



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, December 4, 2024
****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 Alejo's Office

Members of the public & non-voting members may join meeting online at:
<https://us02web.zoom.us/j/446951513?pwd=QmNUODRtdXICSEFxLzIXVmhoY21yUT09>
OR

By teleconference at: +1 669 900 6833

Meeting ID: 446 951 513
Password: 194463

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.

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.

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. All public comments are limited to two (2) minutes, unless specified otherwise by the committee chair. 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.

Alternative Agenda Format and Auxiliary Aids: If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency staff at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish language interpreters, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.²²

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 October 23, 2024.

- Elouise Rodriguez

3.1.2. ACCEPT the list of payments and deposits for October 2024 and the credit card statement for the month of September and October 2024.

- Mi Ra Park

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

3.1.3. **RECEIVE** 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** calendar year 2025 schedule of meetings for the Agency Board of Directors and Executive Committee.

- Elouise Rodriguez

In December of every year, the Agency Board approves a schedule of meetings for the following year. The Executive Committee met on November 6, 2024 and recommends approval.

3.1.6. **APPOINT** Board Chair Lopez and Past Chair LeBarre as Nominating Committee to meet and return to Board of Directors on January 22, 2025 with recommendations for Board Chair, 1st Vice Chair, 2nd Vice Chair, and Executive Committee to serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 28, 2026 Board meeting.

- Elouise Rodriguez

Agency Bylaws require the election of officers at the beginning of the January meeting. The Board officers are the Chair, 1st Vice Chair and 2nd Vice Chair. The Executive Committee includes the Chair, 1st Vice Chair, 2nd Vice Chair, the immediate past Chair, and a City and a County voting Board member.

3.1.7. **Computer & Information Technology (IT) Services Agreement:**

1. **AUTHORIZE** the Executive Director execute contract with AIXTEK (dba Eaton & Associates) in an amount not to exceed \$167,015 to provide and computer and information technology services for the period ending December 31, 2029;
2. **APPROVE** the use of \$167,015 for the term of the agreement; and
3. **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 approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term or

amount.

- Aaron Hernandez

The Agency conducted a competitive bidding process to select a qualified technical consultant to manage the Agency's computers and information technology. The review committee recommended AIXTEK, doing business as Eaton & Associates, for the five-year contract.

3.1.8. Title VI and Language Assistance Plan

1. **ADOPT** Resolution 2024-17 adopting the Agency's updated Title VI Program and Language Assistance Plan; and
2. **AUTHORIZE** the Executive Director to make administrative modifications to the Plan, execute and file all certifications of assurances, contracts and/or agreements required in execution and implementation of the Title VI Plan.

- Aaron Hernandez

Title VI of the Civil Rights Act of 1964 prohibits recipients of federal funds from discriminating on the basis of race, color or national origin in their programs or activities. As a recipient of federal funds, TAMC adopts the Title VI Program and Language Assistance Plan to establish a policy of nondiscrimination.

3.1.9. Annual Fiscal and Compliance Audit Request for Proposals:

1. **APPROVE** Request for Proposals scope of work to solicit an audit firm to prepare annual Transportation Development Act compliance and audit reports for the Transportation Agency for Monterey County, the Regional Development Impact Fee Joint Powers Agency, and Transportation Safety and Investment Plan, for a period of five years beginning fiscal year 2024-2025 through fiscal year 2028-2029;
2. **AUTHORIZE** staff to release the Request for Proposals to potential independent audit firms and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work; and
3. **APPROVE** the use of funds from the approved project budget for this contract in an amount not to exceed \$140,000.

- Jefferson Kise

The State Transportation Development Act requires annual audits of the activities of the Transportation Agency for Monterey County, as described in sections 99243.5 and 99245 of the California Public Utilities Code, and sections 6661, 6662, 6664, 6665, 6666, and 6751 of the California Regulations Code. An annual audit is also required for the Regional Development Impact Fee Joint Powers Agency and Transportation Safety and Investment Plan. The Request for Proposal process is necessary to select an audit firm to complete the Agency's

annual fiscal audits for the next five-year cycle.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES

3.2.1. APPROVE Resolution 2024-16 for the Salinas Valley Safe Routes to Schools plan, which:

1. Adopts the Salinas Valley Safe Routes to School Plan; and
2. Determines the Salinas Valley Safe Routes to School Plan and its proposed improvements were identified and analyzed in the program-level Environmental Impact Report for the 2045 Metropolitan Transportation Plan/Regional Transportation Plan.

- Amelia Conlen

The Salinas Valley Safe Routes to School Plan includes infrastructure and programming recommendations to make it safer and more comfortable for children and families to access 22 public schools in the cities of Gonzales, Soledad, Greenfield, and King City. This three-year planning process resulted in a final plan which includes high-level goals and objectives and recommendations to improve safety and encourage walking and biking around each of the 22 schools. TAMC staff have presented the draft Plan to the City Councils of each of the four cities and received their input.

3.2.2. Safe Routes to School Traffic Garden Sheds Contract Amendment #1:

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute amendment #1 with California Custom Sheds Inc. to extend the contract for the Traffic Garden Sheds Project through June 30, 2026; and
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.

- Ariadne Sambrano

To accommodate school scheduling constraints and other logistical considerations, staff recommends that the Board approve an 18-month extension of the existing contract with California Custom Sheds Inc. Originally approved on August 28, 2024, and set to expire on December 31, 2024, the new end date would be June 30, 2026. This amendment is time-based only and will not alter the project's \$67,298 budget, ensuring all installations and post-installation support tasks are successfully completed. The extension aligns with TAMC's Vision Zero goals and supports the Safe Routes to School initiative.

PLANNING

3.3.1. Highway 1 Elkhorn Slough Corridor Climate Resiliency Project Request for Proposals

1. **APPROVE** the scope of work for a Request for Proposals for professional services for the Highway 1 Elkhorn Slough Corridor Climate Resiliency 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 state funds allocated to this project, for a total amount not to exceed \$1,841,749.

- Alissa Guther

This Request for Proposals (RFP) will be used to prepare a Planning and Environmental Linkages study that will provide a preferred alternative to adapt Highway 1 and the Union Pacific owned railroad tracks through the Elkhorn Slough in Moss Landing to the impacts of climate change and sea level rise.

3.3.2. Monterey County Regional Vision Zero Plan - Consultant Contract:

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute an agreement for services with DKS Associates, subject to approval by Agency Counsel, in an amount not to exceed \$750,000, to develop the Monterey County Regional Vision Zero Plan during the period ending December 31, 2026;
2. **AUTHORIZE** the use of federal Safe Streets for All grant and Service Authority for Freeways and Expressways (SAFE) funds budgeted for this project; and
3. **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.

- Amelia Conlen

On August 28th, 2024, the TAMC Board approved staff to publish a Request for Proposals for the Monterey County Regional Vision Zero Plan. On October 10th, 2024, TAMC received one proposal. The proposal was found to be responsive, and staff is recommending the consultant, DKS Associates, be selected.

3.3.3. Central Coast Coalition Memorandum of Understanding:

1. **AUTHORIZE** the Executive Director to enter into the 2025 Memorandum of Understanding (MOU) with the Central Coast Coalition; and
2. **APPROVE** the use of \$32,500 of undesignated Agency reserves for the five-year term of the MOU (\$6,500 per year).

- Todd Muck

The Transportation Agency has been a member of the Central Coast Coalition since 2011. The CCC was formed as a partnership between the regional transportation planning agencies representing the Central Coast and is focused

on advancing regional transportation projects and priorities. This MOU ensures continued TAMC participation in the CCC, and it is effective from July 1, 2025 through June 30, 2030, unless member agencies agree otherwise. The Santa Barbara County Association of Governments will serve as the Administrative Agency for the CCC during the term of this MOU and will enter into an agreement with a firm to provide legislative advocacy services for the Coalition.

PROJECT DELIVERY and PROGRAMMING - No report this month.

RAIL PROGRAM

3.5.1. APPROVE resolution 2024-15 for the Proposition 116 Credit to the State for the Monterey Branch Line Corridor, which:

1. Approves the appraisal report and current market valuation for the Monterey Branch Line corridor;
2. Approves and authorizes the Executive Director, or their designee, to execute an agreement with the California Transportation Commission to establish a \$16,765,000 Prop 116 repayment credit to the State; and
3. Authorizes 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 agreement terms.

- Michael Zeller

The California Transportation Commission (CTC) is requiring the repayment of \$16,765,000 in Prop 116 funds used for the rail corridor. They have proposed issuing a credit for this amount, which can be repaid by investing in other rail projects within Monterey County. The repayment plan provides an unlimited payback period. The agreement frees the property from Prop 116 restrictions.

3.5.2. SURF! Busway and Bus Rapid Transit - Use Agreement Amendment #1 and Maintenance Agreement:

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute amendment #1 to the use agreement with Monterey-Salinas Transit (MST), to provide for the use of the Monterey Branch Line corridor for the SURF! Busway and Bus Rapid Transit Project, pending legal counsel approval;
2. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a maintenance agreement with Caltrans, to provide for maintenance responsibilities for portions of the the SURF! Busway and Bus Rapid Transit Project within Caltrans right-of-way, pending legal counsel approval; and
3. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the agreements, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement terms.

- Michael Zeller

The SURF! Busway and Bus Rapid Transit Project will operate on the TAMC-owned Monterey Branch Line. The Coastal Commission now requires the project to align on the existing rail tracks. Additionally, Caltrans mandates a maintenance agreement for parts of the project within its right-of-way. These changes necessitate amending the Use Agreement between TAMC and MST.

REGIONAL DEVELOPMENT IMPACT FEE

3.6.1. 2026 Regional Development Impact Fee Nexus Study Update

1. **APPROVE** the Request for Proposals and Scope of Work for the 2026 Regional Development Impact Fee Nexus Study Update;
2. **AUTHORIZE** staff to publish the Request for Proposals and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work; and
3. **APPROVE** the use of funds from fees collected by the agency in the Regional Development Impact Fee Program for this contract in an amount not to exceed \$100,000.

- Aaron Hernandez

In 2008, the 12 cities and the County adopted a regional development impact fee and formed a Joint Powers Authority to administer the program, in order to assure that new development pays for impacts on the regional transportation network. As the administering agency, TAMC is required to update the regional fee program nexus study by August 2026.

COMMITTEE MINUTES and CORRESPONDENCE

3.7.1. ACCEPT draft minutes of the Transportation Agency Committees:

- Rail Policy Committee - draft minutes of November 4, 2024
- Executive Committee - draft minutes of November 6, 2024
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of November 6, 2024
- [Technical Advisory Committee](#) - draft minutes of November 7, 2024
- [Measure X Citizens Oversight Committee](#) - No Meeting

- Elouise Rodriguez

3.7.2. RECEIVE TAMC Correspondence for November 2024.

- Elouise Rodriguez

4. **PRESENT** Certificates of Appreciation to outgoing Board Members Mary Adams and Dave Potter.

- Todd Muck

5. 2026 Regional Transportation Plan Project List and Financial Assumptions

1. **RECEIVE** update on development of the 2026 Regional Transportation Plan; and
2. **PROVIDE INPUT** on the project list and the financial assumptions to be studied as part of the 2026 Regional Transportation Plan and Metropolitan Transportation Plan and Sustainable Communities Strategy.

- Amelia Conlen

Every four years, the Transportation Agency is responsible for developing an updated Regional Transportation Plan, pursuant to state and federal transportation planning requirements. The Agency prepares the plan in coordination with the Association of Monterey Bay Area Governments to be consistent with a tri-county Metropolitan Transportation Plan/Sustainable Communities Strategy adopted by AMBAG for the Monterey Bay Area. The project list and financial assumptions are key elements for these plans.

- 6. RECEIVE** update on Notice of Preparation and Scoping Period for the Pajaro/Watsonville Multimodal Station.

- Alissa Guther

Staff will present on the scoping period workshop and activities for the Pajaro/Watsonville Multimodal Station project.

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

CLOSED SESSION:

Public Employee Performance Evaluation pursuant to Government Code Section 54957 -
Positions: Executive Director & Agency Council

RECONVENE in open session and report any actions taken.

12. ADJOURN

ANNOUNCEMENTS

Next Transportation Agency for Monterey County regular meeting will be on
Wednesday, January 22, 2025
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: December 4, 2024
Subject: TAMC Draft Minutes of October 23, 2024

RECOMMENDED ACTION:

APPROVE the Transportation Agency for Monterey County Board draft minutes of October 23, 2024.

SUMMARY:

FINANCIAL IMPACT:

DISCUSSION:

ATTACHMENTS:

1. TAMC Draft Minutes_October 23_2024

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 OCTOBER 23, 2024, TAMC BOARD MEETING

1441 Schilling Place, Salinas, CA 93901, Saffron Conference Room

Alternate locations: *168 W. Alisal Street, Salinas, CA 93901, 2nd Floor, Supervisor Alejo's Office*
68 South Street, Hingham, Massachusetts, Dave Potter

TAMC BOARD MEMBERS	DEC 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24	JUN 24	AUG 24	SEP 24	OCT 24
Luis Alejo, Supr. Dist. 1, County Representative (Linda Gonzales, Javier Gomez)	P	P	P	P(A) (V)	P	P	P(A) (V)	P	P(A) (V)	P
Glenn Church, Supr. Dist. 2, (Marilyn Vierra, Leonie Gray)	P	P	P	P	P(A)	P	P	P	P	P
Chris Lopez, Supr. Dist. 3, (Priscilla Barba) Chair	P	P	P	P	P(A)	P(A)	P	P	P	P
Wendy Root Askew, Supr. Dist. 4, 2 nd Vice Chair (Yuri Anderson , Eric Mora)	P	P	P	P	P(A)	P(A)	P	P	P(A) (V)	P(A)
Mary Adams, Supr. Dist. 5, (Colleen Courtney)	P(A)	P	P(A)	P	P(A)	P	P	P	P	P
Dave Potter, Carmel-by-the-Sea (Jeff Baron) 1 st Vice Chair	P	P	P	P(V)	P(A)	P	P	P(V)	P	P
Scott Donaldson, Del Rey Oaks (John Uy)	P	E	AB2	P(V)	P	P	P	P	P	E
Jose Rios, Gonzales (Lorraine Worthy)	P	P	E	P	P	P	P	P	P	P
Rachel Ortiz, Greenfield (Robert White)	P	E	P	A	P	P	E	P	AB2	P
Michael LeBarre, King City, Past Chair (Carlos DeLeon)	P	P	P	P	P	P	P	P	P	P
Bruce Delgado, Marina (Jenny McAdams, Liesbeth Visscher)	P	P*	P	E	P	AB2	P	P	A	P(V)
Edwin Smith, Monterey, (Kim Barber, Marissa Garcia, Andrea Renny)	P	P(A)	P	P	P	P(A)	P	P	PA)	P
Chaps Poduri, Pacific Grove, City Representative (Joe Amelio)	P	P	P	P	A	E	P(V)	P	P	P
Andrew Sandoval, Salinas (Anthony Rocha)	P	P	P	E	P	P	P	P	P	P(A)
Mary Ann Carbone, Sand City (Jerry Blackwelder)	P	P	P	P	P	P	P	P	P	P
Ian Oglesby, Seaside, (David Pacheco)	P	P	P	P	P	P	P	P	A	P
Fernando Cabrera, Soledad (Anna Velasquez)	P*	E	P	E	P	P	P(A)	P	P	P

Ex Officio Members:	DEC 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24	JUN 24	AUG 24	SEP 24	OCT 24
Maura Twomey, AMBAG (Heather Adamson, Bhupendra Patel, Paul Hierling)	P(A) (V)	P(A) (V)	P	P(V)	P	P(A)	P	P(A) (V)	P (V)	P
Scott Eades, Caltrans, Dist. 5 (Orchid Monroy Ochoa , John Olejnik, Richard Rosales , Brandy Rider, Kelly McClendon , Dave Silberberger)	P(A) (V)	P(A)	P(A)	P(A) (V)	P(A)	P(A) (V)	P(V)	P(A) (V)	P(A) (V)	P(A)
Richard Stedman, Monterey Bay Air Resources District (David Frisbey)	A	E	E	P(A) (V)	P(A) (V)	A	A	P(A) (V)	A	A
Carl Miller, Monterey Regional Airport District (Richard Searle)	P(V)	P(V)	P(V)	P(V)	P(A) (V)	A	P(V)	P(V)	P(V)	P(V)
Carl Sedoryk, Monterey-Salinas Transit (Lisa Rheinheimer, Michelle Overmeyer)	P	P	P(A)	P	P	P(A)	P	P	P	P
Eduardo Montesino, Watsonville	A	A	A	A	A	A	A	A	A	A
Glen Nelson, CSUMB (Nicole Hollingsworth, Matthew McCluney)	P(A) (V)	P(A) (V)	P(A) (V)	P(V)	P(A) (V)	P(A) (V)	A	P(A)	P(A)	P(A)

P = present; P(A) = alternate present; P(V) = videoconference; E = excused absence; AB2=AB 2449;

AB2a=AB 2449 alternate; A = absence; P= New Representative*

TAMC STAFF	DEC 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24	JUNE 24	AUG 24	SEP 24	OCT 24
D. Bilse, Principal Engineer	P	P	E	P	P	P	P	P	P	P
A. Conlen, Senior Transp. Planner			P	P(V)	P	P	P	P	P	P
N. Gomez, TAMC Intern							P(V)	P	P(V)	P(V)
A. Green, Principal Transp. Planner	P(V)	P(V)	P	P	P(V)	P(V)	P	P	P(V)	P(V)
A. Guther, Transportation Planner	P	P	E	P	P	P(V)	P	P	P	P
A. Hernandez, Transp. Planner	P	P	P	P	P	P	P	P	P	E
J. Kise, Dir. Finance & Administration	P	P	P	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	P	P	P	P	P	P	E	P	P
T. Muck, Executive Director	P	P	P	P	P	P	P	P	P	P
M. Park, Finance Officer						P	P	P	P	P
E. Rodriguez, Clerk of the Board	P	P	P	P	E	P	P	P	P	P
A. Sambrano, Transportation Planner	P	P	P	P	P	P	P	P	P	P
J. Strause, Assoc. Transp. Planner	P	P	E	E	E	E	P	P	P	P
S. Strong, Legal Counsel	P	P(V)	P	P	P	P	P	P	P	P
C. Watson, Director of Planning	P	P	P	P	P	P	P	P	P	E
L. Williamson, Senior Engineer	P	P	P(V)	P	P	P	P	P	P	P
T. Wright, Community Outreach	P	P	P	P	E	P(V)	P	P(V)	P	E
M. Zeller, Director of Programming & Project Delivery	P	P	P	P	P	P	P	P	P	P

OTHERS PRESENT

Linda Gonzales	County Supervisor District 1	Tony Hassis	Public
Javier Gomez	County Supervisor District 1	Mason Clark	Handcar Tours
Jasmine Mejia Cortez	County Supervisor District 1	Dwight Stump	Public
Monica Hale	County Supervisor District 3	Bryan Rosen	Public
Michael Weaver	Public	Barry Jones	Public
Ken & Ometa Herman	Public	Eric Petersen	Public
Harry Dixon	Public	Lorna Moffat	Public
Greg Galin	Public	Steve Grace	Public
Terry Russell	Public	John Pinto	Public
Nick Belli	Public	Brian Jacobson	Public
Gary Cursio	Public	Bob Meyer	Public
Wesley Little	Public	Mike Mueller	Public

1. QUORUM CHECK – CALL TO ORDER

Chair Lopez called the meeting to order at 9:05 a.m. Elouise Rodriguez, Clerk of the Board, called the roll and confirmed a quorum was established. Board Member Oglesby led the pledge of allegiance.

2. PUBLIC COMMENTS

Bryan Rosen, resident, commented on the SURF! Busway Route.

Lorna Moffat, resident, commented on carpool programs.

3. CONSENT AGENDA

M/S/C Alejo/Potter/unanimous

Board Members Cabrera, Ortiz and Rocha did not vote on this item.

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 September 25, 2024.
- 3.1.2** Accepted the list of checks written for the month of September 2024 and credit card statements for the months of August and September 2024.
- 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** Approved Resolution 2024-13 authorizing the Executive Director to execute a new Caltrans Master Funds Transfer Agreement.
- 3.1.6** Regarding Fiscal Year 2024-2025 Overall Work Program Amendment #2:
Approved Resolution 2024-14, pending legal counsel approval, providing:
 - 1. Authority for the Executive Director or his designee to transfer \$948,590.63 in state Rural Planning Assistance, Federal Transit Administration (FTA) 5304 Strategic Partnership, and State Highway Account (SHA) Climate Adaptation Planning carry-over funds into the Agency's fiscal year (FY) 2024-2025 work program and budget;
 - 2. Authority for the Executive Director or his designee to execute work program and budget amendment No. 2 in accordance with this Resolution; and
 - 3. Authority for the Executive Director or his designee to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.
- 3.1.7** Accepted the Agency's Financial Audit Reports for fiscal year ending June 30, 2023.

3.1.8 Regarding Updated Legal Services Agreement with the County of Monterey

1. Approved and authorized the Executive Director, or their designee, to execute a new Legal Services Agreement with the County of Monterey, subject to approval by Agency Counsel, to increase the budget by an amount not to exceed \$5,638, for an annual not-to-exceed contract amount of \$66,000;
2. Authorized the use of Agency funds budgeted for this work; 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 contract, including approval of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES**3.2.1** Received the draft Salinas Valley Safe Routes to Schools Plan.***PLANNING*****3.3.1** Legislative Update and Draft 2025 Legislative Program:

1. Received update on state and federal legislative issues; and
2. Approved the draft 2025 legislative program for circulation to Committees for comment.

PROJECT DELIVERY and PROGRAMMING**3.4.1** Regarding Alisal Union School District Agreement

1. Approved and authorized the Executive Director, or their designee, to execute an agreement with Alisal Union School District, subject to approval by Agency Counsel, to allow TAMC and partners to provide Safe Routes to School Education & Encouragement programming to Alisal Union schools for the period ending June 30, 2030; and
2. 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.

3.4.2 Approved the appointment of John McPherson to serve as the Senior or Disabled Services agency representative on the Measure X Citizens Oversight Committee, Brielle Bumba to serve as the Senior or Disabled services agency alternate representative on the Measure X Citizens Oversight Committee, and Bradley Levang to serve as the Monterey Peninsula Chamber of Commerce alternate representative on the Measure X Citizens Oversight Committee.

RAIL PROGRAM

- 3.5.1** Regarding Monterey County Rail Extension - Packages 2 & 3 - Right of Way Just Compensation:
1. Authorized the Executive Director to establish just compensation and approve appraisals for rights-of-way for the Monterey County Rail Extension project, Package 2 (Salinas layover facility) and Package 3 (Gilroy track connections); and
 2. Authorized the Executive Director to make purchase offers in the amount that equals the statutory offer of just compensation established for the parcel and negotiate agreements for parcels needed for the Monterey County Rail Extension project.

REGIONAL DEVELOPMENT IMPACT FEE

- 3.6.1** No items this month.

COMMITTEE MINUTES AND CORRESPONDENCE

- 3.7.1** Accepted draft minutes from Transportation Agency committees:
- Executive Committee – draft minutes of October 2, 2024
 - Rail Policy Committee – No meeting
 - Bicycle and Pedestrian Facilities Advisory Committee – draft minutes of October 2, 2024
 - Technical Advisory Committee – draft minutes of October 3, 2024
 - Excellent Transportation Oversight Committee – No meeting
- 3.7.2** Received Transportation Agency for Monterey County correspondence for September 2024.

END OF CONSENT AGENDA

4. PRESENT THE TRANSPORTATION AGENCY EMPLOYEE OF THE QUARTER

The Board of Directors presented the Transportation Agency Employee of the Quarter to Maria Montiel, Administrative Assistant for July 1, 2024, through September 30, 2024.

The Agency employees recognized Maria for her professionalism and her efficiency, for always being willing to help and most notably for her work on agenda preparation and support with TAMC committee meetings. Her diligence in taking on an extra workload assisting with the check deposits, helping with the account payables, and keeping accounting related files and credit card charges up to date. On behalf of the Board of Directors and staff of the Transportation Agency for Monterey County, it is our great pleasure to recognize Maria Montiel for her exemplary service.

5. **FUNDING ALLOCATION FOR ADAPTIVE SIGNAL OPERATIONS ALONG HIGHWAY 68**

M/S/C Adams/Potter/unanimous

The Transportation Agency for Monterey County Board of Directors approved a cooperative agreement with Caltrans to fund the purchase and installation of adaptive signal controls at nine intersections along State Route 68. This project aims to improve traffic flow and safety by using real-time data to adjust signal timing, thereby reducing congestion and travel times.

The adaptive signal control technology adjusts the timing of red, yellow, and green lights to accommodate changing traffic patterns and ease traffic congestion. Unlike traditional traffic signals, which operate on fixed timings, adaptive signals use real-time data from sensors and cameras to optimize traffic flow. This technology is particularly beneficial during peak travel times and special events when traffic volumes can vary significantly.

The adaptive signal operations will serve as an interim solution, complementing the long-term improvements identified for the Scenic Highway 68 Corridor. The Board allocated \$500,000 in Regional Measure X funds for this purpose, demonstrating a significant investment in enhancing the efficiency of this critical transportation corridor. By implementing adaptive signal operations, TAMC and Caltrans aim to provide a smoother and more reliable travel experience for commuters and residents along State Route 68.

Public comment:

- Dwight Stump expressed the need to implement the technology at all nine intersections.
- Barry Jones commented that he is pleased to see four intersections recommended and noted the need to optimize the whole corridor.
- Bryan Rosen commented that development is out of control.
- Mike Weaver thanked Doug Bilse and expressed his support for all nine intersections.
- Gary Cursio expressed support for moving forward with the trial program.

6. **TORO PARK CUT-THROUGH TRAFFIC PILOT PROJECT UPDATE**

The Board of Directors received an update on the Toro Park Cut-Through Traffic Pilot Project.

Doug Bilse, Principal Engineer, reported aggressive drivers frequently use Toro Park residential streets to avoid Highway 68 congestion during the morning commute hours. TAMC, Caltrans, and County staff collaborated on a pilot project to reroute this cut-through traffic back onto Highway 68. Two phases of the pilot project have been completed, including partial road closures. The pilot project is expected to identify a long-term solution that may be considered for implementation by the County of Monterey.

Highway 68 experiences severe congestion westbound during the normal morning commute hours each weekday. This leads many drivers heading towards the Monterey Peninsula to exit Highway 68 and use Portola Drive as an alternate route to bypass a few vehicles queued on Highway 68. This cut-through traffic resulted in severe congestion along Portola Drive as well as adjacent residential streets where some residents could not even exit their driveways because of the queues formed by these drivers. Aggressive cut-through driving near the Toro Park Elementary School grounds led to safety concerns and otherwise negatively impacted the character of the neighborhood and quality of life for the residents.

Public comment:

- Greg Galin commented that the closure is a hardship, and presented a petition with 219 signatures to “Move the Unfair Torero Road Closure in Toro Park, Monterey County to Portola east of Torero.”
- John Pinto, Toro Park resident, commented on the impact the bypass has caused on his street, cars on both sides of the street not allowing room for emergency vehicles to get through.
- Nick Belly, resident of impacted street, expressed his appreciation for what the county has done.
- Mike Fuller, Toro Park resident, commented that the merge needs to be examined.
- Terry Russell commented that he has been a part of the project since it started, he thanked Doug Bilse and noted the community needed this project.
- Mark Kennedy, Homeowners Board, concurred with Terry Russell.
- Bob Meyer, Toro Park resident, thanked Doug Bilse for stopping bypass traffic through Toro Park.

Board Member Adams thanked Caltrans and Doug, noting there is no easy fix, but the project has top-notch people giving their time to find a solution.

Board Member Smith requested a future presentation considering options for bus gate and California Highway Patrol support.

7. US 101 SOUTH OF SALINAS NOTICE OF PREPARATION REPORT

The Board of Directors received an update on the US 101 South of Salinas project.

Meg Henry, Caltrans, reported that the Notice of Preparation for this project was circulated, marking a significant step forward in addressing safety and operational deficiencies along this critical corridor. The project aims to improve the transportation network between Chualar and Salinas by reducing points of conflict and enhancing safety for all users. Proposed improvements include new interchanges, access control measures, and modifications to the existing road network.

The project team has narrowed the study area down to two potential locations for new interchanges: one near Chualar and another near Abbott Street south of Salinas. These locations were selected based on their potential to improve traffic flow and safety while minimizing impacts on the surrounding community and environment. The environmental phase of the project is funded with \$10 million in State Transportation Improvement Program funds. Caltrans has also identified near-term safety improvements that may be installed in advance of the long-term solutions under review. These improvements are expected to be fully funded by Caltrans through the State Highway Operations and Protection Program (SHOPP).

Board Member Alejo expressed his appreciation to Chair Lopez for all his efforts.

Public comment:

- Eric Petersen, resident, commented that bicycle access is needed.

8. **REPORTS FROM TRANSPORTATION PROVIDERS**

Caltrans District 5 – John Olejnik announced the following:

- The California Department of Transportation (Caltrans) is pleased to announce the Sustainable Transportation Planning Grant Program workshops.
- Caltrans will begin the removal of deceased Eucalyptus trees along south of U.S.101, this may have 1 to 2 lane closures at night beginning November 3, 2024.

Monterey Regional Airport District – Carl Miller announced the following:

- The Airport District is continuing towards construction of the new terminal project and parking lot.
- Fly Monterey!

Monterey Salinas Transit District – Carl Sedoryk announced the following:

- MST Line 23 surge of ridership, one of the busiest routes, looking at other options possibly a double decker bus.
- The Monterey-Salinas Transit Board of Directors recently approved increasing the monthly subsidy for Commute with Enterprise Vanpool program participants from \$450 to \$500 per month per vehicle.

Monterey Bay Air Resources District:

- Air District announced Diesel tractors and off-road equipment program open offering up to \$150,000 to replace old tractors with new cleaner tractors
- Air District will be holding Community Air Protection workshops on the following dates:
 - October 28, 2024, 10:30 a.m., at the Marina Library
 - October 29, 2024, 10:30 a.m., at the Agricultural Center
 - October 30, 2024, online

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

Mike LeBarre and Dave Potter attended 2024 California Passenger Rail Summit on October 10-11, 2024 in San Diego.

10. EXECUTIVE DIRECTOR'S REPORT

Executive Director Todd Muck announced the following:

- California State Transportation Agency has approved a \$63 million grant to the Coast Rail Coordinating Council application led by San Luis Obispo, which includes \$25 million for the King City Station.
- Measure X Annual Report drafts are due at the beginning of December.
- Next TAMC Board meeting is on December 4, 2024, there will be no meeting in November.

11. ANNOUNCEMENTS AND/OR COMMENTS

None this month.

12. CLOSED SESSION MONTEREY BRANCH LINE

PUBLIC COMMENT on the Closed Session:

- Kenneth Herman expressed opposition to the bus line through Marina and support for the hand cars.
- Brian Jacobsen requested the Board allow the hand cars to continue using the tracks.
- Mason Clark, Co-Owner of the Museum of Hand Cars, commented that the business is a tremendous economic benefit to Marina and asked the Board to support a lease extension.
- Mike Mueller urged the Board to compromise and allow the hand cars to continue operating.
- Wesley Little, employee of Hand Cars, asked that the Board support hand car tours and extend the lease.
- Carl Sedoryk, MST, reported that MST has worked collaboratively with TAMC, noting it is important to start pre-construction before the winter.

CLOSED SESSION:

1. **REAL ESTATE NEGOTIATIONS.** 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, Alissa Guther

Negotiating parties: City of Marina
Under negotiation: Length of contract

2. **POTENTIAL LITIGATION.** Pursuant to Government Code section 54956.9(d)(4), the Board will confer with legal counsel regarding one matter of potential initiation of litigation.

RECONVENED:

The Board reconvened in open session and agency counsel Strong reported no reportable actions were taken.

13. ADJOURNMENT

Chair Lopez adjourned the meeting at 12:46 a.m.

Memorandum

To: Board of Directors
From: Mi Ra Park, Finance Officer/Analyst
Meeting Date: December 4, 2024
Subject: TAMC Payments for the month of October 2024

RECOMMENDED ACTION:

ACCEPT the list of payments and deposits for October 2024 and the credit card statement for the month of September and October 2024.

SUMMARY:

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

FINANCIAL IMPACT:

The checks processed and ACH transfers for this period total \$689,758.38 which included checks written for October 2024 and payment of the September and October 2024 Credit Card statement balance.

DISCUSSION:**ATTACHMENTS:**

1. US Bank Operating Account
2. Credit Card Statement

WEB ATTACHMENTS:

**Transportation Agency for Monterey County (TAMC)
US Bank Operating Account
October 2024**

Date	Num	Name	Payment	Deposit	Description
10/01/2024	21639	Amber Mendez	VOID		VOID
10/01/2024	21640	Amber Mendez	\$ 80.00		Childcare for Community Committee Meetings
10/02/2024	EFT	CalPers Health Benefits	\$ 16,804.68		Employee Benefit
10/03/2024	ACH	Caltrans Program Reimbursement		\$ 66,079.26	Caltrans Program Reimbursement
10/04/2024	Dep	Railroad Right of Way Rent/SAFE		\$ 43,757.25	Railroad Right of Way Rent/SAFE
10/10/2024	Dep	Railroad Right of Way Rent/SAFE		\$ 38,970.46	Railroad Right of Way Rent/SAFE
10/10/2024	Dep	Caltrans Program Reimbursement		\$ 54,287.04	Caltrans Program Reimbursement
10/11/2024	ACH	Ariadne Sambrano (V)	\$ 22.00		Expense Reimbursement
10/11/2024	ACH	Mi Ra Park (V)	\$ 72.75		Expense Reimbursement
10/11/2024	ACH	Janneke Strause(V)	\$ 270.40		Expense Reimbursement
10/11/2024	21641	AAMCOM LLC	\$ 296.00		Call Box - Phone Services
10/11/2024	21642	Alvarez Technology Group, Inc. (CA)	\$ 3,189.29		Computer Support
10/11/2024	21643	De Lage Landen Financial Services	VOID		Office Copier Lease
10/11/2024	21644	Delta Dental - Allied	\$ 968.09		Employee Benefits
10/11/2024	21645	ESRI Inc.	\$ 1,400.00		Geographic Information Systems Software
10/11/2024	21646	HDR Engineering Inc.	\$ 75,025.76		Direct Program Costs
10/11/2024	21647	JR Interpreting Inc.	\$ 1,350.00		Language Interpretation Services
10/11/2024	21648	Khoury Consulting LLC	\$ 6,000.00		Legislative Consultant
10/11/2024	21649	Knightscope Inc.	\$ 1,684.16		HW Callboxes
10/11/2024	21650	Monterey County Weekly	\$ 62.00		Bike Week Advertising
10/11/2024	21651	Office of the County Counsel	\$ 6,121.70		Legal Services
10/11/2024	21652	Pathways Climate Institute	\$ 16,172.13		Community climate resilience consultants
10/11/2024	21653	Shell	\$ 39.00		Auto Expense - Gasoline
10/11/2024	21654	The Maynard Group	\$ 358.25		Office Phone
10/11/2024	21655	Thorn Run Partners, LLC	\$ 5,000.00		Legislative Consultant
10/11/2024	21656	Washington Union School District	\$ 75.00		Space Rental for Public Meeting
10/11/2024	21657	We The Creative (V)	\$ 2,435.23		Graphic Design Support
10/11/2024	EFT	CalPERS	\$ 7,994.45		Employee Benefits
10/11/2024	EFT	Pers Retirement	\$ 8,674.01		Employee Benefits
10/11/2024	EFT	Pers Retirement PEPRA	\$ 4,999.58		Employee Benefits
10/11/2024	E-pay	EDD	\$ 23.76		Payroll Taxes and Withholdings
10/11/2024	E-pay	EDD	\$ 5,591.23		Payroll Taxes and Withholdings
10/11/2024	E-pay	United States Treasury	\$ 12,958.53		Payroll Taxes and Withholdings
10/11/2024	ACH	Payroll	\$ 59,591.85		Payroll
10/14/2024	21658	Alvarez Technology Group (TX)	\$ 680.09		Computer Support
10/14/2024	21659	Clinica de Salud del Valle de Salinas	\$ 2,633.63		TAMC Office Rent/Utilities
10/14/2024	21660	Granite Rock Company	\$ 103,466.50		Direct Program Costs - Construction
10/14/2024	21661	Oppidea, LLC	\$ 2,685.00		Accounting Services
10/14/2024	21662	De Lage Landen Financial Services	\$ 334.98		Office Copier Lease
10/15/2024	EFT	Aaron Hernandez (V)	\$ 1,964.98		Expense Reimbursement
10/15/2024	EFT	Jefferson Kise (V)	\$ 184.20		Expense Reimbursement
10/15/2024	EFT	Elouise Rodriguez (V)	\$ 65.00		Expense Reimbursement
10/16/2024	DEP	State of CA Climate Resiliency Grant		\$ 1,000,000.00	State of CA Climate Resiliency Grant
10/16/2024	DEP	City Salinas Refund Permit 20 New St.		\$ 26,683.60	City Salinas Refund Permit 20 New St.
10/17/2024	DEP	Funds Transfer From TAMC County Acct. 691		\$ 200,000.00	Funds Transfer From TAMC County Acct. 691
10/24/2024	DEP	Railroad Right of Way Rent		\$ 9,369.33	Railroad Right of Way Rent
10/25/2024	ACH	Payroll	\$ 56,603.90		Payroll
10/25/2024	EFT	CalPERS	\$ 7,994.45		Employee Benefits
10/25/2024	EFT	Pers Retirement	\$ 8,674.01		Employee Benefits

**Transportation Agency for Monterey County (TAMC)
US Bank Operating Account
October 2024**

10/25/2024	21675	Pers Retirement PEPRA	\$ 4,999.52	Employee Benefits
10/25/2024	E-pay	EDD	\$ 11.98	Payroll Taxes and Withholdings
10/25/2024	E-pay	EDD	\$ 5,338.26	Payroll Taxes and Withholdings
10/25/2024	E-pay	United States Treasury	\$ 12,471.96	Payroll Taxes and Withholdings
10/28/2024	21663	Alvarez Technology Group, Inc. (CA)	\$ -	Computer Support
10/28/2024	21664	Bank of America - Business Card	\$ 7,610.26	Supplies, Staff Travel & Professional
10/28/2024	21665	Clinica de Salud del Valle de Salinas	\$ 9,038.42	TAMC Office Rent/Utilities
10/28/2024	21666	Ecology Action	\$ 76,124.96	Direct Program Costs
10/28/2024	21667	HDR Engineering Inc.	\$ 110,262.78	Direct Program Costs
10/28/2024	21668	J.A.V. Language Solutions LLC	\$ 570.00	Language Interpretation Services
10/28/2024	21669	Lincoln National Life Insurance Co.	\$ 873.92	Employee Benefits
10/28/2024	21670	Monterey County Health Dept. (V)	\$ 11,841.96	Transportation Grant
10/28/2024	21671	Oppidea, LLC	\$ 2,685.00	Accounting Services
10/28/2024	21672	Pathways Climate Institute	\$ 21,742.00	Community climate resilience consultants
10/28/2024	21673	Smile Business Products Inc.	\$ 318.65	Office Copier Expenses
10/28/2024	21674	VSP	\$ 202.20	Employee Benefits
10/29/2024	EFT	Alissa Gurther (V)	\$ 699.82	Expense Reimbursement
10/29/2024	EFT	Ariadne Sambrano (V)	\$ 398.92	Expense Reimbursement
10/29/2024	EFT	Christina Watson (V)	\$ 877.95	Expense Reimbursement
10/29/2024	EFT	Elouise Rodriguez (V)	\$ 44.00	Expense Reimbursement
10/29/2024	EFT	Todd Muck (V)	\$ 1,099.23	Expense Reimbursement
10/31/2024	EFT	Railroad Right of Way Rent	\$ 9,047.40	
		Total	\$ 689,758.38	\$ 1,448,194.34

Business Card

Sep

Cardholder Statement

Account Information:
www.bankofamerica.com

Mail Billing Inquiries to:
BANK OF AMERICA
PO BOX 660441
DALLAS, TX 75266-0441

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

Customer Service:
1.800.673.1044, 24 Hours

Outside the U.S.:
1.509.353.6656, 24 Hours

For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
www.bankofamerica.com/mybusinesscenter

Payment Information

New Balance Total \$7,610.26
Minimum Payment Due \$76.10
Payment Due Date 10/31/24

Late Payment Warning: If we do not receive your minimum payment by the date listed above. You may have to pay a fee based on the outstanding balance on the fee assessment date:
 \$0.00 for balance less than \$100.01
 \$29.00 for balance less than \$1,000.01
 \$39.00 for balance less than \$5,000.01
 \$49.00 for balance equal to or greater than \$5,000.01

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

Account Summary

Previous Balance \$5,371.45
 Payments and Other Credits -\$5,468.03
 Balance Transfer Activity \$0.00
 Cash Advance Activity \$0.00
 Purchases and Other Charges \$7,706.84
Fees Charged \$0.00
Finance Charge \$0.00

New Balance Total \$7,610.26

Credit Limit \$20,000
 Credit Available \$12,389.74
 Statement Closing Date 10/04/24
 Days in Billing Cycle 30

Transactions

Posting Date	Transaction Date	Description	Amount
Payments and Other Credits			
09/16	09/12	ODP BUS SOL LLC # 1011 5104971900 CA	- 27.30
10/01	09/28	PAYMENT - THANK YOU	- 5,371.45
10/03	08/09	FuboTV Inc 8444413826 NY	- 34.64
10/03	08/09	FuboTV Inc 8444413826 NY	- 34.64
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD			-\$5,468.03
Purchases and Other Charges			
09/05	09/04	TST*THE BAGEL CORNER 8317718670 CA	29.80
09/05	09/04	EB *2024 CALIFORNIA PA 8014137200 CA	188.58
09/05	09/04	CSMFO 9162312137 CA	50.00

September 05, 2024 - October 04, 2024

New Balance Total \$7,610.26
Minimum Payment Due \$76.10
Payment Due Date 10/31/24

Enter payment amount

\$

For change of address/phone number, see reverse side.



BUSINESS CARD
 PO BOX 15796
 WILMINGTON, DE 19886-5796



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 SALINAS, CA 93901-2952

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BUSINESS CARD,
 or make your payment online at
 www.bankofamerica.com



CUSTOMER STATEMENT OF DISPUTED ITEM (You must use a separate form for each dispute. Please print.)

If you believe a transaction on your statement is an error, complete and sign a copy of this form using blue or black ink, or write a detailed letter on a separate sheet of paper. Then return it to: **PO BOX 53101, PHOENIX, AZ 85072-3101** no later than 60 days after we sent you the first bill on which the transaction or error appeared. If you prefer to speak with a representative about your dispute, please call **1.866.601.4410, 8am-8pm Est.** You do not have to pay any amount in question while we are investigating, but you are obligated to pay the parts of your bill that are not in question.

PLEASE DO NOT ALTER WORDING ON THIS FORM OR MAIL YOUR LETTER WITH YOUR PAYMENT. Provide copies of all documentation that will help us investigate your dispute (e.g. contracts, invoices, detailed letter, sales slips, return receipts, or second opinions).

Your Name: _____ Account Number: _____
Posting Date: _____ Transaction Date: _____ Reference Number: _____
Amount: _____ Disputed Amount: _____ Merchant Name: _____

Below tell us why you think the item noted above is in error. **Check one box only.**

- 1. I certify that I do not recognize the transaction. I have attempted to contact the merchant to verify this transaction.
- 2. I certify that the charge listed above was not made by me or a person authorized by me to use my card, nor were the goods or services represented by the transaction received by me or authorized by me.
- 3. Although I did engage in a transaction with this merchant, I was billed for _____ transaction(s) totaling \$ _____ that I did not engage in. I have my card in my possession. If available, enclose a copy of the sales slip for the valid charge.
- 4. I have not received the merchandise that was to be shipped to me on ___/___/___ (MM/DD/YY). I have asked the merchant to credit my account.
- 5. Merchandise shipped to me was not as described. Please explain in detail and if applicable provide proof of return.

- 6. Merchandise shipped to me arrived damaged and/or defective. I returned it on ___/___/___ (MM/DD/YY) and asked the merchant to credit my account. Please provide proof of return and describe how the merchandise was damaged and/or defective.

- 7. Although I did engage in the above transaction, I dispute the entire charge or a portion in the amount of \$ _____. I have contacted the merchant, returned the merchandise on ___/___/___ (MM/DD/YY) and requested a credit adjustment. I am disputing this charge because _____
Please supply proof of return or if unable to return merchandise please explain.

- 8. I notified the merchant on ___/___/___ (MM/DD/YY) to cancel the preauthorized order or reservation. Please note cancellation # and if available, enclose a copy of your telephone bill showing date and time of cancellation. Reason for cancellation: _____

- 9. Although I did engage in the above transaction, I have contacted the merchant for credit. The services to be provided on ___/___/___ (MM/DD/YY) were not received. Please describe the services to be received and explain the merchants failure to provide the services.

- 10. I was issued a credit slip that was not shown on my statement. A copy of my credit slip is enclosed. If the merchant has agreed to issue a credit, be advised the merchant has up to 30 days to supply this credit to your account.
- 11. The amount of the charge was increased from \$ _____ to \$ _____ or my sales slip was added incorrectly. Enclosed is a copy of the sales slip that shows the correct amount.
- 12. Other: Please explain _____

Merchants often provide telephone numbers with their names on your billing statement. If you do not recognize a transaction, attempt first to contact the merchant for transaction information.

Cardholder Signature (required): _____ Date: _____

Home Telephone: (____) _____ Business Telephone: (____) _____

PLEASE KEEP A COPY OF BOTH SIDES OF THIS STATEMENT FOR YOUR RECORDS

PAYMENTS

We credit a payment as of the date we receive it if the payment is: 1) received by 5:00 p.m. (Eastern Time) Monday through Friday (except legal holidays). 2) received at the payment address indicated on the front of this statement. 3) paid with a check drawn in U.S. dollars on a U.S. financial Institution or a U.S. dollar money order, and 4) sent in the return envelope with only the bottom portion of your statement accompanying it. Payments received after 5:00 p.m. (Eastern Time) Friday, but that otherwise meet the above requirements, will be processed on the next business day, which is usually the following Monday. Saturdays, Sundays, and holidays are not business days. Credit for payments received in any other manner may be delayed up to five business days, during which time finance charges, if applicable will continue to accrue. We will reject any payments that are not drawn in U.S. dollars and those drawn on a financial institution located outside of the United States. Please do not send cash, credit cards, correspondence, staples or paper clips with your payment. Mail your payment at least 7 days in advance of the payment due date to ensure timely delivery.

CUSTOMER CORRESPONDENCE

If you prefer to send a written inquiry regarding your account, please send the request to: **BANK OF AMERICA, PO BOX 660441, DALLAS, TX, 75266-0441, USA.** This address should not be utilized to dispute merchant transactions appearing on your billing statement. Please see the paragraph above for instructions regarding dispute procedures.

For address/phone number changes on all accounts in your program, have the authorized contact make a request at WWW.BANKOFAMERICA.COM

Transactions

Posting Date	Transaction Date	Description	Amount
09/05	09/04	THE UPS STORE 6839 6692300000 CA	327.75
09/06	09/05	RALEY'S ECART #905 8009259989 CA	129.10
09/06	09/04	THE GROWERS PUB 8317541488 CA	844.28
09/09	09/05	SOUTHWES 5262557568829 8004359792 TX STRAUSE/JANNEKE JORDAN LANG 5262557568829 Departure Date: 10/16/24 Airport Code: SJC WN J SAN Departure Date: 10/18/24 Airport Code: SAN WN Z SJC	198.95
09/09	09/06	GRUBHUB*THEBAGELCORNER 8775851085 NY	26.20
09/09	09/07	DEVICEMAGIC 8559970800 NC	192.60
09/09	09/07	EB *2024 CALIFORNIA PA 8014137200 CA	188.58
09/09	09/06	ODP BUS SOL LLC # 1068 9136675300 KS	14.13
09/09	09/08	INTUIT *TSheets 8338309255 CA	156.00
09/10	09/09	MO CO BUSINESS COUNCIL SALINAS CA	25.00
09/10	09/09	EB *2024 CALIFORNIA PA 8014137200 CA	188.58
09/11	09/09	ODP BUS SOL LLC # 1011 5104971900 CA	176.69
09/11	09/09	ODP BUS SOL LLC # 1051 5624901000 CA	24.06
09/11	09/10	ODP BUS SOL LLC # 1011 5104971900 CA	18.95
09/19	09/18	SQ *COPYMAT 8774174551 CA	257.83
09/19	09/18	EL SAZON DE LA TIA 8316325142 CA	367.68
09/19	09/19	AMAZON MKTPL*E075Y34Q3 8662161072 WA	433.14
09/20	09/19	TMOBILE*AUTO PAY 8009378997 WA	87.42
09/20	09/18	STAR MARKET SALINAS CA	18.07
09/20	09/18	STAR MARKET SALINAS CA	26.06
09/20	09/20	ELEMENTOR 8332351073 DE	49.00
09/25	09/24	STARBUCKS 06629 SALINAS CA	44.00
09/25	09/24	SMART AND FINAL 431 8317541068 CA	203.11
09/25	06/11	FRAUD DISPUTE	34.64
09/25	07/11	FRAUD DISPUTE	34.64
09/26	09/25	SELF-HELP COUNTIES COA SACRAMENTO CA	550.00
09/27	09/26	SQ *COPYMAT 8774174551 CA	305.90
09/30	09/27	TARGET.COM * 8005913869 MN	135.44
09/30	09/27	AMAZON RETA* 4P6MK2ZF3 SEATTLE WA	214.08
09/30	09/28	TARGET.COM * 8005913869 MN	52.42
09/30	09/29	TARGET.COM * 8005913869 MN	26.21
10/01	09/30	TARGET PLUS 8005913869 MN	54.61
10/01	09/30	TARGET PLUS 8005913869 MN	54.61
10/02	10/01	Indeed 98319896 8004625842 TX	70.91
10/03	10/02	GRUBHUB*THEBAGELCORNER 8775851085 NY	29.45
10/03	10/02	CSMFO 9162312137 CA	150.00
10/03	10/03	AMAZON MKTPL*EK5NA2613 8662161072 WA	156.50
10/03	08/08	INTUIT *TSheets CL.INTUIT.COM CA	164.00
10/04	10/03	TST*THE BAGEL CORNER 8317718670 CA	27.07
10/04	10/03	RALEY'S ECART #905 8009259989 CA	137.59
10/04	10/03	TARGET.COM 8005913869 MN	109.23
10/04	10/03	TARGET.COM 8005913869 MN	218.46
10/04	10/04	REI.COM 800-426-4840 8004264840 WA	479.61
10/04	10/04	REI.COM 800-426-4840 8004264840 WA	435.91
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD			\$7,706.84

Finance Charge Calculation

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

	Annual Percentage Rate	Balance Subject to Interest Rate	Finance Charges by Transaction Type
PURCHASES	17.99%	\$0.00	\$0.00
CASH	28.99% V	\$0.00	\$0.00

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

Important Messages



September 05, 2024 - October 04, 2024
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 - **All accounts** (to view all transactions for the company)
 - Or, choose an individual account to view purchases for that cardholder.
2. Create an annual report by selecting the **All accounts** option and setting the custom date range for the year.
3. To obtain the report, choose the file type and click **Download transactions**.



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ELOUISE RODRIGUEZ
5474 9750 0230 **8509**
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Women business owners are making moves that matter

Looking for ways to move your business forward? Our Center for Business Empowerment offers you powerful digital tools, insights and resources.



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SSM-05-24-0365.C | 6613959



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Memorandum

To: Board of Directors
From: Jefferson Kise, Director of Finance & Administration
Meeting Date: December 4, 2024
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 Dec 2024 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: Dec. 2024**

Staff	Consulting Firm/ Agency	Contract Activity	Start Date	End Date	Contract amount	Work Element	Fund Source
Mi Ra	Ameriflex	Flexible Spending Account Administrator	01/01/25	12/31/2025	\$1,400	Admin Expense	Reserves

Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: December 4, 2024
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:

From October 10-11, 2024, Todd Muck, Christina Watson, and Alissa Guther attended the California Passenger Rail Summit in San Diego, CA along with Board Members Dave Potter and Mike LeBarre (**attachment 1**).

From October 22-24, 2024, Ariana Green attended the 2024 National Safe Routes to School Conference in Fort Collins, CO (**attachment 2**).

From October 20-23, 2024, Janneke Strause and Aaron Hernandez attended the Mpact Transit + Community Conference (formerly Rail~Volution) conference in Philadelphia, PA (**attachment 3**).

From November 10-12, 2024, Todd, Janneke, and Mike Zeller attended the Focus on the Future conference in Long Beach, CA (**attachment 4**).

ATTACHMENTS:

1. CA Pass Rail Summit
2. National SRTS Conference
3. Mpact 2024 Conference
4. Focus on the Future 2024

WEB ATTACHMENTS:



Memorandum

To: Board of Directors

From: Todd Muck, Executive Director
Christina Watson, Director of Planning
Alissa Guther, Transportation Planner

Date: **December 4, 2024**

Subject: **2024 California Passenger Rail Summit**

On October 10-11, we attended the 2024 California Passenger Rail Summit in San Diego, CA, along with Board Members Dave Potter and Mike LeBarre. The conference is an excellent opportunity for networking with Caltrans, passenger rail operators, consultants, and Class 1 railroad representatives.

Alissa Guther presented on the Coastal Climate Resiliency Challenges panel and Christina Watson presented on the Corridor ID, Part 2: Emerging Corridors panel.

Other sessions included:

- State Update
- State-Supported Intercity Passenger Rail CEO Roundtable
- Freight Partnerships on Shared Corridors
- Corridor ID, Part 1: Existing Services
- Blended Service + High Speed Rail
- Implementing Mega Rail Projects
- Technology + Rolling Stock
- Hosting the World + Serving California by Rail

Key takeaways:

- The long-awaited State Rail Plan is expected to be released in November.
- Workforce development is critical for the passenger rail industry; the San Joaquin Regional Rail Commission has partnered with Union Pacific Railroad and Amtrak to fund a

training program at Sacramento City Junior College and Stockton Unified, “The Rail Academy of Central CA” (TRACC, <https://www.sjrrc.com/tracc/>).

- Passenger experience includes the ticketing process, train schedule and reliability, connectivity and transit integration, station access, on-board amenities (e.g., Wi-Fi and food/beverage options).

There were three tours offered:

- Del Mar Bluffs and trestle bridge in the San Dieguito Lagoon to learn about climate adaptation strategies; Dave, Mike, Todd, and Alissa attended this tour.
- Trolley to 12th + Imperial/ Chicano Park, visiting the San Diego Metropolitan Transit System operations center and trolley maintenance facility and learn about the importance of taking community needs into account in the planning process; Christina took this tour.
- Binational Connections – visiting the San Ysidro crossing to learn about transit and rail connections to Mexico.

The full program is online [here](#).



Memorandum

To: Board of Directors

From: Ariana Green, Principal Transportation Planner

Date: December 4, 2024

Subject: 2024 National Safe Routes to School Conference

From October 22-24, 2024, I attended the 2024 National Safe Routes to School Conference in Fort Collins, Colorado. The conference provided an opportunity to connect with fellow active transportation, public health, and Safe Routes champions from across the country and share best practices. The conference program is online here: [SRTS Conference Program](#).

I attended sessions that will provide resources to support my work on the Measure X Safe Routes to School Program. Sessions attended and key takeaways:

- Keynote Speaker – Wes Marshall, PhD, PE and author of “Killed by a Traffic Engineer: Shattering the Delusion that Science Underlies Our Transportation System”
 - Many transportation-related injuries and death result from the way we design our infrastructure.
 - Need a more data-driven approach to road safety
 - Need a better feedback loop
 - Proclaiming “Vision Zero” is not enough, it needs to be backed by action
- “Stretching the Dollar: Maximizing Safe Routes to School Infrastructure Investments”
 - School district bond gave City of Portland DOT \$5 million for improved access to schools
 - Gas tax was a key source of funding
 - Bloomberg’s asphalt art program is a good resource for street and sidewalk art
- “Integrating Vision Zero Data and Approaches into Safe Routes to School”
 - San Mateo has a school travel fellowship program to conduct audits and identify high-priority safety projects outside of a formal planning process

- City of Portland DOT runs a Transportation Academy with high school students which includes topics such as traffic safety, driver skills, transit skills and climate justice: <https://www.portland.gov/transportation/walking-biking-transit-safety/safe-routes/transportation-academy>
- City of Portland DOT runs Biketown program to help students access e-bikeshare at a low cost
- Tacoma uses GIS map overlays and safety data to prioritize SRTS corridors for improvement
- “Revolutionizing Education: Exploring the Potential of School Traffic Gardens to Advance Every Child”
 - Wisconsin created a travelling traffic garden, so they could be done indoors during winter months
 - Traffic gardens can incorporate features to reflect the local community
 - Involve students in the design
 - Traffic Garden Guides and Resources: <https://www.trafficgardens.com/resources>
- Mobile Workshop: “Safe Routes to School Equipment Management”
 - City of Fort Collins stores/maintains/manages bike fleet and equipment used in SRTS programming.
 - Bikes transported in large trailers (20’+)
 - Would like to use a RFID tag system to better manage the fleet of bikes and equipment
 - City of Fort Collins has made all transit FREE!
- “Data Collection, Analysis, and Visualization for Effective Safe Routes to School Management”
 - San Francisco MTA uses “Airtable” to intake requests from schools and send to consultant so they can access and input data from programming onto the platform
 - Platforms like Airtable help with coordination, data collection and data analysis, especially for medium-large size programs
- “Reaching 300 Schools: How the Alameda County Safe Routes to School Program Scaled Up”
 - Sales tax was key in expansion
 - The Alameda County Transportation Commission funds and oversees the program, contracts with two different consultants who provide program management services and hire subcontractors to provide programming
 - TransForm provides 6 coordinators for 300 schools and programming:
 - Reboot your commute (High School)
 - Be the Change – climate resilience

- Started using evergreen materials to cut-down on costs and travel
 - Virtual back to school resource group meeting to save on travel and staff time/resources
 - 15 Equity Schools get more hands-on support
 - Succession planning for champions in the schools (have a support role and a mentor role)
 - Send out school activity interest form and promote back to school group meeting to schools
 - Puzzle Hunt: <https://www.solvingfun.com/puzzlehunts>
- “Leveraging Low-Cost Strategies to Jump-Start Sustainable Safe Routes to School Implementation”
 - Minnesota is using quick builds/demonstration projects to “jump start” safe routes to school improvements using local transportation funding
 - Minn DOT has been successful in securing grant funding to make quick builds permanent
 - Minn DOT selects two communities per cycle to fund quick-build/demonstration projects
 - Data collection is an important component of demonstration projects
 - Online resources: <https://www.dot.state.mn.us/active-transportation-program/quick-build-demo.html>



Memorandum

To: Board of Directors
From: Aaron Hernandez, Transportation Planner
Janneke Strause, Associate Transportation Planner
Date: December 4, 2024
Subject: 2024 Mpact Conference

From October 20-23, 2024, Aaron Hernandez and Janneke Strause attended the 2024 Mpact Conference in Philadelphia, PA. The conference, previously known as “Rail~volution,” is an excellent opportunity for transportation professionals to network and learn of the numerous transportation projects that are happening around the country. The conference offers various mobile workshops and sessions that benefit the knowledge base for staff such as methods to implement Transit Oriented Development, the coordination of interregional transit services between transit agencies, and strategies to leverage funds on infrastructure projects.

A key focus in the Mpact conference is to learn how transportation agencies are advancing equity in their projects and programs. TAMC staff submitted a proposal to present the recently completed Salinas Valley Safe Routes to School Participatory Budgeting process. The conference planning committee accepted the proposal and invited Janneke Strause to participate in a panel where each panelist shared how their agency approached the concept of participatory budgeting. Out of the three panelists, two of them shared a different approach that focused on having their communities vote on large transit service projects with funding not being the sole focus as these projects had preapproved funding no matter the election outcome. However, what made this distinct from TAMC’s Participatory Budgeting process is that these other projects were voted on by citizens in the November general election instead of an informal process.

From this panel discussion TAMC staff learned that participatory budgeting is still relatively uncommon in transportation planning practice. Many of the attendees were curious to know how TAMC was able to streamline a participatory budgeting process in four different cities in a span of two years. Attendees were particularly interested in TAMC being able to set aside funding for participatory budgeting projects that have a short deadline for construction.

To view the full conference program, visit this webpage: [Schedule – Mpact](#)

Sessions attended by Aaron Hernandez:

- Mobile Workshop – Reimagining Regional Rail
- Opening Plenary – Design Matters: Shaping a Better Future for Our Cities
- Using Human Behavior to inform Transit Decisions
- Syracuse and Portland: Models for Reconnecting Communities
- The You in Universal Design
- First/Last Mile Connections: Co-creating Solutions via Community Partnerships
- Participatory Budgeting: Give the People What They Want
- The Power of Community Case Studies for Building a Sustained Action Base
- Equitable Transit-Oriented Communities
- Trails in the Mix: Come Build Conesus with Us!

Sessions attended by Janneke Strause:

- Opening Plenary – Design Matters: Shaping a Better Future for Our Cities
- Being a Public Transportation CEO: Leadership and Lessons Learned
- Building the Capital Stack: Leveraging Dollars for Complete Communities
- Tuesday Plenary – Missing Middle Neighborhoods: Keys from Philadelphia
- Land Use for Climate Action: Strategy, Funding, Impacts



Memorandum

To: Board of Directors

From: Michael Zeller, Director of Programming and Project Delivery
Janneke Strause, Associate Transportation Planner
Todd Muck, Executive Director

Date: December 4, 2024

Subject: Focus on the Future Conference

The Self-Help Counties Coalition is the organization that represents all the 25 counties with voter-approved local transportation sales taxes. As noted on their website:

SHCC member agencies are dedicated to keeping the faith of the voting public who provide the authority and the funding so that we may deliver the priority transportation projects Californians depend upon every day. SHCC as an organization is dedicated to ensuring sound public policy so that the State of California can meet our transportation infrastructure needs. SHCC works closely with the California Transportation Commission, the California Department of Transportation, elected officials as well as other public and private sector interests.

Each year, the Coalition holds a *Focus on the Future* conference, which is an opportunity to learn best practices, share information on projects and programs with state transportation officials, and build relationships with state leaders, other sales tax agencies and members of the consultant community. This year's conference, on November 10-12, 2025, was held in Long Beach.

Monterey County and the Central Coast were well-represented in the conference. Executive Director Muck served on the panel of CEOs and was able to share information on Measure X-funded projects, including the SURF! Highway 1 Busway and the State Route 156 / Castroville Boulevard interchange. He also highlighted the Agency's Safe Routes to Schools program and challenges with navigating permit approvals for projects from agencies with, at times, competing interests.

Mike Zeller, Director of Programming and Project Delivery, served on the Regional Agency Roundtable panel and shared information on the Scenic State Route 68 improvements, the status of Measure X revenues and trends, how TAMC aligns projects with state and federal goals, efforts to address climate resiliency, and expectations for delivering Measure X projects over the next five years.

In addition to these panels and networking receptions, staff attended the following informational session:

- **To VMT or Not to VMT - That is the Question**

SB 743 (Steinberg) was passed and signed into law in 2013. This legislation has played a significant role in how transportation agencies approach the delivery of transportation projects. Now in its fourth year of implementation, many questions are being asked about the use of the Vehicle Miles Traveled (VMT) metric as an analysis tool for all transportation projects. This panel explored the pros, cons, and potential opportunities to find the middle ground in this important topic.

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: December 4, 2024
Subject: **Calendar of Meetings 2025**

RECOMMENDED ACTION:

APPROVE calendar year 2025 schedule of meetings for the Agency Board of Directors and Executive Committee.

SUMMARY:

In December of every year, the Agency Board approves a schedule of meetings for the following year. The Executive Committee met on November 6, 2024 and recommends approval.

FINANCIAL IMPACT:

None.

DISCUSSION:

Transportation Agency for Monterey County bylaws require that the Board meeting be held on the 4th Wednesday of the month. There is no July meeting due to summer vacation conflicts. There is no November meeting due to conflict with the Thanksgiving Holiday. The December meeting is held on the 1st instead of the 4th Wednesday of the month to avoid conflict with the December holidays. Board of Directors meetings will be held at 1441 Shilling Place, Salinas, or other locations to be determined in advance of each meeting (the agenda will specify).

The Executive Committee meets on the first Wednesday of the month, except in July and December. Executive Committee meetings will be held at the TAMC conference room at 55-B Plaza Circle, Salinas, or other location to be determined in advance of each meeting (the agenda will specify).

Please see **attached** schedules for specific dates for the Board of Directors and for the Executive Committee throughout the 2025 calendar year.

In-person meetings are accessible for remote participation, following the revised Brown Act rules for remote participation, which requires at least a quorum to attend in person. Committee members needing to participate remotely must get prior approval from the Committee, unless timing makes that impossible, in which case the authorization can occur at the meeting using AB2449, citing "emergency circumstances." The statute defines "emergency circumstances "as" a physical or family medical emergency that prevents a member from attending in person." In addition, Committee Member remote participation is limited to 20% of the meetings, meaning no more than 2 Committee meetings, per year.

As always, please contact the Agency's Clerk of the Board, Elouise Rodriguez, at (831) 775-0903, if

you cannot attend the Board of Directors meeting or the Executive Committee, to make sure there is a quorum for the meetings, or to request an alternate remote location be added to the agenda.

ATTACHMENTS:

1. ER-2025 Calendar of Meetings_Attachment

WEB ATTACHMENTS:

2025 CALENDAR OF MEETINGS

Board of Directors

Unless otherwise noticed, all meetings will be held In Person
9:00 a.m.

(The exact location of the meeting will be noted on each agenda)

Month	Date	Day
January	22	Wednesday
February	26	Wednesday
March	26	Wednesday
April	23	Wednesday
May	28	Wednesday
June	25	Wednesday
<i>No July TAMC Board meeting</i>		
August	27	Wednesday
September	24	Wednesday
October	22	Wednesday
<i>No November TAMC Board meeting due to Thanksgiving Holiday</i>		
December	3	Wednesday

**2025 CALENDAR OF MEETINGS
EXECUTIVE COMMITTEE**

Executive Committee meetings will be held at the TAMC conference room at 55-B Plaza Circle, Salinas, or other location to be determined in advance of each meeting (The agenda will specify)
9:00 a.m.

Month	Date	Day
January	8	Wednesday
February	5	Wednesday
March	5	Wednesday
April	2	Wednesday
May	7	Wednesday
June	4	Wednesday
<i>No July Executive Committee meeting</i>		
August	6	Wednesday
September	3	Wednesday
October	1	Wednesday
November	5	Wednesday
<i>No December Executive Committee meeting</i>		

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: December 4, 2024
Subject: **Appoint Nominating Committee**

RECOMMENDED ACTION:

APPOINT Board Chair Lopez and Past Chair LeBarre as Nominating Committee to meet and return to Board of Directors on January 22, 2025 with recommendations for Board Chair, 1st Vice Chair, 2nd Vice Chair, and Executive Committee to serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 28, 2026 Board meeting.

SUMMARY:

Agency Bylaws require the election of officers at the beginning of the January meeting. The Board officers are the Chair, 1st Vice Chair and 2nd Vice Chair. The Executive Committee includes the Chair, 1st Vice Chair, 2nd Vice Chair, the immediate past Chair, and a City and a County voting Board member.

FINANCIAL IMPACT:

None.

DISCUSSION:

Current Board officers are:

- Chris Lopez (Chair)
- Dave Potter (1st Vice Chair)
- Wendy Askew (2nd Vice Chair)

Current officers of the Executive Committee are:

- Chris Lopez (Chair)
- Dave Potter (1st Vice Chair)
- Wendy Askew (2nd Vice Chair)
- Mike LeBarre (Past Chair)
- Luis Alejo (County Representative)
- Chaps Poduri (City Representative)

The Executive Committee met on November 6, 2024 and recommended Chair Lopez and Past Chair LeBarre to be the nominating committee. At the January 22, 2025 Board meeting, in addition to the recommendations of the Nominating Committee, there will be an opportunity for nominations from the

floor.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Board of Directors
From: Aaron Hernandez, Transportation Planner
Meeting Date: December 4, 2024
Subject: **Computer & IT Services Agreement**

RECOMMENDED ACTION:**Computer & Information Technology (IT) Services Agreement:**

1. **AUTHORIZE** the Executive Director execute contract with AIXTEK (dba Eaton & Associates) in an amount not to exceed \$167,015 to provide and computer and information technology services for the period ending December 31, 2029;
2. **APPROVE** the use of \$167,015 for the term of the agreement; and
3. **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 approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term or amount.

SUMMARY:

The Agency conducted a competitive bidding process to select a qualified technical consultant to manage the Agency's computers and information technology. The review committee recommended AIXTEK, doing business as Eaton & Associates, for the five-year contract.

FINANCIAL IMPACT:

The not-to-exceed amount for the five-year contract is \$167,015. The proposed five year cost is higher than the Agency's independent cost estimate of \$142,000 but includes items that were not addressed in the cost estimate, such as sales tax and one-time fix costs for Voice over Internet Protocol (VoIP) Service onboarding. Staff reviewed the differences in cost and found the proposed budget to be reasonable.

DISCUSSION:

The Transportation Agency's current agreement for computer and network services with Alvarez Technology Group expires December 31, 2024. On August 28, 2024 the Transportation Agency Board of Directors authorized staff to release a Request for Proposals for Computer & IT Services, for a not-to-exceed amount of \$142,000.

On August 29, 2024, staff sent the solicitation to relevant firms listed in the Agency's consultant database. Agency staff received four submittals by the required due date and time of October 3, 2024. All four submittals were deemed as responsive and complete. As such, the review committee comprised of Agency staff reviewed the four responsive submittals and agreed that the top firms are as follows, in ranked order:

1. Eaton & Associates (AIXTEK)
2. Valley Techlogic
3. Stealth ICT
4. Exela Technologies

Based on the scoring criteria in the Request for Proposal, the rationale from the review committee for this recommendation is that:

- Firm Profile and Project Team: Eaton & Associates offers structured team setup to work with staff with an assigned account and project manager. Their proposal proved that they are able to respond quickly to any issues that require on-site attention, despite their location being in San Mateo, CA. The other respondents are located in the Central Valley, San Francisco, and Wyoming.
- Relevant Project Experience: Eaton & Associates had the most experience working with local governments and is informed on state and federal requirements that public agencies must follow for a safe and secure IT network. During the interview process, Eaton & Associates were proactive and willing to work with the agency on finding solutions to improve our network infrastructure. They were also open to take on any new projects that would come about in the next 5 years.
- References: Agency staff checked references for Eaton & Associates and received positive reviews from their work. They mentioned Eaton's ability to respond to service tickets quickly and are determined to find solutions that are the most appropriate. Eaton & Associates were the only bidders that had references most similar to TAMC.
- Cost: While higher than the independent cost estimate, Eaton & Associates provided competitive rates as compared to other respondents with regard to the required services outlined in the Request for Proposals.

The proposed agreement for services with Eaton & Associates would be for a five-year time period, terminating on December 31, 2029. The proposed scope of work covers maintenance and security of the agency's file and email servers, as well as the setup of mobile devices and work stations. Eaton & Associates would also be required to install and maintain a network monitoring and management appliance and configure all the covered servers to be monitored twenty-four hours per day, seven days per week. The network monitoring and management appliance will alert the consultant(s) to any significant problem that arises on the servers and they will respond during normal working hours 6:00 AM to 6:00 PM, Monday through Friday, excluding published holidays.

Other tasks in the proposed scope of work cover the Agency's cloud-based email system, set up and maintenance of the wireless network, virus and malware protection, mobile device setup, backups and data loss prevention, annual evaluations, and monthly reporting.

In addition, the proposed scope of work and budget includes the following optional task:

- Cloud-Based Voice over IP Phone System: The consultant will subcontract a phone service provider to maintain the agency's phone system. The consultant will coordinate the current phone service provider for a smooth transition. The transition to having one vendor monitor the IT infrastructure and phone service, instead of two as in the past, will make it more efficient and cost-effective to manage these two systems.

ATTACHMENTS:

1. Eaton & Associates - Scope of Work and Budget

WEB ATTACHMENTS:

EXHIBIT A: Scope of Work and Schedule

Background: The Transportation Agency's current computer hardware consists of:

- One server running Windows Small Business Server 2016;
- Quickbooks Virtual Server
- Seventeen Dell laptops running Windows 11 Professional;
- One Dell desktop running Windows 11 Professional
- Three Dell desktops running Windows 10 Professional
- Four Dell laptops, which are shared amongst staff, running Windows 10 Professional;
- Two networked printers;
- Cloud-Based Voice over IP Phone System
- Three wireless access points

The Transportation Agency currently has an Office 365 subscription, which includes email service and licenses for the Microsoft Office applications. In addition, the network shared drive on the server is synchronized with Microsoft SharePoint for backup and remote file access. Staff also has remote access to locally stored files through a Virtual Private Network and Microsoft Remote Desktop Connection.

Required Services:

1. **Staff Technology Support:** The consultant's help center and engineering support team will be available to assist all TAMC employees with server, workstation, network, and mobile device support Monday through Friday 6:00 AM – 6:00 PM. If an issue cannot be resolved remotely a senior engineer will be dispatched onsite.
2. **Network Monitoring and Management:** The consultant's help center technicians will monitor the performance of all manageable network workstations and devices will be configured to send alerts to the help center in case of significant problems. Help center technicians will monitor the devices daily, responding automatically to any alerts and resolving those issues remotely, if possible, if onsite service is required, TAMC will be contacted to authorize onsite work.
3. **Server Platform Monitoring:** The consultant's technicians will monitor the performance of the server or servers using the network monitoring and management appliance. The networking monitoring and management appliance will alert the consultant(s) to any significant problem that arises on the servers, and they will respond during normal working hours of 7:30 AM to 5:30 PM, Monday through Friday, excluding published holidays. In addition to responding to alerts generated by the network monitoring and management appliance, the Transportation Agency may contact consultant(s) at any time for server-side assistance. Consultant technicians

will monitor the servers daily, responding automatically to any server alerts and resolving those issues remotely, if possible. If onsite service is required, TAMC will be contacted to authorize the onsite work.

4. Business Continuity Server Backup: The consultant will maintain a software and hardware solution to allow real-time, image backup of each server so that in case of a catastrophic hardware failure that incapacitates the server for any length of time, the consultant can restore the server without data loss. The consultant will also ensure that the cloud-based backup system (SharePoint) works as intended. If problems arise, they will be resolved remotely. If onsite service is required, TAMC will be contacted to authorize the onsite work.
5. User Management: At the direction of TAMC. The consultant will add, edit, or delete users, manage user access to server resources, and monitor user data on the servers.
6. Server-based Email Management: The consultant will manage and monitor the health of cloud-based email system (Office 365), as well as adding, editing, or deleting users, managing organization-wide email lists and user quotas.
7. Routine Maintenance: The consultant will conduct server-side routine maintenance, such as deleting temporary files, defragmentation and managing file locations is included.
8. Patch Management: The consultant will manage the installation of required operating system patches on the servers and workstations, ensuring vital security updates and performance-enhancing upgrades are installed as they are made available.
9. Application Management: Any applications installed on the server will be managed remotely by the consultant.
10. Virus/Spyware/Spam Management: The consultant shall provide antivirus software that runs on the server and all workstations, which will be managed remotely by the consultant.
11. Disaster Prevention and Disaster Recovery: The consultant will use industry “Best practices” to implement disaster prevention systems to ensure optimal performance of the server or servers. In case of a disaster such as disk failure or virus outbreak, consultant will provide disaster recovery assistance.
12. Monthly Reporting: TAMC will receive detailed monthly reports detailing all the work done by consultant’s technicians and engineers.
13. Custom Client Portal: TAMC will have access to an online portal customized to allow access to service information and to check the status of ongoing issues.
14. Annual IT Evaluation: After the contract is in effect, once a year on the anniversary of the contract or on the mutually agreeable date, consultant will review the IT infrastructure, conduct targeted interviews and create a detailed annual report for TAMC on the status of the existing technology environment and recommend future enhancements.

15. Response Time: During normal business hours, incoming calls to the consultant hotline will be answered at that time or a return call placed within 30 minutes if a message is left. Consultant will guarantee a response to all critical alerts within two (2) hours of notification and to client requests within one (1) hour of initial contact. Onsite response is assured next business day, when necessary.
16. Mobile Device Management and Setup: Consultant will setup mobile devices to work on the TAMC network for receipt and delivery of email, calendar, and contacts, as well as remote connections to user workstations from their mobile devices.
17. Wireless Network Management: Consultant will setup, maintain, and keep secure TAMC's wireless (wifi) network and solve problems related to connectivity and wireless internet coverage.
18. Virtual Private Network Management: Consultant will setup, maintain, and keep secure TAMC's Virtual Private Network (VPN) and solve problems related to connectivity and remote desktop connection.
19. Third-Party Vendor Management: The consultant will collaborate with and manage other technology and software providers to ensure TAMC is being provided with the best service possible. The consultant's service team will work these providers to resolve any network problems.

National Institute for Standards and Technology Cybersecurity Framework (NIST CSF):

1. The NIST CSF is recommended to be adopted by all organizations, especially government agencies. The NIST CSF consists of five key components and represents a constantly changing continuum, recognizing that the threat landscape evolves, that networks and people change, and that the framework must be nimble enough to adapt over time:
 - a. Identify: An organization needs to understand not only what they are protecting (assets) but also what they are protecting against (threats) and their risk profile.
 - b. Protect: An organization must implement robust systems to protect their assets, including educating users.
 - c. Detect: An organization can't simply build a wall around their systems and hope to keep the threats out. They must assume that threats will penetrate those walls and so therefore must have a way to detect those breaches.
 - d. Respond: An organization must have a document plan of action in case a breach occurs, an Incident Response Plan that outlines the steps and resources needed once a breach occurs.

- e. Recover: Finally, an organization must be able to recover from a breach in a timely fashion in order to continue to operate, including ensuring that they have good backups of all their critical data.
2. Consultant will provide consulting with TAMC staff to adopt the NIST framework and implement the tools, services and monitoring to comply with the framework.

Optional Services:

1. Cloud-Based Voice over IP Phone System: The Transportation Agency currently has 16 Yealink T46S Color Gigabit VoIP phones on-site, 18 Desktop App licenses, and 18 Mobile App subscriptions.
 - a. Consultant will subcontract a phone service provider to maintain the agency's phone system.
 - b. The Transportation Agency seeks the following features to be included in the phone system:
 - Fully-hosted cloud-based PBX service
 - Administration portal
 - Automated attendant with phone menu
 - Ability to set business hours and after-hours with different responses from the auto-attendant
 - Music on hold
 - Port current phone number (831-775-0903) and phone number extensions that match the existing 2-digit extensions (831-775-44XX)
 - Dial-by-name directory
 - Conference calling
 - Caller identification
 - Call forwarding
 - Call park
 - Do not disturb
 - Missed call notifications
 - Voicemail
 - Voicemail-to-email
 - Visual voicemail
 - Multiple voicemail greetings
 - Office 365 integration
 - Internet fax
 - Mobile application to allow for off-site access to calling, texting, and voicemails using the staff member's office extension

EXHIBIT B: Budget

Fee Schedule

TASK	ONE-TIME COSTS	MONTHLY	5-YEAR TOTAL
REQUIRED SERVICES			
- REMOTE SERVICE AGREEMENT		\$2,333.00	\$139,980.00
OPTIONAL TASK 1:			
- CLOUD VOIP SERVICES/SUPPORT	\$6,035.00	\$350.00	\$27,035.00
TOTAL WITH OPTIONAL TASKS			\$167,015.00

Optional Tasks

Consultant shall not commence work or submit any invoices for the identified optional tasks unless and until TAMC has issued a notice to proceed for such work.

Out-of-Scope Hourly Rates

The table below describes the rates for additional IT Support that falls “out-of-scope” and for IT Project services. Standard remote support will incur the Help Desk hourly rates. Ticket escalations and onsite visits will be billed at the Network Engineer, Systems Architect, or CTO/vCIO rates as applicable.

Resource	Rate
Help Desk Engineer	\$70/hour
Network Engineer	\$195/hour
Systems Architect	\$235/hour
CTO/vCIO	\$265/hour
Project Manager	\$165/hour

After Hours Support

The agreement provides access to after-hours support but does not cover the charge for after-hours work. Any work performed after hours will be billed at 1.5 times the hourly rate for the ninth to twelfth hours on weekdays and all hours Saturday, Sunday. Extended after hours will be billed at 2.0 times the hourly rate at the thirteenth hour or more and on Holidays.

Projects

TAMC may occasionally require services outside of the specific terms of this agreement. Those services will be called “Projects” and Consultant will provide a detailed scope of work and labor quote. TAMC will sign off on the quote before any work is performed and understand that a separate invoice will be generated for the Project work. Any and all such “Project” work is subject to the total “not to exceed” amount of this contract.

Memorandum

To: Board of Directors
From: Aaron Hernandez, Transportation Planner
Meeting Date: December 4, 2024
Subject: Title VI & Language Assistance Plan

RECOMMENDED ACTION:**Title VI and Language Assistance Plan**

1. **ADOPT** Resolution 2024-17 adopting the Agency's updated Title VI Program and Language Assistance Plan; and
2. **AUTHORIZE** the Executive Director to make administrative modifications to the Plan, execute and file all certifications of assurances, contracts and/or agreements required in execution and implementation of the Title VI Plan.

SUMMARY:

Title VI of the Civil Rights Act of 1964 prohibits recipients of federal funds from discriminating on the basis of race, color or national origin in their programs or activities. As a recipient of federal funds, TAMC adopts the Title VI Program and Language Assistance Plan to establish a policy of nondiscrimination.

FINANCIAL IMPACT:

The Transportation Agency must adopt a Title VI Program and Language Assistance Plan in order to maintain current federal transit funding, to be eligible to receive future federal funding as a recipient of Caltrans Planning grants. Staff time required to implement the Title VI Program and Language Assistance Plan was budgeted under Transportation Development Act Administration (Work Element 1020).

DISCUSSION:

Title VI of the Civil Rights Act of 1964 is a federal statute that prohibits recipients of Federal financial assistance from discriminating on the basis of race, color, or national origin in their programs or activities, and it obligates federal funding agencies to enforce statutory compliance. Pursuant to Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency (LEP), LEP persons are entitled to language assistance under Title VI of the Civil Rights Act of 1964. Federal assistance recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities.

The Federal Transit Administration's (FTA) guidelines for Caltrans, as a recipient of FTA funding assistance, require sub-recipients of Caltrans Planning Grants to submit a Title VI Plan to FTA every three years. As a Caltrans grant sub-recipient and as the Regional Transportation Planning Agency for Monterey County, the Transportation Agency is required to comply with FTA requirements

associated with the use of these funds.

The Transportation Agency's Title VI Program and Language Assistance Plan were developed to provide guidance on the administration and management of Title VI related activities. As part of the Language Assistance Plan, the languages identified as those for which significant populations exist that require the Transportation Agency to provide assistance are Spanish and Tagalog.

The Transportation Agency's Title VI Program and Language Assistance Plan includes the following:

- The definition and significance of Title VI and Limited English Proficiency;
- The Transportation Agency's commitment to meeting the statutory and reporting requirements of Title VI;
- A public participation plan and regional demographic profile;
- A summary of outreach efforts for Monterey County, including LEP engagement through the Safe Routes to school Program, the Regional Transportation Plan, and participation in various outreach events with known community organizations;
- The Language Assistance Plan, including an analysis of the potential number of Limited English Proficiency persons served by the Transportation Agency's programs and projects, the frequency with which staff contact Limited English Proficiency persons, the significance of programs to Limited English Proficiency persons, and the services available to Limited English Proficiency persons;
- The Language Assistance Plan Implementation strategies; and
- Title VI complaint process and forms.

This Title VI Program & Language assistance Plan is an update that includes the latest 2018-2022 American Community Survey US Census estimates for languages spoken at home. Staff also analyzed California Department of Education data for English Language Learners in Monterey County's school district to have a better understanding of the different language groups that are not represented in US Census data, such as Triqui and Mixteco communities throughout the Salinas Valley and in North Monterey County.

Staff coordinated development of the Title VI Program and Language Assistance Plan with AMBAG and Monterey-Salinas Transit. Staff updated the MST Mobility Advisory Committee, TAMC Bicycle and Pedestrian Committee, and Technical Advisory Committee during the Plan's development and solicited input for the document.

Staff recommends that the Boards adopt the Title VI Program and Language Assistance Plan. Once adopted, TAMC will publish its Title VI Program and Language Assistance Plan, and will provide additional training to staff on the Title VI policy and language assistance responsibilities. Staff will continue to offer training and resources to access Language Line Services for on-call interpretation and provide document translation when requested.

ATTACHMENTS:

1. Resolution 2024-17 Title VI Program & Language Assistance Plan

WEB ATTACHMENTS:

[2024 Title VI and Language Assistance Plan](#)



**RESOLUTION NO. 2024-17 OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

ADOPTING THE TITLE VI PROGRAM AND LANGUAGE ASSISTANCE PLAN

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

WHEREAS, Title VI of the Civil Rights Act of 1964 prohibits recipients of Federal financial assistance from discriminating on the basis of race, color, or national origin in their programs or activities; and

WHEREAS, pursuant to Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency (LEP), individuals who do not speak English well and who have a limited ability to read, write, speak, or understand English are entitled to language assistance under Title VI of the Civil Rights Act of 1964; and

WHEREAS, as a recipient of Federal financial assistance, TAMC is required to adhere to all provisions established in Title VI of the 1964 Civil Rights Act; and

WHEREAS, TAMC is committed to a policy of nondiscrimination in the conduct of its business, including its Title VI responsibilities, and to the delivery of equitable and accessible transportation programs, projects and services; and

WHEREAS, any person who believes that he or she has been subjected to discrimination under Title VI on the basis of race, color, or national origin may file a Title VI complaint with TAMC within 180 days from the date of the alleged discrimination; and

WHEREAS, TAMC is required to update the Title VI Program and Language Assistance Plan every three years.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Transportation Agency for Monterey County does hereby adopt the attached Title VI Program and Language Assistance Plan; and
2. TAMC Executive Director is authorized to make administrative modifications to the Program and Plan, and to execute and file all certifications of assurances, contracts and/or agreements, and any other documents required by the Federal Transit Administration in the execution and implementation of the Title VI Compliance Report on behalf of the Transportation Agency for Monterey County.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 4th day of December 2024, by the following vote:

AYES:

NOES:

ABSENT:

CHRIS LOPEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Jefferson Kise, Director of Finance & Administration
Meeting Date: December 4, 2024
Subject: Annual fiscal and compliance audit request for proposals

RECOMMENDED ACTION:**Annual Fiscal and Compliance Audit Request for Proposals:**

1. **APPROVE** Request for Proposals scope of work to solicit an audit firm to prepare annual Transportation Development Act compliance and audit reports for the Transportation Agency for Monterey County, the Regional Development Impact Fee Joint Powers Agency, and Transportation Safety and Investment Plan, for a period of five years beginning fiscal year 2024-2025 through fiscal year 2028-2029;
2. **AUTHORIZE** staff to release the Request for Proposals to potential independent audit firms and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work; and
3. **APPROVE** the use of funds from the approved project budget for this contract in an amount not to exceed \$140,000.

SUMMARY:

The State Transportation Development Act requires annual audits of the activities of the Transportation Agency for Monterey County, as described in sections 99243.5 and 99245 of the California Public Utilities Code, and sections 6661, 6662, 6664, 6665, 6666, and 6751 of the California Regulations Code. An annual audit is also required for the Regional Development Impact Fee Joint Powers Agency and Transportation Safety and Investment Plan. The Request for Proposal process is necessary to select an audit firm to complete the Agency's annual fiscal audits for the next five-year cycle.

FINANCIAL IMPACT:

The last two-year cycle of annual fiscal audits for the Transportation Agency for Monterey County cost \$19,390 per year. Cost of the Regional Development Impact Fee Joint Powers Agency audit was \$2,500 per year, and Measure X components cost \$1,790 per year. Cost will be one of the evaluation criteria for proposals but not the primary determinant.

DISCUSSION:

On February 28, 2018, after the completion of a Request for Proposal process, the Board selected the audit firm currently employed by the Agency. On October 26, 2022, the Board approved a two-year extension of the auditing services contract. It is now time to begin a Request for Proposal process to select an audit firm to complete annual fiscal audits for a five-year period beginning with the audit of fiscal year 2024-2025.

If approved by the Board, the Request for Proposals would be released on Monday, December 9, 2024 (see **attached** Scope of Work). Proposals would be due to the Agency staff on Thursday, January 30, 2025, no later than 4:00 p.m. A committee of Agency staff and staff from member agencies will review the proposals and present a recommendation to the Board for approval no later than Wednesday, March 26, 2025.

The five-year cycle period has worked well for several reasons. It provides for possible turnover in audit firms. It provides a new audit firm with enough time to become familiar with Agency fiscal procedures and begin to make recommendations to improve them. It is a financial incentive to get CPA firms to submit proposals to know that if they perform well, they will be able to prepare the annual audits for up to five years.

ATTACHMENTS:

1. FY25-29 SOW

WEB ATTACHMENTS:

Prepare the following:

1. Fiscal/compliance audit of the TAMC general fund #691 as required under Section 6662 of the TDA (Transportation Development Act), including general purpose financial statement, and identifying separately expenditures and revenues for:
 - CMP (Congestion Management Program)/Regional Transportation Planning Assessment,
 - Freeway Service Patrol (FSP),
 - SAFE (Service Authority for Freeways and Expressways),
 - FHWA (Federal Highways Admin),
 - State Planning
 - STIP (State Transportation Improvement Program) PPM (Planning Programming & Monitoring)
 - Federal and State funded work elements
 - Any other grants and revenues received by TAMC or sub-categories that may be requested by TAMC
2. Fiscal/compliance audit of the LTF (Local Transportation Fund) #552 as required under Section 6661 of the TDA.
3. Fiscal/compliance audit of TDA Article 8, non-transit claimants including Pedestrian and Bicycle allocations as required under Section 6664 and 6666 of the TDA.
4. Fiscal/compliance audit of STA (State Transit Assistance) fund #551 as required under Section 6751 of the TDA.
5. Fiscal/compliance audit of TAMC's RSTP/State Highway Account trust fund #694.
6. Preparation of State Controller's Report ("Annual Report of Financial Transactions") of TAMC funds due to State on or before January 31st following each fiscal year under audit pursuant to the requirements set forth in CCR (California Code of Regulations) 6665.
7. Single Audit Act requirements may apply if TAMC expends \$750,000 or more in federal funds.
8. Final audit report for Planning, Programming & Monitoring funds.
9. Fiscal/compliance audit of the Regional Development Impact Fee Joint Powers Agency fund # 698.

10. Compliance audits of the fiscal audits prepared by each of the thirteen recipients of Measure X sales tax revenue to verify that these recipients are meeting the Maintenance of Effort requirements set forth by Ordinance 2016-01 of the Transportation Agency for Monterey County. The selected audit firm shall provide a report on compliance with the Maintenance of Effort requirements of Ordinance 2016-01, including supporting and supplementary report schedules.
11. Fiscal and compliance audit of the Measure X's Transportation Safety & Investment Plan fund to verify that the requirements set forth by Ordinance 2016-01 are being met by the Transportation Agency for Monterey County.
12. Review the fiscal/compliance audits prepared by the thirteen recipients of Measure X sales tax revenue and express separate opinions on the fair presentation of the financial statements for compliance with the requirements set forth in Ordinance 2016-01, the Measure X Policies and Project Descriptions document, and the recipients' Measure X Master Programs Funding Agreements.

The selected audit firm will be responsible for preparing the fiscal/compliance audits of agency transportation funds described as items #1 through # 12 on the first page of this RFP, including the "annual report of financial transactions" for TAMC funds described as item #1. The audits must be conducted to satisfy the requirements of the Secretary of the State of Business, Transportation and Housing Agency as set forth in the Transportation Development Act published by the California State Department of Transportation (Caltrans).

The selected firm will be required to submit draft fiscal/compliance audits for the fiscal year ending June 30 to TAMC in conformance with TDA requirements no later than December 30 of each audit year with final reports due to the State of California no later than December 30 of each audit year. The Regional Development Impact Fee Joint Powers Agency and Measure X final reports will be due no later than December 30 of each audit year. The selected firm is responsible for sending the final audit reports to the State of California to meet the required state deadline.

Each audit should include a supplemental schedule (as appropriate) of all transportation funds received or disbursed during the audit period.

All proposals must include each of the following components:

Qualifications of the Firm (35 points possible):

1. A description of your firm and relevant prior experience, especially government fund audits and local tax measures. (20 points.)
2. A brief description of the partner(s), manager(s), and staff to be assigned to the project.
3. DBE status (if applicable). (5 points.)

Technical Approach (40 points possible):

1. A description of your firm's ability to meet or exceed performance specifications stated in CCR (California Code of Regulations) 6662, 6663, 6664, 6664.1, 6666, and 6667, and your firm's ability to evaluate and communicate on local government financial issues. (15 points.)
2. A description of the audit procedures to be followed, including any conditions that must be met for the schedule to be maintained, including field visits. (15 points.)
3. A tentative schedule for performing key phases of the audits. (10 points.)

Budget/Cost (25 points possible):

1. A schedule of costs for each of the twelve (12) audits listed in this proposal, including number of hours and staff to be assigned for each of the 12 audits. Indicate whether these costs are the same for all five-audit years or any cost changes you anticipate over the five- year audit period. Indicate whether you charge extra for questions and consultations throughout the year. If there is an extra charge, indicate the rate. (25 points).

Memorandum

To: Board of Directors
From: Amelia Conlen, Senior Transportation Planner
Meeting Date: December 4, 2024
Subject: **Final Salinas Valley Safe Routes to Schools Plan**

RECOMMENDED ACTION:

APPROVE Resolution 2024-16 for the Salinas Valley Safe Routes to Schools plan, which:

1. Adopts the Salinas Valley Safe Routes to School Plan; and
2. Determines the Salinas Valley Safe Routes to School Plan and its proposed improvements were identified and analyzed in the program-level Environmental Impact Report for the 2045 Metropolitan Transportation Plan/Regional Transportation Plan.

SUMMARY:

The Salinas Valley Safe Routes to School Plan includes infrastructure and programming recommendations to make it safer and more comfortable for children and families to access 22 public schools in the cities of Gonzales, Soledad, Greenfield, and King City. This three-year planning process resulted in a final plan which includes high-level goals and objectives and recommendations to improve safety and encourage walking and biking around each of the 22 schools. TAMC staff have presented the draft Plan to the City Councils of each of the four cities and received their input.

FINANCIAL IMPACT:

The Salinas Valley Safe Routes to School Plan was funded through a \$664,127 Caltrans Sustainable Transportation Planning Grant and \$126,501 of Measure X Safe Routes to School Program funds as is reflected in the approved agency budget.

DISCUSSION:

The Transportation Agency for Monterey County, Monterey County Health Department, Ecology Action, and the cities of Gonzales, Soledad, Greenfield, and King City have partnered to develop the Salinas Valley Safe Routes to School Plan ("Plan"). The three-year planning process identified barriers to safe access to 22 public schools in South Monterey County cities and recommended infrastructure and non-infrastructure improvements.

The Salinas Valley Safe Routes to Schools Plan identifies barriers to safe, convenient transportation and will guide future improvements around 22 public schools in five school districts. Recommendations included in the Plan are designed to help address school-based traffic congestion and improve student health by fostering increased biking, walking, and carpooling. The project team, comprised of staff from the Transportation Agency, County Health Department, Public Works staff from the four cities, School Districts, and non-profit Ecology Action, have engaged administrators, parents, and students in school bike/walk assessments, mapping activities, street demonstrations,

and surveys.

The Salinas Valley Safe Routes to School Plan kicked off in spring 2022 with outreach in the City of Greenfield. Outreach continued in the remaining three cities in fall 2022. In 2023, the planning team drafted and received community input on a list of infrastructure and non-infrastructure recommendations around the 22 schools included in the Plan. Starting in fall 2022, the planning team planned and implemented four pilot projects, one in each city, to demonstrate some of the recommendations included in the plan and get community feedback. These pilot projects were held on 12th Street in Greenfield in 2022, on 5th Street in Gonzales in 2023, on Front Street in Soledad in 2023, and on Collins Street in King City in 2024. The planning team also formed Steering Committees in each of the four cities. Steering Committees led a democratic process, called Participatory Budgeting, where community members vote to decide how public funds are spent. TAMC is providing up to \$250,000 to each city to implement the highest voted projects.

TAMC staff provided presentations on the draft Plan to the City Councils in each of the four cities in November. There may be final changes to the plan to reflect any feedback from City Councils that is received after this staff report was submitted. Once the Plan has been adopted, the Cities of Gonzales, Soledad, Greenfield, and King City and TAMC staff will pursue funding to implement recommendations in the Plan.

ATTACHMENTS:

1. 2024-16 - Safe Routes to School Plan Adoption CEQA

WEB ATTACHMENTS:

[TAMC SalinasValley SRTS-Plan FINAL.pdf](#)



**RESOLUTION NO. 2024-16
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
DETERMINING THAT THE
SALINAS VALLEY SAFE ROUTES TO SCHOOL PLAN
IS WITHIN THE SCOPE OF THE
2022 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. 2022-09, AND ADOPTING THE
SALINAS VALLEY 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 22, 2022, 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 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (“MTP/SCS”), certified by the Association of Monterey Bay Area Governments (“AMBAG”) on June 15, 2022, which EIR incorporates the Monterey County RTP, in compliance with the California Environmental Quality Act (“CEQA”); and

WHEREAS, TAMC acknowledged in Resolution No. 2022-09 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 2022 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 Salinas Valley 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 2022-09, including the Plan’s associated roadway widening projects; and

WHEREAS, the Salinas Valley 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 Salinas Valley 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 Salinas Valley Safe Routes to School Plan are within the scope of, and have already been analyzed in, the Final EIR for the 2045 MTP/SCS, certified by AMBAG and approved by TAMC on June 22, 2022; 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 Salinas Valley Safe Routes to School Plan; and

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

ACCORDINGLY, the Salinas Valley Safe Routes to School Plan is hereby adopted.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 4th day of December 2024, by the following vote:

AYES:

NOES:

ABSENT:

CHRISTOPHER LOPEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

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

Memorandum

To: Board of Directors
From: Ariadne Sambrano, Transportation Planner
Meeting Date: December 4, 2024
Subject: **Safe Routes to School Traffic Garden Sheds Contract Amendment**

RECOMMENDED ACTION:**Safe Routes to School Traffic Garden Sheds Contract Amendment #1:**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute amendment #1 with California Custom Sheds Inc. to extend the contract for the Traffic Garden Sheds Project through June 30, 2026; and
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:

To accommodate school scheduling constraints and other logistical considerations, staff recommends that the Board approve an 18-month extension of the existing contract with California Custom Sheds Inc. Originally approved on August 28, 2024, and set to expire on December 31, 2024, the new end date would be June 30, 2026. This amendment is time-based only and will not alter the project's \$67,298 budget, ensuring all installations and post-installation support tasks are successfully completed. The extension aligns with TAMC's Vision Zero goals and supports the Safe Routes to School initiative.

FINANCIAL IMPACT:

The total cost of the project is \$67,298, which will be funded by Measure X Safe Routes to Schools funds. The amendment does not change the original scope of work or the approved budget. It adjusts the contract's timeline to address unforeseen scheduling needs and ensure the program's success.

DISCUSSION:

The Traffic Garden Sheds Project supports TAMC's Safe Routes to School initiative by providing essential infrastructure to facilitate active transportation education for students. These sheds are designed to house bicycles and scooters, ensuring secure storage and accessibility for schools participating in the program.

The original contract with California Custom Sheds Inc. was approved by the TAMC Board on August 28, 2024, with a term ending on December 31, 2024, and a budget not to exceed \$67,298. This contract was awarded through a competitive process, demonstrating the consultant's ability to deliver and install the sheds within the approved budget while meeting the project's requirements. The sheds

are being installed at 11 schools across Monterey County, enhancing safety and supporting active transportation education.

The proposed amendment (**attached**) extends the contract term through June 30, 2026, to address scheduling adjustments and ensure successful project completion. This extension does not change the overall scope of work nor the approved budget. The amendment aligns with TAMC's Vision Zero goals, which aim to promote safety and sustainable transportation options for local communities. Approving this amendment will ensure the Traffic Garden Sheds Project is completed effectively and continues to support the Safe Routes to School initiative's goals of fostering healthy and safe transportation habits for Monterey County's youth.

ATTACHMENTS:

1. Amendment to Agreement - Traffic Garden Sheds Contract

WEB ATTACHMENTS:

AMENDMENT #1 TO THE AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
CALIFORNIA CUSTOM SHEDS. INC

THIS AMENDMENT NO. 1 to the agreement dated August 28th, 2024, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and California Custom Sheds 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 August 28th, 2024, hereinafter referred to as "Agreement;" and

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 August 28th, 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 now remain in force until ~~December 31st, 2024~~ June 30th, 2026. 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, including the "not to exceed" amount of \$67,298 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 California Custom Inc.,

California Custom Shed Inc.

TAMC

By: _____
Name: Patti Denmark
Title: President

By: _____
Todd A. Muck
Executive Director

Dated: _____

Dated: _____

By: _____
Name: Neal Denmark
Title: Secretary

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: Alissa Guther, Transportation Planner
Meeting Date: December 4, 2024
Subject: **Highway 1 Elkhorn Slough Corridor Climate Resiliency Project Request for Proposals**

RECOMMENDED ACTION:**Highway 1 Elkhorn Slough Corridor Climate Resiliency Project Request for Proposals**

1. **APPROVE** the scope of work for a Request for Proposals for professional services for the Highway 1 Elkhorn Slough Corridor Climate Resiliency 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 state funds allocated to this project, for a total amount not to exceed \$1,841,749.

SUMMARY:

This Request for Proposals (RFP) will be used to prepare a Planning and Environmental Linkages study that will provide a preferred alternative to adapt Highway 1 and the Union Pacific owned railroad tracks through the Elkhorn Slough in Moss Landing to the impacts of climate change and sea level rise.

FINANCIAL IMPACT:

The budget for this RFP is not to exceed \$1,841,749, using a Caltrans Sustainable Transportation Planning Climate Adaptation Grant and match funds from a State allocation for the Highway 1 Elkhorn Slough Corridor Climate Resiliency Project.

DISCUSSION:

TAMC, working collaboratively with The Nature Conservancy (TNC) and the Elkhorn Slough National Estuarine Research Reserve (ESNERR), will conduct this project to evaluate the climate vulnerability of a key transportation corridor, Highway 1 and the parallel railroad, in north Monterey County, and develop multimodal and nature-based transportation solutions to address the transportation corridors' vulnerability to the impacts of climate change. This project, the Highway 1 Elkhorn Slough Corridor Climate Resiliency Project, will focus on an eight-mile stretch of Highway 1 through the disadvantaged community of Moss Landing and the parallel rail tracks traversing the Elkhorn Slough.

The corridor is vulnerable to coastal climate change impacts like sea level rise and storm surge, as evidenced in the 2021 Caltrans District 5 Adaptation Priorities report and the 2020 Central Coast Highway 1 Climate Resiliency Study, led by the Association of Monterey Bay Area Governments (AMBAG). The Highway 1 Elkhorn Slough Resiliency Project is in the planning phase. The funding

used in this project will be used to prepare a Planning and Environmental Linkages (PEL) study, expanding upon existing feasibility studies that have analyzed nature-based and multimodal solutions to climate change impacts on the corridor.

The attached Request for Proposals (**web attachment 1**) seeks to fund a consultant to perform duties associated with completing planning work on the project, specifically a Planning and Environmental Linkages Study or PEL Study (see **web attachments 2 and 3**). PEL objectives include:

1. Agency, Stakeholder, and Public Engagement
2. Define vision, purpose and need
3. Existing Conditions
4. Preliminary screening of alternatives and elimination of unreasonable alternatives
5. Alternatives evaluation criteria tool developed in collaboration with PEL stakeholders
6. Reduction of duplication by elimination of alternatives from detailed analysis and Identification of Preferred alternative
7. Implementation plan

The project will also aim to provide preliminary work of integrating transportation, ecosystem, and sea level rise adaptation goals into one design for the corridor, increasing corridor resiliency to storm surges and sea level rise. Other goals include improvement of mobility across all modes, maintenance of public access to coastal resources, addressing roadway rehabilitation requirements, identification of mitigation opportunities, an equitable transportation solution for all populations to secure access to services, recreation and jobs and overall preparation of the project for the next phases, including implementation.

The proposed RFP timeline is as follows:

Date/ Timeframe	Task
November 20, 2024	Issue Notice of Intent to publish Request for Proposals
December 4, 2024	Distribute RFP
December 18, 2024	Pre-proposal conference via Zoom, 10:00 am Pacific Time
February 3, 2025	Deadline for questions and/or requests for clarification or exceptions by 12:00 pm noon Pacific Time
February 12, 2025	Proposals due by 12:00 pm noon Pacific Time via email
February 12-19, 2025	Review and rank proposals
February 19-26, 2025	Hold interviews (if necessary)
February 26, 2025	Determine top ranked consultant, send Tentative Award letter, negotiate contract
March 26, 2025	Bring contract to TAMC Board for approval

ATTACHMENTS:

None

WEB ATTACHMENTS:

1. [RFP Highway 1 Elkhorn Slough Corridor Climate Resiliency](#)
2. [Caltrans PEL Guidebook](#)

3. [Federal Highway Administration \(FHWA\) PEL Handbook](#)

Memorandum

To: Board of Directors
From: Amelia Conlen, Senior Transportation Planner
Meeting Date: December 4, 2024
Subject: **Monterey County Regional Vision Zero Plan Consultant Contract**

RECOMMENDED ACTION:**Monterey County Regional Vision Zero Plan - Consultant Contract:**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute an agreement for services with DKS Associates, subject to approval by Agency Counsel, in an amount not to exceed \$750,000, to develop the Monterey County Regional Vision Zero Plan during the period ending December 31, 2026;
2. **AUTHORIZE** the use of federal Safe Streets for All grant and Service Authority for Freeways and Expressways (SAFE) funds budgeted for this project; and
3. **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:

On August 28th, 2024, the TAMC Board approved staff to publish a Request for Proposals for the Monterey County Regional Vision Zero Plan. On October 10th, 2024, TAMC received one proposal. The proposal was found to be responsive, and staff is recommending the consultant, DKS Associates, be selected.

FINANCIAL IMPACT:

In October 2023, TAMC was awarded a grant through the U.S. Department of Transportation's Safe Streets and Roads for All program to prepare a Comprehensive Safety Action Plan for each jurisdiction in Monterey County that does not have an existing plan or is in the process of developing one. The grant amount was \$640,000 with a local match of \$358,383 funded through the Service Authority for Freeways and Expressways (SAFE) Reserve funds. Of the total budget, \$750,000 will be spent on the consultant to develop the plan and \$248,383 is budgeted for TAMC staff time.

DISCUSSION:

The Monterey County Regional Vision Zero Plan will be a comprehensive county-wide safety action plan developed by TAMC in collaboration with partner agencies and other stakeholders to promote coordinated solutions to reduce fatalities and injuries due to traffic collisions in Monterey County. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Through the federal SS4A grant, TAMC's Monterey County Regional Vision Zero Plan will develop individual action plans for the Cities of Carmel by the Sea, Del

Rey Oaks, Gonzales, Greenfield, King City, Marina, Pacific Grove, Sand City, Seaside, Soledad, and the County of Monterey. The Cities of Monterey and Salinas have already adopted Vision Zero Plans. Adoption of a Vision Zero Action Plan will make the jurisdiction eligible for federal funding to construct the improvements envisioned in the plan.

In order to apply for an SS4A implementation grant, a jurisdiction must have an Action Plan that meets the following eligibility conditions:

1. Multimodal, systemic roadway safety analysis with mapping
2. A list of projects and strategies identified in the plan
3. At least 4 of the following items:
 - Commitment to eliminating roadway fatalities and serious injuries, and establishing a safety goal;
 - Convening a task force responsible for Action Plan development, implementation, and monitoring;
 - Meaningfully engaging public, stakeholders, partner agencies;
 - Conducting an equity-centered process, analysis, and impact assessment;
 - Assessing and updating existing plans, policies, guides; or
 - Developing metrics to assess progress over time.

This contract for the Monterey County Regional Vision Zero Plan was advertised via a Request for Proposal process. TAMC received one (1) responsive proposal from DKS Associates, and found that proposal to be responsive to the requirements of the RFP and within budget. A consultant contract, final scope of work, and budget were then negotiated between TAMC and DKS Associates.

The draft scope of work, budget, and schedule are included as **web attachments** below.

ATTACHMENTS:

None

WEB ATTACHMENTS:

[VisionZeroPlan_Scope of Work.pdf](#)

[VisionZeroPlan_Schedule.pdf](#)

[VisionZeroPlan_Budget.pdf](#)

Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: December 4, 2024
Subject: **Central Coast Coalition Memorandum of Understanding**

RECOMMENDED ACTION:**Central Coast Coalition Memorandum of Understanding:**

1. **AUTHORIZE** the Executive Director to enter into the 2025 Memorandum of Understanding (MOU) with the Central Coast Coalition; and
2. **APPROVE** the use of \$32,500 of undesignated Agency reserves for the five-year term of the MOU (\$6,500 per year).

SUMMARY:

The Transportation Agency has been a member of the Central Coast Coalition since 2011. The CCC was formed as a partnership between the regional transportation planning agencies representing the Central Coast and is focused on advancing regional transportation projects and priorities. This MOU ensures continued TAMC participation in the CCC, and it is effective from July 1, 2025 through June 30, 2030, unless member agencies agree otherwise. The Santa Barbara County Association of Governments will serve as the Administrative Agency for the CCC during the term of this MOU and will enter into an agreement with a firm to provide legislative advocacy services for the Coalition.

FINANCIAL IMPACT:

Central Coast Coalition annual dues are split based on population between the Coalition agencies. The TAMC's commitment is \$6,500 annually for five years, totaling \$32,500. This amount is consistent with the annual dues of previous Central Coast Coalition MOUs. The work of the CCC includes legislative advocacy that supports a variety of TAMC efforts, projects, and programs. Undesignated Agency reserves are available to fund this work.

DISCUSSION:

The Central Coast Coalition (CCC) was formed in 2011 as a partnership between the Regional Transportation Planning Agencies and the Metropolitan Planning Organizations of the 5 counties on the California Central Coast. The CCC seeks to strengthen regional presence at the California Transportation Commission (CTC), increase support for funding projects on the Central Coast, and to provide interagency coordination on a variety of issues of mutual interest. The CCC is established through a Memorandum of Understanding (MOU) made by and between the Association of Monterey Bay Area Governments (AMBAG), Santa Barbara County Association of Governments (SBCAG), Council of San Benito County Governments (San Benito COG), San Luis Obispo Council of Governments (SLOCOG), Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC). The CCC is dedicated to raising awareness

of the importance of the Central Coast's major transportation arteries (U.S. 101 and State Routes 1, 17, 41, 46, 156) as vital for the local economy and a major economic asset to the state and nation. The Coalition also seeks sustainable transportation solutions that integrate highways and local roads with central coast rail and transit corridors, bus transit, active transportation, and goods movement in a manner that addresses the needs of the small urban, suburban, and rural areas of the Central Coast.

The Central Coast Coalition serves as an important platform for collaboration among the transportation agencies within Caltrans District 5. While one of its main objectives is to raise awareness of the U.S. 101 corridor as a critical connector and vital economic asset within the state, the CCC also works closely with staff from member agencies to advocate and promote key regional transportation projects and proposals.

The Coalition will also provide state legislative advocacy services for the duration of the MOU. The legislative assistant will represent the collective position of the Central Coast agencies in working with Caltrans, the California Transportation Commission, the State Legislature, the Governor's Office, and other appropriate groups to advance the collective agenda of the CCC.

In addition to monthly interagency meetings, the CCC orchestrates or participates in the following: annual Sacramento Legislative Advocacy Day, California Transportation Commission town halls, state agency special meetings, state workshops and meetings, and other activities related to issues in common.

The 2025 MOU is online as a **web attachment**.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [CCC Memorandum of Understanding](#)

Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: December 4, 2024
Subject: **Proposition 116 Credit to State for Monterey Branch Line**

RECOMMENDED ACTION:

APPROVE resolution 2024-15 for the Proposition 116 Credit to the State for the Monterey Branch Line Corridor, which:

1. Approves the appraisal report and current market valuation for the Monterey Branch Line corridor;
2. Approves and authorizes the Executive Director, or their designee, to execute an agreement with the California Transportation Commission to establish a \$16,765,000 Prop 116 repayment credit to the State; and
3. Authorizes 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 agreement terms.

SUMMARY:

The California Transportation Commission (CTC) is requiring the repayment of \$16,765,000 in Prop 116 funds used for the rail corridor. They have proposed issuing a credit for this amount, which can be repaid by investing in other rail projects within Monterey County. The repayment plan provides an unlimited payback period. The agreement frees the property from Prop 116 restrictions.

FINANCIAL IMPACT:

The Agency purchased the Monterey Branch Line using \$9,228,475 of Proposition 116 rail bond funds in 2003. California Transportation Commission staff are requiring the Agency pay a credit to the State for the fair-market value of the property in 2024 dollars to rectify the missed deadline to begin rail service. To determine the fair-market value of the corridor, the Agency contracted with Bender Rosenthal to prepare a corridor appraisal. The final appraisal report valued the corridor at \$16,765,000.

DISCUSSION:

In 2003, the Transportation Agency for Monterey County (TAMC) purchased 12.6 miles of the Monterey Branch Line from Union Pacific Railroad using \$9.2 million in Proposition 116 (Prop 116) bond funds granted by the State. Prop 116, approved by California voters in 1990, allocated funds for various rail projects to enhance public transportation infrastructure. The Monterey Branch Line, stretching 16 miles from Castroville to downtown Monterey, was originally used for freight and passenger rail but has been dormant since 1978.

In 2009, the TAMC Board adopted light rail as the preferred use for the Branch Line, with the project split into two phases. However, funding constraints halted progress. In 2011, TAMC's Alternatives Analysis reaffirmed light rail as the long-term goal but identified bus rapid transit (BRT) as a viable interim solution. Subsequent studies, including the 2018 Monterey Bay Area Feasibility Study of Bus on Shoulder Operations, supported utilizing the Monterey Branch Line for BRT, leading to the development of the SURF! Busway and Bus Rapid Transit project.

The California Transportation Commission (CTC) recently informed TAMC that the ten-year deadline to begin rail service on the Monterey Branch Line has not been met, and the current proposed uses of the rail right-of-way are not consistent with Prop 116 guidelines. Preliminary legal review by the CTC concluded that the SURF! project did not meet Prop 116's definition of a rail project and that TAMC missed the ten-year window to begin rail service as required by Prop 116 guidelines.

To resolve this issue, the CTC is requiring TAMC to repay the \$16.7 million fair-market value of the property. This valuation was determined by an appraisal report prepared by TAMC's consultant Bender Rosenthal. The report (web attachment) was reviewed by Caltrans District 5 and has a date of valuation of October 6, 2024. California Transportation Commission staff have outlined the following policies for the repayment of the \$16.7 million credit:

Funds Eligible for Repayment:

TAMC shall repay a credit of \$16,765,000 to the Commission by prioritizing local and federal funds and Senate Bill 125 Transit and Intercity Rail Program formula funds to eligible rail investments in Monterey County. Eligible rail investments must be consistent with Proposition 116 and implemented in coordination with TAMC.

Submission of Project List:

TAMC shall submit a project list to the Commission by its June 2025 meeting to identify rail investments up to \$16,765,000. This list will outline the specific projects that will be credited towards the repayment.

Annual Progress Reporting:

TAMC is required to report its progress on these rail investments to the Commission on an annual basis until the credit is fully repaid. The investments are considered complete upon acceptance of the construction contract.

Relief from Proposition 116 Restrictions:

The Monterey Branch Line project will be relieved of the Proposition 116 restrictions once the credit is approved by the California Transportation Commission.

The plan proposed by the California Transportation Commission staff provides a structured and transparent framework for the repayment of Prop 116 funds. The State is not proposing a deadline for when the credit must be repaid. Current funding plans for rail projects in Monterey County are sufficient to meet the repayment restrictions in the CTC's proposed plan. The California Transportation Commission will take action on this proposal at their December 5-6, 2024 meeting.

ATTACHMENTS:

1. 2024-15 Prop 116 Repayment Credit

WEB ATTACHMENTS:

[Monterey Branch Line - Final Appraisal Report](#)



**RESOLUTION NO. 2024-15 OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
TO ADOPT THE FINAL APPRAISAL REPORT FOR THE MONTEREY BRANCH LINE
AND AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO A REPAYMENT
AGREEMENT WITH THE CALIFORNIA TRANSPORTATION COMMISSION**

WHEREAS, the Transportation Agency for Monterey County (TAMC) purchased the Monterey Branch Line from Union Pacific Railroad in 2003 using \$9.2 million in Proposition 116 (Prop 116) bond funds granted by the State of California; and

WHEREAS, the California Transportation Commission (CTC) has informed TAMC that the ten-year deadline to begin rail service on the Monterey Branch Line has not been met, and the current proposed uses of the rail right-of-way are not consistent with Prop 116 guidelines; and

WHEREAS, the CTC has proposed that TAMC repay the fair-market value of the Monterey Branch Line, which has been appraised at \$16,765,000 by an appraisal report prepared by TAMC's consultant Bender Rosenthal, reviewed by Caltrans, with the date of valuation being October 6, 2024, through credits for other eligible rail projects within Monterey County; and

WHEREAS, the repayment plan requires TAMC to prioritize local and federal funds and Senate Bill 125 Transit and Intercity Rail Program formula funds for eligible rail investments within Monterey County, with the investment considered complete upon acceptance of the construction contract for the rail projects; and

WHEREAS, TAMC shall submit a project list to the Commission by its June 2025 meeting to identify rail investments up to \$16.7 million, and report progress on these investments to the Commission on an annual basis until the credit is fully repaid; and

WHEREAS, the Monterey Branch Line project will be relieved of the Proposition 116 restrictions once the credit is approved by the California Transportation Commission;

NOW, THEREFORE, BE IT RESOLVED THAT: the Board of Directors of the Transportation Agency for Monterey County hereby adopts the final appraisal report for the Monterey Branch Line, appraised at \$16,765,000; and

BE IT FURTHER RESOLVED that the Board of Directors authorizes the Executive Director to enter into a repayment agreement with the California Transportation Commission, in accordance with the proposed repayment plan, to ensure compliance with Prop 116 allocations and to facilitate the continuation of the SURF! Busway and Bus Rapid Transit project.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this December 4, 2024, by the following votes:

AYES:

NOES:

ABSENT:

CHRIS LOPEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: December 4, 2024
Subject: **Monterey Branch Line Use Agreement with MST for the SURF! Project**

RECOMMENDED ACTION:

SURF! Busway and Bus Rapid Transit - Use Agreement Amendment #1 and Maintenance Agreement:

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute amendment #1 to the use agreement with Monterey-Salinas Transit (MST), to provide for the use of the Monterey Branch Line corridor for the SURF! Busway and Bus Rapid Transit Project, pending legal counsel approval;
2. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a maintenance agreement with Caltrans, to provide for maintenance responsibilities for portions of the the SURF! Busway and Bus Rapid Transit Project within Caltrans right-of-way, pending legal counsel approval; and
3. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the agreements, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement terms.

SUMMARY:

The SURF! Busway and Bus Rapid Transit Project will operate on the TAMC-owned Monterey Branch Line. The Coastal Commission now requires the project to align on the existing rail tracks. Additionally, Caltrans mandates a maintenance agreement for parts of the project within its right-of-way. These changes necessitate amending the Use Agreement between TAMC and MST.

FINANCIAL IMPACT:

MST and TAMC were successful in leveraging \$27.4 million of Measure X funds to secure a \$25 million grant through the Transit and Intercity Rail Capital Program (TIRCP). State Senator John Laird secured an additional \$2.5 million in the state budget. MST also secured \$22.1 million in Federal Transit Administration Capital Investment Grant funds. Currently, the project is fully-funded with a total estimated cost of \$78 million for all phases of work.

DISCUSSION:

The MST SURF! Busway and Bus Rapid Transit (BRT) project will operate between MST's Marina Transit Exchange at Reservation Road and De Forest Road (northern terminus), and Playa Avenue in Sand City/Seaside (southern terminus). The project consists of approximately 6 linear miles of roadway surface and related improvements to provide a dedicated express busway and bus rapid

transit service between these points. The majority of the alignment of the busway would be within the TAMC-owned Monterey Branch Line rail corridor right-of-way, an approximately 100-foot wide corridor generally located between Beach Range Road and the Monterey Peninsula Coastal Trail on the ocean side of State Route 1.

In June 2024, TAMC and MST entered into a Use Agreement that allows MST to construct and operate the SURF! project within the TAMC-owned Monterey Branch Line right-of-way. The agreement stipulates that the project must preserve the right-of-way for future rail transit and rail operations, minimize the removal of existing tracks, and ensure that bus rapid transit operations and future rail operations are coordinated to the maximum extent possible. This agreement was established to support the goal of ensuring that the corridor could accommodate both bus rapid transit and future rail service.

Recently, the California Coastal Commission mandated that the SURF! busway be realigned onto the existing rail track alignment to minimize environmental impacts on environmentally sensitive habitat areas (ESHA). This requirement conflicts with the original Use Agreement, which called for the preservation of the rail track alignment for future rail service. To comply with the Coastal Commission's directive, the Use Agreement with MST must be amended to allow for the busway to be built directly on the existing track alignment.

Caltrans is also requiring TAMC to enter into a Maintenance Agreement for portions of the SURF! project that impact Caltrans right-of-way. As the property owner, TAMC must ensure that maintenance responsibilities are clearly defined and assigned. Along with the aforementioned updates, the amended Use Agreement will also include language to pass along all Caltrans-required maintenance responsibilities to MST, ensuring that MST is responsible for the upkeep of the right-of-way within the affected areas.

Both Amendment #1 to the Use Agreement with MST and the Caltrans Maintenance Agreement are included as attachments to this staff report.

ATTACHMENTS:

1. MST- TAMC SURF Busway and BRT Use Agreement Amendment #1
2. TAMC - Caltrans SURF! Maintenance Agreement - DRAFT

WEB ATTACHMENTS:

**AGREEMENT FOR THE USE OF REAL PROPERTY
BETWEEN MONTEREY-SALINAS TRANSIT DISTRICT AND
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
FOR PERMITTING AND OPERATION OF BUS RAPID TRANSIT SERVICE AND RELATED STATIONS
FOR THE SURF! BUSWAY AND BUS RAPID TRANSIT PROJECT**

Amendment 1

This Use Agreement ("Agreement") is made and entered into this ~~28th day of June, 2024~~INSERT NEW DATE, by and between Monterey-Salinas Transit District ("MST" or "District"), a special district created by the laws of the State of California, and the Transportation Agency for Monterey County ("TAMC"), a regional transportation planning agency created by the laws of State of California, collectively called "Parties", hereinafter sets forth a common agreement concerning the use of the railroad corridor between Marina and Seaside/Sand City owned by TAMC for use by MST for the SURF! Busway and Bus Rapid Transit Project ("Project") including construction and continued use for bus rapid transit ("BRT") service.

RECITALS

WHEREAS, MST and TAMC have collaborated and planned the SURF! Busway and Bus Rapid Transit Project in support of the Measure X funding program, a local sales tax measure funding transportation projects and passed in November 2016; and

WHEREAS, MST is considered the lead agency for the project and TAMC owns the inactive railroad corridor where the majority of the Project is planned for operation; and

WHEREAS, as the lead agency, the MST Board of Directors approved the Project on July 2021 and March 2023 and the Federal Transportation Administration certified a National Environmental Policy Act (NEPA) Categorical Exclusion in January 2023; and

WHEREAS, the Project includes construction of a new busway for rapid bus service operated by MST; and

WHEREAS, the Project includes bus stations as part of the Project, as required by the Federal Transit Administration ("FTA") under the federal definition of a Small Starts BRT project; and

WHEREAS, MST and TAMC have collaborated on station requirements, permitting and expectations for busway and station operations as part of BRT within the TAMC-owned railroad public right-of-way; and

WHEREAS, in 2023, the SURF! project was included in the President's budget and MST will be executing an FTA Small Starts Full Funding Grant Agreement for funding construction and implementation of the Project; and

WHEREAS, the Parties mutually agree to carry out the Project including stations and busway infrastructure subject to specific tasks, responsibilities, designs, and long-term objectives for the Project contained in this Agreement.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performances contained herein, as well as the attached Exhibits A and B which are incorporated and made a part hereof, the parties agree as follows:

ARTICLE I

RECITALS ADOPTED. The recitals set forth above are hereby adopted as the factual basis for this Agreement.

ARTICLE II

PURPOSE. The Parties mutually agree to interpret and implement this Agreement for the purpose of and consistent with the following long-term objectives of the Project to:

1. Improve overall mobility for residents and visitors traveling to/from and through the Monterey Peninsula.
2. Provide safe, reliable and affordable transit connections to employment, education, and health care centers along the corridor for visitors and residents.
3. Provide strategic connections and increase access to the region's existing and planned multi-use trail facilities such as Fort Ord Dunes State Park, Fort Ord Regional Trail and Greenway, and the Monterey Bay Coastal Trail.
4. Implement associated traffic, bicycle, and pedestrian circulation improvements along the local network with and in support of the dedicated busway.
5. Engage, serve, and connect several disadvantaged, low income and veterans' communities in the cities of Marina, Seaside, and Sand City to key employment, commercial, health care and educational centers within the region.
6. Improve on-time transit performance and other metrics related to the reliability of the MST system along Highway 1 and increase transit ridership as an alternative to the automobile.
7. Improve air quality within the North Central Coast Air Basin.
8. Attract, together with other transit enhancements, more riders to transit with the objective of reducing the number of vehicles, and vehicle-miles traveled (VMT), using the corridor.

9. Reduce congestion on Highway 1 from local and inter-regional commuter traffic by providing an accessible public mass transit alternative.
10. Reducing pavement wear-and-tear due to vehicular traffic.
11. It is mutually agreed that future additional bus, rapid bus transit, and rail service shall be consistent with the transportation and transit needs and priorities of the region.

ARTICLE III DEFINITIONS

Agreement means this document and all Exhibits attached and subsequent amendments hereto.

Busway means a road, or section of a road, set apart from mixed-flow traffic exclusively used for buses with incidental access for emergency services.

Satisfactory Continuing Control means the conditions of the FTA Small Starts Grant that require that the busway and stations be used specifically for BRT and station purposes on the corridor and maintained in a state of good repair for a minimum of 20 years, starting on the initial date of SURF! bus operations.

Corridor means the public railroad right-of-way owned by TAMC between Palm Avenue and Del Monte Boulevard in Marina to Playa Avenue in Sand City/Seaside.

Project means the SURF! Busway and BRT Project, a six-mile busway between the Marina Transit Exchange and Sand City Station, including bus stop stations, traffic signal priority, and bicycle and pedestrian components, with construction scheduled to begin in 2024-2025 and operations currently scheduled to begin after construction in late 2026 or early 2027.

Station(s) means the component of the Project where fixed-route BRT buses pick-up and drop-off passengers, and these sites may include bus stop shelters, waiting areas, off-board fare collection, RealTime signage with next bus arrival information, trash/recycling containers, and other amenities implemented as a result of the Project.

ARTICLE IV TERMS

1. RESPONSIBILITY OF BOTH MST AND TAMC

- 1.1. MST use of TAMC public rail corridor right-of-way: Pursuant to this agreement, TAMC acknowledges and affirms MST's right and authority to use TAMC's public rights-of-way for the Project and mutually agree future bus, bus rapid transit, or rail services are consistent with the requirements of the FTA and regional transportation and transit plans, and include meeting minimum safe distance requirements between the bus rapid transit busway, future rail line, and pedestrian and bike paths. This

Agreement including any future bus, bus rapid transit, or rail service shall meet the FTA requirements for satisfactory continuing control.

- 1.2. TAMC and MST representatives will be made available to meet with public and private utility providers to identify any overhead and underground utility plants located in or adjacent to the Corridor or station and facility areas. Any utilities in the corridor shall be preserved, protected in place, or relocated so that they will not interfere with planned or future use of the corridor for bus, bus rapid transit, or rail service. For work performed within the TAMC Railroad Right-of-Way, permittee shall follow engineering specifications as specified in the American Railway Engineering and Maintenance of Way Associations (AREMA) Manual for Railway Engineering, latest edition.

2. RESPONSIBILITY OF MST TO TAMC

- 2.1. Busway Design Criteria: MST shall design the busway to protect and enhance existing bicycle and pedestrian connections crossing and in parallel to the busway, when feasible. Design shall include safety and security measures to prevent unauthorized use of the busway.
- 2.2. Permits and Permissions for Project: MST shall obtain all required permits for Project in order to construct and operate the Project and BRT service.
- 2.3. Agreement for Work to Be Done by Others: MST acknowledges that TAMC retains the right to approve or deny permits to provide access to and guide the work by others along the Corridor right-of-way including utility relocations and other work conducted by another entity to enable construction and operations. This includes, but is not limited to, facilities to be supplied or erected by another entity for use by the construction contractor, or equipment procured by third parties.
- 2.4. Busway and Station Maintenance by MST: MST assumes responsibility for the maintenance of busway infrastructure and stations for the life of the Project including, but not limited to, pavement management, signing, striping, guardrails/~~fencing~~, ~~homeless-unhoused~~ camp removal within the Monterey Branch Line right-of-way within the project area, lighting, landscaping, retaining walls, and other materials and devices unless otherwise maintained by others associated with operations of the BRT along the corridor. In addition, MST assumes all maintenance responsibilities and insurance requirements from TAMC that are included in the Maintenance Agreement (Exhibit C) between TAMC and Caltrans.
- 2.5. Busway and Station Operation by MST: MST shall be responsible for the continued operation of BRT services within the busway and at stations for the life of the Project.

- 2.6. Grant of Access by MST: MST shall grant TAMC access to the busway and TAMC right-of-way upon one business day notification to MST provided the access does not interfere with transit operations. Notifications should be communicated by email during normal business hours and weekend access is discouraged. Email notifications shall include the location, purpose, and duration of access needed.
- 2.7. Insurance: MST shall require all construction contracts to carry All Risk Insurance, naming TAMC as additional insured and shall provide independent construction management for construction contracts.
- 2.8. Allowance for Future TAMC Rail Service: MST shall design and construct the Project to preserve the right-of-way for future rail transit and rail operations, ~~minimizes the removal of existing tracks,~~ and work cooperatively to ensure BRT operations and future rail operations are coordinated to the maximum extent ~~possible~~practicable.
- 2.9. Franchise agreements: MST does not retain legal rights to future franchise agreements related to the Corridor and shall not enter into any franchise agreements related to the Corridor without prior written consent of TAMC.
- 2.10. Plan reviews: MST shall allow TAMC to review and approve the Project design plans and take any other action necessary to meet design immunity thresholds prior to the commencement of Project construction.

3. RESPONSIBILITY OF TAMC TO MST

- 3.1. TAMC Continued Support and Cooperation: TAMC shall continue to support MST in implementing the Project including timely review and approval of final design, pre-construction surveys, and encroachment permits.
- 3.2. TAMC Allowance for Continued Use: TAMC shall allow MST satisfactory continuing control of busway and BRT improvements within the rail corridor. TAMC shall allow temporary access for construction work within the rail corridor and a certain amount of adjacent TAMC-owned property (within the public right-of-way). TAMC shall allow busway construction and BRT service for its originally authorized purpose, as provided in MST's award of FTA Capital Investment Grant, for a minimum of 20 years, starting on the initial date of SURF! bus operations.
- 3.3. Allowance for Future TAMC Rail Service: If a project for rail service along the corridor begins in the future, TAMC shall coordinate with MST to ensure that the busway and BRT service for its originally authorized purpose, as provided in MST's award of FTA Capital Investment Grant, can continue to operate for a minimum of 20 years, starting on the initial date of SURF! bus operations are not compromised.

- 3.4. If a project for rail service along the corridor begins within the useful life of the Project, TAMC shall identify the need for special railroad required insurance and provide said insurance prior to construction or operation of rail service along the Corridor. TAMC and MST mutually agree that the rail corridor be protected for concurrent BRT and rail service.
- 3.5. Utilities: TAMC shall be responsible for the review and approval of modifications to existing or new Third-Party Agreements with utilities (e.g., master utility agreements) having authority to be in the Corridor right-of-way by easement or franchise agreement. TAMC shall determine if a utility will be required to relocate at their own cost when required by TAMC and other relevant information regarding responsibilities of the parties involved with utility installation, removal and relocation. TAMC shall work with MST and assist with utility relocation if requested and/or required for the safe delivery of construction and bus rapid transit operations.

4. PROJECT ADMINISTRATION

- 4.1. MST has designated Lisa Rheinheimer, ~~Assistant General Manager~~Deputy Chief Executive Officer, as the primary project manager for the Project. TAMC has appointed Doug Bilsse, TE, Principal Transportation Engineer as the primary point of contact for the Project. These individuals, or the staff member(s) later assigned to the project manager role, shall communicate regularly to discuss the status of tasks and services related to the successful performance of this Agreement.
- 4.2. Changes to Project Manager/liaison designation(s) shall be communicated between both parties no later than two (2) weeks prior to the change occurring, or as soon as is reasonable under the circumstances.

5. RECORD OF BUSWAY PROJECT AND AS-BUILT PLANS

- 5.1. MST shall be responsible for maintaining the record of the project for all pre-construction and construction services. MST shall transmit to TAMC final as-built (or as-recorded) plans upon completion.

6. INDEMNIFICATION

- 6.1. Indemnity. It is mutually understood and agreed, relative to the indemnification of TAMC and MST:
 - 6.1.1. MST shall, to the fullest extent permitted by law, fully defend, indemnify, and hold harmless TAMC, its Board of Directors, and/or any officer, agent, or employee of TAMC, against any damage or liability occurring by reason of anything done or omitted to be done by MST under the Agreement.

6.1.2. TAMC shall, to the fullest extent permitted by law, fully defend, indemnify, and hold harmless MST, and/or any officer or employee of MST, against any damage or liability occurring by reason of anything done or omitted to be done by TAMC under the Agreement.

6.1.3. Notwithstanding any other provision of this Agreement, each party's obligation to defend, indemnify, and hold harmless the other party, as expressed in these Indemnification Provisions, shall survive the termination or expiration of the Agreement for a term to include the applicable statute of limitations related to MST's performance pursuant to the Agreement.

7. NON-DISCRIMINATION

7.1. The Parties agree that they shall not participate in any discriminatory action against any employee who is paid by funds indicated in this Agreement or against any applicant for such employment because of race, religion, color, sex, marital status, creed, national origin, age, Vietnam era or disabled veterans status, or the presence of any sensory, mental, or physical handicap, or as otherwise provided by applicable law. This provision shall include, but not be limited to: employment, upgrading, demotion, transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training.

8. AGREEMENT MODIFICATIONS

8.1. The Parties mutually agree and understand that no alteration or variation to the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto, and that any oral understanding or agreements not incorporated herein, shall not be binding.

9. NOTICES

9.1. Any written notice that is provided for or given concerning this Agreement may be served on the Party to whom it is intended in person or by sending it by regular mail addressed to such Party as follows:

Monterey-Salinas Transit	Transportation Agency for Monterey County
Carl Sedoryk General Manager/CEO Monterey Salinas Transit 19 Upper Ragsdale, Suite 200 Monterey, CA 93940 Ph: 831-264-5001	Todd Muck Executive Director Transportation Agency for Monterey County 55-B Plaza Circle Salinas, CA 93901 Ph: 831-775-4407

With a copy to: Lisa Rheinheimer Assistant General Manager <u>Deputy Chief Executive Officer</u> Same address Ph:831-264-5874	With a copy to: Doug Bipse, TE Principal Transportation Engineer Same address Ph: 831-775-4413
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- 9.2. Either Party may change their address by giving written notice by email or letter of such change to the other Party. Mailed notice shall be deemed received three (3) days after the date of mailing, postage prepaid.

10. DURATION AND TERMINATION

- 10.1. Unless the Parties mutually terminate the Agreement, or one Party materially breaches the Agreement, this Agreement shall have a term of 20 years beginning on the initial date of SURF! bus operations.
- 10.2. After the initial term of this Agreement, TAMC and MST may mutually exercise additional optional 5-year terms.
- 10.3. Funding for this Project is provided, in part, from federal and state sources. The terms and conditions of this Agreement are subject to Federal and State of California funding requirements and continued availability of funding identified for this Project.
- 10.4. TAMC may terminate this Agreement if MST has not commenced construction of Project within 5 years of the date of execution of this Agreement.

11. DISPUTE RESOLUTION PROCESS

- 11.1. In the event of any dispute concerning this Agreement, the Project Managers shall confer to resolve the dispute. These individuals shall use their best efforts and exercise good faith to resolve disputes and issues arising out of or related to this Agreement. If the Project Managers are unable to resolve the dispute, the MST General Manager/CEO and TAMC Executive Director shall confer and make a good-faith effort to resolve the dispute.
- 11.2. If the MST General Manager/CEO and TAMC Executive Director are unable to resolve the dispute, the Board Chairs for MST and TAMC shall engage in good-faith negotiations to resolve the dispute.
- 11.3. Any controversy or claim arising out of or relating to this Agreement or the alleged breach of such Agreement that cannot be resolved by the Board Chairs for MST and TAMC, either party may submit the dispute to mediation.

11.4. The parties agree that they shall have no right to seek relief in a court of law until each of these procedural steps is exhausted. If a statute of limitations or statute of repose may lapse during these procedural steps such statute(s) are deemed tolled until the completion of the above referenced administrative dispute resolution process. If either Party seeks relief is sought in a court of law, the parties agree to Monterey County Superior Court as the venue for any legal action, subject to federal jurisdictional and venue requirements.

12. INDEPENDENT CONTRACTOR

12.1. MST and TAMC are and shall at all times be deemed to be independent contractors in the provision of the services set forth in this Agreement. Nothing herein shall be construed as creating the relationship of employer and employee, or principal and agent, between either party or between any of their employees. Each party shall retain all authority for provision of services, standards of performance, discipline and control of its personnel, and other matters incident to its performance of services pursuant to this Agreement. Nothing in this Agreement shall make any employee of MST an employee of TAMC or any employee of TAMC an employee of MST for any purpose, including but not limited to, for withholding of taxes, payment of benefits, workers' compensation pursuant to California law, or any other rights or privileges accorded their respective employees by virtue of their employment.

13. NO THIRD-PARTY BENEFICIARY

13.1. MST does not intend by this Agreement to assume any contractual obligations to anyone other than TAMC. TAMC does not intend by this Agreement to assume any contractual obligations to anyone other than MST. The Parties do not intend there be any third-party beneficiary to this Agreement.

14. WAIVER

14.1. No waiver by either party of any term or condition of this Agreement incorporated in this Agreement shall be deemed or construed to constitute a waiver of any other term or condition or of any subsequent breach, whether pertaining to the same or different provision.

15. ENTIRE AGREEMENT

15.1. This Agreement contains all of the agreements of the parties with respect to the subject matter covered or mentioned therein, and no prior Agreements shall be effective to the contrary.

16. DOCUMENT EXECUTION AND FILING

16.1. The Parties agree that this Agreement has been approved and executed by the necessary officials of the parties. Execution of this document may be performed using DocuSign or other commonly used electronic signature software. Upon execution, a copy of this Agreement shall be retained by both the MST Clerk and TAMC Clerk. Each duplicate electronically executed Agreement shall constitute an agreement binding upon all parties.

17. RATIFICATION

17.1. Acts taken in conformity with this Agreement prior to its execution are hereby ratified and affirmed.

18. SEVERABILITY

18.1. If any section or part of this Agreement is held by a court to be invalid, such action shall not affect the validity of any other part of this Agreement.

19. COUNTERPART SIGNATURES

19.1. This Agreement may be executed in one or more counterparts, each of which shall constitute an original agreement, but all of which together shall constitute one and the same instrument

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year set forth below their signatures.

MONTEREY-SALINAS TRANSIT DISTRICT

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

By: Carl G. Sedoryk

By: Todd A. Muck

Title: General Manager/CEO

Title: Executive Director

Date: _____

Date: _____

Approved as to form: _____

Approved as to form: _____

By: Michael D. Laredo

By: Shane Eben Strong

Title: MST General Counsel

Title: TAMC Counsel

Exhibits

Exhibit A: Project Description dated January 2023

Exhibit B: Striping and Marking (from 100% Design of May 2024)

[Exhibit C: Caltrans Maintenance Agreement](#)

**PROJECT SPECIFIC MAINTENANCE AGREEMENT
WITH TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

THIS AGREEMENT is made effective this _____ day of _____, 20____, by and between the State of California, acting by and through the Department of Transportation, hereinafter referred to as "STATE" and the Transportation Agency for Monterey County; hereinafter referred to as "TAMC"; and collectively referred to as "PARTIES".

SECTION I

RECITALS

1. Encroachment Permit Number _____ was executed between Monterey Salinas Transit (MST) and STATE on _____ to construct a Bus Rapid Transit Route on State Route (SR) 1, hereinafter referred to as "PROJECT".
2. It was agreed by PARTIES that prior to PROJECT construction, TAMC, as the primary funder of said PROJECT, and STATE will enter into a Maintenance Agreement.
3. The PARTIES hereto mutually desire to identify the maintenance responsibilities of TAMC for the improvements of PROJECT constructed within the STATE right of way under Encroachment Permit Number _____.

NOW THEREFORE, IT IS AGREED AS FOLLOWS:

SECTION II

AGREEMENT

1. Exhibit A consists of plan drawings that delineate and describe the areas within STATE right of way which are the responsibility of the TAMC to maintain in accordance with this Agreement.
2. If there is mutual agreement on a change in the maintenance responsibilities between PARTIES, the PARTIES can revise the Exhibit A and/or B by a mutual written execution of the exhibit.
3. TAMC must obtain the necessary Encroachment Permits from STATE's District 5 Encroachment Permit Office prior to entering STATE right of way to perform TAMC maintenance responsibilities. This permit will be issued at no cost to TAMC.
4. VEHICULAR AND PEDESTRIAN UNDERCROSSINGS
 - 4.1. TAMC will maintain the TAMC roadway, including the traveled way, shoulders, curbs, sidewalks, wall surfaces (including eliminating graffiti), fencing, drainage

installations, treatment Best Management Practices (BMPs)/bioretention areas, lighting installations and traffic service facilities that may be required for the benefit or control of pedestrians and traffic using the TAMC roadway beneath the undercrossing structure.

- 4.2. TAMC will request STATE's District Encroachment Permit Engineer to issue the necessary Encroachment Permit for any proposed change in minimum vertical clearances between TAMC roadway surface and the structure that results from modifications to the roadway (except when said modifications are made by STATE). If the planned modifications will result in a reduction in the minimum clearance within the traveled way, an estimate of the clearance reduction must be provided to STATE's Transportation Permit Engineer prior to starting work. Upon completion of that work, a vertical clearance diagram will be furnished to STATE's Transportation Permit Engineer that shows revised minimum clearances for all affected movements of traffic, both at the edges of the traveled way and at points of minimum clearance within the traveled way.
5. WALLS, SOUNDWALLS, AND COLUMNS - TAMC is responsible for debris removal, cleaning and painting to keep TAMC's side of any wall structure or column free of debris, dirt, and graffiti.
6. UNSHELTERED ENCAMPMENTS - TAMC shall remove Persons Experiencing Homelessness (PEH) and any structures, personal property, debris, and/or other items related to the encampment from their area of responsibility shown in Exhibit A, subject to applicable State and Federal law. Nothing in this Agreement grants or waives the right of California Highway Patrol (CHP) and other law enforcement agencies having jurisdiction over the PROJECT.
7. GRAFFITI REMOVAL - TAMC, at TAMC's sole cost and expense, shall remove all graffiti from features in their area of responsibility shown in Exhibit A. TAMC is solely responsible for ensuring that any graffiti that in any way resembles a mural, artwork, paintings, or other similar elements shall not be removed without the written authorization of STATE. Graffiti removal must protect air and water quality as required by law. TAMC shall conform to the terms stated in STATE's Maintenance Manual, Volume 1, Family D Chapter, D1.06.
8. LANDSCAPED AREAS – TAMC is responsible for the maintenance of any plantings or other types of roadside improvements of PROJECT lying outside of the fenced area restricting walk-on access to the freeway.
 - 8.1. Any weed control performed by chemical weed sprays (herbicides) shall comply with all laws, rules, and regulations established by the California Department of Food and Agriculture. All chemical spray operations shall be reported quarterly

(Form LA17) to the STATE to: District 5 Maintenance at 50 Higuera Street, San Luis Obispo, CA 93401.

9. BICYCLE PATHS, LANES, AND CYCLE TRACKS (TRAIL) constructed as permitted encroachments within STATE's right of way, TAMC is solely responsible for all permitted improvements, including but not limited to the delineation, fencing, guard railing, drainage facilities, slope and structural adequacy. TAMC will maintain, at TAMC expense, a safe facility for bicycle travel along the entire length of the path/lane/cycle track by providing sweeping and debris removal when necessary; and all signing and striping, and pavement markings required for the direction and operation of that non-motorized facility.
10. ELECTRICALLY OPERATED TRAFFIC CONTROL DEVICES - TAMC shall be responsible for all maintenance and electricity costs associated with all electrical devices shown in Exhibit A.

11. LEGAL RELATIONS AND RESPONSIBILITIES

- 11.1. Nothing within the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement or to affect the legal liability of a PARTY to the Agreement by imposing any standard of care with respect to the operation and maintenance of STATE highways and local facilities different from the standard of care imposed by law.
- 11.2. Neither TAMC nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by, under or in connection with any work, authority or jurisdiction conferred upon STATE under this Agreement. It is understood and agreed that STATE shall fully defend, indemnify and save harmless TAMC and all of their officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement.
- 11.3. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by TAMC under or in connection with any work, authority or jurisdiction conferred upon TAMC under this Agreement. It is understood and agreed that TAMC shall fully defend, indemnify and save harmless STATE and all of its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by TAMC under this Agreement.

12. PREVAILING WAGES:

12.1. Labor Code Compliance- If the work performed under this Agreement is done under contract and falls within the Labor Code section 1720(a)(1) definition of a "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code section 1771. TAMC must conform to the provisions of Labor Code sections 1720 through 1815, and all applicable provisions of California Code of Regulations found in Title 8, Chapter 8, Subchapter 3, Articles 1-7. TAMC agrees to include prevailing wage requirements in its contracts for public works. Work performed by TAMC's own forces is exempt from the Labor Code's Prevailing Wage requirements.

12.2. Requirements in Subcontracts - TAMC shall require its contractors to include prevailing wage requirements in all subcontracts when the work to be performed by the subcontractor under this Agreement is a "public works" as defined in Labor Code Section 1720(a)(1) and Labor Code Section 1771. Subcontracts shall include all prevailing wage requirements set forth in TAMC's contracts.

13. INSURANCE

13.1. TAMC and its contractors shall maintain in force, during the term of this agreement, a policy of general liability insurance, including coverage of bodily injury liability and property damage liability, naming the STATE, its officers, agents and employees as the additional insured in an amount of \$1 million per occurrence and \$2 million in aggregate and \$5 million in excess. Coverage shall be evidenced by a certificate of insurance in a form satisfactory to the STATE that shall be delivered to the STATE with a signed copy of this Agreement.

14. TERMINATION - This Agreement may be terminated by mutual written consent by PARTIES or by STATE for cause. TAMC's failure to comply with the provisions of this Agreement may be grounds for a Notice of Termination by STATE.

15. TERM OF AGREEMENT - This Agreement shall become effective on the date first shown on its face sheet and shall remain in full force and effect until amended or terminated as set forth in Article 14 above.

PARTIES are empowered by Streets and Highways Code Section 114 and 130 to enter into this Agreement and have delegated to the undersigned the authority to execute this Agreement on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this Agreement.

IN WITNESS WHEREOF, the PARTIES hereto have set their hands and seals the day and year first above written.

THE TRANSPORTATION AGENCY FOR
MONTEREY COUNTY

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: _____
Chair of the Board

Initiated and Approved

By: _____
Executive Director

By: _____
Deputy District Director 5
Maintenance District

ATTEST:

By: _____
Board Secretary

By: _____
Board Counsel

EXHIBIT "A"

(Plan map identifying the applicable STATE Routes (Freeway proper) and TAMC road(s) and facilities)

Memorandum

To: Board of Directors
From: Aaron Hernandez, Transportation Planner
Meeting Date: December 4, 2024
Subject: **Regional Development Impact Fee Update Request for Proposals**

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

1. **APPROVE** the Request for Proposals and Scope of Work for the 2026 Regional Development Impact Fee Nexus Study Update;
2. **AUTHORIZE** staff to publish the Request for Proposals and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work; and
3. **APPROVE** the use of funds from fees collected by the agency in the Regional Development Impact Fee Program for this contract in an amount not to exceed \$100,000.

SUMMARY:

In 2008, the 12 cities and the County adopted a regional development impact fee and formed a Joint Powers Authority to administer the program, in order to assure that new development pays for impacts on the regional transportation network. As the administering agency, TAMC is required to update the regional fee program nexus study by August 2026.

FINANCIAL IMPACT:

The Regional Development Impact Fee program is currently projected to generate \$90 million, through year 2030; this is substantially lower than initial estimates due to the slower pace of development. One-percent of fees collected can be used to cover the agency's fee program administrative expenses. The 2026 Nexus Study Update has a cost estimate of \$100,000 listed in the Request for Proposals.

DISCUSSION:

The Regional Development Impact Fee program was adopted by the Transportation Agency Board of Directors and each of the jurisdictions, then went into effect in August 2008. Under state law requirements, as well as the provisions of the Joint Powers Agreement that established the program, TAMC is required to conduct a major update every five years. However, with recent changes to the California Mitigation Fee Act, nexus study updates are now required every eight years. The last nexus study was completed in 2018 and the 2026 update will be the third major update to the fee program. Staff will be revisiting the technical work necessary to recalculate the regional fees to reflect any changes that may have occurred in the past eight years, such as: updates to the regional travel forecast model, the expected pace of development, changes in land use plans including general plan updates, transportation improvement project needs and cost, and population growth projections.

The regional fee program assures that new development contributes its proportionate share towards the costs of transportation infrastructure necessary to support growth in Monterey County. The Nexus Study is a component required by law that links the traffic impacts from new development to the needed transportation improvements (establishing the nexus), and defines how new development can make fair-share payments towards the costs of those improvements.

Regional fees are assessed by zones as follows: North County, Greater Salinas, Peninsula/South Coast, South County, and the Fort Ord Reuse Authority (FORA) Zone. Prior to 2020, the FORA zone was exempt from the regional fee because development in that zone paid to the FORA Community Facilities District fee. After the sunset of FORA in 2020, the Transportation Agency activated the FORA zone to the fee program and was integrated to the regional project list.

Environmental review of the regional fee program occurs through the Environmental Impact Report for the Regional Transportation Plan. The most recent review was conducted in 2022. With recent state legislative changes, Level of Service (LOS) is no longer being used as a mitigation strategy for traffic impacts. For the 2026 update, TAMC staff is seeking to complete a nexus evaluation using a safety-based approach that would focus on updating the fee program project list with projects that would consider safety impacts instead of traffic congestion impacts. Enacting this change will bring alignment between the regional fee program and the agency's regional vision zero efforts, which will also be concurrently under development.

The proposed RFP timeline is as follows:

Date / Timeframe	Task
November 21, 2024	Issue Notice of Intent to publish Request for Proposals
December 4, 2024	Distribute RFP
January 8, 2025	Deadline for questions and/or requests for clarification or exceptions by 12:00 pm noon Pacific Time
January 16, 2025	Proposals due by 12:00pm noon Pacific Time
January 20 - 24, 2025	Review and rank proposals
January 29, 2025	Hold interviews (if necessary)
January 30, 2025	Determine top ranked consultant, send Tentative Award letter, negotiate contract
February 26, 2025	Bring contract to TAMC Board for approval

ATTACHMENTS:

1. 2026 Nexus Study Update - Scope of Work

WEB ATTACHMENTS:



ATTACHMENT A SCOPE OF WORK

Introduction:

The Transportation Agency for Monterey County (TAMC) is the designated Regional Transportation Planning Agency (RTPA) for Monterey County. TAMC represents thirteen jurisdictions, including the cities of Carmel-By-The-Sea, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad and the County of Monterey. In addition, TAMC has five ex-officio member agencies, including the Association of Monterey Bay Area Governments (AMBAG), the Monterey Peninsula Airport District (MPAD), Monterey-Salinas Transit (MST), the Monterey Bay Air Resources District (MBARD), and Caltrans District 5.

Purpose of the RFP:

The Transportation Agency for Monterey County invites the submission of proposals by qualified firms for the 2026 Regional Development Impact Fee Nexus Study Update. In this update TAMC seeks to move away from Level of Service (LOS) as the standard analysis method and looks to implement a safety-based approach to the nexus evaluation.

Task 1: Project Management & Meetings

Task 1.1: Project Management (PM)

The work for the 2026 Regional Development Impact Fee (RDIF) Program Update will begin concurrently with the kick-off meetings, and include the following key aspects:

- Communication with TAMC staff and member jurisdictions as necessary to discuss/resolve key issues in a timely and proactive manner
- Day-to-day project management
- Quality, Budget & Schedule control/assurance

Task 1.2: Project Meetings:

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

- Review the project scope of work and finalize work plan
- Establish project communications protocol
- Develop consensus on key project issues, goals, safety metrics, methodologies and expected deliverables.



- Attend a total of five (5) meetings as part of this proposal.

Task 2: Regional System Deficiencies Analysis

Task 2.1: Review Regional Travel Demand Model (TDM)

The selected consultant will obtain the latest available Regional Travel Demand Model for base-year and horizon year (2050) conditions from the Association of Monterey Bay Area Governments. The selected consultant will review, calibrate, and revalidate the Regional Travel Demand Model as part of this scope of work. The seven screen-lines evaluated in the 2018 Regional Development Impact Fee Nexus Study Update will be revisited and reviewed.

Task 2.2: Identify Base Year Deficiencies

The selected consultant shall review base-year traffic counts and the base-year AMBAG Regional Travel Demand Model forecasts at a system planning level.

- Complete a safety-based analysis for study facilities to determine existing base-year operational/capacity deficiencies.

Task 2.3: Identify Year 2050 Deficiencies:

Review and extract horizon-year (year 2050) traffic forecasts from the AMBAG Regional Travel Demand Model for study facilities.

- Complete a safety-based analysis for study facilities to determine projected year 2050 capacity/operational deficiencies.

Task 2.4: Prepare Working Paper

Prepare a working paper including text, tables and illustrative graphics to summarize safety-based results for base-year and horizon year, and deficiency analysis findings.

Task 3: Improvement Projects Selection and Cost Estimates Preparation

Task 3.1: Review & Reevaluate Improvement Projects

Evaluate the capacity of the previously identified transportation capital improvement projects to address projected existing and year 2050 system deficiencies. As necessary, conceptually identify incremental improvement projects and/or eliminate prior projects that are no longer necessary with the context of a 20-year improvement priority scale.

Task 3.2: Select Priority Projects

Discuss with the Technical Advisory Committee and short-list prioritized improvement projects (“candidate projects”) likely to be retained or carried forward in the 2026 Regional Development Impact Fee Nexus Study Update.

Task 3.3: Prepare/Update Project Cost Estimates:



Prepare cost estimates for candidate projects at a “planning level” of detail. Costs will include construction, design, right-of-way and environmental sub-components.

Task 4: Nexus Evaluation

Task 4.1: Select Zone/Link TDM Runs

Determine reasonable traffic “nexus” by using the AMBAG Regional Travel Demand Model to complete “select link” and “select zone” model runs by each benefit zone for each priority project. Create table matrix summarizing project-by-project cost allocation by benefit zone.

Task 4.2: Determine Existing & New Trips

Determine proportion of trips by jurisdictions that are existing trips and new trips (from planned new development).

Task 4.3: Literature on Current Legal Environment

Review literature on the existing legal environment of nexus evaluations. Provide guidance for best practices on the outcomes of the latest legal changes.

Task 5: Prepare Draft 2026 RDIF Rate Schedule

Develop Administrative Draft 2026 RDIF rate schedule estimates by land use category.

- Review Administrative Draft 2026 RDIF with TAMC staff. Then prepare Final Draft for review and comment by member jurisdictions.

Task 6: Prepare Final 2026 RDIF Rate Schedule

Obtain and review all agency/stakeholder comments. Review the level of the fees, incorporate rate adjustments as necessary (for infill, affordable housing, etc.) and finalize 2026 RDIF rate schedule for TAMC Board adoption

Task 7: 2026 RDIF Documentation Update

Task 7.1: Update Nexus Study Report

Prepare and submit 2026 RDIF Update Documentation Report (using appropriate text, tables, graphics and technical appendices for TAMC staff review). Review and finalize based on TAC and member jurisdiction comments.

Task 7.2: Update RDIF Implementation Guidelines

Update RDIF Implementation Guidelines document and prepare Updated 2026 RDIF Implementation Guidelines.

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: December 4, 2024
Subject: **MINUTES**

RECOMMENDED ACTION:

ACCEPT draft minutes of the Transportation Agency Committees:

- Rail Policy Committee - draft minutes of November 4, 2024
- Executive Committee - draft minutes of November 6, 2024
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of November 6, 2024
- [Technical Advisory Committee](#) - draft minutes of November 7, 2024
- [Measure X Citizens Oversight Committee](#) - No Meeting

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

1. Exec draft minutes November 6_2024
2. Draft_RPC_Minutes_November_4_2024_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: Chris Lopez (Chair), Dave Potter (1st Vice Chair),
Wendy Root Askew (2nd Vice Chair), Michael LeBarre (Past Chair),
Luis Alejo (County representative), Chaps Poduri (City representative)*

Wednesday, November 6, 2024

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

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

Alternate locations:

2616 1st Avenue, Marina, CA 93933, Supervisor Askew's Office

168 West Alisal Street, 2nd Floor, Salinas, CA 93901, Supervisor Alejo's Office

599 El Camino Real, Greenfield, CA 93927, Supervisor Lopez's Office

EXECUTIVE COMMITTEE	NOV 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24	JUN 24	AUG 24	SEP 24	OCT 24
Chris Lopez, Chair Supr. Dist. 3 (P. Barba)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	E
Dave Potter, 1st Vice Chair Carmel-By-The-Sea (J. Baron)	P	P	P	A	P	A	P	P	P	P
Wendy Root Askew, 2nd Vice Chair Supr. Dist. 4 (Y. Anderson)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Michael LeBarre, Past Chair King City (C. DeLeon)	P (VC)	P (VC)	P	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Luis Alejo, County Representative Supr. Dist. 1 (L. Gonzales; J. Gomez)	P(A) (VC)	P	P*	P(A) (VC)	P	P	P(A) (VC)	P	P	P(A) (VC)
Chaps Poduri, City Representative (Joe Amelio)	P	P	P	P	P	P	P	P	P	P

TC: via teleconference; VC: via video conference

P = Present

A = Absent

P(A) = alternate present

E = Excused

P(VC) Video Conference

P*= New Representative

1. CALL TO ORDER

Vice Chair Potter called the meeting to order at 9:02 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Kise, Muck, Park, Rodriguez, Sambrano, Strause, Watson and Zeller.

Others present: Shane Strong, TAMC Counsel; Paul Schlesinger, Thorn Run Partners; Javier Gomez and Jasmine Mejia Cortez, Supervisor District 1 office; Bryan Rosen; Lorna Moffat.

2. PUBLIC COMMENTS

None.

3. CONSENT AGENDA

On a motion by Committee Member Poduri and seconded by Committee Member LeBarre, the Committee voted 5-0 to approve the minutes from the Executive Committee meeting of October 2, 2024.

4. CALENDAR OF MEETINGS 2025

On a motion by Committee Member Askew and seconded by Committee Member Poduri, the Committee voted 5-0 to recommend the TAMC Board approve the calendar year 2025 schedule of meetings.

Transportation Agency for Monterey County bylaws require that the Board meeting be held on the 4th Wednesday of the month. There is no July meeting due to summer vacation conflicts. There is no November meeting due to conflict with the Thanksgiving Holiday. The December meeting is held on the 1st instead of the 4th Wednesday of the month to avoid conflict with the December holidays. Board of Directors meetings will be held at 1441 Shilling Place, Salinas, or other locations to be determined in advance of each meeting (the agenda will specify).

The Executive Committee meets on the first Wednesday of the month at 9:00 a.m., except in July and December. The Executive Committee meetings will be held at the TAMC conference room at 55-B Plaza Circle, Salinas, or other location to be determined in advance of each meeting (the agenda will specify).

5. APPOINTING NOMINATING COMMITTEE

On a motion by Committee Member Askew and seconded by Committee Member Poduri, the Committee voted 5-0 to recommend the TAMC Board appoint Chair Lopez and Past Chair LeBarre as the Nominating Committee to meet and return to Board of Directors on January 22, 2025 with recommendations for Board Chair, 1st Vice Chair, 2nd Vice Chair, and Executive Committee members to serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 28, 2026 Board meeting.

6. TAMC BOARD DRAFT AGENDA

Todd Muck, Executive Director, reviewed the draft regular and consent agenda for the TAMC Board meeting of December 4, 2024. After Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- Recognition of outgoing Board members
- Draft Regional Transportation Plan Project List and Revenue Projections
- Pajaro/Watsonville Station Scoping Period

Public comment:

Bryan Rosen commented on misleading of the Surf Bus Project.

7. CLOSED SESSION

PUBLIC COMMENT on the Closed Session: none

The Committee held a closed session regarding Public Employee Performance Evaluation pursuant to Government Code Section 54957 - Positions: Executive Director & Agency Council.

The Committee Reconvened in open session and Vice Chair Potter reported no actions were taken.

8. ADJOURNMENT

Vice Chair Potter adjourned the meeting at 10:00 a.m.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

Draft Minutes of November 4, 2024

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

Alternate locations: 2616 1st Avenue, Marina, California 93933 - Supervisor Askew's Office

11140 Speegle Street, Castroville CA, 95012 Supervisor Church's Office

168 West Alisal Street, 2nd Floor, Salinas, CA 93901, Supervisor Alejo's Office

	NOV 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24	JUN 24	JUL 24	AUG 24	SEP 24	OCT 24	NOV 24
L. Alejo, Dist. 1 (L. Gonzalez, J. Gomez)	P	P	C	P(A) (VC)	P(A) (VC)	C	P(A) (VC)	N	P	P	N	P(A) (VC)
G. Church, Dist. 2 (M. Vierra , L. Gray)	P(A) (VC)	P(A) (VC)	A	P(A) (VC)	P(A) (VC)	A	P (VC)	O	P(A) (VC)	P (VC)	O	E
W. Askew, Dist. 4 (Y. Anderson, E. Mora)	P(A) (VC)	P (VC)	N	P(A) (VC)	P(A) (VC)	N	P(A) (VC)	M	P(A) (VC)	P(A) (VC)	M	P(A) (VC)
M. Adams, Dist. 5, (C. Courtney)	P(A) (VC)	P(A) (VC)	C	P(A) (VC)	E	C	A	E	A	E	E	P(A) (VC)
M. LeBarre, King City, Chair (C. DeLeon)	P	P	E	P	P	E	P	E	P	P	E	P
B. Delgado, Marina (J. McAdams)	P (VC)	A	L	P (VC)	A	L	P (VC)	T	A	E	T	A
E. Smith, Monterey (K. Barber, M. Garcia, A. Renny)	P	E	L	P	P	L	P	I	P	P	I	P
A. Sandoval, Salinas, (A. Rocha)	P	P(A)	E	P	A	E	A	N	A	A	N	P
M. Carbone, Sand City (J. Blackwelder)	P	A	D	P	P	D	P	G	P	P	G	P
I. Oglesby, Seaside (D. Pacheco)	A	P		A	A		E		A	A		A
F. Cabrera, Soledad (A. Velazquez)	A	P		P	E		E		P	P		P
D. Potter, At Large Member, Vice Chair (J. Barron)	P	P		P	P		P		P	E		P
M. Twomey, AMBAG (H. Adamson, P. Hierling)	P (VC)	P(A) (VC)		P(A) (VC)	P(A) (VC)		P(A) (VC)		P(A) (VC)	P(A) (VC)		P(A) (VC)
A. Lopez, Caltrans District 5	P (VC)	P (VC)		P (VC)	A		A		P (VC)	P (VC)		A
C. Sedoryk, MST (L. Rheinheimer/ M. Overmeyer)	P (VC)	P(A)		P(A) (VC)	P(A) (VC)		P(A)		P(A) (VC)	P(A) (VC)		P(A) (VC)

STAFF	NOV	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
T. Muck, Executive Director	P	P	C	P	P	C	P	N	E	P	N	P
C. Watson, Director of Planning	P	P	A	P	P	A	P	O	P	P	O	P
M. Zeller, Director of Programming & Project Delivery	P (VC)	E	N	P (VC)	E	N	E	M	P (VC)	P (VC)	M	P (VC)
M. Montiel Admin Assistant	P	P	C	P	E	C	E	E	P	P	E	E
L. Williamson, Senior Engineer	P	P	E	E	E	E	P	E	P (VC)	P (VC)	E	P (VC)
D. Bilse, Principal Engineer	P (VC)	A	L	P (VC)	A	L	P	T	A	A	T	P
A. Guther, Transp. Planner	P	P	L	P	P	L	P	I	P	P	I	P
A. Sambrano Transp. Planner	P (VC)	P	E	P (VC)	P (VC)	E	P	N	P (VC)	P (VC)	N	E
J. Strause, Associate Transp. Planner	A	A	D	E	E	D	E	G	P	P	G	E
J. Kise, Director of Finance & Administration	-	A		A	P		P		A	P		E
M. Park, Finance Officer/Analyst	-	-		-	-		P		P	P		E

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

1. QUORUM CHECK AND CALL TO ORDER

Chair LeBarre called the meeting to order at 3:02 p.m. A quorum was established.

OTHERS PRESENT

Sam Sargent	Caltrain	Frank Lopez	Public
Jasmine Mejia Cortez	District 1	Elouise Rodriguez	TAMC
Brianna Goodman	SCCRTC		

2. PUBLIC COMMENTS

None

3. CONSENT AGENDA

M/S/C Potter/Sandoval/unanimous

Item 3.2 was pulled by Committee Member Potter and voted separately.

3.1 Approved minutes of the September 9, 2024, Rail Policy Committee meeting.

3.2 Potter/Sandoval/passed

M/S/C

Abstained: Gonzales

Approved the 2025 schedule of Rail Policy Committee meetings with change in time from 3:00 p.m., to 2:00 p.m., and an alternate location with zoom connection open to the public at 2616 1st Avenue, Marina, California 93933.

3.3 Received the call for nominations for the 23rd Annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

3.4 Received media clippings attached online.

END OF CONSENT AGENDA

4. SALINAS RAIL KICK START PROJECT UPDATE

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

Sam Sargent, Caltrain Director of Strategy and Policy, presented an update on the partnership on the project to extend Caltrain service from Gilroy into Monterey County. He noted that Caltrain secured \$80 million in state funding for a battery electric hybrid train, designed and built by Stadler US in Salt Lake City, that is expected to begin service in 2028.

Mike Zeller, TAMC Director of Programming & Project Delivery, reported on the right-of-way phase of work, noting staff has been working with Union Pacific Railroad (UPRR) on 25% plans, with a funding deadline early next year. He noted the team has started appraisals on parcels that TAMC may need to acquire access to from UPRR.

5. 2025 LEGISLATIVE PROGRAM

The Committee reviewed and commented on the draft 2025 Legislative Program.

Christina Watson, Director of Planning, highlighted the draft legislative program items of interest to the Committee; she noted that the program notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency.

Committee Member Smith requested staff wordsmith priority 15S related to drones to clarify both what is included in "carbon neutral advanced air mobility" as well as how it relates to TAMC's area of expertise.

6. PAJARO MULTIMODAL STATION PROJECT UPDATE

The Committee received an update on the Pajaro Multimodal Station Project.

Alissa Guther, Transportation Planner, reported staff held the first project development team meeting on October 17 and has scheduled a scoping meeting for November 20 in Pajaro to initiate the California Environmental Quality Act and National Environmental Policy Act documentation of the project. This documentation will allow TAMC to pursue further state and federal funding for the design update and right of way work.

7. COAST CORRIDOR RAIL PROJECT UPDATE

The Committee received an update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles.

Alissa Guther, Transportation Planner, announced the State awarded the Coast Line a \$63 million Transit and Intercity Rail Capital Program grant, including \$25 million to construct the King City Station.

Chair LeBarre noted that this shows the power of the Coast Rail Coordinating Council to secure funding to fully fund phase 1 of the \$42 million King City Station project.

Executive Director Muck noted that other funds to leverage the \$42 million come in part from the Senate Bill 125 funding approved by the Board, noting this shows strong commitment from the State for improvements on the coast.

Committee Member Potter noted that the Rail Summit held in San Diego was a success.

8. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Christina Watson, Director of Planning, announced that the next Rail Policy meeting is scheduled for January 13, 2025.

8. ADJOURN

Chair LeBarre adjourned the meeting at 4:00 p.m.

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: December 4, 2024
Subject: **CORRESPONDENCE**

RECOMMENDED ACTION:

RECEIVE TAMC Correspondence for November 2024.

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

None

WEB ATTACHMENTS:

- [October 28, 2024, letter to Mr. Layne Long, Marina City Manager and Todd Clark, Museum of Handcar Technology, LLC Regarding: 30-Day Notice to Terminate Lease and/or Sublease of Transportation Agency of Monterey County Property from TAMC Executive Director Todd Muck.](#)
- [October 24, 2024, letter to Mr. Layne Long, City Manager, City of Marina Regarding: Marina's 10/9/24 Letter Requesting a Lease Extension from TAMC Executive Director Todd Muck.](#)

Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: December 4, 2024
Subject: Presentation to outgoing Board members

RECOMMENDED ACTION:

PRESENT Certificates of Appreciation to outgoing Board Members Mary Adams and Dave Potter.

SUMMARY:

FINANCIAL IMPACT:

DISCUSSION:

ATTACHMENTS:

1. Mary Adams - 2024
2. Potter - 2024-1

WEB ATTACHMENTS:

CERTIFICATE OF APPRECIATION

for

THE HONORABLE MARY ADAMS

DISTRICT 5 SUPERVISOR

WHEREAS, Supervisor Adams was Elected in 2016 and a second term in 2021 as the Fifth District Supervisor of Monterey County; and

WHEREAS, Supervisor Adams served on the Board of Directors of the Transportation Agency for Monterey County, including the Executive Committee and the Rail Policy Committee, for nearly eight (8) years, from January 2017 through December 2024; and

WHEREAS, Supervisor Adams served as Transportation Agency Chair in 2022; and

WHEREAS, Supervisor Adams worked closely with the County, Caltrans, and other transportation officials on safety improvements along Highway 1 and with CHP and law enforcement to meet local needs around road issues and traffic concerns;

NOW, THEREFORE, BE IT DECLARED on this 4th day of December 2024, that the Transportation Agency for Monterey County sincerely appreciates Board Member and Past Chair Mary Adams' 8 years of dedicated work to improve regional transportation throughout Monterey County.

Chris Lopez
Chair

Todd Muck
Executive Director

CERTIFICATE OF APPRECIATION

for

THE HONORABLE DAVE POTTER MAYOR, CITY OF CARMEL-BY-THE-SEA

WHEREAS, Mayor Dave Potter has served on the Transportation Agency for Monterey County's Board of Directors and the Rail Policy Committee as an outspoken advocate of implementing new rail service to the County since 1993; and

WHEREAS, Mayor Potter first joined TAMC in 1993 while serving on the Monterey City Council; and

WHEREAS, Mayor Potter, while serving on the Monterey County Board of Supervisors as District 5 Supervisor from 1996-2016, was a key participant in negotiating a successful acquisition of the 13-mile Monterey Branch Line railroad right-of-way from Union Pacific in 2003; and

WHEREAS, since 2018, Mayor Potter has represented the City of Carmel-by-the-Sea, California; and

WHEREAS, Mayor Potter served as TAMC Board Chair in 1994, 1995 and 2008, and Rail Policy Committee Chair from 2001-2016; and

WHEREAS Mayor Potter advocated for the expansion of Intercity Rail Service between San Francisco and Los Angeles as the Chair of the Coast Rail Coordinating Council for over 30 years; and

WHEREAS, Mayor Potter has been a tireless champion of expanded passenger rail service in the Monterey Bay Area, representing Monterey County, the Transportation Agency for Monterey County, and the Coast Rail Coordinating Council at the State and Federal levels to seek and secure funding for rail projects in the region;

NOW, THEREFORE, BE IT DECLARED on this 4th day of December 2024, that the Transportation Agency for Monterey County sincerely appreciates the work of Mayor Dave Potter for his 31 years of dedicated work to improve regional transportation throughout Monterey County.

Chris Lopez
TAMC Chair

Todd Muck
Executive Director

Memorandum

To: Board of Directors
From: Amelia Conlen, Senior Transportation Planner
Meeting Date: December 4, 2024
Subject: **Draft 2026 Regional Transportation Plan Project List and Revenue Projections**

RECOMMENDED ACTION:**2026 Regional Transportation Plan Project List and Financial Assumptions**

1. **RECEIVE** update on development of the 2026 Regional Transportation Plan; and
2. **PROVIDE INPUT** on the project list and the financial assumptions to be studied as part of the 2026 Regional Transportation Plan and Metropolitan Transportation Plan and Sustainable Communities Strategy.

SUMMARY:

Every four years, the Transportation Agency is responsible for developing an updated Regional Transportation Plan, pursuant to state and federal transportation planning requirements. The Agency prepares the plan in coordination with the Association of Monterey Bay Area Governments to be consistent with a tri-county Metropolitan Transportation Plan/Sustainable Communities Strategy adopted by AMBAG for the Monterey Bay Area. The project list and financial assumptions are key elements for these plans.

FINANCIAL IMPACT:

The 2026 Regional Transportation Plan is being prepared in-house by staff in coordination with Agency committees and local jurisdictions. The Plan's environmental document is budgeted by the Association of Monterey Bay Area Governments not to exceed \$325,000, of which TAMC will pay \$75,000, and will cover the tri-county Metropolitan Transportation Plan as well as the individual Monterey, Santa Cruz and San Benito County Regional Transportation Plans. The Plan will include cost estimates for transportation projects in Monterey County through the 2050 horizon year. The 2022 Regional Transportation Plan's financial estimate identified a total of approximately \$6.7 billion in projected funding for transportation projects in Monterey County through the 2045 horizon year of the plan.

DISCUSSION:

The Regional Transportation Plan for Monterey County is a long range (+20 year) plan, updated every four years. The Regional Transportation Plan forms the basis for the Metropolitan Transportation Plan prepared by the Association of Monterey Bay Area Governments for the Monterey Bay Area pursuant to Federal Highway Administration and Caltrans transportation planning requirements. As the Metropolitan Planning Organization for the Monterey Bay Area, AMBAG incorporates the financial assumptions and project lists included in the Regional Transportation Plans

for the Monterey, Santa Cruz and San Benito Counties into the Metropolitan Transportation Plan to in order to maintain the region's eligibility for federal transportation assistance.

Pursuant to state and federal guidelines, the Regional Transportation Plan includes a countywide multimodal needs assessment, transportation policy element, long-range funding forecast, funding-constrained project list, and program-level environmental review document assessing the probable environmental impacts associated with implementation of the plan. Public participation is encouraged throughout the development of the Regional Transportation Plan for each of the project steps, and as adopted by AMBAG through the Monterey Bay Area Public Participation Plan.

Agency staff is coordinating with AMBAG on all planning activities, including the project list development, revenue assumptions and the environmental process. Current activities related to the Plan's development are described below:

Project Lists

Projects proposed for state and federal funding must be identified in a Regional Transportation Plan. The Plan includes a listing of regionally-significant projects on the road, highway, rail and transit networks planned over the time horizon of the plan. Regionally-significant projects include those identified within the Measure X program or regional fee program, projects with a significant impact on travel between cities, or projects of a certain size. The plan must also identify all other planned local street, bike/pedestrian, and transit projects that may use state or federal funding.

TAMC staff coordinated with public works officials for all jurisdictions in Monterey County, including airports and Caltrans, during summer 2024, to update the regional project database for coordination with AMBAG's Regional Travel Demand Model. Changes from the 2022 project list largely reflect refined project scopes, updated cost estimates, and new or anticipated projects. The 2026 project list also reflects the removal of projects that have been completed or are not anticipated to be moving forward. The draft regionally-significant project list is included as **an attachment** to this report. Each jurisdiction's overall project list is included as a **web attachment**. The regionally-significant project list will be reviewed at the January Bicycle and Pedestrian Facilities Advisory Committee and Technical Advisory Committee meetings before coming back to the Board in January for final approval.

The final list of projects identified in the plan must be consistent with the needs, goals and priorities identified in the policy element and the total cost of those projects must fall within the funding capacity of the long-range revenue forecast.

Financial Estimates

Agency staff prepared the funding forecast for the regional plan, which includes data on local, state and federal transportation funding sources. The funding forecast is used to identify a threshold for prioritizing the regionally-significant projects to be included in the plan. Projects below this threshold will be included on a list of projects to be funded if new revenues become available. Federal guidance does allow the Agency to identify revenues that it reasonably expects to be available over the time horizon of the plan, which could include a future replacement to the gas tax, such as a vehicle miles traveled fee or equivalent assessment. The Financial Element update incorporates changes in the revenue forecast for funding transportation improvements, including maintaining a consistent level of Measure X revenues and securing competitive Senate Bill 1 funds. A summary of the financial assumptions for the plan can be seen as an **attachment** to this staff report.

Environmental Analysis

Development of the regional Metropolitan Transportation Plan/Sustainable Communities Strategy includes the development of a joint programmatic-level Environmental Impact Report. The Notice of

Preparation for the environmental document was released April 15, 2022 and closed on May 31, 2022. AMBAG is anticipated to release the Draft Environmental Impact Report in December 2025 for public review and comment. Approval of the Final 2026 Regional Transportation Plan, adoption of California Environmental Quality Act (CEQA) findings and adoption of the joint Environmental Impact Report is planned for June 2026.

ATTACHMENTS:

1. TAMC RTP 2026 Timeline
2. 2026 RTP Financial Assumptions - Summary
3. 2026 RTP Regionally Significant Projects

WEB ATTACHMENTS:

Project Lists by Implementing Agency:

[Caltrans.pdf](#)

[Carmel-by-the-Sea.pdf](#)

[Del Rey Oaks.pdf](#)

[Gonzales.pdf](#)

[Greenfield.pdf](#)

[King City.pdf](#)

[Marina Airport.pdf](#)

[Marina.pdf](#)

[Mesa del Rey Airport.pdf](#)

[Monterey Airport.pdf](#)

[Monterey County.pdf](#)

[Monterey.pdf](#)

[Monterey-Salinas Transit.pdf](#)

[Pacific Grove.pdf](#)

[Salinas Airport.pdf](#)

[Salinas.pdf](#)

[Sand City.pdf](#)

[Seaside.pdf](#)

[Soledad.pdf](#)

[TAMC.pdf](#)

2026 RTP Update - TAMC's Draft Timeline

2023	2024	2025	2026
<p>Oct. 2023 AMBAG to present to TAC</p>	<p>Jan. 2024 AMBAG issue NOP for joint MTP/SCS EIR</p>	<p>Jan-Dec 2025 Preparation of Draft EIR</p>	<p>March-May 2026 W/AMBAG - Respond to comments on Draft 2045 MTP/SCS</p>
<p>Feb. 2024 TAMC to present to TAC - Goals, Policy Objectives, PMs</p>	<p>April - Nov 2024 RTPA's update to project / program costs for AMBAG</p>	<p>BOARD ACTION Jan/Feb 2025 Board adoption of final project list</p>	<p>June 2026 AMBAG approves Final EIR and 2045 MTP/SCS</p>
<p>Feb. 2024 TAMC to present to BPC - Goals, Policy Objectives, PMs</p>	<p>April 2024 TAMC to present to TAC on updating project list/costs</p>	<p>Feb 2025 Deadline to submit final project list to AMBAG</p>	<p>BOARD ACTION June 2026 Board approval of Final RTP and adoption of CEQA findings/joint EIR</p>
<p>BOARD ACTION March. 2024 Board adoption of Goals, Policy Objectives, PMs</p>	<p>June 2024 TAMC to complete local jurisdiction coordination on Master Plans</p>	<p>July-Dec 2025 AMBAG to Prepare Draft MTP/SCS</p>	
	<p>Sept. 2024 RTPA deadline for input on Growth Forecast/ planned projects</p>	<p>BOARD ACTION Dec. 2025 Board to receive draft RTP and release notice to public for review / comment</p>	
	<p>Nov. 2024 TAMC to present financial projections to TAC/ EXEC</p>	<p>Dec. 2025 AMBAG release Draft EIR for MTP/SCS for public review and comment</p>	
	<p>Dec. 2024 TAMC Draft Financial Revenue Projections</p>		

AMBAG
 TAMC
 TAMC Board Action

2023 - 2026

2026 Regional Transportation Plan
25-Year Financial Assumptions



Fund Source	25-Year Totals, Not Escalated (\$1,000's)	Comments
City/County General Funds for Transportation Projects	\$380,650	Updated with the latest Maintenance of Effort amounts for Senate Bill 1 Road Maintenance and Rehab Account funds.
Gas Tax (HUTA) and Gas Tax Replacement	\$524,425	Assumes a consistent level of funding from the gas tax or replacement, such as a Vehicle Miles Travelled fee.
Regional Developer Fees	\$143,850	Assumes full funding of the regional fee program over the horizon of the Regional Transportation Plan.
Transportation Sales Tax 2016 (Measure X)	\$500,000	Maintains Measure X revenues at \$20 million per year, rather than actuals, which have been higher. Assumes an extension after 2047.
Highway 156 Toll Revenues	\$0	The agency and Caltrans are not currently pursuing a tolling option for the SR 156 Widening project and will be exploring alternative funding scenarios.
State Highway Operations and Protection Program (SHOPP)	\$1,500,000	Estimate used the FY 2018/19 fund amount and escalated by 1.75% for two years to FY 2020/21 for a new baseline.
Senate Bill 1 Competitive Programs (TCEP, SCCP, LPP Competitive)	\$162,500	Assumes the Agency will be successful in receiving grant funds for the SR 68, SR 156, and US 101 projects.
State Transportation Improvement Program - Regional Share	\$132,500	Increased to \$5.3 million per year based on recent fund estimates from the California Transportation Commission.
Active Transportation Program (ATP)	\$280,050	Assumes the Agency and jurisdictions will be successful in receiving grant funds consistent with prior cycles.
Senate Bill 1 Local Partnership Program (LPP) Formula	\$22,525	Maintains a consistent level of formula funds at \$639k / year for TAMC and \$228k / year for Monterey-Salinas Transit.
Transit and Intercity Rail Capital Program (TIRCP)	\$50,000	Assumes success in receiving grant funds for the Monterey County Rail Extension and other transit/rail projects.
Highway Bridge Program (HBP)	\$190,175	Estimate based on programmed funds in the Metropolitan Transportation Improvement Program for FY 2023/24.
Highway Safety Improvement Program (HSIP)	\$42,800	Maintained consistent funding from the prior Regional Transportation Plan.
Surface Transportation Block Grant Program (formerly RSTP)	\$157,225	Updated per new four-year fund estimate for FFY 2021/22 - 2023/24 from Caltrans Transportation Programming.
Subtotal:	\$4,086,700	
Other State, federal, transit, and airport funds	\$3,182,300	
Total over 25 Years:	\$7,269,000	

2026 Monterey County Regional Transportation Plan Project List

Financially Constrained Regionally-Significant Projects (Current Year, \$1,000s)

Project Title	ID	Project Description/Scope	Cost
Scenic Route 68 Corridor Improvements	MON-CT011-CT	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).	\$165,002
SR 156 - Castroville Boulevard Interchange	MON-CT036-CT	Construction new interchange for SR 156 and Castroville Boulevard/Blackie Road. (related to CT022 and CT023)	\$126,000
US 101 - South of Salinas Improvements	MON-CT031-CT	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.	\$112,000
SR 218 - Operational Improvements and Complete Streets	MON-CT039-CT	Add bicycle and pedestrian enhancements, turn pockets, signal and operational improvements, shoulder widening, and Zero Emission Vehicle chargers.	\$16,450
US 101 - Salinas Corridor	MON-CT030-SL	Widen US 101 to 6 lanes and/or auxiliary lanes within city limits of City of Salinas where feasible.	\$52,000
US 101/5th Street Interchange	MON-GON014-GO	Modify interchange with roundabouts at on/off ramps.	\$50,000
Roundabout @ US 101/Broadway St/San Antonio Dr	MON-KCY043-CK	Install Roundabout @ US 101/Broadway St/San Antonio Dr.	\$7,000
Imjin Pkwy Widening Project	MON-MAR154-MA	Measure X and SB1 LPP project to widen Imjin Pkwy to 4 lanes from Reservation Rd to Imjin Rd.	\$41,750
Davis Road Bridge Replacement and Road Widening	MON-MYC307-UM	Replace an existing two-lane, low-level bridge with a high-level four-lane bridge. Widen Davis Road to four lanes from Blanco and Reservation Roads. (PW&F)	\$71,742
G12 San Miguel Canyon Corridor Project	MON-MYC181-UM	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)	\$55,000
SR 1 - Carmel River FREE	MON-MYC288-UM	Replace a portion of the elevated SR 1 roadway embankment with a causeway. Realign and re-profile the existing Highway between the southern end of the existing Carmel River bridge to the south of the proposed overflow bridge. Construct new bicycle and pedestrian access. Construct new southbound turn lane to serve the Palo Corona Regional Park entrance.	\$14,900
SR 156 - Blackie Road Extension	MON-MYC147-UM	Construct new road from Castroville Blvd to Blackie Rd.	\$18,000
Del Monte Corridor	MON-MRY005-MY	Add eastbound lane from El Estero to Sloat Ave.	\$8,000
Operations & Maintenance Facilities	MON-MST009-MST	Maintenance and Operations Facilities including: \$8M Measure X for Salinas Maintenance & Ops Facility	\$100,000
Salinas Bus Rapid Transit	MON-MST011-MST	Construct Bus Rapid Transit improvements along E. Alisal Street.	\$50,000
Salinas-Marina Multimodal Corridor	MON-MST008-MST	Construct multimodal Bus Rapid Transit Improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.	\$60,000
South Monterey County Regional Transit Improvements	MON-MST018-MST	Increases the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.	\$50,000
Transit Capacity for SR 1/Surf! Busway and BRT	MON-MST016-MST	Construct improvements to accommodate regional MST bus service along the TAMC Branch Line during peak travel periods and construct 5th Street Station.	\$99,000
Russell Rd Widening	MON-SNS050-SL	Widen Street from US 101 to San Juan Grade Rd.	\$3,078

US 101 - Alvin Drive Overpass/Underpass and Bypass	MON-SNS006-SL	Construct overpass/underpass and 4 lane street structure.	\$12,325
Monterey County Rail Extension Kick Start	MON-TAMC003-TAMC	Extends existing rail service from Gilroy to Salinas and constructs stations and track improvements in Gilroy and Salinas.	\$87,000
Holman Highway Safety Improvements	MON-TAMC008-TAMC	Make safety and operational improvements to Holman Highway in Pacific Grove and Monterey; includes bicycle, pedestrian and traffic safety and ADA improvements.	\$22,300
Habitat Preservation/Advance Mitigation	MON-TAMC009-TAMC	Countywide Habitat Preservation/ Advance Mitigation for projects.	\$10,000
Fort Ord Regional Trail and Greenway (FORTAG)	MON-TAMC010-TAMC	Approximately 28-mile bike and pedestrian access path through the former Fort Ord. (TAMC projects 16, 17, 18, and 20 are segments of this overall project)	\$80,000
Safe Routes to Schools	MON-TAMC011-TAMC	Countywide Safe Routes to Schools program.	\$20,000
Senior & Disabled Transportation	MON-TAMC012-TAMC	Countywide support for Senior & Disabled Transportation.	\$10,000
Pajaro Station	MON-TAMC014-TAMC	Constructs the Pajaro/Watsonville passenger rail/multimodal station.	\$135,739
Castroville Station	MON-TAMC015-TAMC	Constructs the Castroville passenger rail/multimodal station.	\$34,000
FORTAG - 218 Canyon Del Rey Segment	MON-TAMC016-TAMC	Constructs 1.5 miles of bike and pedestrian path adjacent to Canyon Del Rey.	\$23,860
FORTAG – Laguna Grande	MON-TAMC017-TAMC	Constructs 0.35 miles of bike and pedestrian path adjacent to Laguna Grande.	\$10,500
FORTAG – California Ave Segment	MON-TAMC018-TAMC	Constructs 1.8 miles of bike and pedestrian path adjacent to California Avenue in the City of Marina.	\$9,449

2026 Monterey County Regional Transportation Plan Project List

Financially Unconstrained Regionally-Significant Projects (Current Year, \$1,000s)

Project Title	ID	Project Description/Scope	Est Cost \$1,000s
SR 1 Improvements	MON-CT046-CT	Adapt Highway 1 from SR 183 to Salinas Road and the rail line going through Elkhorn Slough for climate and regional traffic changes with operational improvements and a frontage road.	\$750,000
State Route 156 and US 101 Interchange	MON-CT023-CT	Construct new interchange for SR156 and US101 (related to CT022 and CT036)	\$350,000
Fremont/Highway 1/Monterey Rd Intersection	MON-SEA042-SE	Improvements to intersection at Fremont, Monterey Rd and Highway 1 on/off ramps.	\$25,000
Monterey Branch Line Passenger Rail	MON-TAMC001-TAMC	Provide passenger rail service using the existing 16-mile Monterey Branch Line between Castroville and Monterey adjacent to Highway 1. Includes Salinas River Bridge Replacement.	\$347,700
Soledad Station	MON-TAMC004-TAMC	Constructs the Soledad passenger rail/multimodal station to run passenger service on main line.	\$27,200
Around the Bay Rail	MON-TAMC019-TAMC	Provide passenger rail service between Monterey and Santa Cruz. Includes access fees on rail line between Pajaro and Castroville, train equipment, and Maintenance Facility.	\$103,300
State Route 156 - Expressway Conversion	MON-CT036-CT	Construct new interchange for SR 156 and Castroville Boulevard / Blackie Road (related to CT022 and CT036)	\$106,225

Memorandum

To: Board of Directors
From: Alissa Guther, Transportation Planner
Meeting Date: December 4, 2024
Subject: **Pajaro/Watsonville Station Scoping Period**

RECOMMENDED ACTION:

RECEIVE update on Notice of Preparation and Scoping Period for the Pajaro/Watsonville Multimodal Station.

SUMMARY:

Staff will present on the scoping period workshop and activities for the Pajaro/Watsonville Multimodal Station project.

FINANCIAL IMPACT:

TAMC received \$2,274,000 in Transit and Intercity Rail Capital Program (TIRCP) grant funds to perform the environmental review work. No matching funds were required.

DISCUSSION:

The Pajaro/Watsonville Multimodal Station Project is Phase 2 of the Monterey County Rail Extension project. Project information is available at the website linked as **web attachment 1**. The Project will create a connection point for new passenger rail service between the Monterey Bay Area and the San Francisco Bay Area region. The Pajaro-Watsonville Multimodal Station will include:

- New passenger loading platform, shelters, lighting and associated infrastructure
- Monterey-Salinas Transit and Santa Cruz Metro bus transfer facilities
- Bicycle and pedestrian improvements
- Vehicle parking spaces and electric vehicle charging stations
- Improved access via a new signalized intersection at Salinas Road and Lewis Road

Project Benefits include:

- Expands transportation options with connections to local and regional destinations
- Facilitates access to jobs, health care, education, and shopping
- Reduces vehicle trips and emissions
- Provides new rail service in the underserved communities of Pajaro and Watsonville

The project is currently in the environmental review phase, which includes preparation of environmental documents in compliance with the California Environmental Quality Act and the National Environmental Policy Act to provide environmental clearance for development of the project

site. The Notice of Preparation was issued on November 1, 2024, which began the official scoping period for the project. **Web attachment 2** is the online survey.

The purpose of the Notice of Preparation and the workshop held in Pajaro on November 20 is to:

- Introduce the project and alternatives being considered;
- Provide an opportunity for verbal and written public comment on scoping project alternatives and the environmental document; and
- Inform the public about the upcoming Draft Environmental Document preparation process, project timeline, and future opportunities for public input.

The Project scoping period is used to get feedback from residents and local community members who could be impacted by the proposed project. The scoping period ends on December 6, 2024. Outreach was done through newspaper ads, social media, emails, and website updates, as well as on-the-ground outreach work at local businesses and community centers, Watsonville farmer's markets, and resident's group meetings. Staff will present an update on the project at the meeting.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Pajaro/Watsonville Multimodal Station Project website](#)
- [Survey](#)



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 4, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments
C1	SR 1 Big Sur South (1Q760)	In San Luis Obispo and Monterey Counties, Near Big Sur, From Ragged Point to Limekiln Creek Bridge (SLO PM 71.8/ MON 20.9)	Storm Damage Repairs	Jan 2023 - April 2025	\$18.35 Million	SHOPP	Victor Devens	S. Chaves Construction, Inc.	Construction in progress
C2	SR 1 Big Sur Central (1Q770)	In Monterey Counties, Near Big Sur, Limekiln Creek Bridge to 0.9 Mile south of Castro Canyon Bridge (PM 20.9/42.2)	Storm Damage Repairs	Jan 2023 - July 2025	\$76.35 Million	SHOPP	Victor Devens	Papich Construction, Inc.	Construction in progress
C3	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 (PM 42.2/72.0)	Storm Damage Repairs	Jan 2023 - July 2025	\$25.4 million	SHOPP	Victor Devens	Granite rock Construction	Construction in progress
C4	SR 1 Flooding (1Q960)	In Monterey and Santa Cruz Counties from Approximately 1 mile North and South of the Pajaro River Bridge (PM T100.0/R1.0)	Storm Damage Repairs	March 2023- July 2025	\$1.85 million	SHOPP	Victor Devens	Teichert Construction	Construction in progress
C5	Coastal RSP Repair (1R190)	In Monterey County from 3 miles to 1 mile south of the town of Gorda. (MON-1-7.2/9.2)	Repair RSP and gabion baskets	Jan 2024 - July 2025	\$81.75 million	SHOPP	Victor Devens	John Madonna Construction	Construction in progress
C6	St. Francis Concrete Revetment (1R210)	On Route 1 in Monterey County 2.2 miles north of the Pfeiffer Canyon Bridge (MON-1-47.8)	Replace failed concrete revetment	Jan 2024 - July 2025	\$7.5 million	SHOPP	Victor Devens	Granite Rock Construction	Construction in progress
C7	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 2025	\$3.7 million	SHOPP	Victor Devens	Papich Construction	Construction in progress



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 4, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments
C8	SR 1 Pfeiffer Canyon Mitigation (1K080)	At Pfeiffer Canyon Bridge (PM 45.4/45.6)	Environmental mitigation (planting, erosion control) for project EA 05-1J130.	April 2023 – May 2026	\$200,000	SHOPP	Aaron Wolfram	CON	Contract Approved on 4/11/2023. 3 Year Plant Establishment.
C9	MON/SBt Storm Damage (1Q810)	In Monterey and San Benito Counties on various routes at various locations	Storm Damage Repairs	Jan 2023 - Oct 2025	\$2.8 million	SHOPP	Victor Devens	Brough Construction	Construction complete
C10	US 101 Spence Rd Acceleration Lane (1M760)	South of Salinas at Spence Rd (PM 81.03)	Extend NB acceleration lane	July 2023 – May 2024	\$1.7 million	MINOR	Meg Henry	Granite Construction Company	This project completed construction and is now in the Closeout process.
C11	US 101 Prunedale Rehab (1H690)	Near Prunedale North of Boronda Road overcrossing to Monterey/San Benito County Line (PM R91.3/98.8 & 100.3/101.3)	Pavement rehabilitation	Feb 2023- July 2025	\$36.2 million	SB 1 SHOPP	Kelli Hill	Desilva Gates Construction	Construction in progress; traffic control is in place; potential delays may occur, as posted on message signs.
C12	US 101 King City Clean California Project (1Q100)	On Route 101 in Monterey County at the First St, Canal St, and Broadway St (PM 40.1/41.1)	Install beautification, transportation art, and safety measure enhancement project in Caltrans Right of Way	Feb 2023 – Jan 2025	\$750,000	Clean California	Mike Lew	Wabo Landscape & Construction, Inc.	Plant Establishment work was completed on 11/6/2024. All work on site for this project has been completed.
C13	SR 218 Seaside ADA (1H230)	From Del Monte Road to Fremont Boulevard (PM R0.2/L0.9)	ADA compliant pedestrian access	Jan 2023 – Dec 2024	\$1.7 million	SHOPP	Aaron Wolfram	FBD Vanguard Construction Company	Utility relocation completion and construction in progress completion back onsite completion delayed to end of November 2024.
C14	SR 1, 68 Storm Damage (1R130)	In Monterey on various routes at various locations	Storm Damage Repairs (slides, slip-outs, sinkhole)	April 2023 - April 2025	\$700,000	SHOPP	Victor Devens	Granite Rock	Construction in progress



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 4, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments
C15	US 101 Gonzales to Salinas Flood mitigation (1Q730)	On Highway 101 in Monterey County near Salinas MON-101-67.4/85.1	Drainage cleaning and preparation	May 2023 - March 2024	\$461,000	SHOPP Minor	Victor Devens	Top Tier Grading	Construction complete
C16	Monastery Beach Sinkhole (1S080)	In Monterey County one mile south of the Carmel River Bridge MON-1-71.24	Sinkhole over culvert	May 2024 - April 2025	\$150,000	SHOPP Minor	Victor Devens	Granite Construction	Construction in progress
C17	Rocky Creek Slip Out (1S040)	In Monterey County at .1 mile south of the Rocky Creek Bridge MON-1-60.0	Stabilize slope. Temporary signal	March 2024 - August 2025	\$9.4 million	SHOPP	Victor Devens	Teichert Construction	Construction in progress
C18	Castroville Ped Overcrossing (1P533)	In Monterey County at Geil Street Ped OC MON-156-1.35	Mural & Landscaping	Jan 2024 – Jan 2026	\$1.08 million	Clean CA	Jackson Ho	Hoseley Corporation	Construction in progress
C19	Regent's Slide (1R640)	In Monterey County 0.3 mile south of the Big Creek Bridge (PM 27.8)	Remove slide material. Restore roadway.	Jan 2024 - TBD	\$31 million	SHOPP	Victor Devens	Papich Construction	Excavation halted temporarily. Crews observed additional cracking, requiring additional monitoring and analysis before beginning work again. Slope stability and geotechnical monitoring is in progress.
C20	MON 101 Culvert Clearing North of Bradley (1R480)	On US 101 in Monterey County north of the Jolan Rd UC (PM R11/R13.2)	Replace storm water pumps	May 2024 – July 2024	\$461,000	SHOPP Minor	Victor Devens	Brough Construction	Construction Complete



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 4, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

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 (PM 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 – April 2026	\$1.2 million	100% LOCAL FUNDED	Kelli Hill	Granite Rock	Construction in progress
C22	Rocky Creek Slip Out Restoration (1S160)	In Monterey County at .1 mile south of the Rocky Creek Bridge (PM 60.0)	Construct a viaduct to restore two-way traffic	June 2024 – Summer 2025	Estimated \$21 million	SHOPP 130 Emergency Work	Chad Stoehr	Gordon N. Ball, Inc.	Construction in progress
C23	SR 183 Salinas to Castroville CAPM (1K430)	South of Old Cemetery Rd near Salinas south of Del Monte Ave at Castroville (PM 2.1/8.3)	Roadway rehabilitation, TMS elements, lighting, and sign panel replacement	Spring 2024 - Winter 2024/25	\$6.9 million	SHOPP	Mark Leichtfuss	PS&E/RW	Construction in progress



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 4, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

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 (PM 8.7/9.1)	Coastal Development Permit Requirements	Summer 2025 – Fall 2025	\$2.1 million	SHOPP MAJOR	Luis Duazo	PS&E/RW	Project Plans, Specifications, and Cost Estimates are being finalized. Coastal Development Permit is in-progress.
D2	SR 1 Big Creek Tieback Wall (1K010)	Near Lucia south of Big Creek Bridge (PM 27.5/27.7)	Construct tieback wall, restore roadway and facilities, place Water Pollution Control BMPs, and erosion control	Winter 2024/25 – Winter 2026/27	\$7.3 million	SHOPP	Meg Henry	PA&ED	Caltrans received an incomplete letter from Coastal for the CDP application and is actively working with Coastal to address their comments.
D3	SR 1 Castro Canyon Bridge Rail Upgrade (1H490)	At Castro Canyon Bridge (PM 43.1)	Replace bridge rail	TBD – Spring 2028	\$2.5 million	SHOPP	Meg Henry	PS&E/RW	Project is delayed due to AT&T; a second time extension was requested but denied by HQ CTC staff. D5 is reprogramming the project in the 24/25 SHOPP. EA will remain as 05-1H490. D5 was notified in early March 2024 that AT&T has contested the legal filing. D5 is awaiting clarification on updated timeline from HQ legal. As of May 2, the date for resolution of legal action is unknown but anticipated to be no earlier than late fall and possibly later than Spring 2025. The construction timeline will be updated when resolved.
D4	SR 1 Coastlands II Wall Permanent Restoration (1P210)	Near Big Sur at 1.1 Miles south of Pfeiffer Canyon Bridge (PM -44.34/44.34)	Construct soldier pile wall or mechanically stabilized embankment wall.	Winter 2025/26 – Winter 2026/27	\$3.2 million	SHOPP	Mark Leichtfuss	PS&E	The 95% Constructability Review is scheduled for December 2024. RTL is scheduled for June 2025.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 4, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
D5	SR 1 Garrapata Creek Bridge Rail Replacement (1H800)	At Garrapata Creek Bridge (PM 62.97)	Bridge rail rehabilitation	Summer 2025 – Summer 2026	\$3.6 million	SHOPP	Aaron Wolfram	PS&E	Project is holding on completion of updates to 2024 Standards because the CDP is currently awaiting appeal to the Coastal Commission. The Monterey County Planning Commission denied CDP on 2/22/2023 and denied appeal on 3/8/23. Board of Supervisors voted to appoint a working group to discuss additional options for rail selection. The Board denied a CDP at the 6/25/2024 meeting. CT is awaiting the decision of our appeal from the Coastal Commission.
D6	SR 68 Drainage Improvements (1J880)	From west of Sunset Dr to Toro Park (PM 0.2/15.7)	Drainage improvement, replace lighting, and install count stations	Winter 2026/27 – Winter 2027/28	\$8 million	SHOPP	Mark Leichtfuss	PS&E	This project is in the final stages of the PS&E phase working on completion of the CDP, Environmental permits, R/W appraisal and acquisitions. RTL is scheduled for June 2025.
D7	SR 68 Corridor Improvements (1J790)	On State Route 68 from Josselyn Canyon Road to San Benancio Road. (PM 4.87-13.7)	Operational Improvements	Winter 2027/28 – Fall 2030	\$52.5 million	STIP & AUTHORIZED	Chad Stoehr	PA&ED	Project is currently in Environmental studies phase. Draft Environmental Document was released in November 2023. Reviewing comments on DED and working towards final Project Report and FED.
D8	US 101 Drainage (1J890)	In and near King City, Greenfield, Soledad, Gonzales, and Salinas, from Paris Valley Road Overcrossing to Dunbarton Road (PM R28.23/100)	Rehabilitate drainage systems, replace overhead signs and structures, and update Transportation Management System (TMS) elements	Summer 2025 – Summer 2026	\$19.4 million	SHOPP MAJOR	Mark Leichtfuss	PS&E	This project is in the final stages of the phase working towards final design and environmental permits. RTL is scheduled on 2/20/2025/.
D9	US 101 King City CAPM (1K440)	Near King City from Jolon Road undercrossing to Lagomarsino Ave (PM R41.9/R49.0)	Pavement Preservation, TMS Elements, Lighting, and Drainage	Fall 2026 – Fall 2027	\$27 million	SHOPP	Mark Leichtfuss	PS&E	This project is in the final stages of the phase working to complete R/W acquisitions and permits at Thompson's Gulch culvert. RTL is scheduled mid-June 2025.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 4, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
D10	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 (PM 98.8./100.3)	Drainage System Rehab	Winter 2024/25 – Winter 2026/27	\$6.2 million	SHOPP MAJOR	Aaron Wolfram	PS&E/RW	Project achieved RTL on 6/27/2024. Greater than 120% submitted allocation approved by the CTC in August. Construction expected to begin once contract is advertised and awarded.
D11	SR 156 Castroville Boulevard Interchange (31601)	Castroville Boulevard and Highway 156 (PM R1.6/1.4)	Construct a new interchange	Spring 2026 – Spring 2028	\$54.5 million	STIP Measure X Federal Demo	Chad Stoehr	PS&E/RW	Final R/W and Environmental activities are ongoing with regards to utilities. CDFW ITP Permit and 1600 LSA Permits have been granted. Project submitted for SB1 Cycle 4 funding.
D12	SR 183 Castroville Improvement Project (1H650)	Community of Castroville from Del Monte Ave. to Washington St (PM R8.3/9.98)	Asset Management Pilot Project	Feb 2025 – Spring 2028	\$20.3 million	SHOPP	Jackson Ho	PS&E/RW	Advertisement started on 10/28/24. Bid Opening targeting December 2024.
D13	SR 183 Castroville Arch (1P540)	On Route 183 at Preston St (PM 9.46/9.46)	Beautify/rehabilitate overhead sign.	December 2024 – Winter 2024	\$500,000	Clean California	Jackson Ho	PS&E/RW	EP#2 approved. CCSD submitting detailed revisions.
D14	Highway 1 Limekiln Creek Bridge Replacement (1F510)	In Monterey County from south of Limekiln Creek Bridge to just north of Limekiln Creek Bridge (PM 20.9-21.3)	Replace bridge	Summer 2027 – Fall 2030	\$96.2 million	SHOPP	Luis Duazo	PS&E	Design will begin December 2024.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 4, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
D15	US 101 South of Salinas Corridor Improvement Project (0H330)	On US 101 between Main Street in Chualar and Airport Blvd in Salinas	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	Notice of Preparation (NOP) meetings completed in October 2024; processing comments. Comment period ended 11/14/24 but still accepting comments. Preparing updated permission to enter request letters to larger ranch owners by early December, request letters to smaller parcels and commercial businesses to follow.
D16	US 101 South of Salinas Access Management Project (1S590)	On US 101 between Main Street in Chualar and Airport Blvd in Salinas	Implement access management strategies to reduce the number of crossing and left-turn movements on the US 101 corridor between Chualar and Salinas.	Summer 2026-Fall 2026	\$5 million	SHOPP 010 Safety Project	Meg Henry	PID	Completed PID anticipated in January 2025.



ACRONYMS USED IN THIS REPORT

ADA	Americans With Disabilities Act
CCO	Contract Change Order
CCSD	Castroville Community Service District
CDP	Costal Development Permit
CT	California Transportation Commission
CTC	Caltrans
DED	Draft Environmental Document
EIR	Environmental Impact Report
EP	Encroachment Permit
FED	Final Environmental Document
PA&ED	Project Approval and Environmental Document
PID	Project Initiation Document
PS&E	Plans, Specifications, and Estimates
SB	Senate Bill, the Road Repair and Accountability Act of 2017
SCL	Santa Clara County Line
SHOPP	Statewide Highway Operation and Protection Program
SR	State Route
RTL	Ready To List
R/W or ROW	Right of Way
TMS	Traffic Management System
UC	Under Crossing