEIVE TAMC Correspondence for June 2026.

- Elouise Rodriguez

4. **ADOPT** and **PRESENT** Resolution of Appreciation to retiring Principal Transportation Engineer Doug Bilse

- Todd Muck

After a total of 12 years at the Transportation Agency, Doug Bilse is retiring on July 3, 2026

5. **2026 Regional Transportation Plan:**

1. **ADOPT** Resolution 2026-08 to adopt CEQA findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program related to the Environmental Impact Report certified by the Association of Monterey Bay Area Governments for the 2026 Monterey County Regional Transportation Plan; and
2. **ADOPT** Resolution 2026-09 to adopt the 2026 Monterey County Regional Transportation Plan.

- Michael Zeller

The Transportation Agency adopts a Regional Transportation Plan every four years to provide a basis for allocating state and federal funding to transportation projects in Monterey County. The 2026 Plan reflects changes in revenue forecasts and updated project lists from the local jurisdictions. The Agency prepares the plan in coordination with the Association of Monterey Bay Area Governments (AMBAG) to be consistent with the regional Sustainable Communities Strategy.

6. **2026 Regional Development Impact Fee Nexus Study Update**

1. **RECEIVE** an update on the 2026 Regional Development Impact Fee Nexus Study; and
2. **PROVIDE** input on the draft regional fee schedule scenarios.

- Aaron Hernandez

The Transportation Agency is required to update the Regional Development Impact Fee every eight years. This process includes reviewing the land use and population assumption in the regional travel demand model, forecasting future travel demands, updating the project list as necessary to meet those demands, revising project costs, and developing an updated fee schedule.

7. **RECEIVE** an update on the Scenic State Route 68 Adaptive Traffic Signal Control pilot project and preliminary results analyzing the effectiveness of the proposed Phase 1 roundabouts project.

- Doug Bilse

Phase I of the Scenic Route 68 Corridor Improvement Project would install roundabouts on State Route 68 at the intersections of San Benancio Road, Coral de Tierra and Laureles Grade. An independent assessment of the project is being conducted to compare project costs and expected benefits to determine the economic viability of this project. The recently installed adaptive signal project is now the baseline for this analysis.

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

PUBLIC COMMENT on the Closed Session;

REAL ESTATE NEGOTIATIONS. Pursuant to Government Code section §54956.8, confer with real property negotiators concerning

Property: any property for sale in Monterey County

Agency negotiators: Todd Muck, Jeff Kise

Negotiating parties: TAMC and seller

Under Negotiation: Price and Terms of Payment

RECONVENE in open session and report any actions taken.

13. **ADJOURN**

ANNOUNCEMENTS

Next Transportation Agency for Monterey County regular meeting will be on
Wednesday, August 26, 2026

9:00 A.M.

Monterey County Government Center
1441 Schilling Place, Cayenne Room

A quorum of voting members is required to be present to hold this meeting.
There will be a zoom link for hybrid participation.

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

Elouise Rodriguez

Clerk of the Board

elouise@tamcmonterey.org

Important Meeting Information

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County

www.tamcmonterey.org

55B Plaza Circle, Salinas, CA 93901

TEL: 831-775-0903

EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon five (5) working days before the regular meeting. Any member of the Board may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any support papers must be furnished by that time or be readily available.

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: June 24, 2026
Subject: TAMC Draft Minutes of May 27, 2026

RECOMMENDED ACTION:

APPROVE the Transportation Agency for Monterey County Board draft minutes of May 27, 2026.

SUMMARY:**FINANCIAL IMPACT:****DISCUSSION:****ATTACHMENTS:**

1. TAMC Board Draft Minutes May 27 2026

WEB ATTACHMENTS:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE JOINT POWERS AGENCY
DRAFT MINUTES OF MAY 27, 2026, TAMC BOARD MEETING
1441 Schilling Place, Salinas, CA, 93901 – Saffron Cayenne Conference Room
Alternate Locations with Zoom Connection Open to the Public:
168 West Alisal Street, 2nd Floor, Salinas, California 93901
Supervisor Alejo's office

TAMC BOARD MEMBERS	JUN 25	AUG 25	SEP 25	OCT 25	DEC 25	JAN 26	FEB 26	MAR 26	APR 26	MAY 26
Luis Alejo, Supervisor District 1, 1st Vice Chair (Linda Gonzales, Javier Gomez)	P	P	P	P	P(A) (V)	P	P(A) (V)	P	P(A) (V)	P(A) (V)
Glenn Church, Supervisor District 2, County Representative (Marilyn Vierra , Leonie Gray)	P	P	P	P	P(A)	P	P	P	P	P(A)
Chris Lopez, Supervisor District 3, (Priscilla Ramos)	P(A)	P	P	P	P(A)	P(A)	P	P(A)	P	P(A)
Wendy Root Askew, Supervisor District 4, Past Chair (Yuri Anderson , Kera Abraham Panni)	P	P	P	P(A)	P(V)	P	P(A) (V)	P	P(A)	P(A)
Kate Daniels, Supervisor District 5 (Kimbley Craig)	P	P	P	P	P(A) (V)	E	P	P	P(A)	E
Jeff Baron, Carmel-by-the-Sea (Robert Delves, Dale Byrne)	P	P(A)	P	A	P	P	P	P	P	P
Scott Donaldson, Del Rey Oaks (John Uy)	P	P	P	P	P	A	P	E	P	P
Jose Rios, Gonzales, 2nd Vice Chair (Lorraine Worthy)	P	P	P(A)	P	P	P	P(V) (ADA)	P	P	P
Robert White, Greenfield (Rachel Ortiz)	E	A	P	P	P	P	P	P	P	P
Michael LeBarre, King City (Carlos DeLeon)	P	P	P	P	P	P	P(A) (V)	P	A	A
Bruce Delgado, Marina (Jenny McAdams, Liesbeth Visscher)	P	A	P	P	P	P	P	P	A	P
Edwin Smith, Monterey (Gino Garcia, Marissa Garcia , Andrew Easterling)	P	P	E	P	P	P	P(A)	P	P	A
Chaps Poduri, Pacific Grove, Chair (Joe Amelio)	P	E	P	P(A)	P	P	P	P	P	P
Dennis Donohue, Salinas City Representative (Margaret D'Arrigo)	A	P	P	P	P*	P	P	P	P	P
Mary Ann Carbone, Sand City (Jerry Blackwelder)	P	P	P	P	P	P	P	P	P	P

Ian Oglesby, Seaside (David Pacheco)	P	A	P	P(A)	P	P	P	P	P	P
Anna Velazquez, Soledad (Fernando Ansaldo-Sanchez)	E	P	P	P	P	P	E	E	P(V) JC 1	P
Ex Officio Members:	JUN 25	AUG 25	SEP 24	OCT 25	DEC 25	JAN 26	FEB 26	MAR 26	APR 26	MAY 26
Maura Twomey, AMBAG (Heather Adamson, Bhupendra Patel, Paul Hierling)	A	P(A)	P	P(A)	P(A) (V)	P(A)	P	P(A) (V)	P	P
Scott Eades, Caltrans, Dist. 5 (Orchid Monroy Ochoa, John Olejnik, Richard Rosales, Brandy Rider, Kyle Birch, Kelly McClendon; Paul Valadão)	P	P(A) (V)	P(A) (V)	P	P(A) (V)	P(A)	P(A)	P	P(A)	P(A)
Richard Stedman, Monterey Bay Air Resources District (David Frisbey)	P(A) (V)	A	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)
Dino Pick, Monterey Regional Airport District (Carl Miller)	P(V)	A	A	P(V)	P(V)	P(V)	P(V)	P(V)	P(V)	A
Carl Sedoryk, Monterey-Salinas Transit (Lisa Rheinheimer, Michelle Overmeyer)	P(A)	P(A)	P	P	P(A) (V)	P(A) (V)	P	P(V)	P	P
Eduardo Montesino, Watsonville	A	A	A	A	A	A	A	A	A	A
Glen Nelson, CSUMB (Matthew McCluney)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	A	A	P(A) (V)	P(A) (V)	E

P = present; P(A) = alternate present; P(V) = videoconference; E = excused absence; ADA= American Disabilities Act; JC# =Just Cause; A = absent; P= New Representative*

TAMC STAFF	JUN 25	AUG 25	SEP 25	OCT 25	DEC 25	JAN 26	FEB 26	MAR 26	APR 26	MAY 26
O. Barajas, Transportation Planner								P*	P	P
R. Bigelow, Contracts and Grants			P*	P	P	P	P	P	E	P
D. Bilse, Principal Engineer	P	P	P	P	P	P	P	P	P	P
A. Cook, Principal Transp. Planner								P*	P	P
N. Gomez, TAMC Intern	E	P(V)	P(V)	P(V)	P(V)	P(V)	P(V)	P(V)	P(V)	P(V)
A. Green, Principal Transp. Planner	P	P(V)	E	E	P	P	P	P	P(V)	P(V)
A. Guther, Transportation Planner	P	E	P	P	P	P	P(V)	P	P	P(V)
A. Hernandez, Transp. Planner	P	P	E	P	P	P	P	P	P	P
J. Kise, Dir. Finance & Administration	P	P	P	P	P	P	P	P(V)	P	E
S. Linnevers, Transportation Planner									P*	P
M. Montiel, Administrative Assistant	P	P	P	P	P	P	P	P	P	E
T. Muck, Executive Director	P	P	P	P	P	P	P	P	P	P
M. Park, Finance Officer	E	P	P	P	P	P	P	P	P	P
E. Rodriguez, Clerk of the Board	P	P	P	P	P	P	P	E	P	P
M. Shaheen, Finance Assistant	P	P	P(V)	P	P	P	P	P	P	E
J. Strause, Sr. Transp. Planner	E	P	P	P	P	P	E	P	P	P

S. Strong, Legal Counsel	P	P	P	P	P	P	P	P	P	P
C. Watson, Director of Planning	P	P	P	P	P	P	P	P	P	P(V)
L. Williamson, Senior Engineer	P	E	P	P	P	P	P	P	P	P
B. Wilson, TAMC Intern			P*	P(V)	P(V)	P(V)	P	P	E	E
T. Wright, Community Outreach	P	E	P	E	E	P	P	P(V)	P	P(V)
M. Zeller, Director of Programming & Project Delivery	P	P	P	P	P	P	P	P	P	P

OTHERS PRESENT

Javier Gomez	Monterey County District 1	Mike Weaver	Public
Michael Groves	EMC Planning Group	Dwight Stump	Public
Mitch Weiss	Khoury Consulting	Eric Petersen	Public
Tony Harris	Consultant	Evan Snider	Public
Brielle Corry	Miovision	Barry Jones	Public
Azadeh Heydari	GHP	Kamash Vedula	Public
Morgan Tade	Law Intern	Jennifer Ramirez	Public
Vibeke Norgaard	Sand City, City Manager	Michael Miller	Public
Nick Mclroy	Sand City Planning Manager		

1. QUORUM CHECK – CALL TO ORDER

Chair Poduri called the meeting to order at 9:04 a.m. Elouise Rodriguez, Senior Administrative Assistant/Clerk of the Board, called the roll and confirmed a quorum was established. Chair Poduri led the pledge of allegiance.

2. PUBLIC COMMENTS

Bryan Rosen, resident, commented on environmental mass transit and the need for long distance buses.

3. CONSENT AGENDA

M/S/C Oglesby/White/ passed

Board Member Velazquez pulled item 3.1.6 for comment.

The Board approved the consent agenda as follows:

ADMINISTRATION and BUDGET

- 3.1.1** Approved the minutes of the Transportation Agency for Monterey County, the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for Monterey County meeting of April 22, 2026.
- 3.1.2** Accepted the list of payments and deposits for April 2026 and the credit card statements for March 2026.
- 3.1.3** Received list of contracts awarded under \$50,000.
- 3.1.4** Received report on conferences or trainings attended by agency staff.

3.1.5 Regarding Eaton & Associates - Computer and Information Technology Services Contract Amendment #1

1. Approved and authorized the Executive Director to execute contract amendment #1 with Eaton & Associates for the Agency's Computer and IT Services contract to increase the budget by \$52,365 for a total not-to-exceed amount of \$219,380 over the remaining term of the agreement ending December 31, 2029 to cover additional remote service costs and enhanced cybersecurity monitoring;
2. Authorized the use of Reserves funds budgeted for this project;
3. Found that this amendment is justified as a sole source due to the efficiencies that support award to the existing consultant as a logical follow-on to work already in progress under a competitively awarded contract; and
4. Authorized the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

3.1.6 Regarding Monterey Branch Line Ground Lease Assignment and Assumption adjacent to 1711 Del Monte Blvd:

1. Approved the Ground Lease Assignment and Assumption by and among Monterey Motors, Cappo Management and TAMC, consenting to the assignment of a lease of Monterey Branch Line property adjacent to 1711 Del Monte Blvd in Seaside California; and
2. Authorized the Executive Director, or their designee, to execute the Ground Lease Assignment and Assumption Agreement, pending collection of all unpaid lease rents; and
3. Authorized the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the Agreement, including approval of future modifications or amendments that do not significantly alter the intent of the agreement.

Board Member Velazquez pulled this item for clarification on the agreement recitals, extending the lease for four more years until 2028. Agency Counsel Strong noted that this is an assignment assumption that we have with the current lease agreement with lessee and the lease had unilateral extensions under recital so staff can track. He noted that the timeline mentioned by Velazquez was accurate.

3.1.7 Ratified action by the Executive Director to enter into an Amendment #1 to the agreement for services with PrintWork.Solutions for printing and mailing the Agency's annual report.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

3.2.1 No reports this month.

PLANNING

3.3.1 Regarding Legislative update:

1. Received update on state and federal legislative issues;

2. Adopted positions on legislation; and
3. Ratified Executive Committee action to sign on to the Caltrans "California Federal Surface Transportation Reauthorization Principles."

PROJECT DELIVERY and PROGRAMMING

- 3.4.1** Authorized the Executive Director to enter into a Cooperative Agreement with Caltrans, pending legal counsel approval, for the construction phase of the State Route 156 / Castroville Boulevard Interchange project.
- 3.4.2** Adopted the Fifth Addendum to the Final Environmental Impact Report for the Fort Ord Regional Trail and Greenway project.

3.4.3 Regarding FORTAG Jerry Smith Trailhead - Incidental Take Permit Consultant Contract:

1. Approved and authorized the Executive Director to execute a contract with Rincon Consultants, Inc, subject to approval by Agency Counsel, in an amount not to exceed \$65,000 to provide California Department of Fish and Wildlife (CDFW) Incidental Take Permit (ITP) application preparation services for the Jerry Smith Trailhead segment of the Fort Ord Regional Trail and Greenway (FORTAG) project, for the period ending June 30, 2029;
2. Approved the use of Measure X funds budgeted for this project;
3. Found that this contract is justified as a sole source due to the efficiencies that support award to the consultant due to their expertise in the project area and work on ITPs for prior FORTAG segments; and
4. Authorized the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract amount or term.

3.4.4 Regarding FORTAG Canyon Del Rey - Temporary Construction Easement Extension:

1. Approved and authorized the Executive Director, or their designee, to execute an agreement for purchase of a temporary construction easement with Ng, Low, & Ng for an amount not to exceed \$15,900 for the term through December 31, 2026;
2. Authorized the use of Regional Measure X funds budgeted to this project; and
3. Authorized the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the agreement, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

3.4.5 Approved use of \$800,000 Regional Surface Transportation Program Reserve as leveraging funds for two Active Transportation Program Grant projects: Soledad Safe Routes to Schools and Gateway for Monterey Bay.

RAIL PROGRAM

3.5.1 Regarding Monterey County Rail Extension Kick Start Project Package 2 - Salinas Layover Facility - 20 New Street - Structure Demolition Call for Bids

1. Approved Notice to Bidders, Special Provisions and Plans for hazardous materials testing and building demolition for the Salinas Rail Station, Package 2, subject to Agency Counsel and Caltrans approval;
2. Authorized the Executive Director to publish the bid documents, and return to the Board of Directors with a recommendation for approval of a contract; and
3. Approved the use of funds from the approved project budget for this work in an amount not to exceed \$99,000, and \$5,000 as a contingency fund for change orders.

3.5.2 Regarding Monterey County Rail Extension - Taber Drilling Contract Amendment #1

1. Approved and authorized the Executive Director, or their designee, to execute contract amendment #1 with Taber Drilling, subject to approval by Agency Counsel, to extend the deadline by two months and increase the budget in an amount not to exceed \$15,091, for a total not-to-exceed contract amount of \$59,584, for geotechnical drilling for the Monterey County Rail Extension Kick Start project;
2. Authorized the use of state funds budgeted for this project;
3. Found that this amendment is justified as a sole source due to the efficiencies that support extending the contract with the existing consultant as a logical follow-on to work already in progress under a competitively awarded contract; and
4. Authorized the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

REGIONAL DEVELOPMENT IMPACT FEE

3.6.1 No report this month.

COMMITTEE MINUTES AND CORRESPONDENCE

3.7.1 Accepted draft minutes from Transportation Agency committees:

- Executive Committee – draft minutes of May 6, 2026
- Rail Policy Committee – draft minutes of May 4, 2026
- Bicycle and Pedestrian Facilities Advisory Committee – May 6, 2026
- Technical Advisory Committee – draft minutes of May 7, 2026
- Excellent Transportation Oversight Committee – No meeting

3.7.2 Received Transportation Agency for Monterey County correspondence for May 2026.

END OF CONSENT AGENDA**4. STATE ROUTE 68 ADAPTIVE TRAFFIC SIGNAL PROJECT UPDATE**

The Board of Directors received an update on the State Route 68 Adaptive Signal Pilot Project.

The presentation follows the Board's previous authorization of \$1.2 million for Caltrans to conduct a five-year adaptive signal pilot project on State Route 68.

Doug Bilde, Principal Engineer, reported that the State Route 68 corridor includes nine signalized intersections that experience significant congestion during peak commute periods. With funding from the Transportation Agency, Caltrans procured a system from Miovision designed to improve traffic flow using real-time traffic data and technology incorporating artificial intelligence (AI). Unlike traditional signal timing, this adaptive system continuously adjusts to changing traffic conditions, allowing it to optimize traffic flow and respond to seasonal traffic fluctuations, special events, and incidents.

The Miovision adaptive traffic signal system and adaptive operations were implemented on May 5, 2026. A preliminary analysis was done on the adaptive operations to reflect typical traffic conditions when local schools are in session. Early results show generally improved travel times during peak commute times. Increased side-street delay was also observed. Mr. Bilse noted that the system is being evaluated as a five-year pilot program intended to provide real-world performance data while the Agency evaluates whether the benefits of roundabouts justify their relative cost relative compared to the new baseline conditions with the adaptive signal system.

Public comment:

Dwight Stump, resident, commented that it was very encouraging to see the TAMC staff report that stated “early results show improved travel times in the prime direction of traffic flow during peak commute times” as a result of the newly installed AI Adaptive System on Hwy 68. He noted numerous news articles that recognize and applaud the installation of this AI Adaptive System Technology.

5. MEASURE X SENIOR & DISABLED TRANSPORTATION CYCLE 4 AWARD RECOMMENDATIONS**M/S/C** Baron/White/

Abstained: Gonzales

After an extensive discussion following the Board presentation about the funding and selection process, the Board approved the recommendation by the Measure X Citizens Oversight Committee to adopt a resolution to award the Cycle 4 Measure X Senior & Disabled Transportation Program of Projects for Fiscal Years 2026/27 through 2028/29 as follows:

- \$1,116,300 to Independent Transportation Network (ITN) Monterey County
- \$526,328 to Alliance on Aging
- \$50,244 to City of Greenfield
- \$67,128 to Veterans Transition Center
- \$100,000 to Blind & Visually Impaired Center

The Board also authorized the Executive Director or his designee to execute Measure X Senior & Disabled Transportation Grant agreements.

M/S/F Delgado/Donohue/failed

Board Member Delgado made a substitute motion and seconded by Board Member Donohue to take funds from the top 2 ranked awardees and fund 50% of the Partnership for Children. The motion failed with a 4 to 9 vote. Board Member Baron noted that he was uncomfortable with this and could not support the substitute motion.

6. **NORTH MONTEREY COUNTY REGIONAL TRANSPORTATION VULNERABILITY ASSESSMENT PROJECT OVERVIEW AND RESULTS**

The Board of Directors of the Transportation Agency for Monterey County (TAMC) received the North Monterey County Regional Transportation Vulnerability Assessment Project Overview and Results.

Alissa Guther, Transportation Planner, reported In August 2023, TAMC was awarded a Caltrans Climate Adaptation Planning grant in the amount of \$378,023 for a Monterey County Regional Transportation Vulnerability Assessment, matched with \$48,977 in Agency Rural Planning Assistance funds for a total project budget of \$427,000. Of that total project budget, \$357,078 was allocated for consultant services to Pathways Climate Institute, with the remaining \$69,922 set aside for project administration and TAMC staff role in the project tasks.

The Regional Transportation Vulnerability Assessment (RTVA) evaluates how climate-related hazards are affecting and will continue to affect the transportation system in North Monterey County. The assessment identifies a range of current and future hazards, including: extreme precipitation, riverine flooding, coastal flooding, sea level rise, groundwater rise, landslides, wildfire, and post-wildfire debris flows; and analyzes how these hazards interact with transportation infrastructure across multiple time horizons and climate scenarios. Findings indicate that precipitation-based hazards, particularly riverine and rainfall-runoff flooding along the Pajaro and Salinas Rivers, are the dominant drivers of transportation vulnerability under existing conditions. Chronic flooding occurs regularly during winter storm events, disrupting mobility, increasing travel times, and limiting access to essential services for local residents.

7. FINAL OVERALL WORK PROGRAM, BUDGET, AND INTEGRATED FUNDING STRATEGY

M/S/C White/Oglesby/unanimous

The Board of Directors approved Resolution 2026-06 adopting the fiscal year 2026/27 budget and estimated budgets for fiscal years 2027/28 and 2028/29 and the Overall Work Program for FY 2026/27, and; Approved the 2026 Integrated Funding Strategy.

The Board of Directors approved Resolution 2026-06 adopting the fiscal year 2026/27 budget and estimated budgets for fiscal years 2027/28 and 2028/29 and the Overall Work Program for FY 2026/27, and; Approved the 2026 Integrated Funding Strategy.

Mike Zeller, Director of Programming & Project Delivery, presented the Integrated Funding Strategy and Overall Work Program for fiscal year 2026/27. In February, the Board approved the draft budget and Overall Work Program. Mike Zeller noted that there are no major changes on the Overall Work Program and the Integrated Funding Strategy since last shared in February.

Mi Ra Park reported that this final budget makes changes to reflect the latest information on revenues and expenditures, and includes out year budgets for fiscal years 2027/28 and 2028/29. The Agency operating expenditures include salaries and benefits (including a A 3.0% cost of living allowance), materials and services, and equipment. She noted that the proposed fiscal year 2026-2027 operating expenditure budget is \$5,254,308, a net increase over fiscal year 2025-2026 of \$727,134 (16.1%).

8. REPORTS FROM TRANSPORTATION PROVIDERS

Caltrans District 5 – Brandy Rider announced the following:

- The California Department of Transportation (Caltrans) is pleased to release the Draft Fiscal Year (FY) 2027-28 Sustainable Transportation Planning Grant (STPG) Application Guide (Draft) for a public comment period from June 3 to July 2, 2026. The Draft describes policies, grant program objectives, administrative requirements, and procedures for submitting a competitive grant application. The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) Mission: Improving lives and communities through transportation. Sustainable Grant Guide Program, comments In June, call for applications in August.

Monterey Regional Airport District (MRY) — No report this month.

Monterey Salinas Transit District (MST) – Carl Sedoryk announced the following:

- Monterey Peninsula Trolley service resumed on May 23, 2026.
- Minor schedule changes will be made to Lines 23 King City and 23X King City Express. Several trips have been added to address overcrowding and, together with Line 84 changes, will provide several direct trips from Salinas to Paso Robles without a transfer. Service to Bradley will also be restored.
- A new outbound bus stop in Pacific Grove at Sinex Avenue / Crocker Avenue (#0217) will be served by Line 1 Pacific Grove via Asilomar.
- Monterey-Salinas Transit (MST) has been selected as the 2026 Gold Winner of the newly established American Public Transportation Association (APTA) Safe, Effective, Clean Transit Excellence Award, which recognizes public transportation providers that deliver dependable, welcoming, and responsive service.

Monterey Bay Air Resources District (MBARD) — David Frisbey announced the following:

- Assembly Bill (AB) 2766 authorized air districts to assess Motor Vehicle Registration \$4.00 fees to reduce air pollution from motor vehicles and for related planning, monitoring, enforcement, and technical studies necessary for the implementation of the California Clean Air Act of 1988.
- Electric light duty vehicle incentive program kicks off on July 1, offering \$2,000 and additional \$500 for low-income recipients
- Diesel Powered Vehicle replacement incentive program offering \$13,500 for zero emission vehicles

9. **REPORTS ON MEETINGS ATTENDED BY BOARD MEMBERS AT AGENCY EXPENSE**

Director Muck noted that he along with Board Members Daniels and LeBarre along with Dave Potter attended the 2026 Passenger Rail Summit in Sacramento on April 29 – May 1, 2026.

10. **EXECUTIVE DIRECTOR'S REPORT**

Executive Director Todd Muck announced the following:

- Vote for Sidewalk Art May 21- June 4- Vote for your favorite art to decorate sidewalks leading to schools in King City. Vote online <https://publicinput.com/kcsidewalkart>

Monterey County Active Transportation Plan (ATP) Stakeholder workshop for a chance to learn more about the project and give your input:

- Greenfield City Council Chambers: June 3, 2026, 6-8 p.m.
- Salinas Hartnell College June 24, 2026, 6-7:30 p.m.

On May 13, 2026, TAMC hosted a bus tour around Monterey County with special guests Toks Omishakin, Secretary of the California State Transportation Agency (CalSTA), and El-Tawansy, Director

of the California Department of Transportation (Caltrans) with support from Cark Sedoryk, Monterey Salinas Transit. Executive Director Muck shared pictures of the tour.

TOUR SITES:

- Salinas Train Station
- East Salinas
- U.S. 101 Chualar
- Highway 68
- Seaside Highway 218
- SURF Project
- Imjin Parkway

Chair Poduri thanked staff and MST for a great well-organized tour. Director Muck noted that it was a team effort to make this happen. Board Member Oglesby expressed his appreciation.

11. ANNOUNCEMENTS AND/OR COMMENTS

Chair Poduri commented that we consider an item discussing Measure X funding for non-profit agencies in the future.

Board Member Velazquez concurred, noting that staff also revisit the policies sooner than later.

12. CLOSED SESSION

PUBLIC COMMENT on the Closed Session:

Board member Carbone recused herself due to a conflict of interest.

Vibeke Norgaard, Sand City, City Manager, commented that the Sand City Trail is a multi-use trail that will provide free parking and ADA parking for access to the trail, MST Station and to free cultural activities. She noted that since they are a public agency and their project is a trail green space, that the Board consider waiving the Fair Market Value fees, also noting otherwise the City of Sand would not be able to make this work.

Nick McIlroy, Sand City, Planning Manager, commented that this is a monumental project, providing safe parking and ADA spaces to get to the trail.

Michael Groves, EMC President, commented that this is a great trail, Sand City is committed to maintain the trail and waiving the fees would be appropriate action by the Board.

The Board entered Closed Session pursuant to Pursuant to Government Code section §54956.8, confer with real property negotiators concerning the disposition of Agency-owned property:

- Property: Monterey Branch Line
- Agency negotiators: Todd Muck, Mike Zeller
- Negotiating parties: City of Sand
- Under Negotiation: Terms of Use Agreement

RECONVENED

The Board of Directors reconvened in open session and Agency Counsel Strong reported no actions were taken.

13. ADJOURNMENT

Chair Poduri adjourned the meeting at 1:03 p.m.

Memorandum

To: Board of Directors
From: Mi Ra Park, Finance Officer/Analyst
Meeting Date: June 24, 2026
Subject: **TAMC Payments for the Month of May 2026.**

RECOMMENDED ACTION:

ACCEPT the list of payments and deposits for May 2026 and the credit card statement for April 2026.

SUMMARY:

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

FINANCIAL IMPACT:

The checks processed and Automated Clearing House (ACH) transferred for this period total \$933,299.87 which included checks written for May 2026.

DISCUSSION:

During the month of May 2026, transactions in the operating account and credit card account are in Attachments 1 and 2. These reports show all expenditures paid by checks, electronics funds transfers, and credit card during this period. All expenditures, payments, and disbursements are consistent with the TAMC approved budget.

ATTACHMENTS:

1. 2026-06 CalCard May Inv 5679 - signed_Redacted
2. 2026-05 Account Register

WEB ATTACHMENTS:

Statement Date : 05-25-2026



Optional Comments:

Corporate Account Summary		Payment Information	
Previous Balance	\$21,437.56	Amount Due	\$9,772.01
Purchases and Other Charges	\$9,772.01	Payment due in accordance with your agreement with U.S. Bank.	
Cash Advances	\$0.00	QUESTIONS OR TO REPORT A LOST OR STOLEN CARD, CALL CUSTOMER SERVICE 1-800-344-5696	
Cash Advance Fees	\$0.00	To overnight or courier a payment, please send to:	
Late Payment Charges	\$0.00	Corporate Payment Systems	
Credits	\$0.00 CR	3180 Rider Trail S, Department 790428	
Payments	\$21,437.56 PY	Earth City, MO 63045-1518	
New Balance	\$9,772.01		
Disputed Amount	\$0.00		

Corporate Account Activity	
Total Corporate Activity \$21,437.56 CR	

Post Date	Tran Date	Transaction Description	Amount
04-30	04-26	PAYMENT - THANK YOU 00000 C	15,758.47 PY
05-22	05-19	PAYMENT - THANK YOU 00000 C	5,679.09 PY

New Activity			
	Purchases	\$9,772.01	Total Activity \$9,772.01
	Cash Advances	\$0.00	
	Cash Advances Fees	\$0.00	
	Credits	\$0.00 CR	

Post Date	Tran Date	Transaction Description	Amount
05-04	04-30	SACRAMENTO HOLIDAY INN 4804262831 CA	162.14
		1200806224804262831 ARRIVAL:04-29-26	
05-04	05-01	SACRAMENTO HOLIDAY INN 4804262831 CA	324.28
		1210805114804262831 ARRIVAL:04-29-26	
05-04	05-01	SACRAMENTO HOLIDAY INN 4804262831 CA	30.00
		1210806544804262831 ARRIVAL:04-29-26	

(transactions continued on next page)

✂ Payment may be made electronically or by check made payable to Corporate Payment Systems.

Amount Due: \$9,772.01

Amount Enclosed \$

If paying by check, include coupon with payment to address below

Statement Date : 05-25-2020

		New Activity cont	
05-04	05-01	SACRAMENTO HOLIDAY INN 4804262831 CA 1210849564804262831 ARRIVAL:04-29-26	324.28
05-04	05-01	SACRAMENTO HOLIDAY INN 4804262831 CA 1211021424804262831 ARRIVAL:04-29-26	339.28
05-05	05-04	AMAZON MKTPL*BJ8CW6RW1 AMZN.COM/BILL WA	155.09
05-07	05-06	GRUBHUB*THEBAGELCORNER GRUBHUB.COM NY	39.02
05-07	05-06	DEVICEMAGIC DEVICEMAGIC.C NC	459.00
05-07	05-05	GOVERNMENT FINANCE OFF 312-5784406 IL	200.00
05-08	05-08	DD *BAGELCORNER DOORDASH.COM CA	33.59
05-08	05-07	RALEY'S ECART #905 800-925-9989 CA	146.59
05-11	05-08	INTUIT *TSHEETS CL.INTUIT.COM CA	180.00
05-12	05-11	LA PLAZA BAKERY - KING 831-3858888 CA	187.87
05-13	05-12	COSTCO WHSE #0472 SALINAS CA	121.26
05-14	05-13	GROUPGREETING GROUPGREETING CA	99.00
05-14	05-13	LA PLAZA BAKERY EAST S 831-4220578 CA	40.37
05-14	05-13	LA PLAZA BAKERY - GONZ 831-6752337 CA	282.14
05-14	05-13	SQ *DELLA ROSE DELI SALINAS CA	72.08
05-20	05-19	TMOBILE*AUTO PAY 800-937-8997 WA	65.00
05-22	05-21	FEDEX OFFICE 5175 MRYKK SALINAS CA	6,319.27
05-25	05-22	SMART AND FINAL 431 SALINAS CA	191.75
		Department: 00000	Total: \$9,772.01
		Division: 00000	Total: \$9,772.01

**Transportation Agency for Monterey County (TAMC)
Operating Account
May 2026**

<u>Date</u>	<u>Num</u>	<u>Name</u>	<u>Description</u>	<u>Deposit</u>	<u>Payment</u>
05/01/2026	DEP	Railroad Right of Way Lease	Railroad Right of Way Lease	1,266.24	
05/04/2026	EFT	CalPers Health Benefits	Employee Benefits		30,320.20
05/06/2026	E-pay	EDD	Payroll Taxes and Withholdings		38.81
05/06/2026	E-pay	EDD	Payroll Taxes and Withholdings		6,705.46
05/06/2026	E-pay	United States Treasury	Payroll Taxes and Withholdings		15,106.34
05/06/2026	EFT	Interfund Transfer	Interfund Transfer	500,000.00	
05/06/2026	ACH	Payroll	Payroll		69,907.91
05/08/2026	E-pay	CalPERS 457	Employee Benefits		14,112.08
05/08/2026	E-pay	CalPers Retirement	Employee Benefits		11,287.77
05/08/2026	E-pay	CalPers Retirement PEPRA	Employee Benefits		6,526.88
05/08/2026	EFT	Railroad Right of Way Lease	Railroad Right of Way Lease	11,730.82	
05/08/2026	EFT	National Union	Insurance Claim	2,500.00	
05/14/2026	22499	Bank of America - Business Card	Various: Materials, Supplies, Travel		3,018.97
05/14/2026	22500	ClientFirst Consulting Group, LLC	ERP Consulting		1,760.00
05/14/2026	22501	Ecology Action	Direct Program Expense		136,321.79
05/14/2026	22502	Fedex (Postage)	Delivery Service		113.76
05/14/2026	22503	Fehr & Peers (V)	ATP and Traffic Stress Evaluation		15,656.19
05/14/2026	22504	GHD Inc.	Direct Program Expense - FORTAG Design and ROW		34,982.41
05/14/2026	22505	HDR Engineering Inc.	Direct Program Expense		85,778.92
05/14/2026	22506	J.A.V. Language Solutions LLC	Language Interpretation Services		600.00
05/14/2026	22507	Kimley-Horn & Associates, Inc.	Regional Impact Fee Consultants		3,465.00
05/14/2026	22508	MP Express	Printing Services		223.02
05/14/2026	22509	Office of the County Counsel	Legal Services		10,030.00
05/14/2026	22510	Oppidea, LLC	Accounting Services		3,000.00
05/14/2026	22511	Salinas Valley Chamber of Commerce	Meetings		450.00
05/14/2026	22512	Staples Inc	Office Supplies		240.63
05/14/2026	22513	U.S. Bank CAL-Card	Credit Card		5,679.09
05/14/2026	22514	Union Pacific Railroad Company	Design Engineering		2,295.12
05/15/2026	DEP	Railroad Right of Way Lease	Railroad Right of Way Lease	14,925.63	
05/15/2026	DEP	State of California	SAFE	36,713.51	
05/18/2026	DEP	Interfund Transfer	Interfund Transfer	550,000.00	
05/19/2026	DEP	National Union	Insurance Claim	238,276.67	
05/19/2026	DEP	State of California	FSP Reimbursement	94,482.00	
05/21/2026	DEP	State of California	FSP Reimbursement	116,118.00	
05/21/2026	ACH	Payroll	Payroll		69,777.81
05/22/2026	E-pay	CalPERS 457	Employee Benefits		14,112.08
05/22/2026	E-pay	CalPers Retirement	Employee Benefits		11,287.77
05/22/2026	E-pay	CalPers Retirement PEPRA	Employee Benefits		6,526.88
05/22/2026	E-pay	EDD	Payroll Taxes and Withholdings		4.11
05/22/2026	E-pay	EDD	Payroll Taxes and Withholdings		6,703.62
05/22/2026	E-pay	United States Treasury	Payroll Taxes and Withholdings		15,086.48
05/26/2026	EFT	County of Monterey	Interfund Transfer		286,792.94
05/28/2026	22516	Allied Delta Dental	Employee Benefits		1,472.73
05/28/2026	22517	Department of Motor Vehicles	Vehicle Registration		476.00
05/28/2026	22518	Fedex (Postage)	Delivery Service		8.49
05/28/2026	22519	Printworks Solutions (V)	Printing Services		51,736.00
05/28/2026	22520	Daniels, Kate	Board Member Stipend/Reimbursement		280.68
05/28/2026	22521	Fedex (Postage)	Delivery Service		16.69
05/28/2026	22522	LeBarre, Mike	Board Member Stipend/Reimbursement		404.24
05/28/2026	22523	VASQUEZ & COMPANY LLP	Financial Audit		10,993.00
05/29/2026	DEP	Railroad Right of Way Lease	Railroad Right of Way Lease	1,321.00	
05/29/2026	EFT	Railroad Right of Way Lease	Railroad Right of Way Lease	9,598.39	
05/31/2026	EFT	Interest	Interest	70.35	
				<u>1,577,002.61</u>	<u>933,299.87</u>

Memorandum

To: Board of Directors
From: Jefferson Kise, Director of Finance & Administration
Meeting Date: June 24, 2026
Subject: **Contracts Awarded under \$50,000**

RECOMMENDED ACTION:

RECEIVE list of contracts awarded under \$50,000.

SUMMARY:

The list of contracts awarded by the Transportation Agency for Monterey County for services under \$50,000 approved by the Executive Director is submitted each month in accordance with the Agency's Procurement Policies to keep the Board informed.

FINANCIAL IMPACT:

The revenue source for each specific contract is in the approved Agency budget or has been approved by a specific Agency Board action.

DISCUSSION:

The Procurement Policies of the Transportation Agency for Monterey County state that contracts for services and annual extensions of such contracts for \$50,000 or less may be approved by the Executive Director, if the revenue source for the specific contract is in the approved Agency budget or is approved by a specific Agency Board action. The policies also require the Executive Director to submit a report to the Board identifying any contracts valued at \$50,000 and under, entered into in the preceding quarter.

The attached list of contracts awarded by the Transportation Agency for Monterey County for services under \$50,000 approved by the Executive Director is submitted each month to keep the Board informed.

ATTACHMENTS:

1. Contracts under \$50,000 June 2026 Board

WEB ATTACHMENTS:

Contracts for services and annual extensions of such contracts for \$50,000 or less may be approved by the Executive Director, if the revenue source for the specific contract is in the approved Agency budget or is approved by a specific Agency Board action. The Executive Director shall include a quarterly report to the Board identifying any contracts valued at \$50,000 and under, entered into in the preceding quarter.

**Contracts Under \$50,000
(but greater than \$5,000)
Board Report date: June 2026**

Staff	Consulting Firm/ Agency	Contract Activity	Start Date	End Date	Contract amount	Work Element	Fund Source
Jeff	ClientFirst	Contract Extension, no change in \$	6/6/2025	12/31/26	\$39,988	9110	Reserves

Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: June 24, 2026
Subject: **Conferences and Training Attended by Agency Staff**

RECOMMENDED ACTION:

RECEIVE report on conferences or trainings attended by agency staff.

SUMMARY:

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

FINANCIAL IMPACT:

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

DISCUSSION:

In Spring 2026, Alissa Guther, Associate Transportation Planner, attended the WTS Leadership Training in Oakland, CA (**attachment 1**).

On May 11-14, 2026, Ms. Guther attended the 2026 National Adaptation Forum in Pittsburgh, PA (**attachment 2**).

ATTACHMENTS:

1. WTS Leadership
2. National Adaptation Forum

WEB ATTACHMENTS:

Memorandum

To: Board of Directors

From: Alissa Guther, Associate Transportation Planner

Date: June 24, 2026

Subject: WTS Leadership Training

Over the course of six weeks in Spring 2026, Alissa Guther, Associate Transportation Planner, attended the WTS Leadership Training in Oakland, California. The training brought together a group of mid-career women transportation professionals and provided leadership coaching as well as an opportunity to network with other professionals in the field. It was a great opportunity to reflect on career goals, skills, and areas to improve and grow in transportation planning.

The training was split into four days:

- Day 1: The group was introduced to the training, and we learned that we would be focusing on personal change, behavior and achievement of our desired goals for the program. Our first exercise was to look at our values and think about how we apply them at work.
- Day 2: Goal Setting: Ways to change behavior, observe and record when the behavior happens to understand why and when it's happening. We discussed emotional intelligence and its use in work relationships, and how positive feedback and negative feedback should come in a 3:1 positive: negative ratio.
- Day 3: Networking focus.
- Day 4: Leadership Goals, presentation practice and panel discussion. This session was the final session and focused on leadership styles. We discussed the “authentic self” and how to promote yourself, have positive self-expression, excitement, contribution, and confidence when leading.

Overall, the program afforded me a great opportunity to reflect on my leadership experience and skills, understand my potential for growth, and learn about valuable tools to understand myself and others in my professional sphere. I was able to learn about my leadership style, work through current challenges and self-limiting beliefs, practice being an authentic leader and colleague, and meet inspiring women who are working in the same field.

Memorandum

To: Board of Directors

From: Alissa Guther, Associate Transportation Planner

Date: **June 24, 2026**

Subject: **National Adaptation Forum**

On May 11-14, Alissa Guther, Associate Transportation Planner, attended the 2026 National Adaptation Forum in Pittsburgh, Pennsylvania. The conference was an opportunity to network and expand on TAMC’s work on climate adaptation work and staff helped lead a workshop on the North Monterey County Regional Transportation Vulnerability Assessment (RTVA).

Ms. Guther helped plan and facilitate the “Coastal Towns” workshop, which focused on the outreach done in the RTVA in rural North Monterey County. The session included a presentation overview of the outreach strategies and results as well as a “World Café” discussion on challenges and strategies for doing outreach in rural and low-density communities.

Sessions Included:

- Forum Welcome and Plenary
- “Reztoration”: Mad Dog reservation, An Indigenous Community Resilience Boardgame
- Tools Café: Support for Municipal and State Governments
- Home Buyouts Without Federal Support
- Wetlands for Climate: Breaking Barriers, building partnerships, advancing resilience
- Rising together: a regional model for Sea Level Rise Adaptation Planning
- Coastal Towns to Agricultural Grounds: Examining Unique Transportation based Climate Vulnerabilities in North Monterey County

Key Takeaways:

- Art and environmental outreach are deeply intertwined. A great way to get community members engaged with transportation and climate issues is through activating a space with public art.
- In the current federal funding landscape, being creative with local funds is important. You can incentivize improvements and protections for stormwater and street maintenance through giving property owners discounts on maintenance.
- Building meaningful relationships takes time and to have effective community outreach, it's important to learn and understand feedback and respond effectively.
- Invite community members to be a part of planning processes.
- Including youth in outreach and education efforts builds community trust.

Memorandum

To: Board of Directors
From: Jefferson Kise, Director of Finance & Administration
Meeting Date: June 24, 2026
Subject: **Agency policy revisions**

RECOMMENDED ACTION:

APPROVE recommended amendments to Agency policies.

SUMMARY:

Agency policies are comprised of the Accounting & Finance policy, Human Resources Rules & Regulations, and Administrative Policies & Procedures. The Human Resources Rules and Regulations policy is being revised to allow for an alternative payroll cycle, to reflect an update in the staff life insurance coverage limit, and an increase in the educational benefit allowance.

FINANCIAL IMPACT:

The payroll cycle change would have no financial impact. Having moved to a new carrier, the premium for the increased life insurance limit is half as much as the old policy, while the increased education benefit is estimated to add \$4,500 in benefit costs. This additional cost has been budgeted for in the upcoming FY26-27 budget.

DISCUSSION:

The Board adopted the current Human Resources Rules and Regulations in March 2022. The changes reflected in the attached update account for a couple of regulatory updates, clarify some existing policies, and reflect updates to benefits. To summarize by item:

- 2.27 allowing for the possibility of semi-monthly pay periods
- 14.1.B clarifying that bereavement time is paid
- 14.8 Incorporating AB1949 language for bereavement
- 15.5.C Incorporating AB1041 language for employee family leave
- 16.1.C Reflecting the increase life insurance benefit resulting from this year's update in coverage.
- 17.3.B Reflecting the increased education benefit passed in the FY26/27 budget

ATTACHMENTS:

None

WEB ATTACHMENTS:

[TAMC HR Rules Regs amended June 2026 redline](#)

Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: June 24, 2026
Subject: **Legislative Update**

RECOMMENDED ACTION:

Legislative Update:

1. **RECEIVE** update on state and federal legislative issues; and
2. **ADOPT** positions on proposed legislation.

SUMMARY:

This report provides an update on state and federal legislative issues.

FINANCIAL IMPACT:

Proposed legislation could impact transportation funding availability.

DISCUSSION:

On June 3, 2026, the Executive Committee received a legislative update and discussed recent developments in state and federal legislation. This report summarizes that information.

Attachment 1 is a state legislative update that details the May Revise budget proposal and implications for the Cap and Trade/ Cap and Invest programs and transportation funding.

Web attachment 1 is a draft bill list showing the recommended positions and relating to the adopted 2026 Legislative Program (**web attachment 2**). Bills that are now "dead" will be removed from future bill lists. Due to amendments to Senate Bill (SB) 667 made on June 3, staff is recommending a change from an "oppose" to a "watch" position.

Attachment 2 is a federal legislative update, reviewing the transportation reauthorization bill proposed by the House Transportation and Infrastructure Committee on May 17, the "Building Unrivaled Infrastructure and Long-term Development for America's 250th Act" or the "BUILD America 250 Act."

ATTACHMENTS:

1. State Leg Update-June
2. Federal Legislative Update - June 2026

WEB ATTACHMENTS:

1. [State bill list \(June\)](#)
2. [TAMC 2026 Legislative Program](#)



June 8, 2026

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, President, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – JUNE**

General Outlook

The legislature is working on passing a budget by June 15. Governor Newsom must sign it by June 30. On May 14, Governor Newsom released his proposed May revision to the fiscal year (FY) 2026-27 State Budget, which cites a \$39 billion surplus. There are no changes to funding for transportation programs, which are predominantly reliant on special funds such as the gas tax, vehicle registration fees, or cap-and-invest auction proceeds.

Cap-and-Invest Funding in Jeopardy

It remains to be seen whether the legislature can maintain ongoing commitments to transit capital operations, affordable housing, and air quality programs under Cap-and-Invest. That funding will be contingent upon the accrual of auction proceeds, which have been plummeting in an unstable credit market.

Under the Cap-and-Trade program, which runs through June 30, 2026, the Transit Capital and Intercity Rail Program (TIRCP) will receive 10%, and the Low Carbon Transit Operations Program (LCTOP) will receive 5% of all proceeds. In FY 25-26, the proceeds totaled \$4.4 billion, which resulted in \$440 million for TIRCP and \$220M for LCTOP. The extension and rebranding of Cap-and-Trade to Cap-and-Invest has made things challenging, as those programs are the lowest priority. Funding is threatened with elimination entirely due to market instability, leading to a shrinking pie as industry has purchased fewer credits and to the repurposing of auction proceeds to provide industry subsidies and rebates to utility ratepayers beyond the levels provided since the program's inception in 2014.

With auction proceeds declining further to the \$3 billion level, TIRCP is estimated at \$209 million and LCTOP at \$105 million, based on the last two auctions, representing a 47%

reduction from FY 25-26 for each program. Current projections for the various programs in Cap-and-Invest are available online [here](#). (The chart references GB, the January Governor's Budget, and MR, the May Revise.) The bottom line is that only high-speed rail would be funded at \$3 billion, because the Governor wants to use \$2 billion to accelerate rebates for utility ratepayers, while ARB attempts to placate industry by regulating a lower price for the purchase of credits. The legislature is struggling to stabilize the market and make commitments provided in the Cap-and-Invest expenditure plan.

On May 29, the Air Resources Board (ARB) approved proposed amendments to the Cap-and-Invest program to prevent "industry leakage," meaning emission reductions achieved within a Cap-and-Invest jurisdiction are offset by emissions increases outside that jurisdiction, undermining the program's environmental effectiveness. An example is when a utility switches from regulated in-state power generation to importing electricity from unregulated out-of-state sources. Additionally, the Governor announced his intention to provide [larger utility credits](#) to ratepayers. Credits have been issued since Cap-and-Trade's inception in 2014. The combined impact of underwhelming auction proceeds and the increased use of auction proceeds revenue for ratepayers (from \$8 billion to \$10 billion between 2027 and 2030) will eliminate funding for TIRCP, LCTOP, and the Affordable Housing and Sustainable Communities Program. Furthermore, this action would reduce the likelihood of honoring the appropriation of the remaining Senate Bill 125 balance (\$690 million, including \$230 million for FY 26-27 and \$460 million for FY 27-28).

The legislature will have until August 31 to develop a solution to secure funding for air quality and housing programs.

Senate Bill 125 Funding in Doubt

In 2023, the Legislature passed Senate Bill (SB) 125 to help fund rail and bus transit capital and operations. The total funding under that bill was \$5.1 billion statewide. TAMC's total share is \$52.5 million. The TAMC Board approved splitting that funding 50/50 between TAMC's rail program and MST for bus operations, which MST later reassigned to the SURF! Busway project. This project list was approved by the California State Transportation Agency (CalSTA).

To date, the Legislature has appropriated only \$4.4 billion in SB 125 funding. The State has not disbursed the full balance of TAMC's formulaic share under that appropriation, which should be \$47.4 million. TAMC has received \$36.3 million so far. It appears unlikely that the state will appropriate the remaining \$690 million to exhaust the program appropriation authority and to honor the remaining \$4.8 million owed to TAMC under that last authority amount. We will work with our delegation to secure all authorized funding.



Memorandum

To: TAMC Executive Committee

From: Christina Watson, Director of Planning

Date: June 3, 2026

Subject: Federal Legislative Update

Surface Transportation Reauthorization Update

Congress passes multi-year Surface Transportation Acts to fund America's public works, including roads, bridges, transit, and rail, providing states with long-term certainty for infrastructure planning and project delivery. The current version, the Infrastructure Investment and Jobs Act (IIJA), expires on September 30, 2026.

On May 17, leaders of the House Transportation and Infrastructure Committee unveiled legislative text of their highway and infrastructure funding reauthorization bill covering the next five years, the "Building Unrivaled Infrastructure and Long-term Development for America's 250th Act", or "BUILD America 250 Act" ([HR 8870](#); [summary](#); [news release](#)). The bill would provide new funding to the Highway Trust Fund, implement an annual fee on electric and hybrid vehicles, and create a federal framework for autonomous vehicles.

The Transportation and Infrastructure (T&I) Committee marked up the bill and passed it 62-2 on May 22 and the bill is now pending mark-up by the Energy and Commerce (E&C) Committee. Upon completion of the markup and eventual floor consideration, leadership will look to pursue a bicameral agreement with the Senate ahead of the expiration of current surface transportation act on Sept. 30, 2026.

If lawmakers cannot come to agreement by the deadline, Congress is likely to act on a short-term extension of surface transportation programs and come to agreement before the end of the 119th Congress.

The House's highway bill is already hitting major roadblocks. For one, it's unclear if the bill can pass the House. Many Democrats don't like the proposed \$130 annual registration fee for EVs.

The new fees for EVs and hybrids are also generating blowback from conservative circles beyond the Hill, who are framing them as new car taxes. Hill conservatives are resistant to the bill's \$580 billion price tag. Some Republicans don't like the rail safety measure added during the markup.

Staff will continue to monitor the developments and report back with updates. TAMC signed on to the Caltrans Consensus Principles document and will continue to coordinate with Caltrans and partner agencies on this process.

Memorandum

To: Board of Directors
From: Alissa Guther, Associate Transportation Planner
Meeting Date: June 24, 2026
Subject: **North Monterey County Regional Transportation Vulnerability Assessment**

RECOMMENDED ACTION:

APPROVE the North Monterey County Regional Transportation Vulnerability Assessment.

SUMMARY:

The North Monterey County Regional Transportation Vulnerability Assessment identifies and assesses hazards related to climate (flood, wildfire, landslide, etc.) that impact the north Monterey County area transportation network. The assessment then uses that data, in conjunction with public engagement, to prioritize vulnerable road areas for future improvements.

FINANCIAL IMPACT:

In August 2023, TAMC was awarded a Caltrans Climate Adaptation Planning grant in the amount of \$378,023 for the Monterey County Regional Transportation Vulnerability Assessment, matched with \$48,977 in Rural Planning Assistance funds for a total project budget of \$427,000. Of that total project budget, \$357,078 was allocated for consultant services to Pathways Climate Institute, with the remaining \$69,922 set aside for project administration and TAMC staff role in the project tasks.

DISCUSSION:

Hazards brought on by climate change pose a serious threat to transportation infrastructure and the safety and quality of life of residents. The North Monterey County Regional Transportation Vulnerability Assessment for transportation corridors in Monterey County identified transportation infrastructure in the coastal areas of the county that are at risk of sea level rise, coastal flooding, and erosion; and created a project prioritization list with information on adaptation strategies for the projects on that list. This project area is the northern region of Monterey County, including Moss Landing, Elkhorn, Pajaro, Castroville, and the unincorporated regions of the northern Monterey County coastal area, with project limits bordering the county line at the northern and eastern limits and reaching to unincorporated county before Marina and Salinas city limits.

The exposure and vulnerability assessment identified numerous roadways that are vulnerable to existing, near-term (2050) and long-term (2100) hazards. When limited resources and funding are available to implement projects, a prioritization framework can help identify where hazard-mitigation and multi-benefit projects would best serve North Monterey County's transportation and mobility needs, reduce community impacts, support community-identified needs, and balance both transportation and community goals. Some of the priority areas identified in the study include Elkhorn Road, Castroville Boulevard and Salinas Boulevard. The areas identified in the study could be used by TAMC and partner agencies to enhance grant applications, justify further improvements to existing projects and assist in the development of planning projects. Data and maps developed in the study

will be shared with partner agencies to better understand their projects and develop current work.

The vulnerability assessment (included as a web attachment) builds on previous local and statewide studies, including the Caltrans District 5 Climate Change Adaptation Priorities Report, to evaluate how climate-related impacts may affect the county's transportation system. This includes local roads and streets, rail lines and crossings, active transportation facilities, and transit infrastructure.

With the assessment now complete, TAMC will use its findings, along with the associated hazard viewer and prioritization tools, to support grant funding applications, guide prioritization of existing and future projects based on climate risks, and strengthen coordination with regional partners on climate resilience efforts.

ATTACHMENTS:

None

WEB ATTACHMENTS:

[North Monterey County Regional Transportation Vulnerability Assessment](#)

Memorandum

To: Board of Directors
From: Ariana Green, Principal Transportation Planner
Meeting Date: June 24, 2026
Subject: **North Monterey County Safe Routes to School Plan Adoption**

RECOMMENDED ACTION:

APPROVE Resolution 2026-10 for the North Monterey County Safe Routes to School Plan, which:

1. Adopts the North Monterey County Safe Routes to Schools Plan; and
2. Determines the North County Safe Routes to Schools Plan and its proposed improvements were identified and analyzed in the program-level Environmental Impact Report for the 2050 Metropolitan Transportation Plan/Regional Transportation Plan.

SUMMARY:

The North Monterey County Safe Routes to School Plan covers the communities of Castroville, Las Lomas, Prunedale, Royal Oaks, and Pajaro. The goal of the Safe Routes to Schools planning process is to improve safety for students biking and walking to 11 schools in unincorporated North County and to reduce traffic around those schools. The Plan includes recommended infrastructure and non-infrastructure improvements to address barriers to getting to and from schools. TAMC staff has presented the draft Plan and received community input.

FINANCIAL IMPACT:

The North Monterey County Safe Routes to School Plan was funded through a \$665,092 Caltrans Sustainable Transportation Planning Grant and \$126,683 of Measure X Safe Routes to School Program funds as reflected in the approved agency budget. The projects selected through the Participatory Budgeting process are funded by \$781,500 in Regional Surface Transportation Program reserve funds and \$218,500 in Measure X Safe Routes to Schools funds, for a total of \$1 million.

DISCUSSION:

The North Monterey County Safe Routes to School Plan is a collaborative effort led by the Transportation Agency for Monterey County, Monterey County Public Works, Monterey County Health Department, Ecology Action, Caltrans, and the Center for Community Advocacy. Over a two-year planning process, the team identified barriers to safe access for ten public schools across North Monterey County, including Pajaro, Las Lomas, Prunedale, and Castroville, and developed recommendations for infrastructure and non-infrastructure improvements. These recommendations aim to reduce traffic congestion and promote healthier transportation options like walking, biking, carpooling, and bus use.

Community engagement played a key role, with students, parents, and school staff participating in assessments, mapping, and surveys to highlight safety concerns. The planning process began in

spring 2024 with outreach activities such as walking audits, parent meetings, and surveys. Alta Planning + Design, the project consultant, used community input to craft targeted recommendations for each school. In Fall 2024, Transportation Agency staff worked with North Monterey County High School students to conduct a school site audit and provide their own recommendations for the Plan. In May 2024, a Steering Committee of local parents and advocates was formed to lead a Participatory Budgeting process, allowing residents to vote on how public funds should be spent. TAMC has committed up to \$1 million to implement the top-voted projects, ensuring that community priorities shape the future of safe school transportation in North Monterey County. Residents voted on their preferred projects through a Participatory Budgeting process, casting 999 ballots (260 digital and 739 paper), with a majority voting in Spanish. Steering Committee members presented their recommendation for projects to the North Monterey County and Pajaro Valley School Districts and County Board of Supervisors in Fall 2025 and the projects were approved by both boards.

The Final North Monterey County Safe Routes to Schools Plan includes the following content (see the full Plan in the **web attachment**):

- Chapter 1: Introduction
- Chapter 2: Outreach
- Chapter 3: North Monterey County Existing Conditions
- Chapter 4: School Profiles
- Chapter 5: Participatory Budgeting
- Chapter 6: Implementation, Reporting, and Maintenance
- Appendices

TAMC staff has received feedback on the draft Plan from the Transportation Agency Bicycle and Pedestrian Facilities Advisory Committee, Transportation Agency Board, North Monterey County Steering Committee and North Monterey County Unified School District Board. There may be final changes to the Plan to reflect any feedback from the community that is received after this staff report was submitted. Once the Plan has been adopted, the County of Monterey, School Districts, and TAMC staff will pursue funding to implement recommendations in the Plan.

ATTACHMENTS:

1. 2026-10 - Safe Routes to School Plan Adoption CEQA

WEB ATTACHMENTS:

[Final North Monterey County Safe Routes to Schools Plan](#)



**RESOLUTION NO. 2026-10
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
DETERMINING THAT THE
NORTH MONTEREY COUNTY SAFE ROUTES TO SCHOOL PLAN
IS WITHIN THE SCOPE OF THE
2026 MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN
WHICH WAS ANALYZED BY THE ENVIRONMENTAL IMPACT REPORT (EIR)
CERTIFIED BY THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS AND
CONSIDERED BY TAMC IN ADOPTING
RESOLUTION NO. 2026-09, AND ADOPTING THE
NORTH MONTEREY COUNTY SAFE ROUTES TO SCHOOL PLAN**

WHEREAS, the Transportation Agency for Monterey County is the state-designated Regional Transportation Planning Agency (“RTPA”) for Monterey County; and

WHEREAS, on June 24, 2026, the Monterey County Regional Transportation Plan was approved by TAMC after review, consideration of, and adoption of findings for the program Environmental Impact Report (“EIR”) (SCH# 2020010204) for the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (“MTP/SCS”), certified by the Association of Monterey Bay Area Governments (“AMBAG”) on June 10, 2026, which EIR incorporates the Monterey County RTP, in compliance with the California Environmental Quality Act (“CEQA”); and

WHEREAS, TAMC acknowledged in Resolution No. 2026-09 that implementation of the RTP would result in significant environmental impacts, as identified in the Final EIR; and

WHEREAS, CEQA Findings were prepared in compliance with Public Resources Code § 21081 and § 15091 of Title 14 of the California Code of Regulations, also known as the CEQA Guidelines, for every significant impact of the 2026 Monterey County Regional Transportation Plan (“RTP”) identified in the EIR and for each alternative evaluated in the EIR, including an explanation of the rationale for each finding; and

WHEREAS, a Mitigation Monitoring and Reporting Program was prepared in compliance with Public Resources Code § 21081.6 and CEQA Guidelines § 15097 to ensure implementation of the mitigation measures identified in the Final EIR; and

WHEREAS, the North Monterey County Safe Routes to School Plan is an example of the Safe Routes To School Program, which was specifically identified and analyzed in the EIR as part of the Project List (Appendix C) which was the subject of TAMC Resolution 2026-09, including the Plan's associated roadway widening projects; and

WHEREAS, the North Monterey County Safe Routes to School Plan contains recommendations for both program/educational activities and infrastructure improvements, the implementation of which is dependent upon the identification of funding for individual projects; and

WHEREAS, the North Monterey County Safe Routes to School Plan acknowledges that further environmental review will be needed by the appropriate jurisdictions at the project-level to develop appropriate mitigation for individual projects.

NOW, THEREFORE, BE IT RESOLVED THAT: the Transportation Agency for Monterey County finds that the foregoing recitals are true and correct and incorporated by this reference; and

BE IT FURTHER RESOLVED THAT the Transportation Agency for Monterey County Board of Directors finds that the matters contained in the North Monterey County Safe Routes to School Plan are within the scope of, and have already been analyzed in, the Final EIR for the 2050 MTP/SCS, certified by AMBAG and approved by TAMC on June 24, 2026; and

BE IT FURTHER RESOLVED THAT the Transportation Agency for Monterey County Board of Directors finds that, pursuant to CEQA Guidelines § 15162, no new effects could occur and no new mitigation measures would be required by reason of the adoption of the North Monterey County Safe Routes to School Plan; and

BE IT FURTHER RESOLVED THAT no new environmental documentation is required for adoption of the North Monterey County Safe Routes to School Plan.

ACCORDINGLY, the North Monterey County Safe Routes to School Plan is hereby adopted.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California
this 24th day of June 2026, by the following vote:

AYES:

NOES:

ABSENT:

CHAPS PODURI, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD A. MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Laurie Williamson, Senior Engineer
Meeting Date: June 24, 2026
Subject: **Freeway Service Patrol Tow Service Contracts**

RECOMMENDED ACTION:**Freeway Service Patrol Tow Service Contracts**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute three contract amendments with California Towing and Transport for Freeway Service Patrol Beats 1, 2, and 3, subject to approval by Agency Counsel, to increase the total Not-to-Exceed amount by \$50,000 (\$23,000 for Beat 1, \$25,000 for Beat 2 and \$7,000 for Beat 3);
2. **AUTHORIZE** the use of \$50,000 in Service Authority for Freeways and Expressways funds and State Freeway Service Patrol funds budgeted for these contract amendments.
3. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute three new contracts with California Towing and Transport for Freeway Service Patrol Beats 1, 2 and 3, subject to approval by Agency Counsel, to provide tow services for the Freeway Service Patrol program, for the period ending June 30, 2029;
4. **AUTHORIZE** the use of \$1,722,000 in Service Authority for Freeways and Expressways funds and State Freeway Service Patrol funds budgeted for these new contracts; and
5. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contracts, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

SUMMARY:

The Transportation Agency's Freeway Service Patrol contracts with the current tow operator will expire on June 30, 2026. The existing contracts will be amended to increase their not-to-exceed amounts to account for increased fuel and vehicle costs. In March 2026, the Board released a Request for Proposals to provide Freeway Service Patrol tow services for the next three fiscal years with the option to extend for an additional two years. The new contracts will begin July 1, 2026 to ensure no gap in service for the program.

FINANCIAL IMPACT:

The existing contracts will be amended to increase their not-to-exceed amounts by \$50,000 total (\$23,000 for Beat 1, \$25,000 for Beat 2 and \$7,000 for Beat 3) to account for increased fuel and vehicle costs. The total cost for the new three-year Freeway Service Patrol contracts is \$1,722,150 or \$574,050 per year. Funding for this program comes from the California Department of Transportation, with a 25% local match coming from the \$1 vehicle registration fee collected by the Department of Motor Vehicles for the Service Authority for Freeways and Expressways program.

DISCUSSION:

The Freeway Service Patrol program is managed by a partnership of the Transportation Agency for Monterey County, the California Department of Transportation (Caltrans), and the California Highway Patrol (CHP).

The FSP vehicle operators contracting with the Transportation Agency provide "quick fix" services to motorists including, but not limited to, furnishing one gallon of gasoline, changing flat tires, providing a "jump" start, taping or repairing cooling system hoses, refilling radiators or similar minor repairs as well as providing towing needs for minor collisions. If the disabled vehicle cannot be repaired in this manner, it is towed to a California Highway Patrol designated drop location. In these instances, the motorist can request the FSP vehicle operator contact CHP Dispatchers to call for a CHP rotational tow, a specified tow or a friend or relative to assist them. The FSP operators are also responsible for clearing the freeway of automobiles, motorcycles, small trucks (vehicles with a gross weight of 6,000 pounds or less) and small debris. All Freeway Service Patrol services are provided free of charge to motorists.

The Freeway Service Patrol currently operates on three road segments or Beats. Beat 1 currently operates along US Highway 101 from the San Benito County Line to Gould Road (Salinas). Beat 2 currently operates along State Route 1 from Rio Road (Carmel) to State Route 156/183 (Castroville). A temporary Beat 3 is currently operating along US Highway 101 from Gould Road (Salinas) to Arroyo Seco Road (Soledad). FSP drivers patrol these Beats during times of peak traffic congestion from 7:00 - 9:00 a.m. and 3:00 - 7:00 p.m., Monday through Friday. A modified Beat 1 operates on US Highway 101 from the San Benito County Line to Arroyo Seco Road on Sundays during the summer months to accommodate the increase in traffic due to tourists visiting the Monterey County area, while the regular Beat 2 operates on Saturdays during the summer months to accommodate increased tourist traffic.

The current service contract cycle will expire on June 30, 2026, ending a five-year contract period. Due to increased fuel and vehicle costs, the existing contracts are under funded. Increasing the not-to-exceed amounts for each of the three Beats (\$23,000 for Beat 1, \$25,000 for Beat 2 and \$7,000 for Beat 3) will allow for final processing of remaining invoices.

On March 25, 2026, the Board released a Request for Proposals for the new contract period. The Agency received two proposals each for Beats 1 and 2, from our current contractor, California Towing and Transport, and from USA Towing. California Towing also submitted a proposal for Beat 3. The proposals were evaluated on several criteria including: 1) price, 2) management abilities, 3) quality of tow service, and 4) proposal quality. After an extensive evaluation process, including site visits and inspections, the evaluation committee, formed with staff from the California Highway Patrol and the Transportation Agency, determined that the current contractor, California Towing and Transport, has the best ability to meet the requirements set forth in the Scope of Work. The review panel unanimously recommends California Towing and Transport for contracts for all three Beats.

The new contract cycle will be from July 1, 2026 to June 30, 2029 with the option to extend for an additional two years.

ATTACHMENTS:

1. FSP Tow Service 2021 Agmt Beat 1 Amend 3
2. FSP Tow Service 2021 Agmt Beat 2 Amend 3
3. FSP Tow Service 2021 Agmt Beat 3 Amend 3

WEB ATTACHMENTS:

[FSP Beat 1 Contract](#)

[FSP Beat 2 Contract](#)

[FSP Beat 3 Contract](#)

**AMENDMENT # 3 TO THE AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
C.A. TOWING, INC., DBA CALIFORNIA TOWING & TRANSPORT**

THIS AMENDMENT NO. 3 to the agreement dated July 1, 2021, between the Transportation Agency for Monterey County, hereinafter referred to as “TAMC,” and C.A. Towing, Inc., dba California Towing & Transport, hereinafter referred to as “Consultant,” is hereby entered into between TAMC and Consultant.

RECITALS:

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on July 1, 2021, hereinafter referred to as “Agreement;” and
- B. **WHEREAS**, the Agreement relates to Freeway Service Patrol, Beat 1, for which Consultant is to provide towing services on specific state routes at specific times; and
- C. **WHEREAS**, the Agreement contains a not-to-exceed amount, which may be amended only by the written agreement of the parties, and which establishes the maximum amount of costs which may be incurred under the Agreement; and
- D. **WHEREAS**, on June 22, 2025, TAMC and Consultant entered into Amendment No. 1 to extend the term from June 30, 2025 to December 31, 2025 and to increase the maximum amount payable to account for the time extension; and
- E. **WHEREAS**, on December 30, 2025, TAMC and Consultant entered into Amendment No. 2 to extend the term from December 31, 2025 to June 30, 2026 and to increase the maximum amount payable to account for the time extension; and
- F. **WHEREAS**, TAMC and Consultant desire to amend the Agreement to increase the maximum amount payable to account for increased fuel and vehicle costs;

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

- 1. **PAYMENTS TO CONSULTANT, MAXIMUM LIABILITY**
Paragraph 2 of the Agreement is amended as follows (changes in strikeout and underline):

“Subject to the limitations set forth herein, TAMC shall pay to Consultant the amounts provided in Exhibit B: Budget, upon receipt and acceptance of deliverables listed therein. Each payment by TAMC shall be for a specific deliverable or services outlined in Exhibit A: Scope of Work and Schedule. The maximum amount payable to the Consultant under this Agreement is set forth in Exhibit B: Budget and shall not exceed the amount of ~~Six Hundred Eighteen Thousand Eight Hundred Twenty Five Dollars (\$618,825.00)~~ Six Hundred Forty One Thousand Eight Hundred Twenty Five Dollars (\$641,825.00). If there is any conflict between the terms of this Agreement and the terms of either Exhibit A (Scope of Work and Schedule) or Exhibit B (Budget), the terms of this Agreement shall prevail. TAMC does not guarantee any minimum amount of dollars to be spent under this Agreement.”

2. REMAINDER OF TERMS UNCHANGED

All other terms of the Agreement, as amended, remain in full effect.

An executed copy of this Amendment No. 3 shall be attached to the Agreement and shall be incorporated as if fully set forth therein.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 2 to the Agreement with C.A. Towing, Inc.

C.A. TOWING, INC.

TAMC

By: _____
Henry L. Jones
President

By: _____
Todd A. Muck
Executive Director

Dated: _____

Dated: _____

By: _____
Name:
Title:

Dated: _____

INSTRUCTIONS: If Consultant is a corporation (including limited liability and nonprofit corporations), the full legal name of the corporation shall be set forth together with the signatures of two specified officers. If Consultant is a partnership, the name of the partnership shall be set forth together with the signature of a partner with authority to execute this Agreement on behalf of the partnership. If Consultant is contracting in an individual capacity, the individual shall set forth the name of his or her business, if any, and shall personally sign the Agreement.

Approved as to form:

TAMC Counsel

Dated: _____

**AMENDMENT # 3 TO THE AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
C.A. TOWING, INC., DBA CALIFORNIA TOWING & TRANSPORT**

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- B. **WHEREAS**, the Agreement relates to Freeway Service Patrol, Beat 2, for which Consultant is to provide towing services on specific state routes at specific times; and
- C. **WHEREAS**, the Agreement contains a not-to-exceed amount, which may be amended only by the written agreement of the parties, and which establishes the maximum amount of costs which may be incurred under the Agreement; and
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TAMC

By: _____
Henry L. Jones
President

By: _____
Todd A. Muck
Executive Director

Dated: _____

Dated: _____

By: _____
Name:
Title:

Dated: _____

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Approved as to form:

TAMC Counsel

Dated: _____

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BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
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TAMC

By: _____
Henry L. Jones
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By: _____
Todd A. Muck
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Approved as to form:

TAMC Counsel

Dated: _____

Memorandum

To: Board of Directors
From: Laurie Williamson, Senior Engineer
Meeting Date: June 24, 2026
Subject: **FORTAG Canyon Del Rey - Habitat Mitigation and Monitoring Plan Implementation Request for Proposals**

RECOMMENDED ACTION:**FORTAG Canyon Del Rey - Habitat Mitigation and Monitoring Plan Implementation Request for Proposals:**

1. **APPROVE** the scope of work for a Request for Proposals for Habitat Mitigation and Monitoring Plan Implementation for the Canyon Del Rey segment of the Fort Ord Regional Trail and Greenway project, subject to agency counsel approval;
2. **AUTHORIZE** staff to publish the Request of Proposals and return to the Board with a recommendation for approval of a consultant, including the final scope of work; and
3. **APPROVE** the use of Regional Measure X funds allocated to the project, for a total amount not to exceed \$1,300,000.

SUMMARY:

To meet environmental permit requirements and compensate for unavoidable impacts from the construction of the Canyon Del Rey segment of the Fort Ord Regional Trail and Greenway (FORTAG) project, a Habitat Mitigation and Monitoring Plan (HMMP) was developed. This HMMP documents the mitigation site's current conditions and describes the restoration implementation plan and reporting program. The Agency is seeking a firm to implement the requirements of the HMMP.

FINANCIAL IMPACT:

The cost of implementation of the Habitat Mitigation and Monitoring Plan is estimated at approximately \$260,000 annually over the contract period for a total of \$1,300,000 over five years, and is funded by Measure X.

DISCUSSION:

A Habitat Mitigation and Monitoring Plan (HMMP) was developed by Rincon Consultants, Inc., as a required document to support regulatory permitting (Clean Water Act Section 404 and 401, and California Fish and Game Code Section 1602) for the Canyon Del Rey segment of FORTAG. The HMMP describes wetland and riparian mitigations to offset impacts to these habitats under the jurisdiction of the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW). Protected resources impacted by the FORTAG Canyon Del Rey segment include seasonal wetlands and riparian woodland. Mitigation to offset these impacts includes the creation of new seasonal wetlands that will extend from existing seasonal wetlands located at Work Memorial Park, as well as new riparian tree planting and habitat

development at the Frog Pond Wetland Preserve. The scope and estimated fee contained within this Request for Proposals is for the implementation of the HMMP at the conclusion of construction of the segment.

Attached is the draft Scope of Work for the Request for Proposals (the full Habitat Mitigation and Monitoring Plan is included as a web attachment). The tasks under this contract include those required for the implementation of the approved Habitat Mitigation and Monitoring Plan for construction of the Canyon Del Rey Segment of the FORTAG project. Work includes wetland creation, riparian creation, riparian enhancement and program management as well as monitoring and reporting requirements.

The RFP schedule is proposed as follows:

Date/ Timeframe	Task
June 29, 2026	Distribute RFP
July 14, 2026	Deadline for questions and/or requests for clarification or exceptions by 12:00 pm noon PST
August 4, 2026	Proposals due by 12:00 pm noon PST
August 5 - 5, 2026	Review and rank proposals
August 21, 2026	Hold interviews (if necessary)
August 24 - September 2, 2026	Determine top ranked consultant, send Tentative Award letter, negotiate contract
September 23, 2026	Bring contract to TAMC Board for approval

ATTACHMENTS:

1. RFP FORTAG CDR HMMP Implementation SOW

WEB ATTACHMENTS:

[FORTAG Canyon Del Rey Habitat Mitigation and Monitoring Plan](#)

ATTACHMENT A
SCOPE OF WORK and SCHEDULE

HABITAT MITIGATION AND MONITORING PLAN (HMMP) IMPLEMENTATION
FORTAG CANYON DEL REY SEGMENT

I. PROPOSED PROJECT

The vision for the Fort Ord Regional Trail and Greenway (FORTAG) project is to create a multimodal route designed to accommodate people of all ages and abilities that connects communities in and around the former Fort Ord to each other and to education, employment, community and recreation centers. It will serve as a safe pedestrian and bicycle corridor connecting the cities of Seaside, Marina, Del Rey Oaks, Monterey and unincorporated community residents to California State University Monterey Bay, the Fort Ord National Monument, and the Monterey Bay Sanctuary Scenic Trail. The Final Environmental Impact Report for the proposed 28-mile paved trail was certified by the Transportation Agency Board on March 25, 2020. A Master Agreement was approved by the Transportation Agency and the underlying jurisdictions in June 2020.

The first segment to be constructed is known as the Canyon Del Rey Segment. This segment includes construction of the multimodal trail from Fremont Boulevard in the City of Del Rey Oaks to Del Rey Woods Elementary in the City of Seaside. From Fremont Boulevard, the trail will run along State Route 218 (Canyon Del Rey Blvd) and then move behind Safeway through Work Memorial Park, traveling around the tennis courts and towards Angelus Way. There are no improvements proposed along Angelus Way based on feedback from the community. The trail will pick up again at Del Rey Park and travel towards State Route 218 along the existing trail. An undercrossing below State Route 218 will connect near Del Rey Oaks City Hall and the Frog Pond Wetland Preserve. A raised pathway will be constructed to connect trail users from the undercrossing to Carlton Drive at an accessible grade. The trail will extend northeast up Carton Drive to Plumas Avenue. Along Carlton Drive, the trail will consist of a new 12-foot wide multi-use sidewalk on the west side of the road. Along Plumas Avenue, the multi-use sidewalk will continue up to Del Rey Woods Elementary.

The Canyon Del Rey Segment is currently under construction with an estimated completion date of September 2026. The 100% design plans may be viewed online at:

https://www.tamcmonterey.org/files/eba77b9fc/2023-04-28_EA+05-1M570-FORTAG_FINAL+SIGNEDv1.pdf

Construction costs for this segment of FORTAG is approximately \$19 million, and TAMC has secured a State Active Transportation Program grant along with local Measure X funding for that purpose. More information about the project is available online at:

- <https://www.tamcmonterey.org/fort-ord-regional-trail-greenway>
- <https://www.fortag-canyondelrey.com>

TAMC is now seeking a firm to perform implementation of the approved Habitat Mitigation and Monitoring Plan (HMMP) once construction of the Canyon Del Rey Segment has been completed to compensate for unavoidable impacts to jurisdictional wetlands and waters of the U.S. and State.

II. ITEMS AND/OR SERVICES TO BE PROVIDED BY CONSULTANT

Work to be performed is implementation of the approved Habitat Mitigation and Monitoring Plan (Attachment A-1) once construction of the Canyon Del Rey Segment of FORTAG has been completed. The objective of the HMMP is to fulfill the requirements of the EIR to compensate for the loss of sensitive biological resources associated with construction of the Canyon Del Rey segment, and to satisfy regulatory requirements from USACE, CDFW and RWQCB, which have jurisdiction over activities affecting jurisdictional waters within the construction limits.

Activities include, but not limited to, the following:

1. Wetland creation at Work Memorial Park which includes invasive species removal and wetland plantings.
2. Riparian creation at three locations, one at the western end of Work Memorial Park and two in the Frog Pond Wetland Preserve. Riparian creation includes riparian plantings and soil stabilization.
3. Riparian Enhancement in the Frog Pond Wetland Preserve. This area is within the footprint of the temporary riparian impact restoration area, but will include planting of willow trees to help meet tree mitigation requirements.
4. A Management Program that includes a pro-active maintenance plan for a successful HMMP implementation, including weeding maintenance, replacement plantings and seeding, general site maintenance and supplemental irrigation.
5. A Monitoring and Reporting Program which includes documenting and reporting progress to agencies as well as making on-going recommendations for meeting the required success criteria and developing adaptive management strategies.

The HMMP requires a five-year maintenance and monitoring period which begins immediately after installation is complete.

All activities shall be overseen by a Qualified Restoration Specialist familiar with habitat restoration implementation, monitoring and reporting. To increase the likelihood of success of the mitigation, it is recommended that installation and maintenance activities be performed by a licensed Restoration Contractor with experience in habitat restoration and enhancement.

The Restoration Specialist will regularly monitor the mitigation areas and submit annual reports to TAMC for review prior to submitting to applicable regulatory agencies. The Restoration Contractor shall be responsible for maintenance activities at the sites.

Refer to the approved HMMP (Attachment A-1) for a complete scope of work to be included in your proposal.

ATTACHMENT A-1

**HABITAT MITIGATION AND MONITORING PLAN
FORT ORD REGIONAL TRAIL AND GREENWAY – CANYON DEL REY/SR 218 SEGMENT PROJECT**

Prepared for Transportation Agency for Monterey County

Prepared by Rincon Consultants, Inc.

August 2023

Revised October 2023, February 2024 and June 2024

Memorandum

To: Board of Directors
From: Janneke Strause, Senior Transportation Planner
Meeting Date: June 24, 2026
Subject: **FORTAG California Ave - Construction Management Contract**

RECOMMENDED ACTION:**FORTAG California Avenue - Construction Management Contract:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with Harris and Associates, subject to approval by Agency Counsel and Independent Office of Audits and Investigations, in an amount not to exceed \$2,515,065, which includes a 15% contingency, to provide construction management services for the California Avenue segment of the Fort Ord Regional Trail and Greenway (FORTAG) project, for the period ending December 31, 2028;
2. **APPROVE** the use of Measure X funds budgeted for this project; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract amount or term.

SUMMARY:

TAMC released a Request for Proposals to provide Construction Management Services for the California Avenue segment of the FORTAG project on January 28, 2026. Five responsive proposals were received. The proposal review team, comprised of Agency and City of Marina staff, recommend Harris & Associates for the contract.

FINANCIAL IMPACT:

The not to exceed amount for the construction management services contract is \$2,515,065, which includes a 15% contingency, funded from Regional Measure X funds budgeted to the project.

DISCUSSION:

The Fort Ord Regional Trail & Greenway (FORTAG) project aims to create a safe and accessible multimodal corridor that connects communities across the former Fort Ord area to key destinations such as education, employment, and recreation. The project is intended to enhance regional mobility, support active transportation, and strengthen connections between cities, nearby communities, and major regional assets.

The second segment of the FORTAG project to be constructed is known as the California Avenue segment in the City of Marina. This segment stretches 1.4 miles, running north-south along California Avenue from Patton Parkway in the City of Marina to 8th Street and east-west through open space from California Avenue and 8th Street to Imjin Road west of Imjin Parkway. There will be additional improvements, such as an at-grade crossing to connect the trail to a new roundabout at the

intersection of Imjin Parkway and Imjin Road as part of the Imjin Parkway Widening and Roundabout Project. There will also be a connection to the FORTAG Jerry Smith Trailhead Segment leading to Fort Ord National Monument, which will be constructed separately by the Federal Highways Administration.

On January 28, 2026, the Agency Board of Directors approved the Request for Proposals (RFP) to provide construction management services for the California Avenue segment of the FORTAG project. The Agency received five responsive proposals by the due date. A review committee composed of Agency staff, along with staff from the City of Marina, evaluated and ranked the proposals. Based on the criteria specified in the RFP and their recent relevant experience as the construction management firm for the Imjin Parkway Widening project, the review committee and agency staff recommend selecting Harris & Associates to perform the work.

Construction management services will include pre-construction coordination, document and constructability reviews, support during bidding, and utility and stakeholder coordination, as well as construction-phase services such as inspection, schedule and cost control, quality assurance, environmental and labor compliance monitoring, document control, and change order and claims management. These services are critical to ensure the project is constructed in accordance with plans and specifications, risks are proactively managed, regulatory requirements are met, and the project is delivered on time and within budget.

Attached to this staff report are the Scope of Work and budget.

ATTACHMENTS:

1. Harris and Associates - Construction Management - Scope and Budget

WEB ATTACHMENTS:

EXHIBIT A: Scope of Work and Schedule

Project Title: Fort Ord Regional Trail and Greenway (FORTAG) California Avenue Construction Management

Consultant Project Manager: Dana Van Horn, PE, QSD

Scope of Work

Pre-Construction Phase (100)

- Task 110: Project Management – Coordinate planning, scheduling, budgeting, and communication among stakeholders.
- Task 120: Document Review and B/C Review – Review plans and specifications to identify risks, ambiguities, and constructability concerns.
- Task 130: Project File Setup / Document Control – Set up filing systems, logs, and reporting tools for tracking project information.
- Task 140: Pre-Construction Jobsite Documentation – Record existing site conditions to establish a baseline reference.
- Task 150: Bid Services – Support the bidding process, review contractor submittals, and assist with bid evaluation and addenda.
- Task 160: Pre-Construction Utility Coordination – Coordinate with utility agencies to identify conflicts and align work activities.
- Task 170: Pre-Construction Conference – Plan and lead a kickoff meeting to align roles, processes, and expectations.
- Task 180: Public Relations / Community Outreach – Assist with public communication through notices, updates, and stakeholder coordination.
- Task 190: Pre-Con Environmental Services – Coordination with agencies, pre-construction surveys, and pre-construction monitoring (as-required).

Construction Phase (200)

- Task 210: Project Management – Administer the construction contract, track progress, and manage risks and coordination efforts.
- Task 220: Document Control – Maintain organized and complete project records, including reports, correspondence, and submittals.
- Task 230: Project Schedule Reviews – Review and track contractor schedules, progress, and potential delays.
- Task 240: Construction Inspection – Perform field inspections to verify work aligns with plans, specifications, and standards.
- Task 250: Quality Assurance – Coordinate testing and monitor compliance with project requirements.
- Task 260: Utility Coordination – Continue coordination with utility providers to avoid conflicts and delays.
- Task 270: Environmental Compliance – Monitor environmental requirements, permits, and regulatory coordination activities.
- Task 280: Labor Compliance – Track certified payroll and support compliance with labor regulations.
- Task 290: Change / Claims Management – Track changes, document cost and schedule impacts, and support issue resolution.
- Task 300: Walk-Through Inspection & Substantial Completion – Manage punch list activities and coordinate final inspections for project acceptance.

Post-Construction Phase (300)

- Task 310: Project Completion – Finalize project documentation, quantities, and contract requirements.
- Task 320: Closeout – Prepare final reports, as-built drawings, and complete project records for audit and long-term use.

Project Schedule

Construction Duration = 290 Working Days

Pre-Construction: September 2026 – May 2026

Construction (290 Working Days): May 2027 – July 2028

Post-Construction (Closeout): July 2028 – November 2028

EXHIBIT B: Budget

Fee Proposal

**Transportation Agency of Monterey County
FORTAG Trail - California Avenue Segment**

Phases	2026				2027												2028									Subtotal									
	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June		July	Aug	Sept						
Working Days	PRE-CONSTRUCTION				CONSTRUCTION (290 WORKING DAYS)												POST-CONSTRUCTION																		
Hours Per Month (8 hrs/day)	2026	2027	2028	21	22	21	21	19	19	23	22	20	21	21	22	21	20	20	21	20	20	23	20	22	21	20	23	20							
Multiplier (Per Caltrans Sample Cost Proposal 1)	2.56	4%	4%																																
HARRIS																												Total Hours							
Dana Van Horn, Project Manager	\$239.95	\$249.55	\$259.53				34	34	30	35		30	30	37	35	32	34	34	35	34	32	32	34		32	32	37	32	35	34	32	37	32	834	\$ 209,771
Jeff Krebs, Resident Engineer	\$234.61	\$243.99	\$253.75				40	60	76	88		76	76	92	88	80	84	84	88	84	80	80	84		80	80	92	80	88	84	80	92	80	2,016	\$ 496,789
Lead Inspector (PW)	\$190.55	\$198.17	\$206.10												92	88	160	168	176	168	160	160	168		160	160	184	160	176	168	80	92	80	2,768	\$ 558,534
Salvador Ambriz, Peak Inspector	\$201.75	\$209.82	\$218.21															84	88														172	\$ 36,089	
Andrew Beebe, Scheduler	\$310.07	\$322.47	\$335.37									16	4	4	4	4	4	4	4	4	4	4	4		4	4	4	4	4	4			68	\$ 22,238	
Scott Giannini, Claims Support	\$233.97	\$243.33	\$253.06																40													40	80	\$ 19,856	
Tracy Bradford, Labor Compliance	\$186.21	\$193.65	\$201.40																														136	\$ 26,833	
Jada Butcher, Document Control	\$74.10	\$77.07	\$80.15																														760	\$ 59,681	
Joseph Ramot, Outreach Specialist	\$147.72	\$153.63	\$159.78																														124	\$ 19,333	
Lindsey Messner, Publication Services Manager	\$145.70	\$151.53	\$157.59																														164	\$ 24,848	
Emily Mastrelli, ENV Compliance Director	\$235.12	\$244.53	\$254.31				16	22	24	24		24	16	16	16	16	16	16	16	16	16	16	16		16	16	16	16	16	16	24	14	14	434	\$ 106,763
Kelsea Loescher, Biologist III	\$98.50	\$102.44	\$106.54																															32	\$ 3,295
Mason Dubois, Biologist	\$104.84	\$109.03	\$113.39																															1,062	\$ 116,177
Judith Romero, Biologist	\$94.61	\$98.40	\$102.33																														600	\$ 59,508	
Randy Deodat, GIS Analyst	\$141.66	\$147.33	\$153.22																														326	\$ 48,529	
SUBCONSULTANTS																																			
Pacific Crest Engineering, Materials Testing																																		\$ 160,892	
Albion, Cultural Resource Monitoring																																		\$ 81,488	
Whitson Engineering, Survey																																		\$ 58,157	
Pacific Paleontology, Paleontology Monitoring & Reporting																																		\$ 49,732	
TOTAL HOURS BY MONTH				90	116	156	207	182	332	527	473	580	492	570	605	508	457	451	451	403	407	476	360	389	442	310	321	272				9,576			
DIRECT COSTS																																			
Vehicles	\$1,200.00	\$1,200.00	\$1,200.00										1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		\$ 19,200		
Misc ODC's (Mileage/copies/website)								\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 100.00	\$ 100.00	\$ 100.00		\$ 9,300			

ASSUMPTIONS:
 Level of Effort is based on 8-hour working days, 5 working days per week, and a construction duration of 310 working days.
 Holidays include New Year's Day, Martin Luther King Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Thanksgiving (2 days) and Christmas
 Overtime, weather, additional holidays and potential time extensions or delays will result in additional construction management efforts, which will be negotiated.
 Prevailing wage rates are subject to adjustment through the course of the project

Harris	\$ 1,808,245
Subconsultant	\$ 350,269
Directs	\$ 28,500
Sub Total	\$ 2,187,013
Contingency (15%)	\$ 328,052
Total	\$ 2,515,065

Memorandum

To: Board of Directors
From: Ariana Green, Principal Transportation Planner
Meeting Date: June 24, 2026
Subject: Sustainable City Year Program Contract Amendment #1

RECOMMENDED ACTION:

Sustainable City Year Program Contract Amendment #1:

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute amendment #1 with University Corp, subject to approval by Agency Counsel, to extend the term for an additional five years and increase the not-to-exceed amount by \$390,000 for a total of \$780,000 to provide Sustainable City Year programming services for the period ending June 2031;
2. **APPROVE** the use of Measure X Safe Routes to Schools funds budgeted to this purpose;
3. **APPROVE** sole source finding; and
4. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

SUMMARY:

Contract Amendment #1 would extend the term and budget to provide an additional 5 years of the Sustainable City Year programming. This program provides students from a variety of disciplines opportunities to gain real-world experience assisting public agencies. Under this agreement, CSU Monterey Bay students will assist with the development and execution of Safe Routes to School plans, grant applications, data collection, mapping, graphic design and more.

FINANCIAL IMPACT:

Amendment #1 increases the not-to-exceed amount of the contract by \$390,000 over five years for a total contract not-to-exceed amount of \$780,000. The contract will be funded with Measure X Safe Routes to School program funding and is included in the Transportation Agency's fiscal year 2026/2027 budget.

DISCUSSION:

The Sustainable City Year program enables students from a wide variety of disciplines to contribute to public agency projects as part of their coursework. Amendment #1 to the Sustainable City Year contract will focus the next five years of programming on supporting the Transportation Agency's Safe Routes to School, Vision Zero and complete streets projects, programs and events in jurisdictions across Monterey County. Amendment #1 also revises the contract language to move away from a formal task order process to one that is more practical for the Sustainable City Year Program

manager to administer.

TAMC's Safe Routes to School Manager will work with the Sustainable City Year Program Administrator to find suitable engagement opportunities for students. The Sustainable City Year Program Administrator will then be responsible for coordinating with CSU Monterey Bay faculty and staff to design coursework that will involve students in Safe Routes to School projects in meaningful ways.

The Sustainable City Year Program Administrator and TAMC's Safe Routes to School Manager will meet before the start of each school semester to agree on the classes that will be included in the contract scope of work for the upcoming year and finalize the classes for the upcoming semester for each year of the contract. TAMC staff will coordinate with faculty, staff and students participating in the Sustainable City Year program to successfully integrate them into Safe Routes to School and Complete Streets projects and share professional experience in the areas of Transportation Planning and Engineering as needed. TAMC will work with CSU Monterey Bay to showcase student contributions and support student participation in the Educational Partnerships for Innovation in Communities (EPIC) Conference and other conferences and workshops as opportunities arise.

In the first 5 years of the contract students have supported with bicycle, pedestrian and vehicle counts, community engagement, community surveys, cognitive psychology research, Geographic Information on System (GIS) mapping, education/promotional videos & materials, and traffic garden design. Students will be engaged in similar projects over the next 5 years including the Safe Streets Together Monterey County campaign, quick build projects and planning efforts.

A sole source contract is permitted under state and federal procurement rules as the contracting entity (Cal State Monterey Bay) is a public agency. Staff recommends approval of contract Amendment #1 to enable students to continue to take an active role in Transportation Agency for Monterey County projects.

ATTACHMENTS:

1. CSUMB Sustainable City Year - Contract Amendment 1

WEB ATTACHMENTS:

AMENDMENT #1 TO THE AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
UNIVERSITY CORPORATION AT MONTEREY BAY

THIS AMENDMENT NO.1 to the agreement dated August 25, 2021, between the Transportation Agency for Monterey County, hereinafter referred to as “TAMC,” and University Corporation at Monterey Bay, hereinafter referred to as “Consultant,” is hereby entered into between TAMC and Consultant.

RECITALS:

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on August 25, 2021, hereinafter referred to as “Agreement;” and
- B. **WHEREAS**, TAMC and Consultant desire to amend the Agreement to extend the deadline to June 30, 2031 and add an additional \$390,000.

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

1. TERM OF AGREEMENT

Paragraph 1 of the Agreement is amended as follows: “The term of this Agreement shall begin upon August 25, 2021, contingent upon approval by the TAMC Board, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC’s Project Manager specified in Paragraph 35. Unless earlier terminated as provided herein, this Agreement shall remain in force until ~~June 30, 2026~~ June 30, 2031. Consultant acknowledges that this Agreement is not binding until it is fully executed and approved by TAMC.”

2. PAYMENTS TO CONSULTANT; MAXIMUM LIABILITY

Paragraph 2 of the Agreement is amended as follows: “Subject to the limitations set forth herein, TAMC shall pay to Consultant the amounts provided in Exhibit B: Budget, upon receipt and acceptance of deliverables listed therein. Each payment by TAMC shall be for a specific deliverable or services outlined in Exhibit A: Scope of Work and Schedule. The maximum amount payable to the Consultant under this Agreement is set forth in ~~Exhibit B: Budget and shall not exceed the amount of Three Hundred Ninety Thousand dollars (\$390,000)~~ Exhibit B1: Budget and shall not exceed the amount of Seven-Hundred Eighty-Thousand dollars (\$780,000). If there is any conflict between the

terms of this Agreement and the terms of either Exhibit A (Scope of Work and Schedule) or Exhibit B (Budget), the terms of this Agreement shall prevail. TAMC does not guarantee any minimum amount of dollars to be spent under this Agreement.”

The Budget attached to the Agreement as Exhibit B is hereby replaced with the Budget attached hereto as Exhibit B-1 and shall be effective upon execution.

3. TASK ORDER PROVISIONS

Paragraph 5 of the Agreement is amended as follows: ~~“Task Order Provisions: Work on this contract shall be directed via Task Orders, as follows: —~~

~~(a) Once a specific project to be performed under this Agreement is identified by TAMC and Sustainable City Year Program Manager, the Sustainable City Year Program Manager will prepare a draft Task Order including the cost estimate. The draft Task Order will identify the scope of services, expected results, project deliverables, period of performance, project schedule and a budget for each course. The draft Task Order will be delivered to TAMC for review. TAMC shall return the draft Task Order within ten (10) calendar days. After agreement has been reached on the negotiable items and total not to exceed cost, a finalized Task Order with the finalized Task Order Budget shall be signed by both TAMC and Consultant.—~~

~~(b) If no agreement on the Task Order is reached within a reasonable amount of time, TAMC may take such other actions as TAMC deems appropriate to accomplish the Task.—~~

~~(c) Task Orders may be negotiated for a lump sum (Firm Fixed Price) or for specific rates of compensation, as designated above in the Method of Payment section, both of which must be based on the labor and other rates set forth in Exhibit B: Budget. A Task Order is of no force or effect until returned to TAMC and signed by an authorized representative of TAMC. No expenditures are authorized on a project or task, and work shall not commence until a Task Order for that project/task has been executed by TAMC.—~~

~~(d) The period of performance for Task Orders shall be in accordance with the dates specified in the Task Order. No Task Order will be written which extends beyond the expiration of this Agreement.—~~

~~(e) The total amount payable by TAMC for an individual Task Order shall not exceed the amount agreed to in the Task Order Budget, unless authorized by a written amendment.—~~

~~(f) If the Consultant fails to satisfactorily complete a deliverable according to the schedule set forth in a Task Order, no payment will be made until the deliverable has~~

~~been satisfactorily completed.~~

~~(g) Task Orders may not be used to amend this Agreement and may not exceed the scope of work, or the term, of this Agreement.~~

~~(h) The total amount payable by TAMC under all Task Orders resulting from this Agreement shall not exceed the amount specified in Section 3 of this Agreement. It is understood and agreed that there is no guarantee, either expressed or implied, that this total dollar amount will be authorized under this Agreement through Task Orders.~~

(a) In lieu of task orders TAMC and Sustainable City Year Program Manager will meet in advance of each semester to determine specific projects to be performed under this Agreement. Once the projects are identified by, the Sustainable City Year Program Manager will prepare a draft scope of work for each semester including the cost estimate. The draft scope of work will identify the participating classes and/or students and faculty, scope of services, project deliverables, period of performance, project schedule and a budget for the semester. The draft scope of work will be emailed to TAMC for review and approval before the start of each semester.

(b) The funding cap of \$780,000 remains in effect.”

4. **REMAINDER OF TERMS UNCHANGED**

All other terms of the Agreement, as amended, remain in full effect.

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

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 1 to the Agreement with University Corporation at Monterey Bay.

University Corporation at Monterey Bay

TAMC

By: _____
Name:
Title:

By: _____
Todd A. Muck
Executive Director

Dated: _____

Dated: _____

By: _____
Name:
Title:

Dated: _____

INSTRUCTIONS: If Consultant is a corporation (including limited liability and nonprofit corporations), the full legal name of the corporation shall be set forth together with the signatures of two specified officers. If Consultant is a partnership, the name of the partnership shall be set forth together with the signature of a partner with authority to execute this Agreement on behalf of the partnership. If Consultant is contracting in an individual capacity, the individual shall set forth the name of his or her business, if any, and shall personally sign the Agreement.

Approved as to form:

TAMC Counsel

Dated: _____

EXHIBIT B1: BUDGET

	Description	Total Project Cost
0	Initial Contract (Aug 2021 – June 2026)	\$390,000
1	Amendment #1 (June 2026 – June 2031)	\$390,000
	Totals	\$780,000

Memorandum

To: Board of Directors
From: Andy Cook, Principal Transportation Planner
Meeting Date: June 24, 2026
Subject: **King City Multimodal Transportation Center Pre-Construction Design and Engineering Services Assignment and Assumption Agreement**

RECOMMENDED ACTION:**King City Multimodal Transportation Center Pre-Construction Design and Engineering Services Assignment and Assumption Agreement:**

1. **APPROVE** the Assignment and Assumption by and among RailPros, the City of King, and TAMC, consenting to the assignment of a contract for pre-construction design and engineering services for the King City Multimodal Transportation Center project to TAMC;
2. **APPROVE** the use of state funding allocated to this project;
3. **AUTHORIZE** the Executive Director, or their designee, to execute the Assignment and Assumption Agreement; and
4. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the Agreement, including approval of future modifications or amendments that do not significantly alter the intent of the agreement.

SUMMARY:

King City received \$1,471,470 million in State Rail Assistance (SRA) funding for the Multimodal Transportation Center (MMTC) project through a competitive grant awarded to the San Luis Obispo Council of Governments (SLOCOG) for rail improvements in the Coast Rail Corridor, which has been funding design engineering work for the project being performed by RailPros under contract to the City. The requested action will transfer the existing contract to the Transportation Agency following actions by the TAMC Board, the City of King, and SLOCOG in February 2026 approving the transfer of funding and lead agency designation to TAMC.

FINANCIAL IMPACT:

The California State Transportation Agency (CalSTA) approved a request from SLOCOG to designate TAMC as the lead agency for the MMTC project and transfer SRA funding for design and engineering work. Upon expenditure of the SRA award, Senate Bill (SB) 125 funding is also available to complete design and engineering tasks for the project.

DISCUSSION:

The King City Multimodal Transportation Center (MMTC) project is an important near-term improvement for passenger rail service on the Central Coast that is initially planned to allow the existing long-distance Amtrak Coast Starlight service to stop in King City, which in addition to providing new regional access to passenger rail, is expected to provide service for personnel traveling

to and from the Fort Hunter Liggett military base in rural South Monterey County. The new station will subsequently serve the additional intercity passenger rail service being planned for the rail corridor between San Jose and San Luis Obispo, which is currently a gap in the State-supported intercity passenger rail service system.

The King City MMTTC project has been identified as a priority rail improvement in local, state, and regional plans since 2000 and has been actively planned and developed by the City of King since that time. The City initiated pre-construction development work after receiving State Rail Assistance (SRA) funding from the State of California through a grant secured by the San Luis Obispo Council of Governments (SLOCOG) for projects in the Coast Rail Corridor in 2018 that included the station project. The City has been using that funding to complete design and engineering work through an active contract with RailPros that was competitively procured in 2020, and most recently submitted 25% design plans to the host Union Pacific Railroad (UPRR) for review and approval in April of this year.

Based on discussion of recent staffing changes and the City's institutional capacity to continue advancing an intercity passenger rail project, the City and TAMC agreed to have TAMC be designated as the project lead agency moving forward as the best strategy to provide for effective oversight and timely advancement of the project. The TAMC Board approved this transfer of project sponsorship in February and authorized staff to proceed with steps needed to transfer funding secured for the project.

The State Transportation Agency and SLOCOG both approved TAMC's designation as lead agency, which transfers the balance of State Rail Assistance funding available to complete design for the project. In order to maintain progress on design activities at a key project development milestone point, staff recommends that the existing design and engineering contract with RailPros be transferred from the City to TAMC and is requesting that the Board approve an "assignment and assumption agreement" between the City, TAMC, and RailPros as the mechanism to re-assign ownership of the contract, which the contract allows for. The Assignment and Assumption Agreement is included as a **Web Attachment**.

ATTACHMENTS:

1. 6822 KCMTC Assignment Assumption - FINAL 20260605

WEB ATTACHMENTS:

**KING CITY MULTIMODAL TRANSIT CENTER TEMPORARY PLATFORM PROJECT
PRE-CONSTRUCTION DESIGN AND ENGINEERING SERVICES
ASSIGNMENT AND ASSUMPTION AGREEMENT**

THIS CONTRACT ASSIGNMENT AND ASSUMPTION AGREEMENT (“Agreement”) is made and entered into as of the last date opposite the respective signatures below, by and among the **City of King, California** (“Assignor”); **Transportation Agency for Monterey County** (“Assignee”); and **RailPros** (“Consultant” under contract with the City of King to provide design and engineering services for the King City Multimodal Transit Center project).

RECITALS:

A. The King City Multimodal Transit Center project (“Project”) was first identified as a passenger rail improvement in 2000 for the Coast Daylight Implementation Plan, initiated by Assignor beginning in 2005 as part of community and specific planning for the downtown and station area, and subsequently included in long-range regional transportation plans and State Rail Plans as a prioritized passenger rail improvement for the Coast Intercity Passenger Rail Corridor; and

B. The State of California awarded State Rail Assistance grant funding to the San Luis Obispo Council of Governments (SLOCOG) in 2018 for a program of projects on the rail corridor, including funding for the City of King to develop and implement the Project; and

C. Assignor entered into a contract (“Contract”) with Consultant on June 17, 2020 for professional pre-construction design and engineering services to develop the project and coordinate with the Union Pacific Railroad on behalf of Assignor in anticipation of conditions permitting orderly and continuous progress of the Project through completion of services; and

D. Assignor and Assignee, in coordination and consultation with the State of California and SLOCOG, agreed to transfer project sponsorship and lead agency responsibilities to Assignee in February 2026 to address and resolve circumstances related to staffing and the institutional capacity of Assignor in order to best ensure effective oversight of pre-construction activities and timely implementation of the Project; and

E. State of California approved a Corrective Action Plan to its agreement with SLOCOG on May 20, 2026 designating Assignee as the lead agency for implementing the project and transferring responsibility for administration of pre-construction tasks funded by the State Rail Assistance grant as the project sponsor; and

F. Assignor and Assignee have entered into an agreement to convey certain interests between them and Assignor now wishes to assign its rights and delegate its duties under the Contract to the Assignee with the written consent of the Consultant as specified in Section 22 of the Contract; and

G. Consultant is willing to consent to the Assignment, in accordance with the terms

and conditions set forth herein.

NOW, THEREFORE, in consideration of the above recitals, the mutual promises contained below, and for other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, Assignor and Assignee agree as follows:

AGREEMENT:

1. Recitals. The above recitals are an integral part of the agreement and understanding of Assignor and Assignee and are incorporated by reference in this Agreement.

2. Assignment. Assignor hereby grants, conveys, assigns and transfers to Assignee, effective as of the 24th of June, 2026 (the "Effective Date"), all of Assignor's right, title and interest in and to, and delegates to Assignee all of Assignor's duties, obligations and liabilities in connection with the Contract.

3. Acceptance and Assumption. Assignee hereby accepts the Assignment and assumes and promises to perform all of Assignor's duties, obligations and liabilities under the Contract as of and following the Effective Date.

4. Indemnities. Assignor hereby agrees to indemnify and hold harmless Assignee and its, officers, directors, members, managers, partners, employees, agents, successors and assignees, from and against any and all losses, damages, liabilities, obligations, assessments, suits, actions, proceedings, claims or demands, including costs, expenses and fees (including reasonable attorneys' fees, accountant, paralegal, and expert witness fees) incurred in connection with, suffered by any of them or asserted against any of them, arising out of or based upon any default, liability or obligation under the Contract which occurred or arose before the Effective Date. . Nothing in this section shall constitute a waiver of the Assignor's rights under local, state and or federal law. Assignee hereby agrees to indemnify and hold harmless Assignor and its, officers, directors, members, managers, partners, employees, agents, successors and assignees, from and against any and all losses, damages, liabilities, obligations, assessments, suits, actions, proceedings, claims or demands, including costs, expenses and fees (including reasonable attorneys' fees, accountant, paralegal, and expert witness fees) incurred in connection with, suffered by any of them or asserted against any of them, arising out of or based upon any default, liability or obligation under the Contract which occurs or arises on or after the Effective Date. Nothing in this section limits Consultant's rights, remedies, or protections under the Contract, including any indemnity obligations owed to Consultant.

5. Assignor Representations. Assignor hereby acknowledges, agrees, certifies and represents to Consultant and Assignee as follows:

- a. A true, complete and accurate copy of the Contract is attached hereto as Exhibit
 1. The Contract represents the entire understanding between Consultant and Assignor with respect to the completion of services included in the scope of the

Contract. The Contract is in full force and effect. The original Contract has not been modified, altered or amended except as attached hereto.

- b. To the Assignor's best knowledge, there exists no default of Consultant or Assignor under the Contract nor any state of facts that, with the passage of time or the giving of notice or both would constitute a default under the Contract.

6. Assignor Waivers. To the extent applicable, Assignor hereby waives its right to assert any defense to its liability under the Contract based on (a) Consultant's failure to make any demand for performance or to give a notice of nonperformance to Assignor; (b) any defense based upon an election of remedies by Consultant under the Contract, including any election which destroys or impairs any right of subrogation, reimbursement or contribution which Assignor may have; and (c) any rights or benefits in favor of Assignor under Sections 2809, 2810, 2815, 2819, 2839, 2845, 2848, 2849 or 2850 of the California Civil Code, or any amendment to any of the foregoing statutes. If all or any portion of Assignor's obligations under the Contract are paid or performed, Assignor's liability shall continue and remain in full force and effect in the event that all or any part of such payment or performance is subsequently avoided or recovered from Consultant as a preference, fraudulent transfer or otherwise. . Nothing in this section shall constitute a waiver of the Assignor's rights under local, state and or federal law.

7. Consent. Consultant hereby consents to Assignor's assignment of all of Assignor's right, title, and interest in and to the Contract to Assignee, subject to and upon all of the terms and conditions set forth herein. In granting this consent, Consultant does not waive any of Consultant's rights under the Contract, including without limitation Consultant's right to payment, claims, and remedies arising prior to or after the Effective Date. Further, such consent shall not be deemed a waiver by Consultant of its right of consent with respect to any subsequent Contract, sub-contract or assignment by Assignor or Assignee. Consultant acknowledges the terms specified for Period of Services in Section 3 of the Contract.

Consultant's consent is not intended and shall not be construed (a) to modify or otherwise affect any provisions of the Contract; or (b) as binding or obligating Consultant in any manner whatsoever with respect to any covenants, representations, undertakings or agreements solely between Assignor and Assignee.

8. Release. This Agreement releases Assignor of Assignor's obligations under the Contract including Assignor's obligation to pay Consultant and to perform all other obligations to be performed by Consultant under the Contract effective upon the Effective Date; provided, however, that nothing herein shall release, waive, impair, limit, or otherwise affect any rights, claims, remedies, payment obligations, indemnities, reimbursement obligations, or other obligations owing to Consultant, whether accrued, contingent, known or unknown, arising prior to or as of the Effective Date, unless expressly assumed by Assignee in writing and accepted by Consultant.

9. Notices. From and after the Effective Date, notices required under this Agreement shall be delivered personally or by e-mail or by first class or certified mail with postage prepaid.

Notice shall be deemed effective upon personal delivery or email-receipt, or on the third day after deposit with the U.S. Postal Service. Unless otherwise changed according to these notice provisions, notices shall be addressed as follows:

To ASSIGNEE:

TAMC
Todd A. Muck
Executive Director
55-B Plaza Circle
Salinas, CA 93901
Tel: 831-775-0903
Fax: 831-775-0897
Email: todd@tamcmonterey.org

Billing Contact:
Mi Ra Park
831-775-4418
accountspayable@tamcmonterey.org

To CONSULTANT:

RailPros Inc.
Nathan Ortega
Vice President of Engineering – West Region
250 Commerce, Suite 200
Irvine, CA 92602
Tel: 714-824-7735
Fax:
Email: Nathan.ortega@railpros.com

Billing Contact:
Robert Williams
714-734-8765
Robert.williams@railpros.com

10. Miscellaneous.

a. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the parties and their respective successors and assigns. Consistent with the Contract, Assignor has obtained Consultant's written consents to this Agreement in the forms attached hereto.

b. Attorneys' Fees. If any legal action is brought concerning any matter relating to this Agreement, or by reason of any breach of any covenant, condition or agreement referred to in this Agreement, the prevailing party shall be entitled to have and recover from the other Party to the action all costs and expenses of suit, including attorneys' fees.

c. Amendments. This Agreement may not be altered, waived, amended, or extended except by a written agreement signed by the parties.

d. No Partnership or Joint Venture. This Agreement does not constitute an agreement of partnership or joint venture and does not authorize the Assignor to act as an agent for the Assignee for any purpose, nor authorize the Assignee to act as an agent for the Assignor for any purpose.

e. Governing Law. This Agreement shall be construed under the laws of the State of California, without regard to its principles of conflicts of law.

f. Counterparts. This Agreement may be executed in two or more

counterparts, each of which will be deemed to be an original, but all of which will together constitute one and the same instrument. Delivery of an executed signature page of this Agreement by facsimile or electronic transmission shall be effective as delivery of a manually executed counterpart thereof.

g. Section Headings. The section headings used in this Agreement are for reference only and are not intended to describe, interpret, define or limit the scope, extent or intent of this Agreement.

DATED as of the last date opposite the respective signatures below, but effective as of the Effective Date.

**ASSIGNOR:
CITY OF KING, CALIFORNIA**

**ASSIGNEE:
TRANSPORTATION AGENCY FOR
MONTEREY COUNTY**

By: _____
Jose Arreola
City Manager

By: _____
Todd Muck
Executive Director

Dated: _____

Dated: _____

Approved as to Form

By: _____
Roy C. Santos
City Attorney

Dated: _____

**CONSULTANT:
RAILPROS, INC.**

By: _____
Nathan Ortega
Vice President of Engineering – West Region

Dated: _____

Approved as to Form and Legality

By: _____
Shane Eben Strong
TAMC Counsel

Dated: _____

Memorandum

To: Board of Directors
From: Andy Cook, Principal Transportation Planner
Meeting Date: June 24, 2026
Subject: **King City Station Multimodal Transit Center Environmental Impact Statement/Environmental Impact Report**

RECOMMENDED ACTION:**King City Station Multimodal Transit Center Environmental Review - Request for Proposals:**

1. **APPROVE** the Scope of Work for the Request for Proposals to perform environmental review for the King City Station Multimodal Transit Center project;
2. **AUTHORIZE** staff to publish the Request of Proposals and return to the Board with a recommendation for approval of a consultant, including the final scope of work; and
3. **APPROVE** the use of Transit and Intercity Rail Capital Program (TIRCP) SB 125 funds designated for this project in an amount not to exceed \$2 million.

SUMMARY:

The Board of Directors authorized staff to transfer funding and lead agency responsibilities for the King City Station Multimodal Transit Center project in King City to TAMC at its February 2026 meeting. Agency staff is requesting authorization to publish a Request for Proposals and select a consultant to complete environmental reviews and secure clearance for the project.

FINANCIAL IMPACT:

Environmental review costs are included in the TIRCP SB125 budget and the overall funding plan for the King City station project.

DISCUSSION:

The City of King had been planning and advancing the King City Multimodal Transit Center since 2006 to support the re-establishment of passenger rail service and improve regional connectivity. The project will create a new station facility to accommodate existing and planned passenger rail services, including near-term service by the Amtrak Coast Starlight and future inclusion in the 2024 State Rail Plan for expanded intercity rail service. The center is also designed to support regional and intercity bus connections and provide a staging and transfer point for personnel traveling to the U.S. Army Fort Hunter Liggett, a statewide passenger rail priority. Following coordination discussions on project status and delivery needs, both the City and TAMC approved the transfer of lead agency responsibilities and the transfer of project funding to TAMC in February. The project will be implemented in phases, beginning with construction of a passenger platform, track improvements, limited parking, and roadway modifications, followed by a second platform, and ultimately expanded parking and a more comprehensive bus transfer facility.

The City successfully secured federal and state funding to complete the project and developed design plans up to the 25% design stage, which are being reviewed by the Union Pacific Railroad. City staff intended to competitively procure environmental review services to complete an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) meeting NEPA and CEQA requirements last year, but did not award a contract to initiate environmental review work pending discussions about project sponsorship. Now that TAMC has assumed the lead agency role and to best ensure that the competitive procurement aligns with the agency's procurement requirements, staff is requesting approval to release a Request for Proposals for preparation of the EIS/EIR and assistance with securing the federal NEPA approval. Staff will request Board approval of a contract with the consultant selected for the project after completing its competitive procurement process.

ATTACHMENTS:

1. King City Station Multimodal Transit Center RFP

WEB ATTACHMENTS:

REQUEST FOR PROPOSALS

*THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
INVITES CONSULTANTS TO SUBMIT THEIR PROPOSALS FOR:*

KING STATION MULTIMODAL TRANSIT CENTER ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

You are invited to submit your proposal for the services to complete the above project. Proposals are due via email to the project manager, Andrew Cook (andy@tamcmonterey.org) by **12:00 noon Pacific Time on Wednesday, August 5, 2026.**

The Request for Proposals and supplemental information, if any, are available on the TAMC website (www.tamcmonterey.org) in Adobe Acrobat (PDF) format or may be obtained by contacting the project manager specified above or at the TAMC offices located at 55-B Plaza Circle, Salinas, CA 93901.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

DATE: June 24, 2026
TO: Interested Consultants
FROM: Todd A. Muck, Executive Director
SUBJECT: King Station Multimodal Transit Center Environmental Impact Statement/
Environmental Impact Report (EIS/EIR)

INVITATION

You are invited to submit a Proposal for the referenced services.

Please submit one (1) digital copy of your Proposal to the office of the Transportation Agency for Monterey County via email to Andy Cook andy@tamcmonterey.org by **12:00 noon Pacific Time on Wednesday, August 5, 2026**. There is no requirement to submit a paper copy of your proposal. Proposals received after the date and time specified above will not be considered.

Proposals shall be considered firm offers to enter into a contract as described in this RFP for a period of ninety (90) days from the time of submittal.

Proposals and inquiries relating to this Request for Proposals shall be submitted to:

Andy Cook
Project Manager
Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901
andy@tamcmonterey.org

Email inquiries, including the submittal of the Proposal, relating to this Request for Proposals should include "Kings Station Multimodal Transit Center EIS/EIR" in the subject header.

The Transportation Agency is an equal opportunity employer.

BACKGROUND

The Transportation Agency for Monterey County (“TAMC” or the “Agency”) is a state-designated public agency with regional transportation planning responsibilities, including rail planning, that cross city-county boundaries. TAMC is committed to planning, funding, and delivering transportation projects for the region. The Agency is also committed to providing information to the public about its projects, plans, and activities, ensuring public participation and fostering public understanding of its functions.

TAMC’s Board of Directors includes twenty-three members who consist of local officials from each of its twelve incorporated cities and five county supervisorial districts, and ex-officio members from six public agencies. The mission of TAMC is to proactively fund and plan a transportation system that enhances mobility, safety, access, environmental quality, and economic activities by investing in regional transportation projects for Monterey County residents, businesses, and visitors.

PROJECT DESCRIPTION

This request for proposals will be used by TAMC to select a consultant or consultant team to conduct an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) for a proposed multimodal transit center (MMTC) to be located along First Street and Pearl Street, King City, CA. The MMTC will serve as a hub for multiple transportation modes, including bus, rail, and potentially light rail, and is intended to enhance regional connectivity and promote sustainable transportation options. The MMTC, when completed, will re-establish a passenger rail station, initially as part of the existing long-distance Amtrak Coast Starlight passenger rail service. The station is also expected to serve a stop for the expansion of intercity passenger rail service being planned in the Central Coast Intercity Passenger Rail Corridor.

The station, despite its historic importance to King City, ended service decades ago. A new platform in the approximate location of the old station is proposed along with track improvements and supporting facilities to bring passenger rail service and multi-modal connectivity back to King City. The City has been working with U.S. Army Fort Hunter Liggett to accommodate the approximately 50,000 soldiers that travel annually from the Bay area as part of the station design.

Attachment A is a draft Scope of Work. A final Scope of Work will be made a part of the professional services agreement between TAMC and the consultant. A copy of the standard TAMC agreement anticipated to be utilized is **Attachment B**. Any requests to modify the standard contract provisions must be made as part of the request for proposals. A single

document will be prepared between the Consultant and TAMC consistent with the provisions of these attachments.

It is important that the consultant or consultant team has the capability to work closely with Agency staff. The consultant or consultant team must be prepared to undertake whatever liaison and meetings are required to satisfy this requirement. TAMC will administer the consultant contract and be the primary contact.

PROJECT BUDGET

The estimated budget for this work is \$2 Million, funded with Transit and Intercity Rail Capital Program funding from the State of California. There is federal funding on this project.

PROJECT SCHEDULE

This project is anticipated to take approximately two years to complete, starting in September 2026 and being completed by 2028.

SELECTION PROCESS

TAMC will establish a review committee to review the proposals. This review may be followed by an oral interview between a review committee and the firm(s) that respond(s) best to the RFP. Based on the recommendations of the review committee, TAMC staff will issue a "Notice of Intent to Award" notice to all responders, indicating staff's intent to negotiate with the specific firm considered to be the most qualified consultant or consultant team.

Staff will then attempt to negotiate a final Scope of Work and a Budget for the project with that firm. The final Scope of Work will include a full description of each task, a description of deliverable products, and a schedule of the due dates for the deliverable products and other important milestones. The Budget shall include an estimated cost per task and use the appropriate Caltrans cost proposal format. Upon successful completion of negotiations, the consultants or consultant teams will be recommended to the TAMC Board for final selection and contract approval.

Should the most qualified consultant or consultant team and TAMC fail to successfully negotiate a final scope of work and a mutually agreed upon budget for these consulting services, then TAMC reserves the right to enter negotiations with the next most qualified candidate for performance of the work.

Further, the Agency may, or may not, also negotiate contract terms with selected proposers prior to award, and expressly reserves the right to negotiate with several proposers

simultaneously and, thereafter, to award a contract to the proposer offering the most favorable terms to the Agency. Proposals submitted, should contain the proposers' most favorable terms and conditions, because the selection and award may be made without further discussion with any proposer. The Agency will submit the proposal considered to be the most responsive and competitive to the Board of Directors for consideration and selection. The Agency reserves the right to accept or reject any and all submitted proposals, to waive minor irregularities, and to request additional information or revisions to offers, and to negotiate with any or all proposers at any stage of the evaluation. TAMC may use their discretion to choose the bid that presents the greatest value to the Agency after all evaluation criteria is considered.

MINIMUM QUALIFICATIONS

The selected consultant can be a firm, a consortium of firms or an individual, but must demonstrate to TAMC's satisfaction the following qualifications:

Knowledge of and experience with:

- a. Demonstrated expertise in conducting environmental assessments for transportation projects, particularly those involving multiple transit modes
- b. Proven record of accomplishment of successful project management, including adherence to project timelines and budgets
- c. Strong understanding of applicable environmental regulations at the local, state, and federal levels
- d. Expertise in environmental data analysis and modeling
- e. Excellent communication and stakeholder engagement skills

Demonstrated ability and adequate resources to:

- a. Complete the Scope of Work by specified deadlines
- b. Communicate effectively with sub-consultants and other members of the project team
- c. Effectively manage sub-consultants and/or technical staff
- d. Prepare clearly written documentation and high quality graphic materials

The evaluations will be based upon the following criteria:

TAMC staff will review the proposals for adherence to the minimum qualifications and inclusion of the items requested in this Request for Proposals. Proposers failing to meet the minimum qualifications will not be considered. Any proposal that does not include enough information to permit the evaluators to rate the proposal in any one of the evaluation criteria listed below will be considered non-responsive and will not be evaluated. A proposal that fails

to include one or more items requested in the Proposal Format may be considered complete and generally responsive, if evaluation in every criterion area is possible.

1	<p><u>Firm Profile & Project Team</u>: Do the qualifications of key personnel to be assigned to the project coincide with tasks listed in the Scope of Work? Do assigned personnel and sub-consultants have requisite education, experience, and professional qualifications? Does the firm’s organizational structure show sufficient depth for its present workload, and do assigned personnel have sufficient availability for project? Does the firm accept the contract terms as proposed?</p>	20 points
2	<p><u>Relevant Project Experience</u>: Has the firm demonstrated the ability to successfully provide services for projects of a similar complexity and nature as described herein? Is the firm familiar with passenger rail projects and review of multimodal rail station and station area projects?</p>	20 points
3	<p><u>Specific Approach</u>: How will the firm, specifically the key personnel assigned to the project, apply its techniques and resources to ensure the project is properly completed? How will key personnel approach problems when they arise? Has the firm described its ability to achieve specified project delivery goals? Has the firm considered alternative concepts to achieve the desired goals?</p>	50 points
4	<p><u>References</u>: Are the firm’s references from past clients and associates favorable? Does the firm show financial and operational stability?</p>	10 points

Total of 100 possible points

Following the evaluation, the panel may invite for interviews a “short list” of proposers with a reasonable likelihood of being awarded the contract. References will be checked for short-listed proposers prior to final evaluation. If a proposal is short-listed, the selected proposers will be requested to make a formal presentation. The evaluation committee will recommend one consultant from those interviewed.

Should interviews be conducted, the factors for scoring the interview will address the same areas as the factors for scoring the consultant proposal. For interviews, the consultant will be asked to prepare a brief 10-minute presentation outlining their experience and work plan approach. The consultant proposal score and interview score will be used for consultant selection, along with consideration of reference checks.

QUESTION & ANSWERS, ADDENDA

This Request for Proposals and any addenda will be posted on the Agency's website (www.tamcmonterey.org). Questions and answers regarding the request for proposals will also be posted on the website. All prospective proposers are responsible for checking the website for any addenda to the Request for Proposals. To receive email notifications of addenda to this Request for Proposals, prospective proposers must submit an email request to the Project Manager.

Any questions must be received by the Agency no later than **12 noon, Pacific Time, on July 22, 2026** to guarantee response or consideration. Responses to questions concerning this Request for Proposals posed before this deadline will be posted on the Agency's website (www.tamcmonterey.org).

SUBMITTAL REQUIREMENTS/PROPOSAL FORMAT

All interested firms are required to submit one (1) digital copy of their Proposal to perform the requested consulting services. The Proposal must include the names and qualifications of all personnel to be employed on the project. The Proposal should provide a short description of the firm's experience with projects that relate to this Scope of Work (**Attachment A**). A list of relevant past clients should be included.

A. Cover Letter

A cover letter signed by an official authorized to solicit business and enter into contracts for the firm. The letter should refer to this RFP by title and date, and should include the name and telephone number of a contact person and a statement that the proposal is a firm offer to enter into a contract with TAMC according to the terms of this Request for Proposals for ninety (90) days following its submission. If any addenda to this RFP are published, the cover letter should state receipt of said addenda.

B. Executive Summary

C. Consultant Information, Qualifications & Experience

Experience must illustrate the quality, type, and past performance of the project team. Include case studies and client references, document number & types of NEPA and CEQA projects completed. Include persons who worked on NEPA and CEQA projects, staffing, timeline, and budget.

D. Organization and Approach

Describe roles and organization of the proposed team. Indicate composition of subcontractors and number of staff, facilities available and experience of your team as it relates to this project. Describe project management approach. Describe the roles of key individuals on the team and availability of the Project Team to conduct work within the anticipated timeframes. Provide resumes and references for all key team members. Resumes shall show relevant experience for the Project's Scope of Work, as well as the length of employment with the proposing Consultant. Key members, especially the Project Manager, shall have significant demonstrated experience with this type of project, and should be committed to stay with the project for the duration of the project.

E. Scope of Work

Include a detailed scope of work statement describing all services to be provided, including the critical environmental issues and how they will be addressed, the consultant's proposed approach to the development and implementation of the scope of work, broken out by tasks which demonstrate the consultant's knowledge and understanding of the project and the constraints and challenges associated with performing the tasks outlined in the scope of work. The scope will describe project deliverables for each task. Describe your cost control and budgeting methodology for this project and how cost and schedule could be minimized.

F. Proposed Schedule of Work and Deadlines

Provide a detailed schedule for all phases of the project and the proposing Consultant's services including time for reviews and approvals.

G. Conflict of Interest Statement

The proposing Consultant shall disclose any financial, business or other relationship with the City of King that may have an impact upon the outcome of the contract or the construction project. The Consultant shall also list current clients who may have a

financial interest in the outcome of this contract or the construction project that will follow. The proposing Consultant shall disclose any financial interest or relationship with any construction company that might submit a bid on the construction project.

H. Litigation

Indicate if the proposing Consultant was involved with any litigation in connection with prior projects. If yes, briefly describe the nature of the litigation and the result.

I. Contract modifications, clarifications or exceptions

Proposers wishing to propose alternative approaches to meeting TAMC's technical or contractual requirements should thoroughly explain their reasoning, note as to whether they are "technical" or "contractual" exceptions and reference the relevant section(s) of the contract template. The Consultant shall provide a brief statement affirming that the proposal terms shall remain in effect for ninety (90) days following the date proposal submittals are due.

J. Project Budget

The Budget shall include an estimated cost per task.

PROPOSED SCHEDULE

Date/ Timeframe	Task
June 24, 2026	Distribute RFP
July 22, 2026	Deadline for proposer questions on RFP
August 5, 2026	Proposals due by 12:00 pm noon Pacific Time
August 14, 2026	Proposal review and ranking
August 19, 2026	Hold interviews (if necessary)
September 2, 2026	Determine top ranked consultant, Tentative Award letter, contract negotiation
September 23, 2026	TAMC Board approval of contract

MISCELLANEOUS

A. Modification or Withdrawal of Submittals

Any Proposals received prior to the date and time specified above for receipt may be withdrawn or modified by written request of the proposer. To be considered, however, the modified Proposal must be received by the time and date specified above.

B. Property Rights

Any Proposals received within the prescribed deadline become the property of TAMC and all rights to the contents therein become those of TAMC.

C. Confidentiality

Before award of the contract, all Proposals will be designated confidential to the extent permitted by the California Public Records Act. After award of the contract (or if not awarded, after rejection of all Proposal), all responses will be regarded as public records and will be subjected to review by the public. Any language purporting to render all or portions of the Proposal confidential will be regarded as non-effective and will be disregarded.

D. Amendments to Request for Qualifications

TAMC reserves the right to amend the Request for Proposals by addendum before the final Proposal submittal date.

E. Non-Commitment of TAMC

This Request for Proposals does not commit TAMC to award a contract, to pay any costs incurred in the preparation of a Proposal for this request, or to procure or contract for services. All products used or developed in the execution of any contract resulting from this Request for Proposals will remain in the public domain at the completion of the contract.

F. Conflict of Interest

The prospective consultant shall disclose any financial, business or other relationship with TAMC that may have an impact upon the outcome of this contract or TAMC construction project. The prospective consultant shall also list current clients who may have a financial interest in the outcome of this contract or TAMC projects that will follow. In particular, the prospective consultant shall disclose any financial interest or relationship with any construction company that might submit a bid on TAMC projects.

G. Nondiscrimination

The prospective consultant must certify compliance with nondiscrimination requirements of TAMC pertaining to the development, implementation and maintenance of a nondiscrimination program. The prospective consultant's signature affixed to and dated on the cover letters shall constitute a certification under penalty of perjury under the laws of the State of California that the proposer has, unless exempted, complied with the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Code of Regulations, Section 8103.

H. Final Selection and Protests

The RFP process is considered concluded when a "Tentative Award" letter is sent to all participating consultants indicating which consultant will be recommended for Board approval. The firm recommended is not a final selection and no contract is certain until approved by TAMC Board of Directors.

Protestants shall submit a detailed written statement of protest to:

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

no later than five (5) business days after receipt of the Tentative Award letter described above.

QUESTIONS

If you need assistance or have any questions, please email the Project Manager, Andy Cook, at andy@tamcmonterey.org.

Attachments:

- A. Draft Scope of Work and Schedule
- B. Sample TAMC Standard Agreement
- C. Requirements for Contracts using State Funds

Caltrans required forms for cost proposal

- [Certification of Indirect Costs and Financial Management System](#)
- [Cost Proposal 1: Contracts with Cost Plus Fixed Fee or Lump Sum Form](#)

ATTACHMENT A

SCOPE OF WORK and SCHEDULE

KING STATION MULTIMODAL TRANSIT CENTER ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

TAMC is seeking qualified environmental consulting firms to conduct an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) for a proposed multimodal transit center (MMTC) to be located along First Street and Pearl Street, King City, CA. The MMTC will serve as a hub for multiple transportation modes, including bus and multiple intercity passenger rail services, and is intended to enhance regional connectivity and promote sustainable transportation options.

The MMTC, when completed, will re-establish a passenger rail station serving existing and planned passenger rail service in the Central Coast Intercity Passenger Rail Corridor that has been accepted into FRA Corridor Identification and Development Program. The station is intended to initially provide a new stop on the long-distance Amtrak Coast Starlight service that currently traverses a 100-mile section of the Union Pacific Railroad Coast Route between Salinas and Paso Robles. The station, despite its historic importance to King City, ended service decades ago. A new station in the approximate location of the original station site is proposed along with track improvements and supporting facilities to bring passenger rail service and multi-modal connectivity back to King City. The City has been working with U.S. Army Fort Hunter Liggett to accommodate the approximately 50,000 soldiers that travel annually from the Bay area as a key feature and justification for the project.

PROJECT LOCATION

The proposed MMTC is located on the existing Union Pacific Railroad (UPRR) Coast Subdivision track between the proposed Broadway crossing and San Lorenzo Creek in King City. The population, according to the latest U.S. Census estimate, is 14,398. The city is in the southern Salinas Valley of the California Central Coast in Monterey County. The City lies 155 miles south of San Francisco and 277 miles north of Los Angeles, providing convenient access to all areas of California. King City serves as a gateway and access point for nearby Pinnacles National Park, Monterey County wine region, a thriving agricultural area, and U.S. Army Garrison Fort Hunter Liggett. The community features beautiful mountain views, tree-lined streets and a quaint historical downtown. The City was incorporated in 1911 as “City of King” as a charter city. In July 1886, the Southern Pacific completed rail lines to become known as “King’s Station.” Historic Highway 101 runs through King City. King City is also 14.5 miles from Highway 25 and 9

miles from Highway 98. The 2020 census tract for the project is 113.02 with the extended trackwork extending into 113.05.

PROJECT OVERVIEW

The following components are essential elements in the proposed MMTC at First Street in Historic Downtown:

1. A new siding track (16,090 ft.), track realignment, track removals, new turnouts, and a new crossover.
2. Two side loaded passenger platforms, a passenger drop-off and loading zone, including a staging area for soldiers training at U.S. Army Fort Hunter-Liggett (FHL), a pedestrian overcrossing connecting the two platforms.
3. The design includes closure of the Pearl Street crossing and construction of a new crossing at Broadway Street to provide access to the proposed facility. Additionally, two existing crossings to the north will be modified and improved, San Antonio Drive and Bitterwater Road.
4. A parking lot with bike racks and sidewalks for station patrons.
5. A bus stop accommodating Amtrak Thruway, Greyhound, and Monterey-Salinas Transit (MST) bus services, Pinnacles National Park shuttle service, taxi service, and bicycle facilities.
6. Improvements to First Street between Division Street and Broadway Street, including the introduction of street trees, center medians, bike lanes, parallel parking, as well as curb extensions (bulb-outs), high visibility crosswalks and traffic signals at the intersections with Broadway Street, Bassett Street, and Pearl Street.

The construction work for the full MMTC project will happen in 3 phases:

- Phase 1 - includes construction of all of the trackwork with the exception of the crossover, the west side platform, the new at-grade crossing at Broadway, removal of the Pearl at-grade crossing, portions of the parking lot and staging area, temporary bus stop along northbound First Street south of Pearl First Street curb extensions and crosswalks, track realignment, siding extension, north and south turnouts, and addition of the universal crossover. Phase 1 of the project is intended to serve the existing single round trip of the Amtrak Coast Starlight service with the possibility of one additional round trip.

- Phase 2 – includes construction of the track crossover, the second station platform and pedestrian over crossing. The 1st Street curb extensions, traffic signals and crosswalks will be constructed. The existing building L.A. Hearne building will be demolished, and the station patron parking lot will be built. Once the station patron parking lots between Pearl Street and Bassett Street are constructed, a commercial or mixed-use building can be built on the southeast corner of Broadway Street and First Street. This phase will also feature the construction of the station shelters, restrooms, and additional amenities and features.
- Phase 3 - First Street south of Pearl Street will be improved, the FHL queue lane constructed, and the De Anza Trail south of Division Street will be built. In addition, a crosswalk will be introduced across First Street at Division Street so that De Anza Trail users can travel along the west side of First Street if the FHL queue lane is in use or if FHL determines that the queues lane should be dedicated solely to FHL.

The proposed Station, pursuant to Amtrak standards, will be serviced by 1,200-foot long and 15-foot wide platforms. The platforms, to allow for proper activation of the crossing warning equipment, end approximately 300 feet from the proposed Broadway crossing. On the south end, the platform ends clear of the proposed railroad signal and turnout. The platforms are proposed to be within Union Pacific Railroad (UPRR) right of way. The train platform is separated from the parking lots by a 6' fence with periodic breaks to allow access between the platform and the adjacent drop-off zone and parking lot.

To maintain concurrent operations of freight (UPRR) and passenger trains, the following track improvements are being proposed:

- Installation of No 20 Power-Operated Turnout (North of Lorenzo Creek)
- Track upgrades of UPRR mainline near the proposed station.
- New siding west of the existing mainline from south of Speckles to north of Lorenzo Creek with the new track on 20' centers to the existing track.
- Removal of the existing siding and additional industry tracks in the station area.
- New Crossover (Power-Operated No. 15)
- Installation of Power-Operated No 20 Turnout (South of Speckles Road)

The proposed track improvements allow for stopping passenger trains on the siding without impacting UPRR's capacity. The design is intended to allow passenger trains and UPRR trains to

meet and pass each other near the station or along the siding to the north without limiting or disrupting the service operations of either UPRR freight or passenger service. The proposed turnouts and crossover improve operations by providing access back and forth across proposed siding and mainline tracks at multiple locations. The proposed siding recreates the siding capacity UPRR might otherwise lose if the existing siding was transformed into a passenger station siding. All tracks in the project area are being constructed to 20' centers, which is necessary for trains to safely pass one another without colliding and complies with current standards to accommodate modern rail car width.

Station Patron Parking Lot

Off-street parking for Amtrak, Greyhound, and MST passengers will be provided between Bassett Street and Pearl Street. The parking lot will provide 59 parking spaces and is screened from First Street by street trees, a three-foot high wall, and landscaping. Access to the parking lot will be from both Bassett Street and Pearl Street. A 12-foot wide “kiss ‘n ride” drop-off lane, adjacent to the platform, will be constructed along the entire length of the east side of the parking lot. The “kiss ‘n ride” lane may also accommodate Amtrak Thruway buses entering from Pearl Street and exiting via Bassett Street, where they may proceed to the north or to the south along First Street..

Fort Hunter-Liggett (FHL) Staging Area

FHL is about 23-miles from the MMTC. It is primarily used as a training facility supporting field maneuvers and live fire exercises. FHL strongly supports the MMTC project, which will facilitate the staging and movements of large number of troops, along with their gear. Altogether FHL has about 50,000 service members utilize the fort on annual basis and as such would be a great benefactor of the project as many of the troops come from all over the state and country. A staging area for troop mobilizations to and from FHL will be located to the south of the station building and south of Pearl Street. The staging area design will accommodate parking and queuing for multiple buses and/or vehicles to pick-up and deliver troops to and from FHL. This will significantly reduce transportation costs for the military and emissions that worsen California’s already poor air quality.

First Street Improvements

Street trees, curb extensions, crosswalks, center medians, and on-street parking will be constructed along First Street to improve safety, quality of life, and the environment for motorists, pedestrians, and cyclists that they are entering Downtown and the station area. The existing curbs, except for where curb extensions are introduced at Broadway Street, Bassett Street, and Pearl Street, will be retained.

De Anza Trail

The Juan Bautista de Anza National Historic Trail is a 1,210-mile National Park Service trail extending from Nogales on the U.S.-Mexico border in Arizona, through the California desert, and along the California coast to San Francisco. It is adjacent along the west side of the railroad tracks and platform and station. South of Division Street, it consists of a 12-foot-wide paved trail that is separated from First Street by landscaping, street trees, and a low split-rail fence; north of Division Street, and with the approval of FHL, it can share the FHL queue lane. During times when FHL is using the queue lane – or if the queue lane must be dedicated entirely to FHL – pedestrians and cyclists would cross First Street at Division Street and proceed along the sidewalk along the west side of First Street. A five-foot high chain link fence separates the De Anza Trail and the railroad right-of-way.

SCOPE OF WORK

In 2014, a Coast Corridor Tier 1 EIS/Report (CC EIS/Report) was prepared by the San Luis Obispo Council of Government (SLOCOG). The CC EIS/Report conducted an analysis of proposed program-level conventional rail improvements on existing Coast Corridor rail alignment to increase capacity of the transportation system and foster improved rail connectivity, thereby improving mobility and reliability. The rail improvements are focused on the portion between Salinas and San Luis Obispo, including King City. The consultant shall base the proposal on tiering, or utilizing as much information from the CC EIS/Report to minimize duplication and costs. The link for the CC EIS/EIR can be found at:

[https://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/15517/00_Cover%20Sheets.pdf#:~:text=The%20Federal%20Railroad%20Administration%20\(FRA\)%2C%20the%20San,Program%20EIS/EIR\)%2C%20analyzing%20the%20potential%20environmental%20impacts](https://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/15517/00_Cover%20Sheets.pdf#:~:text=The%20Federal%20Railroad%20Administration%20(FRA)%2C%20the%20San,Program%20EIS/EIR)%2C%20analyzing%20the%20potential%20environmental%20impacts)

At a minimum, the EIS/EIR will include the following key components identified below. The consultant may recommend additional analysis.

Site Characterization

- Existing environmental conditions survey, including air quality, water quality, noise levels, and potential hazardous materials on-site.
- Vegetation and wildlife habitat assessment.
- Cultural and historical resources review.
- Geologic and soils analysis.

- Other recommended issues.

Impact Analysis

Evaluation of potential environmental impacts associated with construction and operation of the MMTC, including but not limited to:

- Air emissions
- Water quality
- Noise pollution
- Hazardous waste management
- Chemical exposure
- Community health impacts
- Occupational health risks
- Environmental Justice (include potential impacts on vulnerable populations)
- Traffic impacts
- Land use impacts
- Visual impacts
- Impacts on sensitive species and habitats
- Mitigation Measures (e.g., feasible mitigation strategies to minimize or avoid adverse environmental impacts).
- Other recommended issues.

Public Involvement

The consultant will conduct a stakeholder engagement process to gather public input on potential environmental concerns. The consultant proposal must recommend a stakeholder engagement program tailored to the project.

Memorandum

To: Board of Directors
From: Andy Cook, Principal Transportation Planner
Meeting Date: June 24, 2026
Subject: **Central Coast Olympics Passenger Rail Service Pilot**

RECOMMENDED ACTION:

ADOPT Resolution 2026-07 in support of pilot rail service connecting Los Angeles and the San Francisco Bay Area for the 2028 Olympics.

SUMMARY:

The Transportation Agency is a member of the Coast Rail Coordinating Council, which advocates for improved passenger rail along the Central Coast rail corridor between San Jose and Los Angeles. The Council has proposed a pilot passenger rail service on the Central Coast Rail Corridor during the 2028 Olympic Games in Los Angeles. On June 1, 2026, the Rail Policy Committee voted to recommend the Board adopt a resolution in support of the proposed pilot service.

FINANCIAL IMPACT:

There is no financial impact to the agency budget associated with this action. Capital and operating costs for implementing new Central Coast Rail services are under evaluation by federal and state planning and operating partners.

DISCUSSION:

TAMC is actively coordinating with partner agencies to plan and implement new passenger rail service on the Central Coast Rail Corridor between Los Angeles and the San Francisco Bay Area through the Coast Rail Coordinating Council (CRCC). Members of the Council include Regional Transportation Planning Agencies along the Central Coast that are planning and developing improvements to passenger rail service and upgrades to rail infrastructure between San Jose and Los Angeles. At its May 15 Policy meeting, the CRCC directed the San Luis Obispo Council of Governments (SLOCOG) to secure consulting assistance to develop an operating plan for the proposed service and requested that member agencies adopt resolutions supporting the proposal.

On behalf of the CRCC, SLOCOG is coordinating interagency discussions regarding a pilot intercity rail service between the San Francisco Bay Area and Los Angeles for the upcoming 2028 Olympics and submitted a member request to Senator Laird for \$2 million in operations funding support. The pilot service is intended to leverage legislative interest in the Olympics to demonstrate the value of new passenger rail service in the Central Coast Rail Corridor and complement the Monterey County Rail Extension and planned expansion of service to San Luis Obispo from the north. Based on input from the State and the intercity rail operating agencies, the CRCC members agreed to support a proposal from SLOCOG to develop the operating plan needed to coordinate with the intercity corridors and host railroad, including evaluation and definition of a viable near-term operating concept. CRCC Policy Committee members agreed to advance official resolutions expressing support

for the pilot service and continuing funding for intercity passenger rail operations needed for a pilot service to proceed. Implementation of the pilot service requires the continuation of the state budget for intercity passenger rail operations at its current level, which is set to expire at the end of Fiscal Year 2027 if the State Legislature does not approve the funding.

The Rail Policy Committee discussed the Olympic passenger rail pilot service proposal at its June 1, 2026, meeting and recommended that the Board of Directors approve a resolution supporting implementation of this service, which is consistent with the agency's ongoing support for the Monterey County Rail Extension and implementation of new passenger rail service options and transit connections to communities across the County. Resolution 2026-07 is **attached**, and a link to the CRCC website is a **web attachment**.

ATTACHMENTS:

1. 2026-07 - Coast Rail Olympics Pilot Resolution

WEB ATTACHMENTS:

1. [Coast Rail Coordinating Council](#)



RESOLUTION NO. 2026-07
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
SUPPORT FOR PILOT RAIL SERVICE CONNECTING
LOS ANGELES AND THE SAN FRANCISCO BAY AREA
FOR THE SUMMER 2028 OLYMPICS

WHEREAS, the Transportation Agency for Monterey County is an active member of the Coast Rail Coordinating Council, which is comprised of coastal transportation planning agencies advocating for rail improvements along the Pacific Coast Route; and

WHEREAS, the 2028 Olympics Games will be hosted in Los Angeles, and official venues will be in other large metropolitan areas such as San José and San Diego; and

WHEREAS, the 2028 Olympics Games will attract millions of domestic and international tourists that would choose to take rail or air service between southern and northern California; and

WHEREAS, there is a gap in state-supported passenger rail service between San Luis Obispo and San Jose on the Pacific Coast Route connecting Southern and Northern California with no state-supported trains that connect Los Angeles and the San Francisco Bay Area; and

WHEREAS, existing rail infrastructure could support an additional passenger train frequency if train equipment and rail crews can be provided; and

WHEREAS, the Coast Rail Coordinating Council is now identifying the funding need to support planning, capital, and operations of a passenger rail pilot service during the Olympics; and

WHEREAS, the Transportation Agency has been planning and funding implementation of passenger rail service extensions to Monterey County in coordination with federal, state, and regional partner agencies in the Coast Rail Corridor, which is a regional priority for enhancing mobility and economic benefits for Monterey County communities and visitors; and

WHEREAS, a passenger rail pilot service for the 2028 Olympic Games would leverage interest in transportation for this international event and serve to complement implementation of ongoing, regular passenger rail service to Monterey County; and

WHEREAS, State-supported intercity passenger rail operations, including new passenger rail services now operating between Los Angeles and San Luis Obispo, and San Luis Obispo to San Diego on the *Pacific Surfliner* trains are only funded through June 2027 and should be continued to allow for a pilot Central Coast passenger rail service through the Summer 2028 Olympics.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Transportation Agency for Monterey County supports fully funding Annual Business Plans for the Capitol Corridor and Los Angeles-San Luis Obispo-San Diego (LOSSAN) Corridor intercity passenger rail services to maintain operations funding needed to sustain pre-COVID passenger service levels and allow for planned expansion of State-supported intercity passenger rail service in the Central Coast Rail Corridor; and
2. The Transportation Agency for Monterey County supports efforts by the Coast Rail Coordinating Council to provide passenger rail pilot service between Los Angeles-San Luis Obispo-San Francisco Bay Area during the 2028 Olympics Games.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California, this 24th day of June 2026, by the following votes:

AYES:

NOES:

ABSENT:

**CHAPS PODURI, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

ATTEST:

**TODD A. MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

Memorandum

To: Board of Directors
From: Alissa Guther, Associate Transportation Planner
Meeting Date: June 24, 2026
Subject: Pajaro/Watsonville station - HDR Engineering, Inc. Contract Extension

RECOMMENDED ACTION:**HDR Engineering, Inc. Contract Extension**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a contract amendment with HDR Engineering, Inc., subject to Agency Counsel approving the amendment and the California Transportation Commission extending the funding expenditure deadline, to create state and federal environmental documents for the Pajaro-Watsonville Multimodal Station project, through June 30, 2028;
2. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

SUMMARY:

TAMC's current contract to create state and federal environmental documents for the Pajaro-Watsonville Multimodal Station project for the Pajaro-Watsonville Multimodal Station project expires on June 30, 2026. Union Pacific Railroad Company took an additional twenty months more than what was anticipated to provide comments, which delayed the project. This proposed amendment would extend the current contract until June 30, 2028 without changing the current not-to-exceed amount.

FINANCIAL IMPACT:

The maximum amount payable to the Consultant under the original Agreement is not to exceed the amount of One Million, Nine Hundred and Ninety-Nine Thousand, Eight Hundred and Ninety Two Dollars (\$1,999,892.00). The funding source for the original contract is the Transit and Intercity Rail Capital Program (TIRCP) administered by the California State Transit Authority. This is a contract extension and has no financial cost to TAMC.

DISCUSSION:

The Monterey County Rail Extension Project will enhance mobility for Monterey County and Santa Cruz County residents and visitors. The California Transportation Commission allocated TIRCP grant funding to this project in December 2023. The project brings environmental documents up to date, expanding the California Environmental Quality Act (CEQA) coverage to reflect an expanded station footprint from earlier documents needed to analyze alternative designs satisfying current railroad design requirements and positions the project to be eligible for federal infrastructure funding with

National Environmental Policy Act (NEPA) review. The station will serve as a major transit hub that reduces greenhouse gas emissions and increases ridership across intercity and commuter rail, regional and local bus transit, and active transportation. It will provide greater mobility options for residents of Monterey and Santa Cruz Counties, promote economic growth and transit-oriented development, and benefit the communities of Pajaro and Watsonville, as well as regional commuters and residents.

There are two operational scenarios for the Pajaro/Watsonville Multimodal Station. In the first scenario, called the "Initial Service" in the Monterey Bay Area Rail Network Integration Study, the station will be served by a regular passenger rail connection between Salinas and the San Francisco Bay Area provided by either Caltrain or the Capitol Corridor, the Coast Starlight, and connecting bus service. In the long-range "Vision Service" scenario, the goal is to build out the regional rail network to include passenger rail from Santa Cruz to Monterey around the Monterey Bay and to increase the frequency of long-distance rail and local and regional bus service with important regional connections between services that will be provided at this station. For both scenarios, the planned services are described in more detail in the [2024 California State Rail Plan](#).

TAMC received approval for the Pajaro-Watsonville Multimodal station project in the Cycle 6 TIRCP grant cycle. TAMC's application for that grant included a letter of support from the Union Pacific Railroad Company (UPRR). TAMC secured the professional consulting services of HDR Inc through a competitive procurement process and initiated project activities in March 2024. TAMC prepared and released a Notice of Preparation and initiated the CEQA Scoping Period in October 2024, culminating in a well-attended public workshop in November 2024. The scoping period included draft conceptual designs for the station that allowed technical staff and the public to review possible station sites. These sites are in a complex study area including an active rail junction and freight yard adjacent to a mix of commercial and residential development in the community of Pajaro.

After conducting an initial review of existing conditions and incorporating input from the public and regional partners, TAMC eliminated options determined to be technically infeasible and advanced three design alternatives for further analysis. In December 2024, staff submitted draft station plans to UPRR for review, requesting feedback on station location, feasibility, and required track modifications, as well as the potential relocation of existing amenities needed to accommodate shared passenger and freight rail operations. Potential requirements, which are subject to UPRR determination, may include relocation of maintenance-of-way facilities at the junction and a small office building. Through its review and design analysis, TAMC has identified potential solutions to address these needs. In June 2026, UPRR provided feedback on the initial conceptual plans.

Due to the extended review period by UPRR, work on the environmental document was not able to progress on the original schedule and additional time is needed for HDR to respond to this feedback and incorporate the preferred location and design into the environmental review documents. This delay also impacts the TIRCP funding that has been secured for the project, which also expires on June 30, 2026. Staff has submitted a 24-month time extension request to the California Transportation Commission for their June 25, 2026 meeting. A draft contract amendment is included as **Attachment 1** that would provide a new contract expiration date of June 30, 2028 in alignment with the current project schedule and extended funding deadline. Staff is requesting approval of the amendment contingent upon the California Transportation Commission approving the funding time extension.

ATTACHMENTS:

1. HDR Amendment 1

WEB ATTACHMENTS:

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

THIS AMENDMENT NO. [1] to the agreement dated June 24, 2024 between the Transportation Agency for Monterey County, hereinafter referred to as “TAMC,” and HDR Engineering, Inc., hereinafter referred to as “Consultant,” is hereby entered into between TAMC and Consultant.

RECITALS:

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on September 8, 2024, hereinafter referred to as “Agreement;” and
- B. **WHEREAS**, TAMC and Consultant desire to amend the Agreement to extend the time of contract by twenty-four months to allow for sufficient time to complete project tasks;

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

1. TERM OF AGREEMENT

Paragraph 1 of the Agreement is amended as follows (changes in ~~strikeout~~ and underline): “The term of this Agreement shall begin upon June 26, 2024, contingent upon approval by the TAMC Board, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC’s Project Manager specified in Paragraph 35. Unless earlier terminated as provided herein, this Agreement shall remain in force until ~~June 30, 2026~~ June 30, 2028. Consultant acknowledges that this Agreement is not binding until it is fully executed and approved by TAMC.”

2. REMAINDER OF TERMS UNCHANGED

All other terms of the Agreement, as amended, remain in full effect.

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

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 1 to the Agreement with HDR Engineering, Inc.

Consultant

TAMC

By: _____
Senior Vice President

By: _____
Todd A. Muck
Executive Director

Dated: _____

Dated: _____

By: _____

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: _____

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: June 24, 2026
Subject: **MINUTES**

RECOMMENDED ACTION:

ACCEPT draft minutes of the Transportation Agency Committees:

- Rail Policy Committee - draft minutes of June 1, 2026
- Executive Committee - draft minutes of June 3, 2026
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of June 3, 2026
- [Technical Advisory Committee](#) - draft minutes of June 4, 2026
- [Measure X Citizens Oversight Committee](#) - No Meeting

SUMMARY:**FINANCIAL IMPACT:****DISCUSSION:****ATTACHMENTS:**

1. Exec draft minutes June 3 2026.----docx
2. Draft_RPC_Minutes_June_2026_Meeting

WEB ATTACHMENTS:

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: Chaps Poduri (Chair), Luis Alejo (1st Vice Chair), Jose Rios (2nd Vice Chair), Wendy Root Askew (Past Chair), Glenn Church (County representative), Dennis Donohue (City representative)

Wednesday, June 3, 2026

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

Transportation Agency Conference Room, 55-B Plaza Circle, Salinas CA

EXECUTIVE COMMITTEE	AUG 25	SEP 25	OCT 25	NOV 25	JAN 26	FEB 26	MAR 26	APR 26	MAY 26	JUN 26
Chaps Poduri, Chair , Pacific Grove (Joe Amelio)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Luis Alejo, 1st Vice Chair , Supervisor District 1, (Linda Gonzales; Javier Gomez)	P(A) (VC)	P	P	P(A) (VC)	P	P	P(A) (VC)	P	P(A) (VC)	P(A) (VC)
Jose Rios, 2nd Vice Chair , Gonzales (Lorraine Worthy)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Wendy Root Askew, Past Chair , Supervisor District 4, (Yuri Anderson , Kera Abraham Panni)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)
Glenn Church, County Representative , Supervisor District 2, (Marilyn Vierra, Leonie Gray)	P	P(A)	P	P (VC)	P(A)	P(A)	P	P	P (VC)	P(A) (VC)
Dennis Donohue, City Representative , City of Salinas (Margaret D'Arrigo)	P (VC)	P (VC)	P (VC)	E	P (VC)	*P	P	P	P	A

P = Present	A = Absent
P(A) = Alternate present	E = Excused
* = New Representative	(VC) Video Conference
(TC) = Teleconference	

1. CALL TO ORDER

Chair Poduri called the meeting to order at 9:00 a.m. Roll call was taken, and a quorum was confirmed.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

Draft Minutes of June 1, 2026

55-B Plaza Circle, Salinas, California 93901 - Transportation Agency Conference Room

	JUN 25	JUL 25	AUG 25	SEP 25	OCT 25	NOV 25	JAN 26	FEB 26	MAR 26	APR 26	MAY 26	JUN 26
L. Alejo, Dist. 1 (L. Gonzalez, J. Gomez)	P	N	P	P(A) (VC)	P(A) (VC)	P	P	C	P	P	P(A) (VC)	E
G. Church, Dist. 2 (M. Vierra , L. Gray)	P(A) (VC)	O	P	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	A	P (VC)	P (VC)	P (VC)	P (VC)
W. Askew, Dist. 4 (Y. Anderson , K. Panni)	P(A) (VC)	M	P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)	N	P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)
K. Daniels, Dist. 5, (K. Craig)	P(VC)	E	P	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	C	P	P (VC)	P (VC)	P (VC)
M. LeBarre, King City, Chair (C. DeLeon)	P	E	P	P	P	P	P	E	P	P	P	P
B. Delgado, Marina (J. McAdams L. Visscher)	A	T	P	P(A) (VC)	P (VC)	A	P(A) (VC)	L	P (VC)	P (VC)	A	P (VC)
E. Smith, Monterey (G. Garcia, M. Garcia , A. Easterling)	P	I	P	P	P	A	P	L	E	P	P(A) (VC)	A
D. Donohue, Salinas, (M. D'Arrigo)	A	N	P	P	P	A	P	E	P	P	P	P
M. Carbone, Sand City (J. Blackwelder)	P	G	P	E	P (VC)	P(A) (VC)	E	D	P (VC)	P	P	P
I. Oglesby, Seaside (D. Pacheco)	P		P	P	P	A	P		P	P	P	P
A. Velazquez, Soledad (F. Ansaldo-Sanchez)	A		P	P (VC)	E	A	P (VC)		P (VC)	P (VC)	E	P (VC)
M. Twomey, AMBAG (H. Adamson, P. Hierling)	P(A) (VC)		A	P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)		A	P(A) (VC)	P(A) (VC)	P(A) (VC)
A. Fukushima, Caltrans District 5	A		P (VC)	A	A	A	A		A	A	P*	P
C. Sedoryk, MST (L. Rheinheimer/ M. Overmeyer)	A		P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)		A	P(A) (VC)	P(A) (VC)	P(A) (VC)
STAFF	JUN 25	JUL 25	AUG 25	SEP 25	OCT 25	NOV 25	JAN 26	FEB 26	MAR 26	APR 26	MAY 26	JUN 26
O. Barajas, Transportation Planner	-	N	-	-	-	-	-	C	P*	A	A	A
R. Bigelow, Contracts and Grants	-	O	-	P* (VC)	P (VC)	P (VC)	A	A	P (VC)	P (VC)	P (VC)	P (VC)
D. Bilse, Principal Engineer	P (VC)	M	A	A	P (VC)	A	A	N	A	A	A	A
A. Cook, Principal Planner	-	E	-	-	-	-	-	C	-	P*	P	P
A. Guther, Assoc. Transp. Planner	P (VC)	E	P	A	P	P	P	E	P	E	E	P

A. Hernandez, Transp. Planner	A	T	A	A	A	A	P (VC)	L	A	A	A	P (VC)
J. Kise, Director of Finance and Admin	A	I	A	P (VC)	P (VC)	A	A	L	P (VC)	A	P	A
M. Montiel Admin Assistant	P	N	P	P	E	P	P	E	P	P	P	P
S. Linnevers Transp. Planner	-	G	-	-	-	-	-	D	-	P*	A	A
T. Muck, Executive Director	P		P	P	P	P	P		P	A	P	P
M. Park, Finance Officer/ Analyst	P (VC)		P (VC)	P (VC)	P (VC)	P (VC)	A		A	P (VC)	P (VC)	P (VC)
M. Sheehan, Accounting Assistant	-		-	-	-	-	-		-	-	P (VC)	A
J. Strause, Senior Transp. Planner	A		P (VC)	A	A	P (VC)	P (VC)		P (VC)	P (VC)	P (VC)	P (VC)
C. Watson, Director of Planning	P		P (VC)	P	P	P	P		P	P	P	P
B. Wilson Transp Planning Intern	-		-	-	-	-	-		-	-	-	p*
L. Williamson, Senior Engineer	P		P	P	E	P	P (VC)		A	P	P	A
M. Zeller, Director of Programming & Project Delivery	P (VC)		P	P	P	P	P (VC)		P (VC)	E	P	P

P = Present A = Absent P(A) = Alternate Present E = Excused (VC) = Video Conference * = New representative

1. QUORUM CHECK AND CALL TO ORDER

Chair LeBarre called the meeting to order at 2:00 p.m. Maria Montiel, Administrative Assistant, called the roll and confirmed a quorum was established.

OTHERS PRESENT

Jasmine Mejia Cortez	District 1 Office	Margaret D’Arrigo	City of Salinas Alternate
Paul Dyson	Public	Rob Cunningham	Caltrans Division of Rail
Sahar Elias	District 4 Intern	Vibeke Norgaard	Sand City

2. PUBLIC COMMENTS

None

3. CONSENT AGENDA

M/S/C Oglesby / Carbone/ unanimous

- 3.1** Approved minutes of May 4, 2026, Rail Policy Committee meeting with an edit to delete the 5th bullet under item 4.
- 3.2** Received media clippings attached online.
- 3.3** Received update on the Pajaro/Watsonville Multimodal Station Project.
- 3.4** Received update on the Highway 1 Elkhorn Slough Corridor Climate Resiliency project activities.

END OF CONSENT AGENDA

4. CENTRAL COAST RAIL CORRIDOR PROJECT UPDATE

M/S/C Carbone / Donohue/ unanimous

Committee Member Carbone motioned to recommend that the Board of Directors approve a resolution supporting passenger rail pilot service in the Central Coast Rail Corridor for the 2028 Olympic Games, to include reference to Salinas Rail Station extension, and directed staff to provide resolution templates to cities. The motion was seconded by Committee Member Donohue.

The Committee received a report on implementation plans for new passenger rail service along the Central Coast Rail Corridor between the San Francisco Bay Area and Los Angeles; and recommended that the Board of Directors adopt Resolution 2026-07 in support of pilot rail service connecting Los Angeles and the San Francisco Bay Area for the 2028 Olympics.

Andy Cook, Principal Transportation Planner, reported that the Coast Rail Coordinating Council met on May 15, 2026 to discuss planning and implementation steps for new intercity passenger rail service in the corridor, reported on coordination with the intercity rail operating partner agencies, and noted that the next steps include advancing a proposal to support pilot passenger rail service in the corridor for the 2028 Olympic Games. Mr. Cook noted that the San Luis Obispo Council of Governments is coordinating Interagency discussions regarding a pilot intercity rail service between the San Francisco Bay Area and Los Angeles for the

upcoming 2028 Olympics and submitted a member request to Senator Laird for \$2 million in operations funding support.

Chair LeBarre noted that the Salinas Train Station and the King City Station have priority and other cities can adopt a resolution to focus on tourism with access to the Monterey Peninsula via train service.

Committee Member Oglesby noted Agency staff should present at the Mayor's Association Meeting. He stressed the importance of rallying the region to work together to advocate for rail service. Executive Director Muck replied that Senator Laird is expecting to see a budget set-aside for the 2028 Olympics; and SLOCOG is developing the operations plan that outlines expectations and funding options.

Committee Member Daniels noted that we should push for the pilot program and request funds from the state's Olympics budget. Mr. Muck responded that the state is expecting a transit operations funding shortfall after 2027.

Committee Member Donohue noted that the region needs to work together to get rail service that connects to Monterey-Salinas Transit to serve the entire region.

Committee Member Velazquez noted adding the Salinas Rail Station to the resolution strengthens the resolution.

Paul Dyson, member of the public, noted that a shift in travel patterns can be a strong case for coordinated strategy to request an increase in funding.

5. SALINAS TRAIN STATION EXISTING SERVICES

The Committee received information about existing services at the Salinas Train Station.

Blythe Wilson, Transportation Planning Intern, presented an overview of transit options at the Salinas Rail Station, including Amtrak Coast Starlight trains, Amtrak Thruway buses, Monterey-Salinas Transit service, and Flixbus (formerly Greyhound).

Ms. Wilson highlighted the following transit options:

- Amtrak Coast Starlight runs once daily in each direction between Seattle and Los Angeles.
- Amtrak Thruway Bus operating between San Jose and Santa Barbara stops at the Salinas station, providing connections to the Capitol Corridor and Pacific Surfliner.

- The only Monterey-Salinas Transit route that connects directly to the Salinas Intermodal Transit Center is Route 59, which connects to Gilroy with four buses per day in each direction.
- There is no consistent Flixbus schedule, but the company often provides one daily bus in each direction between San Jose and Los Angeles.

Committee Member Church asked for ridership data and noted that it is important to understand the demand that may exist. Executive Director Todd Muck noted that the agency will seek ridership statistics.

Lisa Rheinheimer noted that Monterey-Salinas Transit has seen a 20% ridership increase from last year, possibly due to gas prices increasing.

Committee Member Daniels noted that we need to make Salinas Station more user friendly for future riders to find their best travelling option easier.

Paul Dyson, member of the public, noted that it can be confusing when buying a rail ticket to ride the Amtrak Thruway bus and that recent legislation should enable a bus trip with no rail ticket.

6. SALINAS RAIL KICK START PROJECT UPDATE

The Committee received an update on the Salinas Rail Kick Start project.

Christina Watson, Director of Planning, reported on the Monterey County Rail Extension Project. She noted that the 30% Salinas layover facility track, and structure plans were submitted to Union Pacific in April 2026 and expects submitting the revised 25% plans for the Gilroy track connections and roadway crossings to Union Pacific and Railroad in June 2026. She mentioned that staff working on preparing for demolition of a structure to allow for utility relocation along New Street. Ms. Watson noted that Agency staff have participated in discussions with Caltrans, Caltrain, and Capitol Corridor related to operations scenarios. All service scenarios depend on equipment availability and a track rights agreement with Union Pacific and Railroad.

7. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Alissa Guthier, Transportation Planner announced that the Santa Cruz County Regional Transportation Commission (SCCRTC) proposed a Joint lunch meeting for September 21, 2026,

11am - 1 p.m., in Watsonville. Transportation Agency staff Maria Montiel will email Committee members for their availability.

Christina Watson, Director of Planning, announced the next meeting is scheduled for August 3, 2026 and there is no meeting in July.

8. ADJOURN

Chair LeBarre adjourned the meeting at 2:57 p.m.

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: June 24, 2026
Subject: **CORRESPONDENCE**

RECOMMENDED ACTION:

RECEIVE TAMC Correspondence for June 2026.

SUMMARY:**FINANCIAL IMPACT:****DISCUSSION:****ATTACHMENTS:**

None

WEB ATTACHMENTS:

- [June 16, 2026, The Honorable Cottie Petrie-Norris, Chair Assembly Utilities & Energy Committee, re SB667 \(Archuleta\): Railroads:safety:wayside detectors - OPPOSE from TAMC Executive Director Todd Muck.](#)
- [June 16, 2026, letter to Tanisha Taylor, Executive Director California Transportation Commission, re: Support for the City of Sand City's Multiuse Trail Project Grant Application from TAMC Executive Director Todd Muck.](#)
- [June 8, 2026, letter to TAMC Executive Director Todd Muck re: Strong support for the Gateway for Monterey Bay Project and application to the Active Transportation Program from Kendra Howell, Salinas Valley Health.](#)
- [June 2, 2026, letter to TAMC Executive Director Todd Muck re: Support for the Gateway for Monterey Bay Project and application to the Active Transportation Program from Dr. PK Diffenbaugh, Superintendent Monterey Peninsula Unified School District.](#)
- [May 20, 2026, letter to The Honorable Congressman Salud Carbajal Ranking Member, Committee on Transportation and Infrastructure regarding: Olympics Pilot Train Service – BUILD America 250 Act – \\$10 Million from Dave Potter, Chair, Coast Rail Coordinating Council.](#)

- [May 21, 2026, letter to the Honorables Laird, Bennett, Gabriel and Reyes re: Protect Programs to Accelerate Air Quality and Mobility Goals from Executive Directors Kim, Rodgers, Muck, Christensen, Abraham and Twomey.](#)
- [May 15, 2026, letter to TAMC Executive Director Todd Muck re: Support for the Gateway to Monterey Bay Project and application to the Active Transportation Program from Greg McDanel City Manager, City of Seaside.](#)

Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: June 24, 2026
Subject: Resolution of Appreciation for Doug Bilse

RECOMMENDED ACTION:

ADOPT and **PRESENT** Resolution of Appreciation to retiring Principal Transportation Engineer Doug Bilse

SUMMARY:

After a total of 12 years at the Transportation Agency, Doug Bilse is retiring on July 3, 2026

FINANCIAL IMPACT:

DISCUSSION:

ATTACHMENTS:

1. Bilse - Resolution of Appreciation

WEB ATTACHMENTS:

RESOLUTION OF APPRECIATION

for

Doug Bilse

Principal Transportation Engineer

WHEREAS, as an employee of the Transportation Agency most recently since March 2021 plus a prior term between 1992 and 1999, Doug Bilse has been a dedicated and valued member of the Transportation Agency for Monterey County team; and

WHEREAS, during his 12 years at the Transportation Agency, Doug Bilse's experience, skills, and strong commitment to the residents of Monterey County have contributed to the success of the Agency's projects and programs; and

WHEREAS, Mr. Bilse has been a trusted colleague known for his willingness to assist others, share his knowledge, and mentor emerging professionals in the transportation field; and

WHEREAS, Mr. Bilse has spent countless hours analyzing and observing traffic patterns, particularly along State Route 68, helping to identify and advance solutions to improve safety and mobility; and

WHEREAS, he has been highly engaged with the community, meeting with residents and stakeholder groups to listen to concerns and collaborate on meaningful transportation improvements; and

WHEREAS, in response to community concerns, he led innovative efforts such as the Toro Park Pilot Traffic Diversion Project to address neighborhood cut-through traffic and enhance quality of life for residents; and

WHEREAS, through his expertise and strong collaboration with Caltrans District 5, he played a key role in advancing the US 101 South of Salinas project; and

WHEREAS, his leadership, dedication, and contributions have had a lasting positive impact on the Agency and the communities it serves;

NOW THEREFORE BE IT RESOLVED that Doug Bilse is hereby recognized for his outstanding 12 years of service to the Transportation Agency for Monterey County by the Board of Directors on this 24th day of June 2026.

CHAPS PODURI
CHAIR

TODD MUCK
EXECUTIVE DIRECTOR

Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: June 24, 2026
Subject: **2026 Regional Transportation Plan**

RECOMMENDED ACTION:

2026 Regional Transportation Plan:

1. **ADOPT** Resolution 2026-08 to adopt CEQA findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program related to the Environmental Impact Report certified by the Association of Monterey Bay Area Governments for the 2026 Monterey County Regional Transportation Plan; and
2. **ADOPT** Resolution 2026-09 to adopt the 2026 Monterey County Regional Transportation Plan.

SUMMARY:

The Transportation Agency adopts a Regional Transportation Plan every four years to provide a basis for allocating state and federal funding to transportation projects in Monterey County. The 2026 Plan reflects changes in revenue forecasts and updated project lists from the local jurisdictions. The Agency prepares the plan in coordination with the Association of Monterey Bay Area Governments (AMBAG) to be consistent with the regional Sustainable Communities Strategy.

FINANCIAL IMPACT:

There is no direct financial impact to the Agency. The 2026 Regional Transportation Plan's financial estimate identified a total of approximately \$7.9 billion in projected funding for transportation projects in Monterey County through the 2050 horizon year of the plan.

DISCUSSION:

The Transportation Agency prepares a Regional Transportation Plan (RTP) every four years, in coordination with the Association of Monterey Bay Area Governments (AMBAG), which prepares a Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS) for the three-county Monterey Bay region. These plans outline the region's priorities for meeting future transportation and mobility needs, consistent with the policy goals and objectives adopted by the Board, within the constraints of a transportation revenue forecast over the planning horizon of the documents.

The RTP includes three main components:

- **Policy Element** communicates the goals and measurable objectives for improving the transportation system.
- **Financial Element** includes a forecast of revenues over the life of the plan.

- **Action Element** includes a list of projects to be funded within the capacity of the funding forecast and meet the goals and objectives identified in the document.

As part of the Financial Element, the Draft 2026 Regional Transportation Plan identifies the total projected revenues available to Monterey County over the 24-year planning horizon, including federal, state, and local sources. These revenues fall into two broad categories: dedicated funds and discretionary funds. Dedicated funds are legally restricted to specific purposes; for example, transit operating and capital revenues may only be used for public transit services and cannot be redirected to highway or roadway projects. In contrast, discretionary funds, such as certain competitive state and federal grants, may be applied to a wider range of transportation needs but are not guaranteed to the region. This distinction is important because the large share of revenues that are dedicated limits flexibility in project programming; most funding can only support the specific modes or activities for which it was collected. As a result, the RTP must align project expectations with the types of funding expected to be available rather than the full universe of potential transportation improvements.

The RTP establishes a regional framework that influences transportation planning and investment decisions at the local level. Key implications for cities and the County include:

1. **Consistency with Regional Goals**

Local transportation plans and projects should align with RTP goals, such as improving safety, reducing greenhouse gas emissions, supporting multimodal travel options, and maintaining the existing transportation system. This alignment is beneficial for competing for state and federal funding.

2. **Integration with Sustainable Communities Strategy (SCS)**

Under Senate Bill (SB) 375, local land use and transportation decisions must support the regional SCS, which promotes compact development patterns and reduced vehicle miles traveled. Cities and the County may need to consider zoning and development policies that complement these objectives.

3. **Funding Prioritization**

The RTP's Financial Element identifies constrained and unconstrained funding scenarios. Projects typically need to be included in the RTP to be eligible for competitive grant programs. Local jurisdictions should ensure their priority projects are included to maximize funding opportunities.

4. **Performance Monitoring**

The RTP includes measurable objectives and performance indicators. Local jurisdictions may be asked to provide data to help track progress toward regional targets.

To meet SB 375 requirements, TAMC coordinated its RTP update with AMBAG's MTP/SCS and a single EIR was prepared for all three documents. The Board released the Draft 2026 Monterey County RTP for public review through January 31, 2026, concurrent with AMBAG's schedule, and set a public hearing for January 28. The draft was distributed to local jurisdictions, agencies, and stakeholders.

The Agency received comments from Caltrans and members of the public on the draft Plan. Public comments included a mix of technical edits and broader policy input. Agency partners, particularly Caltrans, focused on improving document clarity, formatting, and performance measures, as well as expanding discussion of topics such as freight, tourism, and multimodal facilities. Stakeholders and the public emphasized clearer project prioritization and funding transparency, with significant attention on the State Route 68 corridor highlighting differing views on capacity improvements, roundabouts, and supporting data. Additional comments addressed transit service gaps, multimodal investments, airport considerations, and broader policy issues such as jobs-housing balance and scenic corridor protection. Agency staff has incorporated the various comments where appropriate into the final

Plan.

AMBAG adopted the final Metropolitan Transportation Plan/ Sustainable Communities Strategy and certified the final EIR at their Board meeting on June 10, 2026. The action requested by staff will adopt Resolution 2026-08 and 2026-09 to take the actions required of the Agency for the environmental documents and for approval of the 2026 Monterey County Regional Transportation Plan.

ATTACHMENTS:

1. 2026-08 - RTP CEQA
2. 2026-09 - RTP Adoption

WEB ATTACHMENTS:

[2026 Monterey County Regional Transportation Plan](#)

Resolution 2026-08 Attachments:

- [Attachment A: CEQA Findings of Fact and Statement of Overriding Considerations](#)
- [Attachment B: Mitigation Monitoring and Reporting Program](#)

[Final Environmental Impact Report for the 2050 Metropolitan Transportation Plan/ Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties](#)



RESOLUTION NO. 2026-08
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
TO ADOPT CEQA FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A
MITIGATION MONITORING AND REPORTING PROGRAM RELATED TO THE ENVIRONMENTAL
IMPACT REPORT CERTIFIED BY THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS
FOR THE 2026 MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN

WHEREAS the Transportation Agency for Monterey County (TAMC) is the state-designated Regional Transportation Planning Agency (RTPA) for Monterey County; and

WHEREAS California Government Code Section 65080(d) requires that each RTPA that does not contain an urbanized area must adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission and the Department of Transportation no later than every four years; and

WHEREAS TAMC has prepared a Regional Transportation Plan in accordance with California Transportation Commission (CTC) 2024 Regional Transportation Plan Guidelines, prepared pursuant to Government Code Section 14522; and

WHEREAS pursuant to the California Environmental Quality Act ("CEQA") (Public Res. Code, § 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. § 15000 et seq.), the Association of Monterey Bay Area Governments (AMBAG) is the lead agency for the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), which incorporates TAMC's Monterey County 2026 RTP; and

WHEREAS AMBAG has overseen, in coordination with TAMC, the Santa Cruz County Regional Transportation Commission and San Benito County Council of Governments the preparation of the Environmental Impact Report ("EIR") for each County's Regional Transportation Plan; and

WHEREAS AMBAG was designated the Monterey County RTP EIR lead agency by TAMC, which is a Responsible Agency for the Monterey County RTP EIR; and

WHEREAS AMBAG has prepared and on June 10,2026 certified the Final EIR (SCH#2024010524) for the 2050 MTP/SCS, which incorporates the 2026 Monterey County RTP, in compliance with CEQA, and then on June 10,2026 adopted the 2050 MTP/SCS; and

WHEREAS the Final EIR consists of: (1) the Final EIR volume, which is a complete revision of the Draft EIR; and (2) all appendices to the Final EIR, including Appendix H, which consists of comments received on the Draft EIR, a list of persons, organizations and public agencies commenting of the Draft EIR, responses to significant environmental issues raised in the review and consultation process and other information; and

WHEREAS CEQA Findings have been prepared in compliance with Public Resources Code § 21081(a), and CEQA Guidelines Sections §§ 15091 and 15096(h), for every significant impact of the 2026 Monterey County RTP identified in the EIR and for each alternative evaluated in the EIR, including an explanation of the rationale for each finding (attached hereto in Exhibit A); and

WHEREAS the 2026 Monterey County RTP will have significant unavoidable impacts that cannot be avoided or substantially lessened, and a Statement of Overriding Considerations has been prepared in compliance with Public Resources Code § 21081(b), and CEQA Guidelines §§ 15093 and 15096(h), (attached hereto in Exhibit A), which concludes that specific economic, legal, social, technological and other benefits of the 2026 Monterey County RTP outweigh the significant and unavoidable impacts identified in the EIR; and

WHEREAS a Mitigation Monitoring and Reporting Program has been prepared in compliance with Public Resources Code § 21081.6 and CEQA Guidelines § 15097 (attached hereto as Exhibit B) to ensure implementation of the mitigation measures identified in the Final EIR; and

WHEREAS, on this date, the TAMC Board of Directors held a duly noticed public meeting prior to considering adopting the CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program; and

WHEREAS prior to taking action on the Project, TAMC has considered all of the information in the EIR administrative record pertaining to the 2026 Monterey County RTP, including the environmental effects of the Monterey County RTP as shown in the Final EIR, and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, all of the findings and conclusions made by TAMC pursuant to this resolution are based upon oral and written evidence presented to it as a whole, and are not based solely on the information provided in this Resolution; and

WHEREAS all other legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE:

BE IT RESOLVED by the TAMC Board of Directors that the foregoing recitals are true and correct and incorporated by this reference; and

BE IT FURTHER RESOLVED that TAMC finds that the Final EIR consists of: (1) the Final EIR; and (2) all appendices to the Final EIR (Appendices A-H), including Appendix H, which consists of comments and recommendations received on the Draft EIR, a list of persons, organizations and public agencies commenting of the Draft EIR, responses to significant environmental points raised in the review and consultation process and other information; and

BE IT FURTHER RESOLVED that TAMC makes and adopts the Findings required by Public Resources Code § 21081(a) and CEQA Guidelines §§ 15091 and 15096(h), which are attached hereto in Exhibit A and incorporated fully by this reference; and

BE IT FURTHER RESOLVED that TAMC adopts the Statement of Overriding Considerations as required by Public Resources Code § 21081(b), and CEQA Guidelines §§ 15093 and 15096(h), which is attached hereto in Exhibit A and incorporated fully by this reference; and

BE IT FURTHER RESOLVED that TAMC adopts the Mitigation Monitoring and Reporting Program as required by Public Resources Code § 21081.6 and CEQA Guidelines § 15097, which is attached hereto as Exhibit B and incorporated fully by this reference.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California, this 24th day of June 2026, by the following votes:

AYES:

NOES:

ABSENT:

**CHAPS PODURI, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

ATTEST:

TODD A. MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY



RESOLUTION NO. 2026-09
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
ADOPTING THE 2026 MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN

WHEREAS the Transportation Agency for Monterey County (TAMC) is the state-designated Regional Transportation Planning Agency (RTPA) for [INSERT County Name] County; and

WHEREAS California Government Code Section 65080 (c) requires that each RTPA adopt and submit an updated Regional Transportation Plan to the California Transportation Commission and the Department of Transportation every five years in non-urban regions; and

WHEREAS TAMC has prepared a 2026 Monterey County Regional Transportation Plan which describes goals and policies, financial projections, and programs and projects to be prioritized by the Commission, local jurisdictions, and local, state, and regional agencies through 2050; and

WHEREAS the Regional Transportation Plan was prepared through the conduct of a continuing, comprehensive, and coordinated transportation planning process in conformance with all applicable state and federal requirements; and

WHEREAS the Regional Transportation Plan has been prepared in accordance with California Transportation Commission 2024 Regional Transportation Plan Guidelines, pursuant to Government Code, Section 14522; and

WHEREAS the required consultation with other agencies was conducted and adequate opportunity for public review and comment was provided, in accordance with state and federal law and consistent with the region's public participation plan, including, but not limited to wide circulation and review by TAMC advisory committee(s) representing project sponsors and transportation stakeholders; representatives of State and Federal governmental agencies; representatives of special interest groups; representatives of the private business sector; and residents of Monterey County; and

WHEREAS the environmental impacts of the 2026 Monterey County Regional Transportation Plan are analyzed as part of the 2050 Metropolitan Transportation Plan/Sustainable

Communities Strategy and Regional Transportation Plans for Monterey, San Benito, and Santa Cruz County Environmental Impact Report (EIR,) prepared by AMBAG as the lead agency and reviewed by TAMC as responsible agency, with TAMC adopting CEQA Findings, a Statement of Overriding Considerations ,and a Mitigation Monitoring and Reporting Program as required by the California Environmental Quality Act (CEQA); and

WHEREAS the North Central Coast Air Basin, within which Monterey County is located, meets Federal Criteria Pollutant Ambient Air Quality Standards, is in Attainment Status for these standards, and the Monterey County Regional Transportation Plan is therefore exempt from a Clean Air Act conformity analysis; and

WHEREAS all other legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE:

BE IT RESOLVED by the TAMC Board of Directors that the foregoing recitals are true and correct and incorporated by this reference; and

BE IT FURTHER RESOLVED that the 2026 Monterey County Regional Transportation Plan is hereby adopted following certification of the Final EIR by the Association of Monterey Bay Area Governments and the adoption of the Final EIR Findings, Statement of Overriding Consideration, and Mitigation Monitoring Reporting Program by TAMC.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California, this 24th day of June 2026, by the following votes:

AYES:

NOES:

ABSENT:

CHAPS PODURI, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD A. MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Aaron Hernandez, Transportation Planner
Meeting Date: June 24, 2026
Subject: **2026 Regional Development Impact Fee Nexus Study Update**

RECOMMENDED ACTION:**2026 Regional Development Impact Fee Nexus Study Update**

1. **RECEIVE** an update on the 2026 Regional Development Impact Fee Nexus Study; and
2. **PROVIDE** input on the draft regional fee schedule scenarios.

SUMMARY:

The Transportation Agency is required to update the Regional Development Impact Fee every eight years. This process includes reviewing the land use and population assumption in the regional travel demand model, forecasting future travel demands, updating the project list as necessary to meet those demands, revising project costs, and developing an updated fee schedule.

FINANCIAL IMPACT:

The agency's approved budget includes \$100,000 in fiscal year 2025/26 for the 2026 Nexus Study Update. In the past analysis, the Regional Development Impact Fee program was projected to generate \$137 million up to year 2035, with one-percent of these revenues reimbursing the agency's fee program administrative expenses.

DISCUSSION:

The Regional Development Impact Fee program was adopted by the Transportation Agency Board of Directors and all participating jurisdictions, going into effect in August 2008. Under the Joint Powers Agreement and state law, the Agency must complete a major update to the fee program every eight years.

In February 2025, the TAMC Board selected Kimley-Horn to lead the technical update, reflecting changes over the past eight years such as: population changes, employment and housing projections utilized in the regional travel forecast model, development trends, land use plans, project needs and costs, and population growth changes. The study will also include a safety-based analysis focused on the Agency's Vision Zero High Injury Network.

Kimley-Horn reviewed and tested the AMBAG Regional Travel Demand Model to better understand how well it reflects real-world conditions. Through this review, they identified areas where the transportation system in Monterey County is currently experiencing problems and where additional issues are expected in the future. These problem areas, such as roads that are congested or unsafe, were mapped across the county to help TAMC staff choose which transportation improvement

projects should be included in the 2026 Regional Fee Nexus Study Update. To identify these needs, Kimley-Horn used current traffic data, the regional travel model, established traffic analysis methods, and information about locations with higher rates of serious crashes (known as the Vision Zero High Injury Network).

Staff shared the identified current and future transportation issues, along with a draft list of proposed projects, with the Technical Advisory Committee in March 2026 and updated the list based on their feedback. An initial set of 15 projects was selected so Kimley-Horn could take a closer look at how these improvements might affect travel across the county and update rough cost estimates for each project.

This analysis helps show how many drivers would use the improved roads and where those trips start and end. That information is important for fairly linking new development to the transportation projects it will benefit from. Using this approach, trips are grouped into four “benefit zones” based on where they come from, and each zone helps pay for a share of the projects based on how much it uses the system:

- Benefit Zone 1: North County
- Benefit Zone 2: Greater Salinas
- Benefit Zone 3: Peninsula and South Coast
- Benefit Zone 4: South County

In the 2018 study update, there was also a fifth zone tied to a former Fort Ord (FORA) fee program. Since that program ended in 2020, this separate zone is no longer needed. For the 2026 update, that fifth zone will be combined into Zone 3.

The updated cost estimate for the 2026 project list is about \$1.12 billion, up from \$950 million in the 2018 update. However, new development is only responsible for paying its fair share of these improvements, not the full cost. Based on how much new growth is expected to use the transportation system, the maximum amount that could be collected through fees is about \$350 million, compared to \$137 million in 2018.

This higher amount reflects updated project costs, but several adjustments were made to keep fees more reasonable. Two projects were removed from the list: 1) the Russell Road Widening because it was not clearly tied to new development, and 2) the Salinas-Marina Multimodal Corridor because most of the work has already been completed. In addition, the State Route 156 / Castroville Boulevard Interchange project was capped at \$5 million since most of its funding has already been collected. The updated fee also focuses only on today’s transportation issues, rather than including future problems, to help avoid placing too much cost on new development.

Even with these changes, the new maximum fee is still higher than in 2018. Because of this, TAMC staff is asking the Board to help decide on a reasonable fee level for the next eight years. To support this decision, four possible options have been developed in the table below. Each scenario shows the change in total eligible cost from the 2018 eligible cost or the new \$350 million maximum eligible cost in addition to the average fee per trip. In 2018, the average fee per trip was set at \$1,224.

	Eligible Cost	Change from 2018 cost	Average Fee per Trip
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Scenario 1:	\$137,000,000	Stays at 2018 cost or 41% of the new max eligible cost	\$1,016
Scenario 2:	\$164,400,000	2018 cost + 20% or 49% of the new max eligible cost	\$1,219
Scenario 3:	\$199,700,000	2018 cost + 46% or 60% of the new max eligible cost	\$1,481
Scenario 4:	\$249,700,000	2018 cost + 82% or 75% of the new max eligible cost	\$1,852

With direction of a preferred scenario, Kimley-Horn will proceed in updating the fee calculations by land use, updating the fee schedule and complete the nexus study report. Adoption of the 2026 Regional Development Impact Fee Nexus Study Update will take place at the August 26, 2026, TAMC Board meeting. Thereafter, the final report and updated fees will be circulated for review and approval by the cities and the County.

ATTACHMENTS:

1. 2026 RDIF Project List
2. 2026-0624 TAMC Board - 2026 RDIF Update - Eligible Fees

WEB ATTACHMENTS:

Draft 2026 Regional Development Impact Fee Project List

No.	Project Name	Description
1	Salinas Road Improvements	Capacity improvements to Salinas Road from Werner Road to Elkhorn Road; install intersection control device and construct intersection improvements at Salinas Road/Werner Road intersection; install intersection control device on Elkhorn road at Salinas Road. Re-align Salinas Road and Werner Road to intersect Elkhorn Road at a single location with an intersection control device.
2	G12 San Miguel Canyon Corridor Project	Operational and capacity improvements, including road widening, turning lanes, signalization and intersection improvements, and bicycle and pedestrian facilities. Refer to project area 1 to 6 of the G12 Pajaro to Prunedale Corridor Study (Two Project Areas are listed individually as MYC311 & MYC313)
3	Russell Rd Widening	Widen Street from US 101 to San Juan Grade Rd
4	US 101 - Salinas Corridor	Widen US 101 to 6 lanes and/or auxiliary lanes within city limits of City of Salinas where feasible
5	US 101 - South of Salinas Improvements	Purpose of this project is to improve safety by closing the center median eliminating turning movements at 11 existing at-grade intersections, relocating/reconstructing the existing Abbott Street interchange, relocating/reconstructing the Chualar Main Street interchange, and providing necessary frontage roads to allow access to existing residences, businesses, and farms. Frontage roads along US 101 south of Salinas (Abbott Street on/off ramp) and related intersection improvements will also enhance bicycle and pedestrian mobility and facilitate transit access
6	Davis Road Bridge Replacement and Road Widening	Replace an existing two-lane, low-level bridge with an high-level four-lane bridge. Widen Davis Road to four lanes from Blanco and Reservation Roads. (PW&F)
7	Salinas Marina Multimodal Corridor	Construct multimodal Bus Rapid Transit Improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina

Draft 2026 Regional Development Impact Fee Project List

8	SR-1 Corridor & Busway	Capacity and operational improvements to State Route 1 corridor from Fremont Ave to at least Canyon Del Rey and make interchange and related local road improvements in the vicinity of the intersections of Canyon Del Rey and Fremont Avenues; includes rapid bus corridor.
9	Del Monte Corridor	Add eastbound lane from El Estero to Sloat Ave.
10	Holman Highway Safety Improvements	Make safety and operational improvements to Holman Highway in Pacific Grove and Monterey; includes bicycle, pedestrian and traffic safety and ADA improvements.
11	Scenic Route 68 Corridor Improvements	Make intersection and other operational improvements to increase safety and improve traffic flow from Salinas to Monterey. (Phase 1, three (3) easternmost intersections (San Benancio, Corral de Tierra and Laureles Grade).
12	US 101/5th Street Interchange	Install roundabouts at on and off ramps
13	SR 156 - Castroville Boulevard Interchange	Construction new interchange for SR 156 and Castroville Boulevard/Blackie Road. (related to CT022 and CT023)
14	US 101 - Alvin Drive overpass/underpass and Bypass	Construct overpass/underpass and 4 lane street structure.
15	SR 218 - Operational Improvements and Complete Streets	Add bicycle and pedestrian enhancements, turn pockets, signal and operational improvements, shoulder widening, and Zero Emission Vehicle chargers







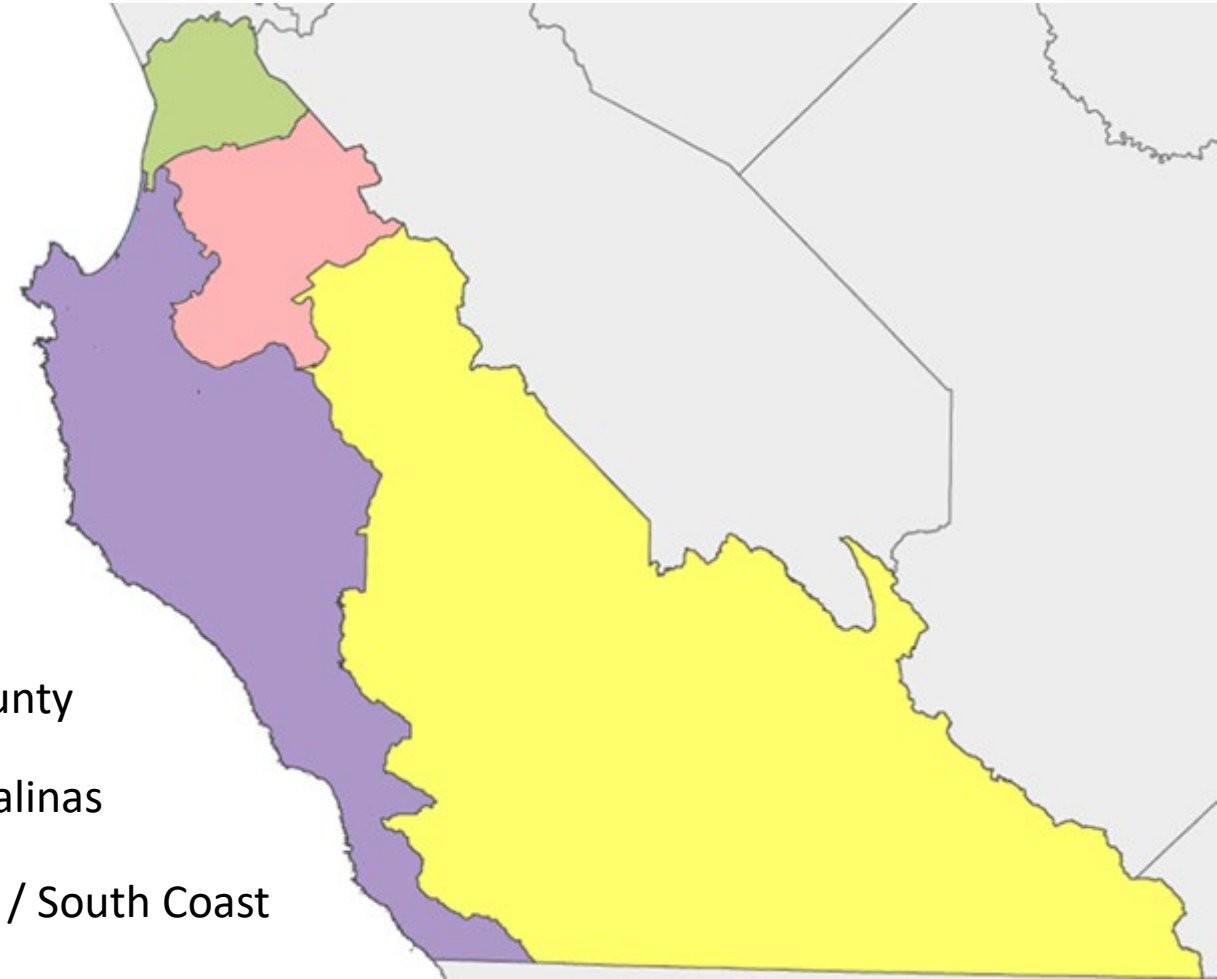
2026 Regional Fee Update



Background

- Established August 2008
- Last Updated in 2018
- Reflects regional travel
- Coordinates with local fees
- 20-year impacts

-  North County
-  Greater Salinas
-  Peninsula / South Coast
-  South County



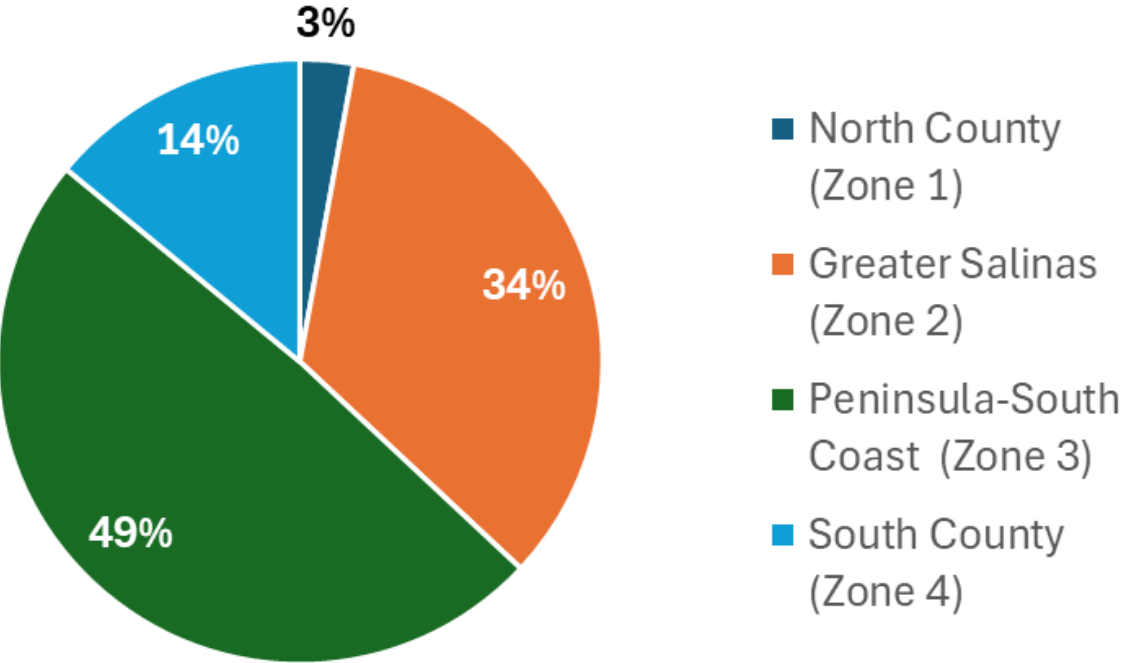
2026 Regional Fee Update

- AB 602 Compliance
- Eight-Year Update
- LOS Deficiency Analysis
- Safety Deficiency Analysis
- Review of Project List
- Calculate and Review Fees

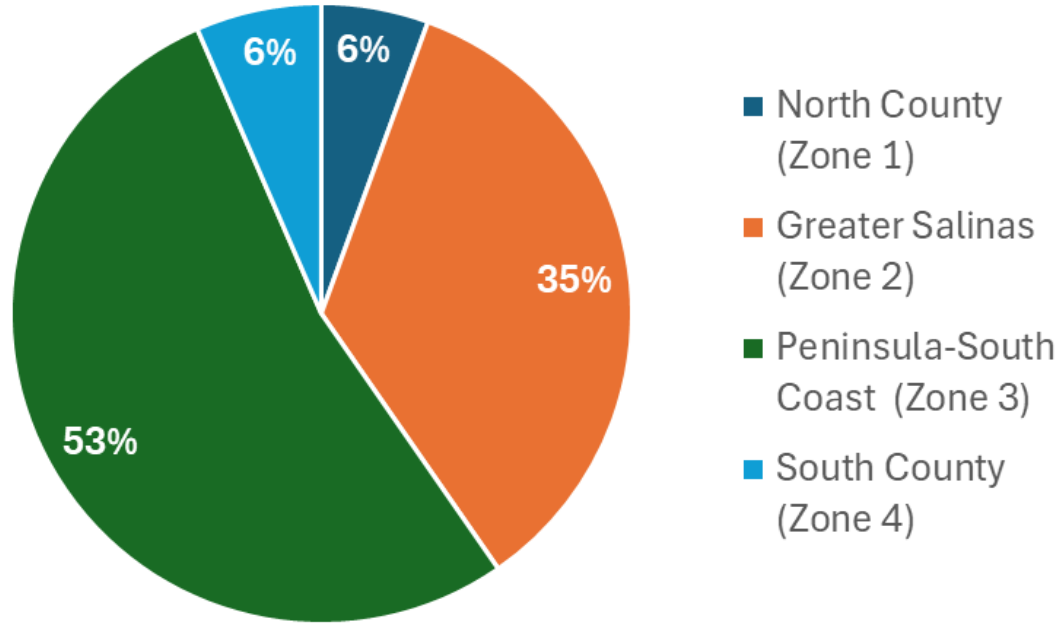


AMBAG Land Use Growth

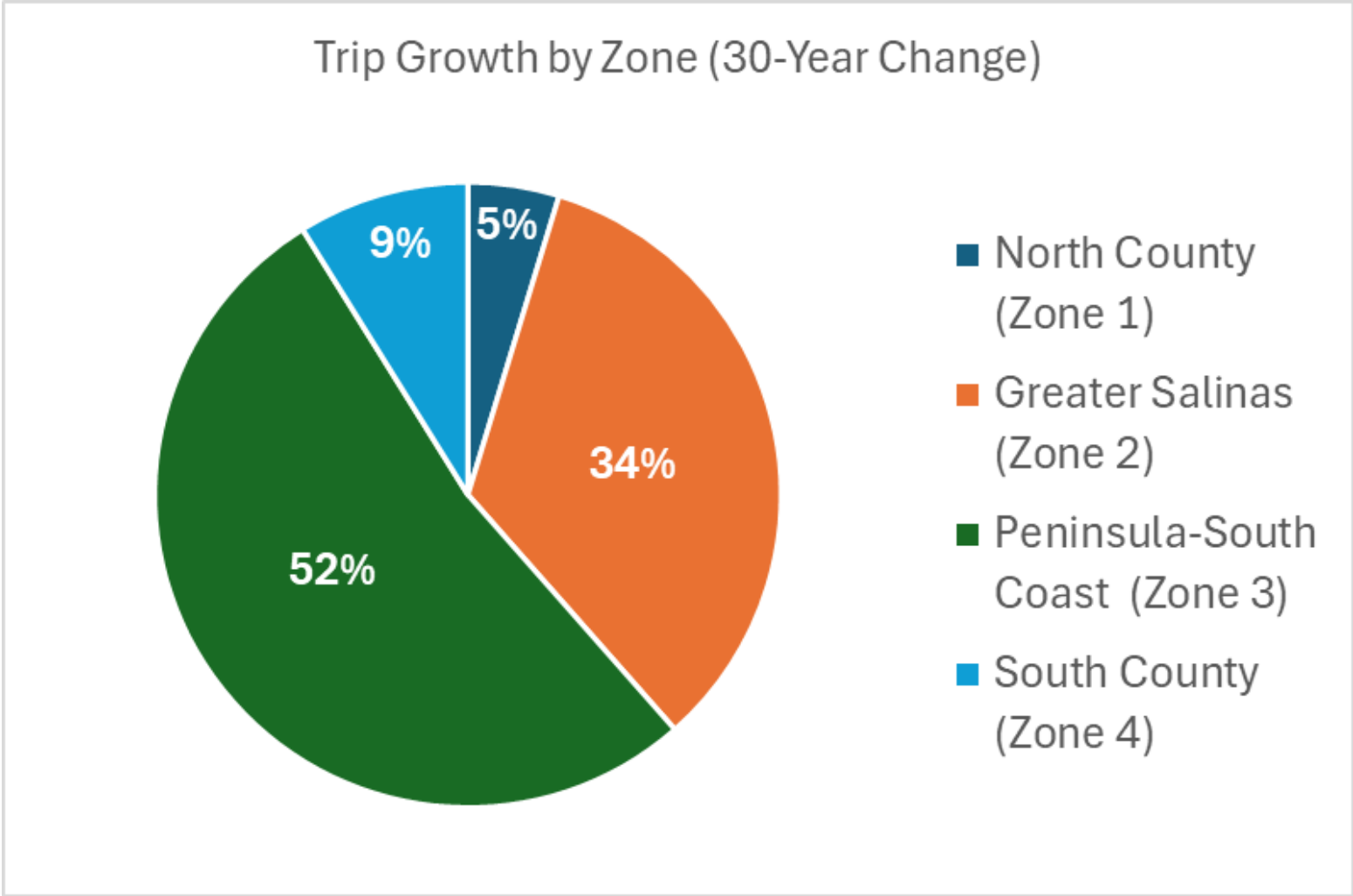
Household Growth by Zone (30-Year Change)



Employment Growth by Zone (30-Year Change)



AMBAG Trip Growth



AMBAG Trip Growth

	Daily Trip Growth				Total
	North County (Zone 1)	Greater Salinas (Zone 2)	Peninsula-South Coast (Zone 3)	South County (Zone 4)	
Residential					
Households	1,280	15,228	21,872	6,263	44,642
Residential Total	1,280	15,228	21,872	6,263	44,642
Employment					
Agriculture ²	909	4,493	69	1,694	7,165
Manufacturing	111	445	573	205	1,333
Site-based Skilled Trade	487	3,684	3,455	1,156	8,781
Wholesale ^{1,3}	790	2,772	744	797	5,103
Retail ³	1,451	3,712	8,564	171	13,898
Financial and Professional Services	172	1,380	3,393	59	5,004
Education	935	3,361	5,231	578	10,105
Healthcare and Social Assistance	230	6,228	8,038	674	15,171
Other Services	960	4,160	19,353	470	24,943
Public	23	2,925	2,991	258	6,196
Self-employed ²	120	441	1,352	98	2,011
Employment Total	6,187	33,601	53,762	6,160	99,710
Trip Reductions (50% of Wholesale and Retail)	-1,120	-3,242	-4,654	-484	-9,500
Total Trips By Fee Area	6,347	45,587	70,979	11,938	134,851
Total Trips By Fee Area (%)	4.7%	33.8%	52.6%	8.9%	100.0%
2018 Total Trips					111,667

ID	Project Name	Project Costs	Fee Area (Monterey County) Trip Share		Eligible Share
		Project Cost in 2026 Dollars	External Trip Share	Total Fee Area Share of Trips	
1	Salinas Road Improvements	\$11,405,100	47.9%	52.1%	52.1%
2	G12 San Miguel Canyon Corridor Project	\$55,000,000	35.0%	65.0%	16.1%
4	US 101 - Salinas Corridor	\$52,000,000	19.0%	81.0%	81.0%
5	US 101 - South of Salinas Improvements	\$350,000,000	13.9%	86.1%	16.6%
6	Davis Road Bridge Replacement and Road Widening	\$71,742,000	0.8%	99.2%	99.2%
8	SR-1 Corridor & Busway	\$40,183,401	12.6%	87.4%	87.4%
9	Del Monte Corridor	\$8,000,000	4.6%	95.4%	28.8%
10	Holman Highway Safety Improvements	\$22,300,000	2.1%	97.9%	29.4%
11	Scenic Route 68 Corridor Improvements	\$330,004,000	3.5%	96.5%	25.9%
12	US 101/5th Street Interchange	\$20,000,000	1.4%	98.6%	20.4%
13	SR 156 - Castroville Boulevard Interchange	\$126,000,000	27.8%	72.2%	17.5%
14	US 101 - Alvin Drive overpass/underpass and Bypass	\$12,325,000	2.6%	97.4%	58.1%
15	SR 218 - Operational Improvements and Complete Streets	\$16,450,000	3.9%	96.14%	7.6%
		\$1,115,409,501	--	--	--

ID	Project Name	Project Costs	Fee Area (Monterey County) Trip Share		M		
		Project Cost in 2026 Dollars	External Trip Share	Total Fee Area Share of Trips	Eligible Share	Total Eligible Fee	Capped Total Eligible Fee
1	Salinas Road Improvements	\$11,405,100	47.9%	52.1%	52.1%	\$5,942,365	\$5,942,365
2	G12 San Miguel Canyon Corridor Project	\$55,000,000	35.0%	65.0%	16.1%	\$8,830,453	\$8,830,453
4	US 101 - Salinas Corridor	\$52,000,000	19.0%	81.0%	81.0%	\$42,110,862	\$42,110,862
5	US 101 - South of Salinas Improvements	\$350,000,000	13.9%	86.1%	16.6%	\$57,976,789	\$57,976,789
6	Davis Road Bridge Replacement and Road Widening	\$71,742,000	0.8%	99.2%	99.2%	\$71,181,551	\$71,181,551
8	SR-1 Corridor & Busway	\$40,183,401	12.6%	87.4%	87.4%	\$35,110,176	\$35,110,176
9	Del Monte Corridor	\$8,000,000	4.6%	95.4%	28.8%	\$2,301,518	\$2,301,518
10	Holman Highway Safety Improvements	\$22,300,000	2.1%	97.9%	29.4%	\$6,558,613	\$6,558,613
11	Scenic Route 68 Corridor Improvements	\$330,004,000	3.5%	96.5%	25.9%	\$85,394,577	\$85,394,577
12	US 101/5th Street Interchange	\$20,000,000	1.4%	98.6%	20.4%	\$4,086,788	\$4,086,788
13	SR 156 - Castroville Boulevard Interchange	\$126,000,000	27.8%	72.2%	17.5%	\$22,043,786	\$5,000,000
14	US 101 - Alvin Drive overpass/underpass and Bypass	\$12,325,000	2.6%	97.4%	58.1%	\$7,157,546	\$7,157,546
15	SR 218 - Operational Improvements and Complete Streets	\$16,450,000	3.9%	96.14%	7.6%	\$1,244,341	\$1,244,341
		\$1,115,409,501	--	--	--	\$349,939,365	\$332,895,578

ID	Project Name	Project Costs	Fee Area (Monterey County) Trip Share		Maximum Eligible Fee						
			Project Cost in 2026 Dollars	External Trip Share	Total Fee Area Share of Trips	Eligible Share	Total Eligible Fee	Capped Total Eligible Fee	By Fee Area		
		North County (Zone 1)							Greater Salinas (Zone 2)	Peninsula-South Coast (Zone 3)	South County (Zone 4)
1	Salinas Road Improvements	\$11,405,100	47.9%	52.1%	52.1%	\$5,942,365	\$5,942,365	\$3,009,749	\$2,261,447	\$285,402	\$385,766
2	G12 San Miguel Canyon Corridor Project	\$55,000,000	35.0%	65.0%	16.1%	\$8,830,453	\$8,830,453	\$4,527,564	\$3,373,233	\$617,797	\$311,859
4	US 101 - Salinas Corridor	\$52,000,000	19.0%	81.0%	81.0%	\$42,110,862	\$42,110,862	\$3,128,475	\$32,878,665	\$643,133	\$5,460,589
5	US 101 - South of Salinas Improvements	\$350,000,000	13.9%	86.1%	16.6%	\$57,976,789	\$57,976,789	\$1,220,008	\$27,644,050	\$6,155,965	\$22,956,767
6	Davis Road Bridge Replacement and Road Widening	\$71,742,000	0.8%	99.2%	99.2%	\$71,181,551	\$71,181,551	\$880,685	\$34,149,880	\$35,665,817	\$485,169
8	SR-1 Corridor & Busway	\$40,183,401	12.6%	87.4%	87.4%	\$35,110,176	\$35,110,176	\$5,317,990	\$6,671,359	\$23,033,716	\$87,111
9	Del Monte Corridor	\$8,000,000	4.6%	95.4%	28.8%	\$2,301,518	\$2,301,518	\$56,070	\$96,630	\$2,147,303	\$1,515
10	Holman Highway Safety Improvements	\$22,300,000	2.1%	97.9%	29.4%	\$6,558,613	\$6,558,613	\$48,811	\$177,145	\$6,323,708	\$8,948
11	Scenic Route 68 Corridor Improvements	\$330,004,000	3.5%	96.5%	25.9%	\$85,394,577	\$85,394,577	\$481,440	\$41,225,520	\$40,283,775	\$3,403,842
12	US 101/5th Street Interchange	\$20,000,000	1.4%	98.6%	20.4%	\$4,086,788	\$4,086,788	\$39,023	\$1,257,649	\$219,066	\$2,571,050
13	SR 156 - Castroville Boulevard Interchange	\$126,000,000	27.8%	72.2%	17.5%	\$22,043,786	\$5,000,000	\$1,847,497	\$637,725	\$2,498,485	\$16,293
14	US 101 - Alvin Drive overpass/underpass and Bypass	\$12,325,000	2.6%	97.4%	58.1%	\$7,157,546	\$7,157,546	\$144,113	\$6,025,268	\$757,172	\$230,994
15	SR 218 - Operational Improvements and Complete Streets	\$16,450,000	3.9%	96.14%	7.6%	\$1,244,341	\$1,244,341	\$18,869	\$64,816	\$1,156,754	\$3,902
		\$1,115,409,501	--	--	--	\$349,939,365	\$332,895,578	\$20,720,294	\$156,463,387	\$119,788,093	\$35,923,804

Comparison of Max Fee per Trip

	Fee per Trip by Fee Zone				Total
	North County (Zone 1)	Greater Salinas (Zone 2)	Peninsula-South Coast (Zone 3)	South County (Zone 4)	
<i>Trip Growth By Fee Area</i>	<i>6,347</i>	<i>45,587</i>	<i>70,979</i>	<i>11,938</i>	<i>134,851</i>
<i>Total Eligible Cost by Fee Zone</i>	<i>\$20,720,294</i>	<i>\$156,463,387</i>	<i>\$119,788,093</i>	<i>\$35,923,804</i>	<i>\$332,895,578</i>
<i>Fee per Trip by Fee Zone</i>	<i>\$3,265</i>	<i>\$3,432</i>	<i>\$1,688</i>	<i>\$3,009</i>	<i>\$2,469</i>
<i>2018 Total Trips</i>					<i>111,667</i>
<i>Fee per Trip (2018)</i>					<i>\$1,224</i>

ID	Project Name	Project Costs	Fee Area (Monterey County) Trip Share		Maximum Eligible Fee						
			Project Cost in 2026 Dollars	External Trip Share	Total Fee Area Share of Trips	Eligible Share	Total Eligible Fee	Capped Total Eligible Fee	By Fee Area		
		North County (Zone 1)							Greater Salinas (Zone 2)	Peninsula-South Coast (Zone 3)	South County (Zone 4)
1	Salinas Road Improvements	\$11,405,100	47.9%	52.1%	52.1%	\$5,942,365	\$2,392,201	\$1,211,626	\$910,384	\$114,893	\$155,297
2	G12 San Miguel Canyon Corridor Project	\$55,000,000	35.0%	65.0%	19.3%	\$10,629,639	\$3,554,851	\$1,822,649	\$1,357,953	\$248,705	\$125,544
4	US 101 - Salinas Corridor	\$52,000,000							\$13,235,872	\$258,904	\$2,198,254
5	US 101 - South of Salinas Improvements	\$350,000,000							\$11,128,587	\$2,478,189	\$9,241,641
6	Davis Road Bridge Replacement and Road Widening	\$71,000,000							\$13,747,621	\$14,357,888	\$195,313
8	SR-1 Corridor & Busway	\$40,000,000							\$2,685,670	\$9,272,618	\$35,068
9	Del Monte Corridor	\$8,000,000							\$38,900	\$864,434	\$610
10	Holman Highway Safety Improvements	\$22,000,000							\$71,313	\$2,545,717	\$3,602
11	Scenic Route 68 Corridor Improvements	\$330,000,000							\$16,596,042	\$16,216,926	\$1,370,275
12	US 101/5th Street Interchange	\$20,000,000							\$506,288	\$88,189	\$1,035,020
13	SR 156 - Castroville Boulevard Interchange	\$126,000,000	27.8%	72.2%	21.5%	\$27,037,865	\$5,000,000	\$1,847,497	\$637,725	\$2,498,485	\$16,293
14	US 101 - Alvin Drive overpass/underpass and Bypass	\$12,325,000	2.6%	97.4%	59.5%	\$7,327,692	\$2,881,393	\$58,015	\$2,425,575	\$304,813	\$92,990
15	SR 218 - Operational Improvements and Complete Streets	\$16,450,000	3.9%	96.14%	7.7%	\$1,265,973	\$500,931	\$7,596	\$26,093	\$465,671	\$1,571
		\$1,115,409,501	--	--	--	\$398,942,840	\$137,000,000	\$9,445,065	\$63,368,023	\$49,715,432	\$14,471,479

Scenario 1:
\$137,000,000
2018 Eligible Cost &
41% Max Eligible Cost

ID	Project Name	Project Costs	Fee Area (Monterey County) Trip Share		Maximum Eligible Fee						
			Project Cost in 2026 Dollars	External Trip Share	Total Fee Area Share of Trips	Eligible Share	Total Eligible Fee	Capped Total Eligible Fee	By Fee Area		
		North County (Zone 1)							Greater Salinas (Zone 2)	Peninsula-South Coast (Zone 3)	South County (Zone 4)
1	Salinas Road Improvements	\$11,405,100	47.9%	52.1%	52.1%	\$5,942,365	\$2,888,764	\$1,463,130	\$1,099,358	\$138,743	\$187,533
2	G12 San Miguel Canyon Corridor Project	\$55,000,000	35.0%	65.0%	19.3%	\$10,629,639	\$4,292,751	\$2,200,986	\$1,639,831	\$300,330	\$151,604
4	US 101 - Salinas Corridor	\$52,000,000							\$15,983,318	\$312,646	\$2,654,558
5	US 101 - South of Salinas Improvements	\$350,000,000							\$13,438,612	\$2,992,601	\$11,159,982
6	Davis Road Bridge Replacement and Road Widening	\$71,000,000							\$16,601,294	\$17,338,237	\$235,856
8	SR-1 Corridor & Busway	\$40,000,000							\$3,243,150	\$11,197,389	\$42,347
9	Del Monte Corridor	\$8,000,000							\$46,975	\$1,043,869	\$736
10	Holman Highway Safety Improvements	\$22,000,000							\$86,116	\$3,074,147	\$4,350
11	Scenic Route 68 Corridor Improvements	\$330,000,000							\$20,040,978	\$19,583,167	\$1,654,711
12	US 101/5th Street Interchange	\$20,000,000							\$611,381	\$106,495	\$1,249,865
13	SR 156 - Castroville Boulevard Interchange	\$126,000,000	27.8%	72.2%	21.5%	\$27,037,865	\$5,000,000	\$1,847,497	\$637,725	\$2,498,485	\$16,293
14	US 101 - Alvin Drive overpass/underpass and Bypass	\$12,325,000	2.6%	97.4%	59.5%	\$7,327,692	\$3,479,501	\$70,058	\$2,929,066	\$368,084	\$112,293
15	SR 218 - Operational Improvements and Complete Streets	\$16,450,000	3.9%	96.14%	7.7%	\$1,265,973	\$604,912	\$9,173	\$31,509	\$562,333	\$1,897
		\$1,115,409,501	--	--	--	\$398,942,840	\$164,400,000	\$11,022,136	\$76,389,312	\$59,516,526	\$17,472,025

Scenario 2:
\$164,400,000
2018 Eligible Cost + 20%
49% Max Eligible Cost

ID	Project Name	Project Costs	Fee Area (Monterey County) Trip Share		Maximum Eligible Fee						
			Project Cost in 2026 Dollars	External Trip Share	Total Fee Area Share of Trips	Eligible Share	Total Eligible Fee	Capped Total Eligible Fee	By Fee Area		
		North County (Zone 1)							Greater Salinas (Zone 2)	Peninsula-South Coast (Zone 3)	South County (Zone 4)
1	Salinas Road Improvements	\$11,405,100	47.9%	52.1%	52.1%	\$5,942,365	\$3,528,497	\$1,787,149	\$1,342,817	\$169,468	\$229,063
2	G12 San Miguel Canyon Corridor Project	\$55,000,000	35.0%	65.0%	19.3%	\$10,629,639	\$5,243,405	\$2,688,407	\$2,002,980	\$366,840	\$185,178
4	US 101 - Salinas Corridor	\$52,000,000							\$19,522,911	\$381,884	\$3,242,425
5	US 101 - South of Salinas Improvements	\$350,000,000							\$16,414,666	\$3,655,329	\$13,631,420
6	Davis Road Bridge Replacement and Road Widening	\$71,000,000							\$20,277,741	\$21,177,884	\$288,087
8	SR-1 Corridor & Busway	\$40,000,000							\$3,961,363	\$13,677,112	\$51,725
9	Del Monte Corridor	\$8,000,000							\$57,378	\$1,275,040	\$899
10	Holman Highway Safety Improvements	\$22,000,000							\$105,186	\$3,754,933	\$5,313
11	Scenic Route 68 Corridor Improvements	\$330,000,000							\$24,479,161	\$23,919,966	\$2,021,156
12	US 101/5th Street Interchange	\$20,000,000							\$746,775	\$130,078	\$1,526,655
13	SR 156 - Castroville Boulevard Interchange	\$126,000,000	27.8%	72.2%	21.5%	\$27,037,865	\$5,000,000	\$1,847,497	\$637,725	\$2,498,485	\$16,293
14	US 101 - Alvin Drive overpass/underpass and Bypass	\$12,325,000	2.6%	97.4%	59.5%	\$7,327,692	\$4,250,055	\$85,572	\$3,577,723	\$449,599	\$137,161
15	SR 218 - Operational Improvements and Complete Streets	\$16,450,000	3.9%	96.14%	7.7%	\$1,265,973	\$738,873	\$11,204	\$38,487	\$686,865	\$2,317
		\$1,115,409,501	--	--	--	\$398,942,840	\$199,700,000	\$13,053,911	\$93,164,915	\$72,143,482	\$21,337,692

Scenario 3:
\$199,700,000
2018 Eligible Cost + 46%
60% Max Eligible Cost

ID	Project Name	Project Costs	Fee Area (Monterey County) Trip Share		Maximum Eligible Fee						
			Project Cost in 2026 Dollars	External Trip Share	Total Fee Area Share of Trips	Eligible Share	Total Eligible Fee	Capped Total Eligible Fee	By Fee Area		
		North County (Zone 1)							Greater Salinas (Zone 2)	Peninsula-South Coast (Zone 3)	South County (Zone 4)
1	Salinas Road Improvements	\$11,405,100	47.9%	52.1%	52.1%	\$5,942,365	\$4,434,633	\$2,246,098	\$1,687,660	\$212,988	\$287,887
2	G12 San Miguel Canyon Corridor Project	\$55,000,000	35.0%	65.0%	19.3%	\$10,629,639	\$6,589,939	\$3,378,804	\$2,517,356	\$461,046	\$232,733
4	US 101 - Salinas Corridor	\$52,000,000							\$24,536,498	\$479,953	\$4,075,097
5	US 101 - South of Salinas Improvements	\$350,000,000							\$20,630,040	\$4,594,037	\$17,132,042
6	Davis Road Bridge Replacement and Road Widening	\$71,000,000							\$25,485,173	\$26,616,478	\$362,069
8	SR-1 Corridor & Busway	\$40,000,000							\$4,978,663	\$17,189,468	\$65,009
9	Del Monte Corridor	\$8,000,000							\$72,113	\$1,602,477	\$1,130
10	Holman Highway Safety Improvements	\$22,000,000							\$132,199	\$4,719,220	\$6,678
11	Scenic Route 68 Corridor Improvements	\$330,000,000							\$30,765,541	\$30,062,741	\$2,540,199
12	US 101/5th Street Interchange	\$20,000,000							\$938,551	\$163,483	\$1,918,708
13	SR 156 - Castroville Boulevard Interchange	\$126,000,000	27.8%	72.2%	21.5%	\$27,037,865	\$5,000,000	\$1,847,497	\$637,725	\$2,498,485	\$16,293
14	US 101 - Alvin Drive overpass/underpass and Bypass	\$12,325,000	2.6%	97.4%	59.5%	\$7,327,692	\$5,341,492	\$107,548	\$4,496,502	\$565,058	\$172,385
15	SR 218 - Operational Improvements and Complete Streets	\$16,450,000	3.9%	96.14%	7.7%	\$1,265,973	\$928,619	\$14,082	\$48,371	\$863,255	\$2,912
		\$1,115,409,501	--	--	--	\$398,942,840	\$249,700,000	\$15,931,777	\$116,926,392	\$90,028,690	\$26,813,141

Scenario 4:
\$249,700,000
2018 Eligible Cost + 82%
75% Max Eligible Cost

Fee per Trip by Eligible Cost

	Fee per Trip by Fee Zone				Total
	North County (Zone 1)	Greater Salinas (Zone 2)	Peninsula-South Coast (Zone 3)	South County (Zone 4)	
<i>Trip Growth By Fee Area</i>	6,347	45,587	70,979	11,938	134,851
<i>Total Eligible Cost by Fee Zone</i>	\$20,720,294	\$156,463,387	\$119,788,093	\$35,923,804	\$332,895,578
<i>Fee per Trip by Fee Zone</i>	\$3,265	\$3,432	\$1,688	\$3,009	\$2,469
<i>2018 Total Trips</i>					111,667
<i>Fee per Trip (2018)</i>					\$1,224
Scenario 1: \$137m Eligible Cost (2018 Total, 41% Max Eligible)	\$1,488	\$1,390	\$700	\$1,212	\$1,016
Scenario 2: \$164.4m Eligible Cost (2018 Total + 20%, 49% Max Eligible)	\$1,737	\$1,676	\$839	\$1,464	\$1,219
Scenario 3: \$199.7m Eligible Cost (2018 Total + 46%, 60% Max Eligible)	\$2,057	\$2,044	\$1,016	\$1,787	\$1,481
Scenario 4: \$249.7m Eligible Cost (2018 Total + 82%, 75% Max Eligible)	\$2,510	\$2,565	\$1,268	\$2,246	\$1,852

Next Steps

1. Choose Eligible Cost Amount
2. Calculate Fees by Land Use
3. Update Regional Fee Schedule & Nexus Study
4. TAMC Board Approval
5. Cities/County Approvals

Memorandum

To: Board of Directors
From: Doug Bilse, Principal Engineer
Meeting Date: June 24, 2026
Subject: **Scenic Route 68 Corridor Improvement Project Update**

RECOMMENDED ACTION:

RECEIVE an update on the Scenic State Route 68 Adaptive Traffic Signal Control pilot project and preliminary results analyzing the effectiveness of the proposed Phase 1 roundabouts project.

SUMMARY:

Phase I of the Scenic Route 68 Corridor Improvement Project would install roundabouts on State Route 68 at the intersections of San Benancio Road, Coral de Tierra and Laureles Grade. An independent assessment of the project is being conducted to compare project costs and expected benefits to determine the economic viability of this project. The recently installed adaptive signal project is now the baseline for this analysis.

FINANCIAL IMPACT:

Combined, the design, right-of-way, and construction phases of the the Phase I Scenic Route 68 Project are projected at \$98.6 million. In March 2025, the Agency approved \$1.2 million of Measure X funds towards a five year pilot project to install Adaptive Traffic Signal Controls at nine intersections on State Route 68 between Toro Park and Highway 1.

DISCUSSION:

The goal of the Scenic State Route 68 Corridor Improvement Project is to improve safety and traffic flow between Monterey and Salinas while preserving the corridor's environmentally sensitive setting. The project includes new wildlife crossings beneath the highway and avoids adding mainline lanes. Caltrans has completed an Environmental Impact Report covering converting all nine signalized intersections to roundabouts to improve operations and reduce collisions. Phase I would construct roundabouts at San Benancio Road, Corral de Tierra Road, and Laureles Grade, and include a wildlife crossing. Caltrans is leading final design for Phase I and coordinating with TAMC staff to pursue construction funding.

The TAMC Board directed staff to evaluate options that maximize the existing signalized infrastructure before committing to the higher cost of roundabouts. In response, the Agency approved \$1.2 million to implement an Adaptive Traffic Signal Control (ATSC) pilot project at all nine signalized intersections along the SR 68 corridor. This funding was sufficient to fund the pilot project for a period of five years. The system uses real-time traffic data to continuously adjust signal timing and improve traffic operations. The ATSC pilot will serve as a baseline for future decisions regarding potential roundabout construction. Preliminary results, presented to the Board in May, indicate improved travel times in the primary direction of peak traffic; however, increased delays have been observed on side streets and on some routes at various times of day. A comprehensive before-and-after evaluation is

planned for the fall under typical, non-summer traffic conditions.

An evaluation of the Phase I roundabout project has been completed using updated traffic data and conditions reflecting the implementation of adaptive signal operations as the baseline. The analysis confirms that the Phase I roundabout project is expected to improve safety and traffic operations along the corridor. Based on this evaluation, the proposed roundabouts at San Benancio Road, Corral de Tierra Road, and Laureles Grade are projected to reduce the potential for serious injury and fatal collisions by simplifying intersection movements and lowering travel speeds.

From an operations perspective, peak-hour travel time and maximum traffic throughput are often used to analyze a corridor. Faster traffic does not mean better traffic flow. As vehicles speed up, drivers spread out and fewer vehicles can get through the corridor. More vehicles can be served when traveling at lower speeds and spaced closer together. Roads carry the most vehicles when traffic is moving at a moderate, steady speed. Traffic signals are typically timed to move traffic quickly in one direction. This can reduce the mainline traffic throughput and create backups elsewhere. Roundabouts tend to reduce vehicle speed and maintain constant traffic flows. Drivers may not like driving slower, but more vehicles are served and the duration of congestion is shorter. The following tables summarize changes in travel time and corridor throughput during peak periods.

Peak-Hour Travel Time (minutes)

San Benancio Road - Josselyn Canyon Drive

Alternative	AM Peak Period (6:00-9:00 AM)		PM Peak Period (4:00-7:00 PM)	
	Westbound	Eastbound	Westbound	Eastbound
Existing	13	12	12	17
Adaptive	12	11	12	17
Roundabout	12	11	12	11

Maximum Traffic Throughput (vehicles per hour)

San Benancio Road Intersection

Alternative	Westbound	Eastbound
Existing	1,101	1,113
Adaptive	1,188	1,106
Roundabout	1,440	1,127

These results indicate that while adaptive signal operations have provided measurable operational benefits, the Phase I roundabouts are expected to further improve safety outcomes and improve traffic throughput during peak periods. The higher traffic throughput expected from the hybrid roundabout design will shorten queues and reduce the peak period duration (i.e., congested conditions will occur for a shorter period of time).

Caltrans is the lead agency in charge of the Phase 1 roundabouts project design and is considering co-sponsoring with the Transportation Agency on an upcoming Senate Bill 1 SB1 grant application. The Benefit-Cost Analysis comparing Adaptive Signals versus the Phase 1 roundabouts project has not been completed in time to incorporate into this staff report. Review of the final Benefit-Cost Analysis for the SR 68 Corridor and recommendations for next steps will be included in the Transportation Agency's August agenda.

ATTACHMENTS:

None

WEB ATTACHMENTS:



Project Update Report – Monterey County

Transportation Agency for Monterey County Board Meeting – June 24, 2026
 Prepared June 15, 2026

CONSTRUCTION PROJECTS									
Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments	
C1	SR 1 Soda Springs Drainage (1T240)	On Route 1 from 4.0 Miles North of the San Luis Obispo/Monterey County Line. (MON-1-4.1/4.2)	Clean drainage. Replace riser. Install overflow culvert	Jan 2026 – Aug 2026	\$461,000	SHOPP	Victor Devens	Brough Construction	Construction in progress
C2	SR 1 Paul's Slide Catchment Cleanout (1T230)	On Route 1 one Mile North of the Limekiln Creek Bridge. (MON-1-22/22.2)	Clean catchment	Oct 2025 – Sept 2026	\$370,000	SHOPP	Victor Devens	Souza Construction	Construction in progress
C3	SR 1 Regent's Slide (1R640)	In Monterey County 0.3 mile south of the Big Creek Bridge (MON-1-27.8)	Remove slide material. Restore roadway.	Jan 2024 – Oct 2026	\$31 million	SHOPP	Victor Devens	Papich Construction	HWY 1 access restored. Core construction is complete, with minor activates ongoing.
C4	SR 1 Dolan Point Slide (1R630)	In Monterey County 1.7 miles south of the Dolan Creek Bridge (MON-1-29.5)	Remove slide material. Restore roadway. Install rockfall netting.	Feb 2024 – April 2026	\$3.7 million	SHOPP	Victor Devens	Papich Construction	Construction complete. Project to be removed after the June meeting.
C5	SR 1 Coastlands II Wall Permanent Restoration (1P210)	Near Big Sur at 1.1 Miles south of Pfeiffer Canyon Bridge (MON-1-44.34)	Construct soldier pile wall	Jan 2026 – Nov 2027	\$3.2 million	SHOPP	Ryan Caldera	Granite Rock Construction	Construction in progress. Temporary one-way traffic signal in place.
C6	SR 1 Pfeiffer Canyon Mitigation (1K080)	At Pfeiffer Canyon Bridge (MON-1-45.4)	Environmental mitigation (planting, erosion control) for project EA 05-1J130.	April 2023 – Jan 2027	\$200,000	SHOPP	Aaron Wolfram	BF Contracting Engineering	3 Year Plant Establishment ongoing. Contractor has been neglecting required work, requiring CT to take corrective action.
C7	SR 1 Big Sur North (1Q800)	In Monterey County, Near Big Sur, From 0.9 Mile south of Castro Canyon Bridge to 0.3 Mile south of Carmel River Bridge (MON-1-44.7/69.81)	Storm Damage Repairs	Jan 2023 - Sept 2026	\$25.4 million	SHOPP	Victor Devens	Granite Rock Construction	Construction in progress.

Project Update Report – Monterey County

Transportation Agency for Monterey County Board Meeting – June 24, 2026
Prepared June 15, 2026

CONSTRUCTION PROJECTS								
Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments
C8	SR 1 Point Sur Drainage Repairs (1T210)	In Monterey County on Route 1 From 2 to 6 miles South of the Little Sur River Bridge (MON-1-50/54)	Replace four culverts	Oct 2025 – Oct 2026	\$461,000	SHOPP	Victor Devens	Granite Rock Construction Construction in progress
C9	SR 1 Point Sur Embankment Failure (2A050)	In Monterey County 0.5 to 1.9 miles north of the Little Sur River Bridge (MON-1-54.2/55.6)	Traffic control, temporary slope stabilization	Feb 2026 – Sep 2026	\$2,179,000	SHOPP	Victor Devens	Top Tier Grading Construction in progress. Temporary one-way traffic signal in place.
C10	SR 1 Rocky Creek Bridge ECE (1Q160)	In Monterey County at Rocky Creek Bridge (MON-1-60.0)	Bridge Preventative Maintenance	Jan 2026 – May 2028	\$9.1 million	SHOPP	Aaron Wolfram	American Civil Constructors West Coast (ACC) Construction in progress. Temporary one-way traffic signal in place.
C11	SR 1 Rocky Creek Slip Out Restoration (1S160)	In Monterey County at .1 mile south of the Rocky Creek Bridge (MON-1-60.0)	Construct a viaduct to restore two-way traffic	June 2024 – Jan 2026	Estimated \$21 million	SHOPP 130 Emergency Work	Chad Stoehr	Gordon N. Ball, Inc. Construction complete. Project to be removed after the April meeting.
C12	SR 1 Castroville Embankment Repair (2A120)	In Monterey County near Castroville (MON-1-R90.38/R90.84)	Repair erosion. Clear/replace/inst all down drains. Replace dike. Clear debris from recreational trail.	May 2026- Sep 2026	\$350,000	SHOPP	Victor Devens	Top Tier Grading Construction in progress
C13	SR 1 Flooding Response (1Q960)	In Monterey and Santa Cruz Counties from Approximately 1 mile North and South of the Pajaro River Bridge (MON-1-100.5/R102.032)	Storm Damage Repairs	March 2023- Oct 2026	\$1.85 million	SHOPP	Victor Devens	Teichert Construction Construction in progress.
C14	SR 68 Drainage Improvements (1J880)	From west of Sunset Dr to Toro Park (MON-68-0.2/15.7)	Drainage improvement, replace lighting, and install count stations	March 2026 – Aug 2028	\$8 million	SHOPP	Mark Leichtfuss	PS&E Construction in progress



Project Update Report – Monterey County

Transportation Agency for Monterey County Board Meeting – June 24, 2026
Prepared June 15, 2026

CONSTRUCTION PROJECTS									
Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments	
C15	US 101 Market Street (2A170)	In Salinas on Route 101 at the Southbound East Market Onramp (MON-101-87.2/87.3)	Modify drainage to resolve low spot, repair embankment and traffic control.	May 2026- Sept 2026	\$360,000	SHOPP	Victor Devens	Precision Grading	Construction in progress
C17	US 101 Monterey Drainage (1J890)	In and near King City, Greenfield, Soledad, Gonzales, and Salinas, from Paris Valley Road Overcrossing to Dunbarton Road (MON-101-R28.23/100.3)	Rehabilitate drainage systems, replace overhead signs and structures, and update TMS elements	Jan 2026 – Feb 2027	\$14.1 Million	SHOPP MAJOR	Mark Leichtfuss	A. TEICHERT & SON, INC.	Construction in progress.
C18	US 101 King City CAPM (1K440)	Near King City from Jolon Road undercrossing to Lagomarsino Ave (MON-101-R41.9/R49.8)	Pavement Preservation, TMS Elements, Lighting, and Drainage	Feb 2026 – Mar 2028	\$27 million	SHOPP	Mark Leichtfuss	Granite Construction Company	Construction in progress
C19	US 101 Prunedale Drainage (1H691)	At and near Prunedale between 0.4 mile north of Crazy Horse Canyon Overcrossing and 1.1 mile south of San Juan Road Overcrossing (MON-101-98.8/100.3)	Drainage System Rehabilitation	June 2025 – April 2026	\$6.8 million	SHOPP MAJOR	Aaron Wolfram	Precision Grade Construction	Project transitioning to plant establishment. Construction site work completed.
C20	SR 183 Castroville Improvement Project (1H650)	Community of Castroville from Del Monte Ave. to Washington St (MON-183-R8.3/9.98)	Rehabilitate pavements, repair bridge, and improve pedestrians & bicycle and ADA facilities	May 2025 – Dec 2027	\$20.3 million	SHOPP	Jackson Ho	Granite Construction Company	Construction in progress. Ongoing traffic control in place.



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CONSTRUCTION PROJECTS									
Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments	
C21	SR 218 FORTAG Bike Trail (1M570)	Located in the City of Seaside (MON-218- 0.1/1.5)	Construct Bicycle and Pedestrian Trail. The project provides a safe alternative to Hwy 218 from Del Rey Woods Elementary to Laguna Grande Regional Park	May 2024 – Nov 2026	\$1.2 million	100% Locally Funded	Kelli Hill	Granite Rock	Construction in progress.
C22	SR 1 and US 101 Sbt, MON Drainage Repairs (1S520)	In Monterey County on SR 1 and San Benito County at various locations	Replace culvert	Feb 2025 – Aug 2026	\$461,000	SHOPP	Victor Devens	Brough Construction	Construction complete

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PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
D1	SR 1 Mud Creek Permanent Restoration (1K020)	In Monterey County 0.8 miles north of Alder Creek Bridge to 1.2 miles north of Alder Creek Bridge (MON-1-8.7/9.1)	Enhancements and improvements to address post emergency items.	Summer 2026 – Winter 2026/27	\$2.8 million	SHOPP MAJOR	Ryan Caldera	PS&E/RW	Construction funding was allocated at the June 2025 CTC meeting. The project was readvertised, and bids were opened in April 2026. The project is expected to award in June 2026.
D2	SR 1 Quigil Viaduct Permanent Restoration (1R600)	In Monterey County, near Lucia, at 0.1 mile south of the Limekiln Creek Bridge (MON-001-20.8/20.8)	Construct viaduct and replace guardrail to meet Manual for Assessing Safety Hardware (MASH) standards	Summer 2028 – Summer 2030	\$14.7 million	SHOPP	Ryan Caldera	PA&ED	Preliminary design of the viaduct is underway.
D3	SR 1 Limekiln Creek Bridge Replacement (1F510)	In Monterey County from south of Limekiln Creek Bridge to just north of Limekiln Creek Bridge (MON-1-20.9-21.3)	Replace bridge	Fall 2028 – Winter 2030/31	\$96.2 million	SHOPP	Ryan Caldera	PS&E	Design continues. Geotechnical investigations are ongoing, with the next mobilization planned for early fall 2026. Due to SHOPP rebalancing, project is programmed to begin construction in Fall 2028.
D4	SR 1 Big Creek Tieback Wall (1K010)	Near Lucia south of Big Creek Bridge (MON-1-27.5/27.7)	Construct tieback wall, restore roadway and facilities, place Water Pollution Control BMPs, and erosion control	Summer 2026 – Fall 2028	\$7.3 million	SHOPP	Meg Henry	PS&E	RTL was achieved on 10/31/2025. CON allocation approved at Jan 2026 CTC. Project advertised in March with contract award at end of June 2026.
D5	SR 1 Castro Canyon Bridge Rail Upgrade (1H490)	At Castro Canyon Bridge (MON-1-43.12)	Replace bridge rail	TBD	\$2.5 million	SHOPP	Meg Henry	PS&E/RW	Still on hold due to legal issues with ATT. Trial date was recently continued to September 2026.
D6	Rocky Creek Bridge Rail Replacement (1Q140)	Near Carmel-By-The-Sea at Rocky Creek Bridge (MON-1-60/60.1)	Replace bridge rail	Summer 2029 – Fall 2030	\$13.1 million	SHOPP	Aaron Wolfram	PA&ED	Project team is developing the Draft Environmental Document and Draft Project Report for public circulation. NOP released on 2/13/2026.

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PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
D7	SR 1 Garrapata Creek Bridge Rail Replacement (1H800)	At Garrapata Creek Bridge (MON-1-63)	Bridge rail rehabilitation	Winter 2030/31 - Winter 31/32	\$13.1 million	SHOPP	Aaron Wolfram	PS&E	Project was re-programmed and will follow the Rocky Creek Bridge rail replacement; the team is working on revising project materials to reflect updated railing type. CDP application submitted to Mon Co for review and waiting on comments.
D8	SR 1 Jack's Peak CAPM (1N850)	On SR 1 from San Luis Ave. Intersection to the Sloat Ave. Undercrossing (MON-1-74.6/R77.6)	Preserve 11.815 lane miles of Class 2 pavement, rehab sign structure, replace sign panels, and roadside safety.	Spring 2028 – Spring 2029	\$17 million	SHOPP	Kristen Langager	PS&E	Final Project Report is complete and design is progressing. Coordinating with CCC on draft CDP application materials.
D9	SR 1 Marina to Castroville CAPM (1N160)	In Monterey County from .028 miles south of the S. Marina OH (44-211L) to the Hwy 1/156 Junction.	Pavement Preservation	Summer 2027-Spring 2029	\$18 Million	SHOPP	Aaron Wolfram	PS&E	Project is delayed for delivery and will be combined with 1K870. Construction to begin Summer 2027.
D10	SR 1 Moss Landing CAPM (1K870)	In Monterey County, from 0.1 miles south of Molera Rd interchange to the MON/SCr county line (MON-1-R90.98/R102.031)	Pavement Preservation	Summer 2027-Spring 2029	\$26 million	SHOPP	Aaron Wolfram	PS&E	Project was delayed, aligning with 1N160. The team intends to combine the 1N160 and 1K870 projects together at RTL to provide cost savings and less disruption during construction.
D11	SR 68 Corridor Improvements (1J790)	On State Route 68 from Josselyn Canyon Road to San Benancio Road. (MON-68-4.87-13.7)	Operational Improvements	Spring 28 – Fall 2030	\$52.5 million	STIP & AUTHORIZED	Ryan Caldera	PS&E	Design, geotechnical investigation and right of way coordination continues. Schedule is revised to provide additional time to evaluate outcomes of ATSC Pilot Project.



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D12	US 101 Bradley CAPM (1K880)	In Monterey County near Bradley, Nacimiento and San Miguel, from south of East Garrison Overcrossing to Jolon Road. (MON-101-R1.9/R9.7)	Replace bridges, rehabilitate pavement, reconstruct guardrail and drainage systems, and replace Transportation Management System (TMS) elements and signs.	Spring 2029 – Summer 2032	\$57.8 million	SHOPP	Mark Leichtfuss	PS&E	PS&E began Feb 2026.
D13	US 101 Bradley-San Ardo CAPM (1K490)	Near Bradley from 0.5 mile south of Jolon Road Undercrossing to San Ardo Undercrossing	Pavement preservation	Spring 2030 - Spring 2031	\$49.8 million	SHOPP	Mark Leichtfuss	PS&E	Project schedule updated to reflect SHOPP rebalancing
D14	US 101 North San Ardo Rehab (1M350)	In Monterey County on Route 101 from the San Ardo Undercrossing to 0.1 miles south of Paris Valley Road Overcrossing. (MON-101-R30.6/R36.9)	Isolated slab replacement over 23.996 LM of Class 1 pavement and grind and replace AC shoulders. Replace 1 culvert at PM 26.28.	Spring 2030 - Spring 2031	\$38.6 million	SHOPP	Mark Leichtfuss	PS&E	Project schedule updated to reflect SHOPP rebalancing
D15	US 101 South of Salinas Corridor Improvement Project (0H330)	On US 101 between Main Street in Chualar and Airport Blvd in Salinas (MON-101-77/85.6)	Upgrade existing expressway to freeway, relocate two interchanges and create frontage road system for corridor.	Summer 2031-Summer 2034	TBD	SHOPP	Meg Henry	PA&ED	Environmental studies ongoing. Hydraulics study ongoing. Advanced Planning Studies for preliminary structural design has been prepared for Chualar bridges and Abbott bridges. CMGC RFQ development underway, tentative target to advertise RFQ is 5/18. Efforts continue on SB1 cycle 5 application rounds.

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PROJECTS IN DEVELOPMENT									
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D16	US 101 South of Salinas Access Management Project (1S590)	On US 101 between Main Street in Chualar and Airport Blvd in Salinas (MON-101-77.858/84.371)	Implement access management strategies to reduce the number of crossing and left-turn movements on the US 101 corridor between Chualar and Salinas.	Winter 2026/27 - Fall 2027	\$5 million	SHOPP 010 Safety Project	Meg Henry	PS&E	Last item to RTL is design exception document, expecting to RTL mid-May. Since this is a safety project, CTC approval is delegated and we will move straight to funds request, then into advertisement. Public messaging started with email blast, hard copy flyers handed out and social media posts in April 2026. Public messaging will continue monthly until the median closure in early 2027.
D17	SR 156 Castroville Boulevard Interchange (31601)	Castroville Boulevard and Highway 156 (MON-156-R1.6/1.4)	Construct a new interchange	Fall 2026 – Fall 2028	\$54.5 million	STIP, Measure X, Federal Demo	Chad Stoehr	PS&E/RW	PS&E and RW activities are ongoing, project awarded SB1 Cycle 4 TCEP funding in amount of \$80.3M

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ACRONYMS USED IN THIS REPORT

ADA	Americans With Disabilities Act	PR/ED	Project Report and Environmental Document
ATSC	Automated Traffic Signal Control	PDT	Project Development Team
CCO	Contract Change Order	PID	Project Initiation Document
CCSD	Castroville Community Service District	PS&E	Plans, Specifications, and Estimates
CDP	Costal Development Permit	SB1	Senate Bill, the Road Repair and Accountability Act of 2017
CMGC	Construction Manager/General Contractor	SCL	Santa Clara County Line
CTC	California Transportation Commission	SHOPP	Statewide Highway Operation and Protection Program
CT	Caltrans	SR	State Route
DED	Draft Environmental Document	RFQ	Request for Qualifications
EIR	Environmental Impact Report	RTL	Ready To List
EP	Encroachment Permit	R/W or ROW	Right of Way
FED	Final Environmental Document	TCE	Temporary Construction Easement
OE	Office of Engineering	TMS	Traffic Management System
MASH	Manual for Assessing Safety Hardware	TSA	Traffic Safety Alliance
PA&ED	Project Approval and Environmental Document	UC	Under Crossing

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District 5, 50 Higuera Street, San Luis Obispo, California 93401
District 5 Public Information Office (805) 549-3318
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